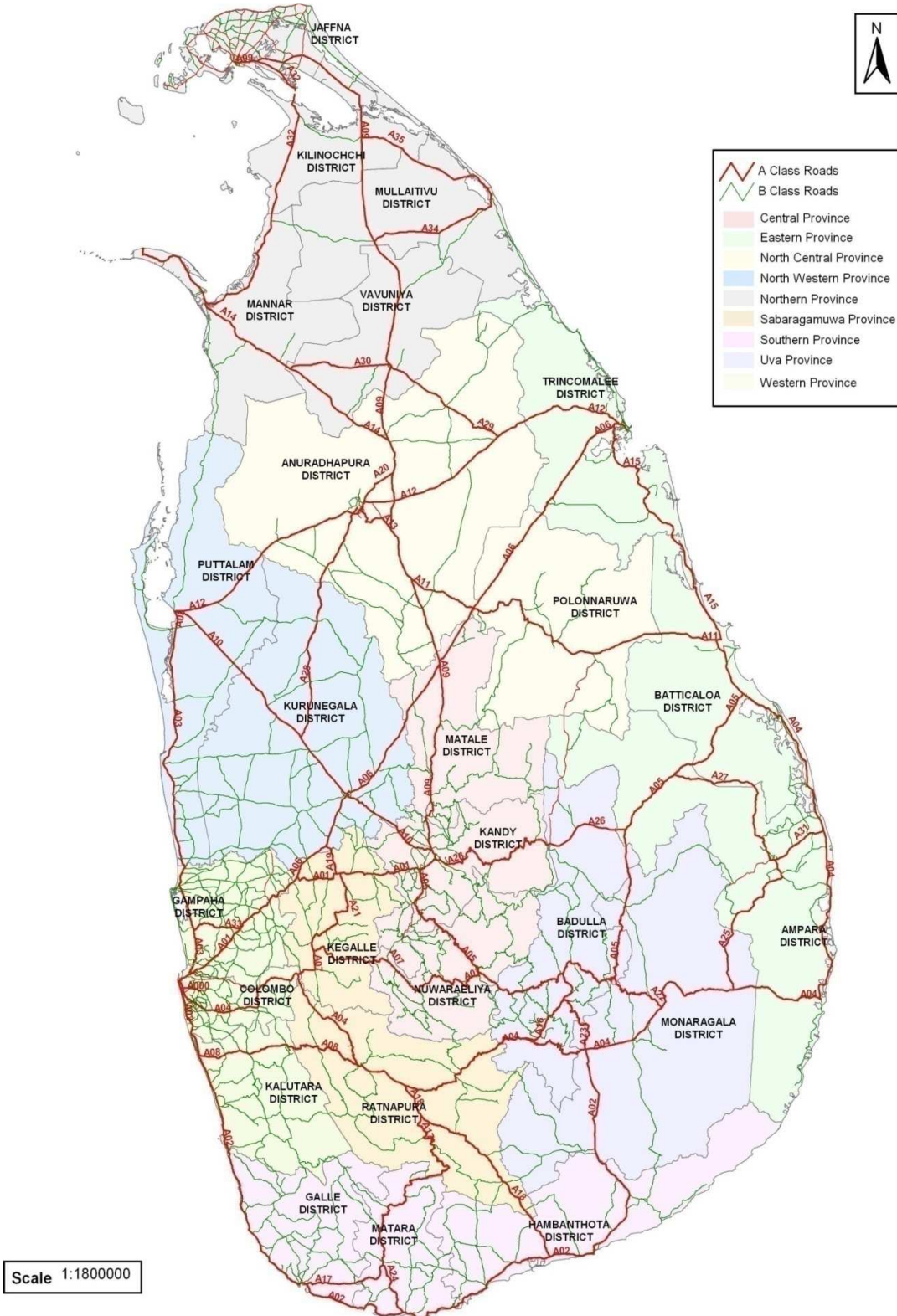


Figure 1



National Road Network in Sri Lanka

Introduction

The Annual Report of Road Development Authority (RDA) for the year 2011 discusses the organizational and operational aspects of RDA in brief and provides rather detail information on its performance and achievements during the year.

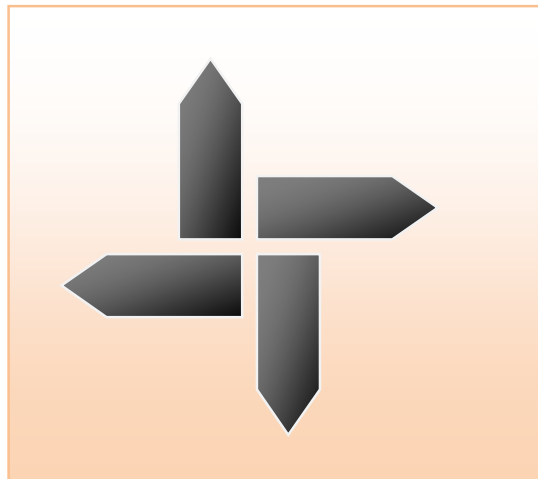
A brief overview on operational aspects and performance of RDA has been given at the beginning and the organizational aspects of RDA have been discussed in Chapter 2 of the report. The functions and responsibilities of each operational division have been enumerated in Chapter 3. The Chapter 4 of the report discusses in detail the performance of each area of work/service of RDA during the year.

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 5 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 6.

The overall financial performance of RDA has been presented in Chapter 7 and the achievement of its goals and objectives have been presented in Chapter 8.

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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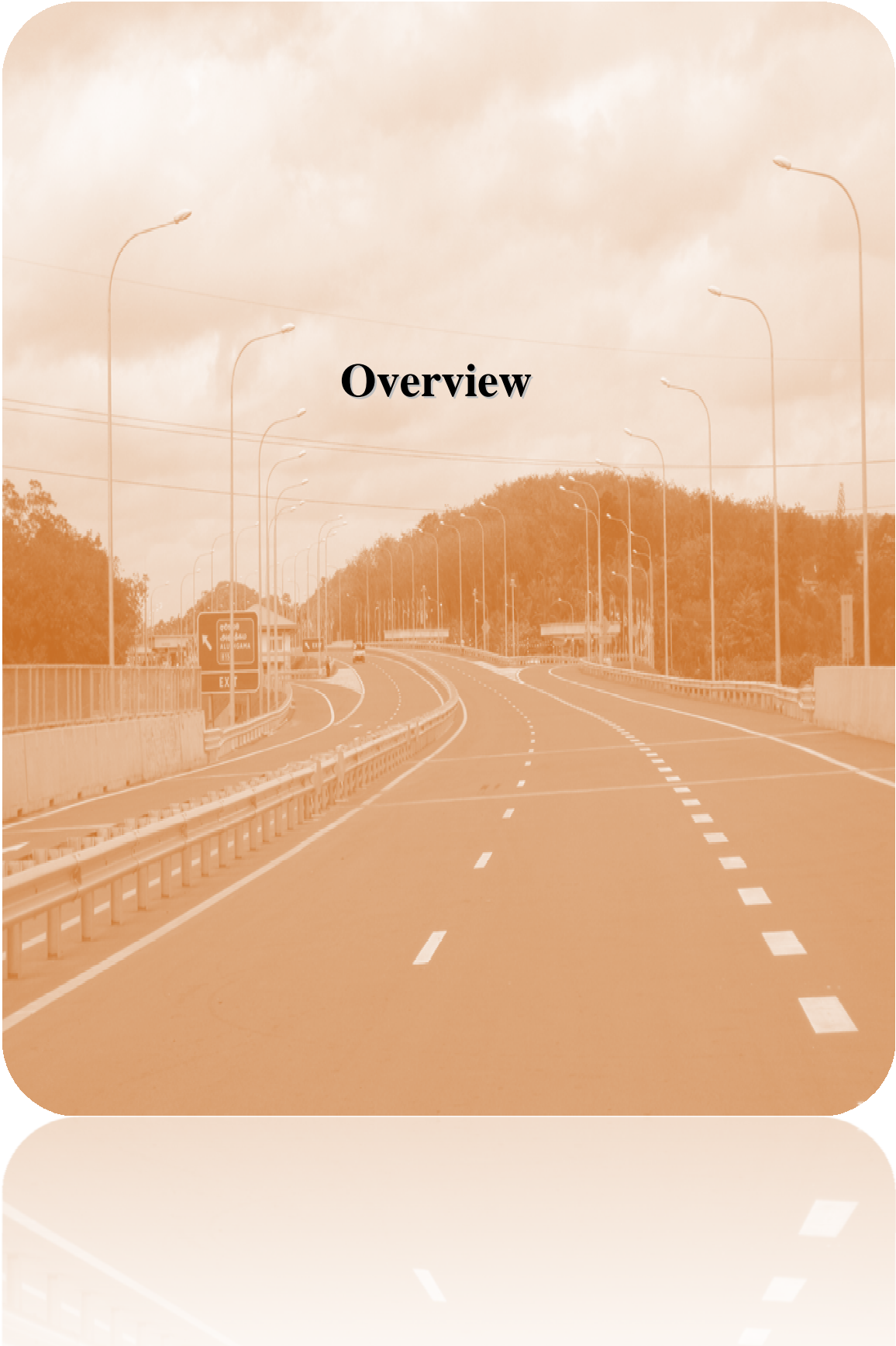
Abbreviations

AASL	Airport Aviation Sri Lanka
ADB	Asian Development Bank
ADG	Additional Director General
ADT	Average Daily Traffic
AFD	Agence Francaise de Development
AO&M	Asset Operation and Maintenance
BD	Bridge Design
BIQ	Basic Information Questionnaire
BOQ	Bill of Quantity
Br. No.	Bridge Number
CEA	Central Environment Authority
CKAH	Colombo – Kandy Alternate Highway
CKE	Colombo – Katunayake Expressway
CRWB	Colombo – Ratnapura – Wellawaya – Batticaloa
DCP	Dynamic Cone Penetration
D.EE	Design Engineers
DG	Director General
EDCF	Economic Development Corporation Fund
EE	Executive Engineer
EIA	Environmental Impact Assessment
EOT	Extension of Time
EPF	Employees' Provident Fund
EPL	Environmental Protection License
ERD	External Resources Department
ESD	Environmental and Social Development Division
ETF	Employees' Trust Fund
FS	Feasibility Study
FWD	Falling Weight Deflectometer
GIS	Geographic Information System
GOSL	Government of Sri Lanka
GPAR	Galle Port Access Road
GPS	Global Positioning System
HDM – 4	Highway Development & Management – 4
HIHD	Humbantota International Hub Development
HIMS	Highway Information Management System
HSR	Highway Schedule of Rates
ICLP	Institute of Commercial Law & Practice
ICTAD	Institute for Construction Training and Development
IEPSL	Institute of Environmental Professionals Sri Lanka
IESL	Institution of Engineers Sri Lanka
IT	Information Technology

JAP	Japan Aided Project
JBIC	Japan Bank for International Cooperation
JICA	Japanese International Cooperation Agency
KFAED	Kuwait Fund for Arab Economic Development
LAIS	Land Acquisition Information System
LAQ	Land Acquisition
LiDAR	Light Detection And Ranging
LOA	Letter Of Acceptance
LCB	Local Competitive Bidding
MCC	Metallurgical Co-operation of China
MFAP	Miscellaneous Foreign Aided Project
MFNSV	Multi Function Network Survey Vehicle
MIS	Management Information System
MM&C	Maintenance Management & Construction
NAITA	National Apprentice & Industrial Training Authority
NBT	Nation Building Tax
NHSP	National Highways 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
NWP	North Western Province
NWS&DB	National Water Supply and Drainage Board
OCH	Outer Circular Highway
OD	Original Destination
OFID	OPEC Fund for International Development Korea Eximbank
PCB	Pyrolysis Carbon Black
PCU	Passenger Car Unit
PD	Project Director
PIP	Project Implementation Plan
PM&R	Property Management and Revenue
PMU	Project Management Unit
PRP	Priority Roads Project
PSC	Pre Stressed Concrete
R&D	Research and Development
RAA	Research Assistants
RBCU	Rural Bridge Construction Unit
RDA	Road Development Authority
RIS	Road Information System
RNIP	Road Network Improvement Project
ROW	Right Of Way

RP	Resettlement Plans
RPPF	Road Project Preparatory Facility
RSAP	Road Sector Assistance Project
SCPTA	Singapore Co-operation Programme Training Awards
SD&CC	State Development & Construction Corporation
S.D.EE	Senior Design Engineers
SDFL	Skills Development Fund Limited
SIDA	Swedish International Development co-operation Agency
SLFI	Sri Lanka Foundation Institute
SLIDA	Sri Lanka Institute of Development Administration
SLLR&DC	Sri Lanka Land Reclamation and Development Corporation
SOR	Scheme of Recruitment
STDP	Southern Transport Development Project
TAARP	Tsunami Affected Area Rehabilitation Project
TEC	Technical Evaluation Committee
TIIP	Trincomalee Integrated Infrastructure Project
TOO	Technical Assistants
TOR	Terms Of Reference
UDA	Urban Development Authority
UKSBP	UK Steel Bridge Project
UOM	University Of Moratuwa
UOP	University Of Peradeniya
UOR	University Of Ruhuna
VAT	Value Added Tax
WB	World Bank
WLAN	Wireless Local Area Network
WS	Work Supervisors

Overview



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'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 resulting the reduced efficiency in mobility. 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.

The RDA also takes over roads that belong to the Provincial Councils and Local Authorities and enlist them into the National Highways. In overall 12,020 km of roads classified as National Highways (A and B class roads) and 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 approximately 1200 km are sand sealed annually. 1191.37 km of roads were sand sealed during 2011.

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 2011 is 337.98 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. In addition, 33 steel bridges have been completed and the works on 24 such bridges were in progress during 2011.

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 Southern Expressway was completed and opened to the public on 27th November 2011. Newly constructed Southern Highway having a length of 95.275 km was declared as a National Highway and gazette as an Expressway during the year 2011.

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 14 projects and Concept papers were prepared for 15 projects during 2011.

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. Signal design for 3 junctions and traffic management studies for four bypass roads, four junctions and one alternate route were in progress in 2011.



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 101 bridges and Highway design for 265.5 km length of roads were completed in 2011.



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 2011 was Rs.90,313,474.40.

Financial Performance

The total funding allocation for RDA including domestic and foreign funds for year 2011 was Rs. 118,531 million and the annual expenditure was Rs. 97,817 million. The foreign funds contributed more than 50% of the total funding.

Table 1: Financial Performance based on source of funds

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	34,365	31,453
Foreign Aid Loan (FAL)	61,685	46,173
Foreign Aid Grant (FAG)	1,810	1,379
Reimbursable Foreign Aid –Loan (RFAL)	1,250	920
Reimbursable Foreign Aid –Grant (RFAG)	200	1
Counterpart Fund (CF)	0	0
Foreign Aid related Domestic Funds (FARDF)	19,221	17,892
Total	118,531	97,817

Figure 2: Financial Performance based on source of funds

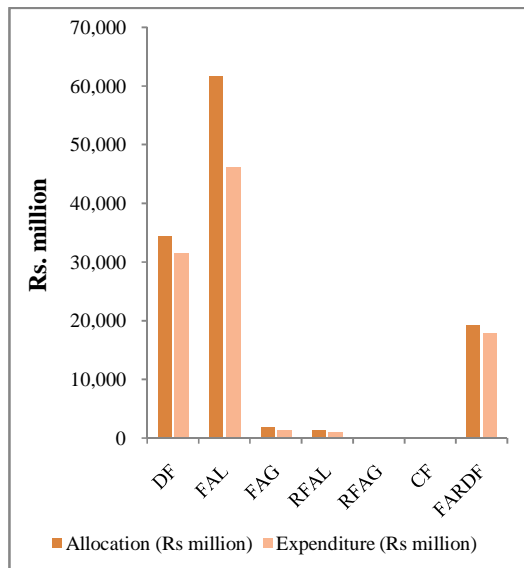
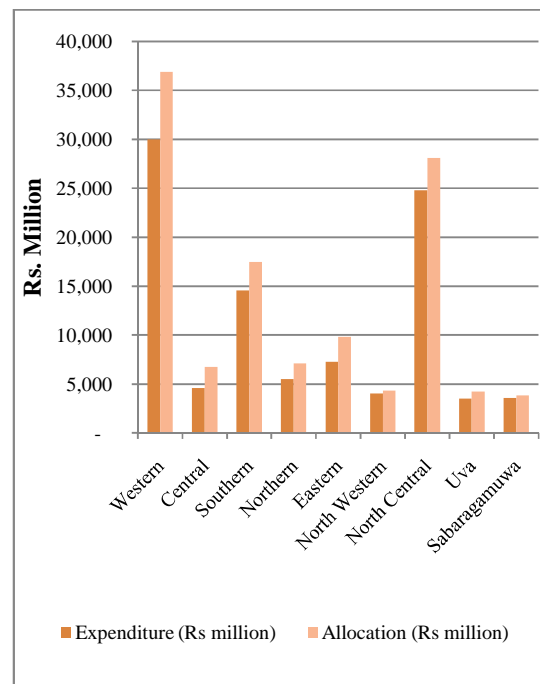


Table 2: Financial Performance based on Province

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Western	36,876	29,981
Central	6,741	4,578
Southern	17,463	14,552
Northern	7,127	5,524
Eastern	9,823	7,281
North Western	4,325	4,030
North Central	28,110	24,779
Uva	4,215	3,519
Sabaragamuwa	3,850	3,573
Total	118,531	97,817

Figure 3: Financial Performance based on Province





**The Road Development Authority - An
Introduction to the Organization**

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 port 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, 020 km of roads and 4,456 bridges (span of more than 3m) as at the end of 2011.

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.

Twelve board meetings were held during the year 2011.

During the year 2011, the Board of Management comprised the following members;

Board of management during the period from January – December 2011

Mr. R.W.R. Pemasiri (Chairman, RDA)	–	Chairman
Mr. O.Ratnaweera (Working Director – RDA)	–	Member
Mr. P.Dissanayake (Addl. Secretary, Ministry of Highways & Road Development)	–	Member
Mrs. M. Gangatharan (Director – Department of External Resources)	–	Member
Mr. T.M.Herath (Addl. Secretary (Technology), Ministry of Power & Energy)	–	Member
Mr. A.W.M.Sarathchandra (Director (Planning), Ministry of Transport)	–	Member
Mr. L.B.S.B.Dayaratne (Senior Asst. Secretary, Ministry of Lands & Land Development)	–	Member
Mr. K.L.L.Premanath (General Manager NES&DB)	–	Member
Mr. B.A.Peiris (Director (General), Geological Survey & Mines Bureau)	–	Member
Mr. Hema Madiwela	–	Member
Mr.W.Wijerathne	–	Member
Mr. K.A.Gamini	–	Member
Mr. Navaratne Senanayake	–	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 17 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 Chairman. The organizational chart of the RDA is given in Figure 4.

2.5 Employees of the RDA

The RDA has a workforce of 4, 562 employees on permanent and contract basis comprising of engineering, technical, administrative, accounting and other support staff. In addition it has 4, 024 permanent and 2, 428 contract basis laborers employed for routine maintenance work as at end of 2011. The Total approved carder under different service categories is given in the table below;

Table No 3: 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>	1497
<i>Supportive Staff</i>	2601
<i>Labourer</i>	4024
Total	9986

2.6 Functional Divisions

The organizational structure of the RDA, there are 18 functional divisions of which 16 divisions are headed by a director except for the Property Management & Revenue Unit and Expressway Management 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 3 Divisions are directly reporting to the Director General.

Mechanical Division

Legal Division

Expressway Operation, Maintenance & Management Division

The Directors of the following 3 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 come 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 5 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 *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.

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.

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 Southern Transport Development Project
- PMU of the Colombo – Katunayake Expressway
- PMU of the Japanese Aided Projects
- PMU of the World Bank Funded Road Sector Assistance Project
- PMU of the UK Steel Bridge Project
- PMU of the Miscellaneous Foreign Aided Projects
- PMU of the Road Project Preparatory Facility
- PMU of the Colombo – Kandy Alternate Highway Project
- PMU of the Outer Circular Highway Project Phase 1 & 3
- PMU of the Outer Circular Highway Project Phase 2
- PMU of the National Highway Sector Project
- PMU of the Northern Road Connectivity Project
- PMU of the Conflict Affected Region Emergency Project
- PMU of the Road Network Improvement Project
- PMU of the Northern Road Rehabilitation Project 1
- PMU of the Northern Road Rehabilitation Project 2
- PMU of the Priority Roads Projects 1
- PMU of the Priority Roads Projects 2 South
- PMU of the Priority Roads Projects 2 North

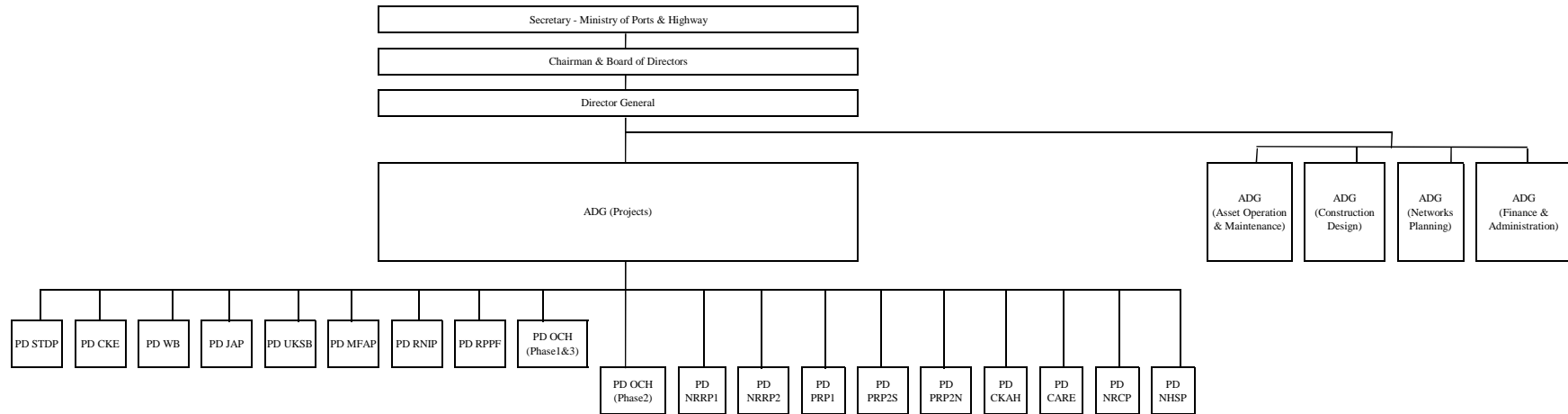
These PMUs maintain independent accounting units, responsible to the Ministry of Highways & Road Development. At the RDA level, the activities of those projects are coordinated by the Additional Director General (Projects).

The organizational chart of the Project Management Units of the RDA is given in Figure 5.

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 5



ABBREVIATION

- ADG - Additional Director General
- PD - Project Directors
- DD - Deputy Directors
- STDP - Southern Transport Development Project
- CKE - Colombo Katunayake Expressway
- OCH - Outer Circular Highway
- WB - World Bank Funded Road Sector Assistance Project
- RNIP - Road Network Improvement Project
- NRRP - Northern Road Rehabilitation Project
- PRP - Priority Roads Projects
- PRP2S - Priority Roads Projects 2 Southern
- PRP2N - Priority Roads Projects 2 Northern
- JAP - Japan Aided Project
- UKSB - UK Steel Bridge
- MFAP - Miscellaneous Foreign Aided Project
- CKAH - Colombo Kandy Alternative Highway
- CARE - Conflict Affected Region Emergency
- NRCPC - Northern Road Connectivity Project
- RPPF - Road Project Preparatory Facility
- NHSP - National Highway Sector Project

An aerial photograph of a complex highway interchange, featuring multiple lanes, overpasses, and ramps. The image is overlaid with a semi-transparent orange filter. The text is centered over the middle of the image.

Functions and Responsibilities of the Divisions

Chapter 3 Functions and Responsibilities of the Divisions

3.1 Maintenance Management and Construction Division

The Provincial and Regional Organization of the Road Development Authority were headed by Maintenance Management & Construction Division at the head office. The Additional Director General (AO&M) 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.

Table No 4: Roads and Bridges under the purview of RDA in Provinces

<i>Province</i>	<i>Class – A Roads (km)</i>	<i>Class – B Roads (km)</i>	<i>Total Length (km)</i>	<i>No of Bridges</i>
Western	374.48	1208.75	1583.23	788
North Western	353.22	971.09	1324.31	463
Southern	346.88	1018.50	1365.38	473
Central	408.57	1330.79	1739.36	626
North Central	495.20	698.64	1193.84	361
Sabaragamuwa	415.57	804.18	1219.75	698
Uva	471.04	693.19	1164.23	437
Northern	734.49	524.12	1258.61	276
Eastern	619.55	551.13	1170.68	334
Total	4219.00	7800.39	12019.39	4456

Functions and Responsibilities

The maintenance activities of roads (A & B class) and other activities related to the protection, operation and maintenance of the road assets are carried out by the regional offices under the guidance of the provincial Directors of the provinces. In addition to this, construction of Non RDA roads and bridges are also carried out in the provinces as assigned by other agencies time to time.

Maintenance activities:

Routine Maintenance

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

Urgent Maintenance/Emergency Work

- Restoration of Flood damages including Earth slips & diversions

Periodic Maintenance

- Base & surface corrections
- Surface applications
- Grading & 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 & 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.
- Property management and Revenue collection on Hoardings, Gantries, Road signs, Bill boards, Centre Medians, roundabouts, etc.
- Sand Sealing of Roads
- Maintenance of ferries
- Maintenance of RDA Buildings and Circuit Bungalows
- Management and operation of asphalt mix plants

3.2 Works Division

The Works Division handles pre-construction and construction phases of all Road Widening and Improvement works under local fund on the National Highways.

Pre Construction – Phase I

- Preparation of Tender documents
- Calling for tenders for procurement under LCB
- Issue of Bidding documents
- Opening of Bids
- Issuing of letters of acceptance (LOA)

Work undertaken after award of Contracts – Phase II

- Monitoring the financial & physical progress of works
- Inspection & checking of quality of construction works and advice on any critical issues
- Guide the respective Chief Engineer in his functions as Engineer for the contract
- Evaluation & recommendation for approval of the following
 - Payment Certificates
 - Variation to the Contracts
 - Extension of time (EOT)
 - Extra claims
 - Termination (in case of lack of progress)
- Review of Project Progress and recommend for remedies
- Inspection of Projects
- Submission of ,
 - Monthly Physical Progress reports
 - Monthly Financial Progress reports

3.3 Engineering Services Division

The Engineering Services Division (ESD) is one of the specialized divisions in RDA that comes under the Additional Director General (Asset Development). The ESD is responsible for design of bridges and the work of the division is carried out by the Director/ Engineering Services and Deputy Director/ Bridge Designs comprising of Senior Design Engineers, Design Engineers, Draft Personnel and other supporting staff.

The primary responsibility of the Division is to plan the designing of bridges and the approach roads for bridge improvement and rehabilitation projects and to process the acquisition of land and relocation of infrastructure of public services required, to facilitate the implementation of same and to provide advisory and support services to the relevant implementing divisions of RDA in the implementation of these bridge projects.

In achieving above, the Division is involved in carrying out the activities indicated below along with the other related functions:

- Site investigations (excluding foundation investigations and traffic surveys), including feasibility studies for bridge projects and formulating bridge design proposals.
- Detail engineering design of culverts, bridges, underpasses & flyovers including approaches, preparation of working drawings, tender documents, Engineers estimates and acquisition documents for bridge projects.
- Providing advice and instructions in order to implement construction as per drawings, specially where situations different from what was envisaged at design stage have been encountered.
- Carrying out inspections and designs on existing bridges whenever needed for the strengthening arrangements and major repairs.
- Carrying out design calculations and drawings for non-standard lengths for P.S.C. bridge beams & Steel girders.
- Preparation of type drawings.
- Updating Rate Analysis and Estimates of bridge contracts for 2011 rates and preparation of price escalation indices.
- Checking of alternative design submitted by Contractors and design reports submitted by Consultants.
- Rendering services to the PMU Divisions whenever requested by the Project Directors.
- Checking of existing bridges to ascertain the suitability of laying water pipes along bridges for National Water Supply & Drainage Board and to ascertain the suitability of arrangement to lay telecom cables along existing bridges for Dialog Telecom.

3.4 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 (Asset Development). 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. In addition to the above, many other routine and special functions described below are delivered by the highway division.

- Carrying out investigations, Detailed topographic surveys, preliminary engineering designs, and detailed engineering designs for major new highway/ Expressway projects and major highway improvement/ rehabilitation projects, preparation of contract drawings, BOQQ and Engineer's Estimates.
- Provision of advisory services on highway designs to divisional offices and to other state organizations, and also carrying out major highway designs required for the projects implemented by the other State Organizations.
- Monitoring feasibility studies, route location studies and detailed engineering designs for major new highway/ expressway projects and highway improvement/ rehabilitation projects carried out by expatriate consultants, funded by donor agencies.
- Formulation, updating of highway design standards, design guide lines and preparation of design manuals for the design of expressways and major highways in Sri Lanka.
- Training of engineers in the field of highway design, including design of expressways and also for the professional review.
- Preparation of land acquisition proposals for the projects where land acquisition is involved and investigating public complaints on land acquisition and sorting out related problems.
- Preparation of a new specification to carry out engineering topographic surveying to suit the detailed engineering design using the software (Autodesk, Civil 3D)

- Guiding and advising all Provincial Officers in establishing GPS Points and coordinating with Department of Survey in establishing coordinates of those points.
- Review and make comments for designs prepared by the Consultants and submitted by the Project Directors of ADB, MFAP, World Bank, NHSP, RPPF etc; and also necessary joint inspection and required corrections too being attended. At the same time provide proper guidance to the Consultants on behalf of Project Directors in order to assist the detailed engineering design preparation.
- Managing the technical library in the RDA and updating it with new literature required to acquire advanced knowledge.
- Procurement for the execution of topographic surveying.

3.5 Rural Bridge Construction Unit

The Rural Bridge Construction Unit (RBCU) was established in the latter part of 2007 to undertake urgent and emergency repairs to bridges and provide low cost bridges in rural areas to enable the rural community to access economic centers. The low cost bridges were constructed using the salvaged steel components of the abandoned steel bridges. This unit executes work by engaging skilled labour of the RBCU such as welders, operators etc. and direct labour in the provinces in order to reduce the construction cost.

The RBCU is comprised of divisions namely the administrative office established at No 50, Station Road, Angulana and the workshop located in the premises of the Research & Development office of the RDA at Borupana Road, Rathmalana.

Functions of the Rural Bridge Construction Unit are,

- Construction of Rural Bridges using steel components mainly from dismantled old bridges (New steel items are also used whenever required)
- Procurement of materials related to the above work.
- Supervision of rural bridge sub structure works carried out by RDA provincial engineers.
- Bailey bridge construction works under emergency situations.
- Attending major maintenance works of RDA steel bridges.
- Supply of bailey bridges to UK steel bridges projects.
- Removal of old steel bridge trusses beams etc. in such a way that they can be effectively reused.

3.6 Research and Development Division

The Research & Development Division is mainly responsible for monitoring the quality control of work. 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.

Functions and Responsibilities

The Research & Development (R&D) Division is responsible for;

- Providing advice on problems in road construction, rehabilitation and maintenance and monitoring the quality control of work.
- Carrying out applied research in materials used and methods adopted in road construction, rehabilitation and maintenance.
- Carrying out investigations and designs of road embankments, road pavements (carriageway structures) and overlays.
- Carrying out foundation investigation for bridges.
- Carrying out routine testing of materials and mix designs.
- Carrying out investigations and designs and effecting remedial measures for landslides affecting roads.
- Training of technical personnel in road construction, rehabilitation and maintenance techniques.

3.7 Land Acquisition and Resettlement Division

In Sri Lanka as in many developing countries there is a growing urgency to come up with creative and sustainable solutions to tackle the twin pressure of infrastructure needs and minimize negative impacts to the environment. Further this was boosted at the end of 30 years long terror conflict which has brought about new expectation, and confidence to the country. The impact of this was seen in many fronts.

So, Road Development Authority (RDA) as a major infrastructure provider had a vast role of in developing roads and related structures after the conflict period. The Land Acquisition Division of RDA was established with a view of expediting land acquisition work with respect to all road development projects under the Land Acquisition Act. (Chapter 460).

Functions and Responsibilities of the Division

- Submitting of acquisition applications received from Provincial Directors to the Ministry of Highways and Road Development for proceeding with the Land Acquisition procedure as per the Land Acquisition Act No. 9 of 1950, under both normal and emergency acquisition procedures.
- Coordinating with Ministry of Land and Land Development and providing assistance in documentation.
- Coordinating with Department of Surveys in showing boundaries and demarcating acquisition boundaries.
- Assisting Divisional Secretaries in documentation in respect of exhibition of Section 2, Section 5 and Section 7 Notices under Land Acquisition Act.
- Assisting the Department of Valuation in preparing condition reports and coordinating with Divisional Secretaries and Valuation Department.
- Assisting Divisional Secretaries in taking over possession of lands within the area under their purview and arranging to get vacant possession of lands by respective Chief Engineers in provinces.
- Coordinating the payment of Compensation/ Interest for the lands acquired for improvement/ rehabilitation/ widening of National Highways with the respective Divisional Secretaries and Ministry of Highways & Road Development.
- Assisting Planning Division of RDA in preparation of action plan for the future programmes of acquisition which will be submitted for the approval of Director (Budget) thro' the Secretary, Ministry of Ports & Highways.
- Assisting the Attorney General's Department in land cases where the premises owners have filed cases against the Road Development Authority and obtaining advice from Attorney General's Department.
- Maintaining data base for easy handing and summarizing of records in respect of lands acquired by RDA for road development works.
- Updating and maintaining records on lands being occupied by RDA.

3.8 Environmental & Social Development Division

Environmental and Social Division (ESD) was established under the directorate of the existing Land Acquisition and Resettlement Division of RDA in July 2006. In 2011, a new Director was appointed and the ESD is currently functioning as an individual division of the environmental and social safeguards arm of RDA. From the initial guidance given through the Technical Assistance Project (TA 4736-Sri) funded by ADB, ESD is well established and continued to assist all key divisions of RDA which include Planning Division, Highway Design Division, Engineering Services Division and Mechanical Division in executing environmental and social safeguard measures related to road development projects. ESD also assisted PMUs set up in RDA to establish environmental management and monitoring plans and to monitor the implementation of such management and monitoring plans.

Further the staff of ESD were actively involved in various technical evaluation committees set up by various government agencies which included the Central Environmental Authority, Coast Conservation Department, Forest Department, Department of Wildlife Conservation and Ministry of Power and Energy, etc.

Functions and Responsibilities of the Division

Functions and responsibilities of ESD are mainly of two folds, i.e. the documentation part and safeguards monitoring part. During the year 2011, ESD continued to review, improve any environmental and social safeguards documents prepared by external agencies and prepared such documents on behalf of RDA (especially the reports prepared under Road Project Preparatory Facility Project, RPPF). Monitoring of the level of safeguards compliance extends to major road projects which included the Southern Expressway, the Outer Circular Highway, the Colombo Katunayake Expressway and National Highways Sector Project (NHSP). 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.

Following is a list of key environmental and social safeguards compliance documents which are either prepared or reviewed by ESD.

- | | |
|---------------------|--|
| Environment | ▪ Basic Information Questionnaire (BIQ) |
| Safeguards: | ▪ Rapid Environmental Assessment Check List |
| | ▪ Environmental and Social Chapters of Project Pre-Feasibility and Feasibility Reports |
| | ▪ Initial Environment Examination Reports and Environmental Impact Assessment Reports |
| | ▪ Environmental Impact Assessment Reports |
| | ▪ Environment Action Plans Sections of Contract Bidding Documents |
| | ▪ Environment Management and Environment Monitoring Plans |
| | ▪ Monthly and quarterly monitoring reports on environmental safeguards compliance |
| Social | ▪ Initial Poverty and Social Assessment |
| Safeguards : | ▪ Involuntary Resettlement Screening Check List |
| | ▪ Indigenous People Summary Check List |
| | ▪ Resettlement Plans (RPs) |
| | ▪ Monitoring of reports on RPs |

3.9 Planning Division

The Planning Division is one of the main functional divisions of the RDA that holds responsibility for planning of short term, medium term and long term programmes for implementation. Annual work programmes prepared based on the information collected from the provinces and divisions and the action plan is prepared based on the availability of funds allocation. In addition to this, project identification, project formulation, preparation of project proposals, concept papers, projects feasibility reports, preparing cabinet memorandums to seeking donor funding through the External Resources Department are carried out by this division. 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. The overall functions of the planning division have been divided into following four areas headed by Deputy Directors.

Planning, Formulation, Programming, Progress Monitoring and GIS unit – preparation of action plan based on the budgetary provisions for the year on the format developed by the Ministry of Plan Implementation, preparation of Annual Reports, preparation of corporate plan, Project Implementation Plan (PIP), preparation of short term, medium term and long term programmes are some of the functions of this unit. Preparation of concept papers for the approval of project from National Planning Department, project proposals for donor funding and project formulation and coordination with donor assistance also carried under this unit.

Data Collection and Evaluation unit – This unit is responsible for traffic survey, Axle load survey, roughness measurement survey, taking over of Provincial Council roads for upgrading to National highway network. Development and maintenance of a database for HDM – 4, maintenance of a database on Traffic Data, Roughness Data, maintenance of junction data for signalization of junctions, maintenance of Highways Information Management System (HIMS) and preparation of HIMS reports. Importing data to Road Information System (RIS) using HIMS and development and Maintenance of Road Information System (RIS) are also handled by this division.

Traffic Management and Safety Unit – This unit is responsible for Design of Traffic Signs and Road Markings, Road Safety improvements, updating Gazette Notifications on speed limit (Amendments to speed limit and Gazette notifications), Traffic management, etc.

Management Information System unit – This unit is responsible for 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.

Network Administration

- RDA is having a computer network of around 250 computers and a file server, mail server, and a proxy server at the Sethsiripaya premises. Out of 250 computers, 65 computers are facilitated with Email and internet. All those computers are inter – connected by a Wireless Local Area Network (WLAN). Time to time 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.
- Time to time MIS unit has to monitor the user configuration and their privileges on the network.
- Each and every division has its own networked printers shared within their divisions.
- Internet facility has been provided to selected staff in the head office.
- Maintenance and upgrading of RDA website.

3.10 Expressway Operation Maintenance and Management Division

Expressway Management Unit was established in July 2009 and expressway administration project (study project) was formed to study operation, maintenance and management of expressways (especially Southern Expressway) in Sri Lanka with the assistance of Japanese International Cooperation Agency (JICA).

Responsibilities of the Division

- Basic planning, management and operation of Traffic activities, Tolling activities and Maintenance activities of the Expressways together with budgeting auditing.
- Conducting traffic studies, studies related to maintenance work and studies related to tolling activities.
- Recruiting and training new staff attaching to tolling, traffic, maintenance, administration and finance divisions.
- Setting out standards for traffic management, tolling and also for maintenance work.
- Liaison with public bodies and other originations
- Basic planning for toll collection
- Basic planning of traffic operation
- Preparation of manuals related to Traffic, Tolling and Maintenance work.

3.11 Property Management & Revenue Division

Property Management and Revenue Division (PM&R) was established in August 2004 with an intention to generate income for Road Development Authority out of its own sources. This 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 belonging to RDA and enhancing welfare of its employees.

PM & R Division generates revenue for RDA by levying rentals from Hoardings/ Billboards/ Gantries/ Cantilevers / Telephone Booths/ Bus Shelters/ Lottery Booths/ Roundabouts etc. It envisages developing RDA lands and buildings in order to generate more income. Measures also have been taken to find out the possibility of charging from the utility service providers who use the road reservations.

PM&R Division is handling the Road beautification works in Centre Islands & Roundabouts and the Road Reservations located at important places using RDA Employees and deploy interested private parties to get their sponsorship on beautification works as a mode of advertise their products.

Functions and Responsibilities of the Division:

- Management of all properties including lands and buildings (except RDA quarters and circuit bungalows).
- Formulating of policies, procedures and proposing the amounts for rentals to be levied from private parties for the erection and maintenance of Hoardings/ Billboards/ Gantries/ Cantilevers/ Telephone Booths/ Bus Shelters and Direction Boards for approval of RDA.
- Monitoring and assisting the provincial staff of RDA in the issue of licenses for the erection and maintenance of Hoardings/ Billboards/ Gantries/ Cantilevers/ Telephone Booths/ Bus shelters and Direction Boards for approval of RDA.
- Promoting the development of road side resting areas along National Highways.
- Renting of shopping units constructed in the underpasses and other facilities.
- Exploring any other appropriate measures for income generation.
- In addition to the all above tasks, the road beautification works also included the scope of the PM&R Division.
- Keeping plant nurseries to provide Exotic plants requirements for road beautification works.

3.12 Mechanical Division

The Mechanical Division is responsible for providing vehicles, construction machinery and equipment, production plants, launch & ferry services and related services required for the smooth functioning of the Road Development Authority using the available resources. Mechanical Division consists of the Director's office and transport division at the head office and a maintenance workshop at Angulana. Mechanical Division also handles the maintenance of asphalt premix plants installed at various locations. The division is headed by a director, who is assisted by a Deputy Director at Angulana Workshop and six Mechanical Engineers and Two Plant engineers and Mechanical superintendents and supporting staff. Also, mechanical division administrates the workshop at Angulana, Service Station at Angulana and the proposed unit workshop yard at Peliyagoda. 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 Maga Neguma Road Construction Equipment Co. Ltd. During the year 2011, government provided various types of Chinese Road Construction Machinery & Equipment and Plants through ministry of Economic Development.

Functions and Responsibilities of the Division:

The preliminary functions of the mechanical division are

- Operation & monitoring, maintenance and management of the machinery, equipment, plant and vehicle fleet belonging to the RDA with the assistance of the RDA Workshop at Angulana, and private garages registered with RDA.
- Handle the processing for procurement of machinery, equipment & vehicles from
 - Foreign funds of ADB, JBIC etc.
 - Government consolidated fund.
- Process of purchasing of spare parts needed for existing machinery, equipment and vehicles.
- Hiring-out management of the machine fleet and maintaining the databases on utilization with hire and repair records in a computerized environment.
- Hiring – in management – outsourcing of machinery & equipment, vehicles and services when necessary and manage the relevant activities (maintain relevant records for the purpose of costing and payments)

- Providing ferries for the ferry services across rivers and lagoons which do not have connectivity with roads (Ferry services at Kayts in Jaffna District and a launch service in Jaffna between Kurikattuwan – Delft) with assistance of chief engineer – Jaffna.
- Obtaining revenue license and insurance cover for the fleet of vehicles owned by RDA and taking follow up actions if any accidents/thefts occur.
- Issuing fitness certificates for commercial vehicles owned by RDA.
- Disposal of uneconomical vehicles and machinery after conducting surveys and obtaining necessary approvals and arrangements of disposal procedure.
- Training of mechanical personnel.
- Management and monitoring of the services of Transport Division

3.13 Training Division

The Road Development Authority believes knowledge is the most important resource in terms of the human resource for its dynamic functions and operational responsibilities and as an investment, which is an absolute necessity in a developing technical world. This resource has to be continuously updated to suit ever changing technological and scientific world environment by robust training related activities. 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 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 opportunities for all categories of employees in the RDA in order to enhance knowledge and skills, to get exposed to the world's best practices and technologies, upgrade their skills and develop appropriate attitudes in order to improve their effectiveness and efficiency at work and to inculcate a positive attitude towards better performance and growth of the organizational capacity. The training programmes are carefully identified to supplement the knowledge area and resource capacities which are needed to achieve the goals and objectives of the organization while complementing the aspiration of the employees. 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.

Functions and Responsibilities

The training division implements the following training programmes and activities annually depending on the needs and availability of training opportunities.

- Organizing and conducting of regular in-house training programmes which include;
 - Lectures
 - Seminars
 - Demonstrations
 - Computer applications
 - Field visits
- Conducting induction courses for all newly recruits.
- Conducting training for internally promoted staff.
- Conducting training courses on Communication skills in English.
- Conducting of exams for evaluation and promotion.
- Nominating engineers to design offices for one year design training on Highways and Bridges enabling them to obtain full professional qualifications.
- Preparation of annual overseas training requirements based on annual technical assistance programme.
- Nominating employees for foreign training courses based on the above programme.
- Nominating RDA employees training courses at other local institutions.
- Nominating employees for long term courses such as Diploma/ PGDiploma/ Masters Degrees at local universities and institutions.
- Providing training opportunities for undergraduates and apprentices of other institutions.
- Carrying out training needs surveys and development of training programmes for all categories of employees.

3.14 Legal Division

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.

The general functions of this division are

- Filing complaints, answers, and objections, preparing observations, agreements and appearing on behalf of RDA in cases before District Courts and taking all necessary steps relating to the cases.
- Preparing and filing counter objections in cases under Thoroughfares Ordinance and appearing before Magistrate's Courts and handling Trials.
- Preparing observations and filing answers in Labour Tribunals.
- Co – coordinating with Attorney General's Department and attending consultation in cases involving the RDA.
- Appearing before the Court of Appeal and Supreme Court as instructing Attorneys and to assist the Attorney General's Department in cases involving the RDA.
- Giving opinion on legal matters referred by various divisions of RDA.
- Appearing for discussions held by the management with contractors and advice on legal matters.
- Appearing seminars/discussions relevant to National Highways Bill and assist in drafting the said bill.
- Drafting agreements and deeds on behalf of the RDA and projects.

3.15 Procurement Division

Mandate envisaged with the division is to handle the procurement activities of road and bridge improvements under the GOSL funding, stationery and goods bulk purchase requirements of 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.

3.16 Administration Division

Administration Division is responsible for the overall Human Resource Management and administrative functions of the Road Development Authority such as recruitment, development, promotion, disciplinary actions, management of attendance and leave of employees etc.

Functions and Responsibilities of the Division

The Administration Division is responsible for;

- Formulation and implementation of policies relating to the Human resource / personnel and administrative functions of the Authority.
- Adoption and implementation of rules, regulations and procedures for the purpose of formalizing the functions of the Authority.
- Provision of personnel services to the Authority.
- Provision of office services and other supporting services needed for operations of the RDA.

The functions of the Administration Division are performing in three categories in which personnel, general and establishment.

- **Human Resources / Personnel Functions;**

- ✓ Recruitment of employees
- ✓ Placement of employees
- ✓ Training and development of employees
- ✓ Promotion of employees
- ✓ Functions relating to the salaries and remuneration of employees
- ✓ Industrial relations
- ✓ Grievances handling
- ✓ Disciplinary functions
- ✓ Management of attendance and leave of the employees.

- **General Administrative Functions**

- ✓ Functions relating to the office space and maintenance.
- ✓ Providing of supporting services such as telephone, office equipment and furniture etc.

- **Establishment Functions**

- ✓ Formulation of policies, rules regulations, procedures, manuals and instructions related to the personnel and office management.
- ✓ Issuing of circulars imposing rules, regulations and procedures
- ✓ Monitoring the implementation of circulars
- ✓ Welfare activities

3.17 Finance Division

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 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 and they are administratively under Provincial Directors.

Accounting units of salaries, payments, regional accounts, budget & tax, medical scheme, final accounts, revenue, assets & stores, projects and regional units attached to Provincial Directors offices are performing the accounting system in the RDA. Rural bridge construction unit, asphalt plants maintenance unit, expressway operation and maintenance division are administratively under the Director of the relevant units. In addition to above, in the year 2011 authority was delegated to all Chief Engineer's offices to operate their bank accounts for making minor payments in respect of civil works and overhead using the funds released to them by the Finance Division.

Functions and Responsibilities of the Division

- The Finance Division collects all other revenues such as hoarding income, testing charges etc. and also maximizes the return through proper treasury management and investment.
- Finance Division controls the expenditure on capital works.
- Prepare the overhead budget for the year and controls the overheads within these limits. It maintains proper financial records and submits monthly / annual accounts, reports and handles all tax matters, while introducing systems and controls for better financial discipline.

- Finance Division is responsible for maintaining records for RDA assets / inventories and exercising controlling measures for safeguarding those.
- Division also operates RDA Medical Scheme and Employees Self Insurance Scheme and maintains relevant accounting records.

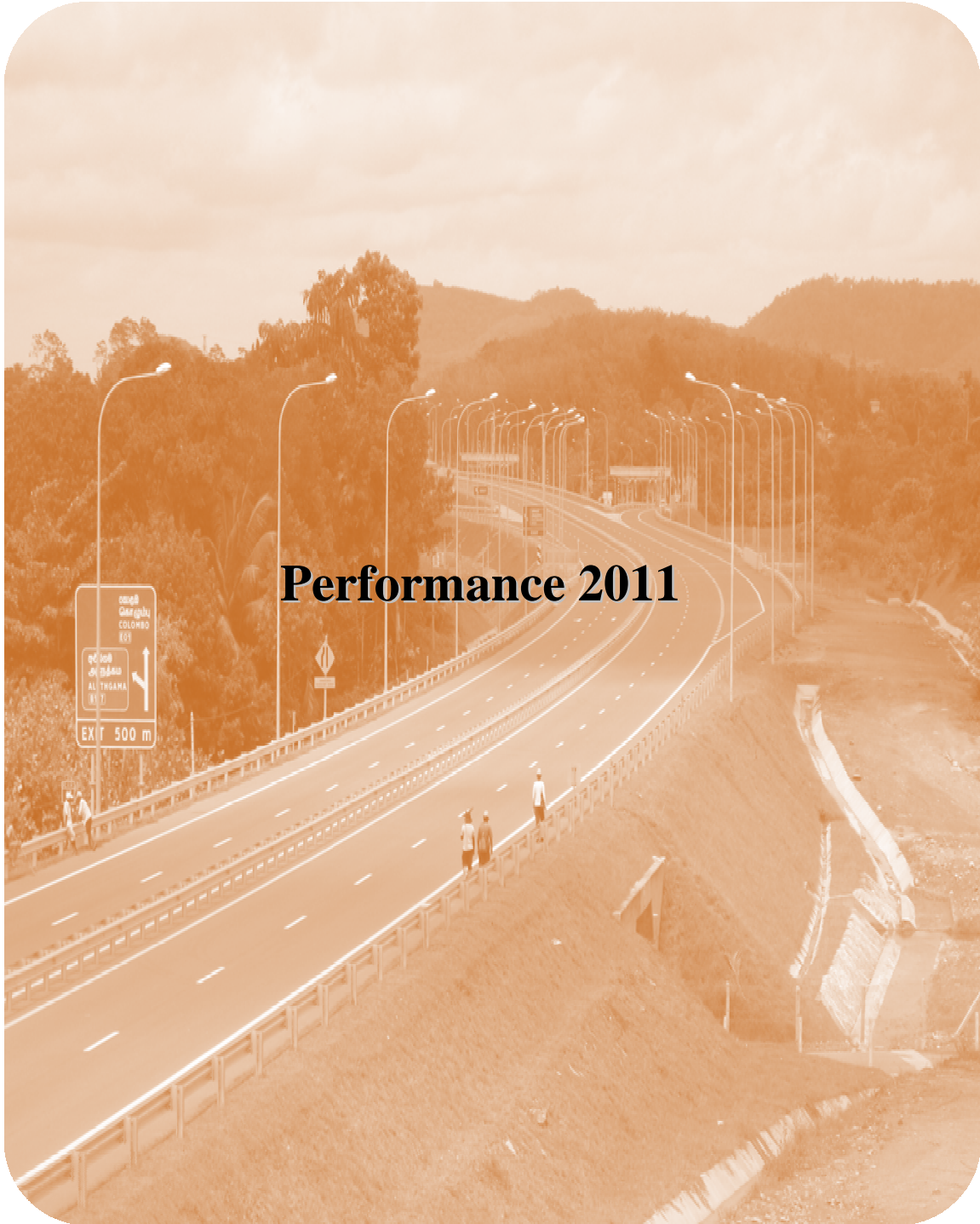
3.18 Internal Audit Division

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.

Functions of the Division

- Identification of risk areas in preparing audit plan and programme
- Carrying out checks on all official documents and records including accounting records statements and returns as per audit plan and programme.
- Checking compliance with rules, regulations, systems and procedures.
- 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.
- Carrying out of field inspections on construction & Maintenance of roads, bridges, culverts, unauthorized structures, hoardings etc. and advising the management of the weaknesses identified with recommendations.
- Assisting in prevention of frauds and waste and reporting of waste or frauds noted.
- Carrying out special investigations on matters assigned by the Management.
- 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-coordinating activities relating to audit & management committee of RDA.



Performance 2011



Chapter 4 Performance 2011

4.1 Implementation of Road Maintenance

During the year under review most of the road maintenance works were carried out through direct labour and ICTAD registered contractors using tender procedure. RDA has spent Rs.852 million for periodic maintenance and Rs.2142 million for routine maintenance during the year 2011. Provinces wise progress of Rectification, Resurfacing & Sand Sealing work carried out during year 2011 are given in table below;

Table No 5: Rectification, Resurfacing & Sand sealing work carried out with the allocation of road maintenance trust fund during year 2011

<i>Province</i>	<i>Sand Sealing (km)</i>	<i>Rectification & Resurfacing (km)</i>
Western Province	155.08	139.97
Central province	51.50	-
Southern Province	35.31	-
Northern Province	160.14	2.85
Eastern Province	115.01	130.01
North Western Province	121.27	145.62
North Central Province	183.45	-
Uva Province	199.00	201.00
Sabaragamuwa Province	170.62	-
Total	1191.38	619.54

Table No 6: Progress Review Capital Expenditure Up to End of December 2011

<i>Description</i>	<i>Allocation for the year 2011(Rs.Mn)</i>	<i>Expenditure at December 2011(Rs.Mn)</i>
Project 01 – Routine Recurrent Maintenance Maintain of Roads, rehabilitation under Foreign Funds (Kuwait, JBIC, ADB & EDCF)	2160.50	2,141.90
Project 02 – Continuation Work	700.00	568.03
Project 03 – Periodic maintenance (Surface application / Minor improvement)	1050.00	1,023.85
Rehabilitation of Navathkuli – Kerathivu – Mannar Road under minor improvement	180.00	169.70
Project 04 – Structure Improvement (Bridges, Culverts, Drainages)	175.00	164.68
Project 05 – Maintenance of Lights, Signal Lights, Road Markings & installation of Road Furniture)	430.00	402.50
Project 06 – Emergency Work / Disaster work	2660.00	2,631.66
Project 07 – Operation and Maintenance of Ferries	15.00	10.46
Project 08 – Asphalt Plant	920.61	687.58
TOTAL	8,291.11	7800.36
Allocation for the year 2011 Rs: 5000Mn. Additional Allocation received on 20.09.2011 Supplementary No: 574 Rs: 1000Mn. Additional Allocation received on 30.12.2011 Supplementary No: 860 Rs: 1000Mn. Transfer of Fund under FR66 on 30.12.2011 Rs: 1291.11Mn.		

4.2 Highways Development under Local funds

Small scale widening and Improvement projects were undertaken throughout the country using local funds. During 2011, 361 widening and improvement projects were awarded and 115 projects were completed and 246 projects were ongoing as at 31.12.2011. Funds allocated for each district in 2011 and its utilization are given in Table No 7.

Table No 7: Annual Allocation and Expenditure for Widening & Improvement Projects*

<i>Province and District</i>	<i>Allocation for 2011 (Rs.)</i>	<i>Expenditure as at 31st December 2011 (Rs.)</i>
<i>Western Province</i>		
Colombo District	1,156,000,000	1,026,892,403
Gampaha District	2,668,327,000	2,359,641,302
Kaluthara District	500,000,000	446,822,051
<i>Central Province</i>		
Kandy District	737,000,000	625,667,901
Matale District	147,000,000	146,159,291
Nuwaraeliya District	66,233,000	66,232,767
<i>Southern Province</i>		
Matara District	350,000,000	222,101,651
Galle District	597,873,000	597,872,220
Hambanthota District	841,985,000	841,984,901
<i>Northern Province</i>		
Vavuniya District	234,347,000	234,346,503
Mannar District	611,925,000	611,924,815
Jaffna District	252,266,000	252,265,798
Mullaitivu District	200,000,000	74,357,723
Kilinochchi District	200,000,000	30,818,274
<i>Eastern Province</i>		
Batticaloa District	40,000,000	40,000,000
Ampara District	100,293,000	100,279,745
Trincomalee District	247,120,000	247,116,799
<i>North Western Province</i>		
Kurunegala District	535,240,000	535,238,172
Puttalam District	169,120,000	169,118,386
<i>North Central Province</i>		
Anuradhapura District	413,342,000	413,341,553
Polonnaruwa District	249,390,000	249,388,542

<i>Province and District</i>	<i>Allocation for 2011 (Rs.)</i>	<i>Expenditure as at 31st December 2011 (Rs.)</i>
<i>Uva Province</i>		
Badulla District	175,199,000	175,198,751
Monaragala District	118,304,000	118,303,122
<i>Sabaragamuwa Province</i>		
Rathnapura District	307,763,000	307,762,188
Kegalle District	374,030,000	374,029,634
Sub Total	11,292,757,000	10,266,864,490
Vat	1,349,465,000	1,349,464,570
<i>Grand Total</i>	<i>12,642,222,000</i>	<i>11,616,329,060</i>

*This does not include the work carried out under foreign founded projects

Details of some other locally funded projects are given below in brief.

Table No 8: Details of sub projects carried out under different projects and annual financial performance for 2011

<i>Project Title</i>	<i>No of Projects</i>			<i>Allocation for 2011 (Rs.million)</i>	<i>Expenditure in 2011 (Rs.million)</i>
	<i>Awarded during the year</i>	<i>Completed during the year</i>	<i>Ongoing as at 31/12/2011</i>		
Hambantota Hub Development Project	19	01	18	4268	3161
Dayata Kirula	72	-	72	3500	3278
Nittambuwa Kadawatha Road	6	-	6	150	135
Ranaviru Village	23	06	20		

4.3 Construction of Bridges

4.3.1 Reconstruction of Damaged / Weak Bridges on National Highways

Under this program improvement of weak bridges were attended through force account and ICTAD registered contractors. A total 76 number of bridges were attended under the above program including work continued from 2010. During the year 2011, out of 76 bridges 33 bridges were completed.

Table No 9: Improvement of Weak Bridges in 2011

<i>Province</i>	<i>In Progress</i>	<i>Completed</i>	<i>Expenditure</i>
Western Province	5	13	71.50
Central Province	4	4	2.70
Southern Province	2	2	4.40
Northern Province	1	0	0.00
Eastern – (Batticalo) Province	3	2	27.40
Eastern – (Akkaraipattu) Province	3	1	0.00
North Western Province	6	6	43.80
North Central Province	1	0	0.00
Uva Province	8	2	36.80
Sabaragamuwa Province	10	3	49.20
TOTAL	43	33	235.80

4.3.2 Rural Bridge Construction

In 2011, the Rural Bridge Construction Unit of RDA received Rs.50 million for the construction of rural bridges using old bridge components and Rs.11 million for the Maintenance of bridges. The details of rural bridge projects carried out during the year and the progress is given in the Table No 10 and Table No 11.

Table No 10: Progress of Bridge Construction

<i>Description of Project</i>	<i>Expected date of completion</i>	<i>Contract Sum (with Vat) (Rs Mn)</i>	<i>Cumulative Expenditure as at 31/12/2011</i>	<i>Progress as at end of 2011</i>	<i>Remarks</i>
Mainnoluwa Bridge at Warakapola.	31-Mar-11	6.0	6.7	100%	Work Completed
Bridge over Kotaganga at Theldeniya.	31-Mar-11	4.2	2.6	100%	Work Completed
Construction of Aswathu ela Bridge at Awissawella.	30-Apr-11	5.2	4.0	100%	Work Completed
Bridge at Katharagama on Sellakatharagama Gaminipura Road.	31-May-11	11.2	6.5	100%	SS works in progress
Construction of Bridge at Oluwila in Kurupetta,	31-May-11	6.7	3.4	100%	Work Completed
Construction of Halloluwa Bridge near Galgamuwa Ruwanwella Road.	30-Aug-11	4.1	2.8	100%	Work Completed
Construction of Kudumeriya Bridge at Ambepussa.	31-May-11	4.5	2.1	100%	Work Completed
Construction of Algoda Bridge across Katulesa Ela in Ruwanwella	30-Apr-12	6.7	0.0	60%	Work in progress
Construction of Pahala Giribawa Truss Bridge at Giribawa	21-May-11	4.0	0.1	100%	Work Completed
Launching of 24 m Light Girder Swedish Bridge at Bridge No 3/3 on Deegawapi Road	1-May-11	4.0		100%	SS Work to be Commenced
Construction of bridge at Pahala Kendawa over Maussa Ela.	30-Jun-12	6.5	0.00	5%	Work in Progress

<i>Description of Project</i>	<i>Expected date of completion</i>	<i>Contract Sum (with Vat) (Rs Mn)</i>	<i>Cumulative Expenditure as at 31/12/2011</i>	<i>Progress as at end of 2011</i>	<i>Remarks</i>
Construction of foot bridge across the lake of Vimalarathnaramaya Kandana, Gampaha	21-May-11	3.2	0.00	100%	Work Completed
Construction of Cable Stayed bridge at Urupalawwa	30-May-12	8.0	0.00	5%	Work in Progress
Construction of steel truss bridge at Trincomalee	31-Dec-12	5.0	0.00	10%	Old Trusses from Mahiyanganaya has been transported. Substructure is not yet over Design is being done by Director (ES)
Construction of bridge at Asirigama, Anuradapura	28-Feb-12	7.0	0.00	10%	Work in Progress
Repairing the foot walks of Degaralla Bridge on CGHW Road. (each 200 m long)	30-Oct-11	1.0	0.30	100%	Work Completed
Construction of Dangedara Bridge, Galle	31-Dec-11	4.0	0.00	4%	Work in Progress
Redecking of Bridge on Piyarathana Mawatha, Galle	15-Oct-11	1.0	1.00	100%	Work Completed
Construction of Katugampola Bridge, Kurunegala	31-Mar-12	6.9	0.15	5%	Work in Progress

Table No 11: Progress of Bailey Bridge Construction

<i>Description of Project</i>	<i>Expected date of completion</i>	<i>Contract Sum (with Vat) (RS Mn)</i>	<i>Cumulative Expenditure as at 31/12/2011</i>	<i>Progress as at end of 2011</i>	<i>Remarks</i>
Dismantling erecting/ launching of bailey bridges and transporting bailey components Dismantling bailey at Elpitiya – Avittewa road (Agalawatta EE)	31-Jan-11	0.15	0.0	100%	Completed
Launching bailey at Kurunegala – Matale Road (Kurunegala EE)	31-Jan-11	0.20	0.0	100%	Completed
Launching two bailey bridges on Trincomalee – Pulmude Road (Trincomalee EE)	31-Mar-11	0.50	0.0	100%	Completed
Supply of bailey components to Deyata Kirula site from Chillaw & Nuwara – Eliya, (Monaragala EE)	31-Jan-11	0.20	0.0	100%	Completed
Supply & erection of a bailey at Yakkalamulla Non – RDA Road (Hiniduma EE)	10-Apr-11	0.20	0.0	100%	Completed
Dismantling & Transporting bailey bridge from Kumbukkana – Maligawila Road to Deyata Kirula Site (Monaragala EE)	31-Jan-11	0.20	0.0	100%	Completed
Dismantling of Mannar old Bailey Bridge and Transported of Items to Rathmalana	15-Jun-11	3.0	0.0	100%	Completed
Transport of Bailey components (C 200 EW 27 Bays) to the work site at bridge No.283/6 on PBC Road (Batticaloa) and Launching the bailey bridge.	21-Apr-11	1.0	0.2	100%	Completed
Construction of Bailey Bridge on Market rd, Kalmunai				30%	Bailey Components delivered to site. Foundation work is not yet completed

<i>Description of Project</i>	<i>Expected date of completion</i>	<i>Contract Sum (with Vat) (RS Mn)</i>	<i>Cumulative Expenditure as at 31/12/2011</i>	<i>Progress as at end of 2011</i>	<i>Remarks</i>
Transporting of 2 Nos. 15 m CQB Bridges from Tangalle – Orugodawatta yard				100%	Completed
Transporting of 2 Nos. 2 – Lane Bridge Transom from Buttala – Orugodawatta yard				100%	Completed
Transporting of UK type semi permanent steel Bridge No 5/3 from Mulathivu – Rathmalana				100%	Completed
Dismantling bailey at Ourugodawatta (8 bays C – 200)				100%	Completed
Construction of bailey bridge at bridge No 5/1on Tiruwanaketiya – Agalawatta Road (8 bays C – 200)				30%	
construction of bailey bridge at bridge No 24/3 on Wanduramba – Etumale – Yakkatuwa Road				30%	

4.4 Design of Roads and Bridges

4.4.1 Design of Roads

Following highway design works were carried out for local funded projects during the year 2011;

- Hambantota Hub Development Project

The detailed design Hambanthota Gonnoruwa Meegahajandura Road was completed for 10.3km length and the following road designs were in progress at the end of the year.

Table No 12: Details of design projects which were ongoing under Hambantota Hub Development Project

<i>Road</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
Intersection of Hambanthota Outer Circular Road and Meegahajandura Road	0.40	33%
Lunugamwehera – Kataragama Road – Stage I & II (Amended plans due to error in Survey Plans)	9.49	61%
Lunugamwehera – Kataragama Road – Stage III	8.00	60%
Proposed new road from Andarawewa – Nabodagaswewa – (Mattala Air Port Road)	7.73	36%

- Extension of Southern Expressway – Matara to Hambantota

The specification for Light Detection and Ranging (LIDAR) surveying for the extension of Southern Expressway (from Matara to Hambantota) was completed and the Bid Documents were completed for Tender.

Table No 13: Details of Extension of Southern Expressway design works carried out during the year 2011

<i>Road</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
Road Section from Walawe Ganga to Hambantota end (from 59 km to 73 km)	14.0	56%
Road Section from Matara - Godagama to Madawatta - Yatiyana Road	11.5	39%
Conceptual horizontal alignment from Godagama to Devinuwara	11.5	3%

- Other road projects

During the year 2011 the detailed design of following roads were carried out.

Table No 14: Details of other road projects for which design works carried out during the year

<i>Road</i>	<i>Route No</i>	<i>Section Length (km)</i>	<i>Progress as at end of 2010</i>
Ambepussa – Kurunegala – Trincomalee Road	A006	43.00	100%
Awissawella – Hatton – Nuwara Eliya	A007	10.00	100%
Kegalle By Pass Road – Stage II – revised design		2.00	100%
Welimada By pass Road		0.50	100%
Akuregoda Road		1.20	60%
Akuressa – Kamburupitiya Road	B003	8.00	75%
Awissawella By pass Road		1.90	43%
Baseline Road section from Kelanitissa Junction to Orugodawatta – (8 Lane design)		0.80	32%
Bulathsinhala Town Improvement		1.60	70%
Galle Baddegama Road	B128	20.00	50%
Godagama – Awissawella Road	A004	30.00	10%
Hokandara Road		2.50	27%
Horana – Aguruwatota – Aluthgama Road	B157	2.90	28%
Kadawatha – Mawaramandiya Road		3.50	30%
Kegalle – Bulathkohupitiya – Karawanella (24 – 27 km)	A021	3.00	63%
Kegalle By pass – Stage III			88%
Kelaniya – Mudungoda Road – (Section from 0km post to 6 th km post)	B217	6.00	67%
Kochchikade – Halpe Road	B225	9.00	57%
Maharagama – Pamunuwa – Thalapathpitiya Road (0 – 2.4km)	B504	2.40	23%
Maharagama – Piliyandala Road		1.40	20%
Meegahajandura – Bandagiriya Road Section – (Mattala Air Port Road)		19.40	50%

<i>Road</i>	<i>Route No</i>	<i>Section Length (km)</i>	<i>Progress as at end of 2010</i>
Nittambuwa – Veyangoda Road (B445)	B445	4.16	20%
Nugegoda Super Market Road		0.20	99%
Passara – Monaragala Road	A022	20.0	92%
Peradeniya – Halolluwa Road		0.60	37%
Polonnaruwa Bypass Road		1.20	32%
Proposed Road from Padawkema to Andarawewa Via Udamattala (8+720 – 13+360 km) (Mattala Air Port Road)		5.64	67%
Puttalam – Trincomalee Road	A012	2.50	67%
Thalawatugoda – Pannipitiya Road		3.70	99%
Thennekumbura – Ragala Road	B413	78.00	93%

The following design works for Road Project Preparatory Facility (RPPF) were carried out for foreign funded projects during the year;

Table No 15: Details of RPPF design work

<i>Road</i>	<i>Route No</i>	<i>Section Length (km)</i>	<i>Progress as at end of 2010</i>
<i>RPPF – Package I</i>			
Udawalawa – Thanamalwila Road	B427	41.0	100%
Ja-Ela – Ekala – Gampaha – Yakkala Road	A033	12.0	100%
Thannekumbura – Rikillagaskada Road	B413	52.0	100%
<i>RPPF – Package III</i>			
Matara – Akuressa Road	A024	16.3	100%
Biyawila – Ganemulla Road	B226	2.8	100%
Ampara – Uhana – Mahaoya Road	A027	57.8	100%
Elpitiya – Awittawa – Lewwanduwa Road	B114	17.8	100%

Detail information on intersection design work carried out during 2011 is given in Table No.16 below;

Table No 16: Details of Intersection design work

<i>Name of the Intersection</i>	<i>Length(km)</i>	<i>Progress as at end of 2011</i>
Non signalized		
Alignment , profile design and acquisition proposal for Nugegoda Flyover (grade separated intersection)		100%
Badalkumbura Junction (A022)	0.50	100%
Intersection at Akuressa Town (A017)	0.85	100%
Intersection on Kegalle By Pass Road (Stage II)	0.60	100%
Thambuttegama Roundabout (A028)	1.00	100%
Thiriwanaketiya Intersection (A004) (Intersecting CRBW and Thiriwanaketiya – Agalawatta Road)	0.20	100%
Airport Junction	0.50	50%
Ambagasduwa Junction		75%
Army Junction, Puttalam	0.50	34%
Averiwatta Junction	0.60	50%
Badalkumbura Junction	0.48	90%
Bandarawatta Junction	2.00	37%
CRWB – Homagama Intersection	0.20	50%
CRWB – Intersection at Ch. 12+170	0.06	50%
CRWB – Mahalwarawa Intersection (Ch.10+380)	0.10	50%
CRWB – Moraketiya Intersection (Ch. 9+820)	0.10	50%
CRWB – Hospital Intersection (Ch. 14+680)	0.10	50%
CRWB – Kottawa Intersection (Ch. 11+180)	0.30	50%
Gansaba Intersection	0.20	50%
Good Shed Junction, Puttalam	0.20	33%
Intersection at Kegalle Bypass – Stage I	0.45	91%
Intersection of Puttalam – Trincomalee Road (AA012), Katugastota – Kurunegala – Puttalam Road (AA010) & Town Road (B395) at Puttalam (Post Office Junction)	1.00	67%

<i>Name of the Intersection</i>	<i>Length(km)</i>	<i>Progress as at end of 2011</i>
<i>Non signalized</i>		
Intersection on Mullativu – Puliyankulam Road & Mullaitivu – Kokilai Road	0.30	24%
Intersection on Mullativu – Pulyankulam Road & Mulativu – Kokilai Road	0.30	30%
Intersection on PRDA Roads		30%
Intersection on Villu Road (B448) & Katugastota – Kurunegala – Puttalam Road (AA010) at Puttalam	0.75	67%
Jawatta Junction	0.50	67%
Kelanitissa Junction	0.30	33%
Koswatta Intersection	0.80	50%
Maha-Oya Intersection	0.60	93%
Malabe – Galawila Road, Malabe – Balikaniwasa Road, Malabe –Vidayala Junction and Malabe – High Level Road	1.00	53%
Meera Road Intersection	0.16	30%
Mulatiyana Junction	0.60	33%
Nanu Oya Intersection (Short cut end)	0.60	86%
Nanu – Oya Intersection (Short Cut End)	0.60	31%
Nawinna Intersection	0.20	50%
Old High Level Road, Old Pannipitiya Road, Old Balika niwasa Road and Old Hokandara Road	1.00	63%
Orugodawatta Junction	0.40	33%
Peliyagoda Intersection	0.30	48%
Radella Intersection (Short cut start)	0.60	86%
Thambuttegama Roundabout	1.00	63%
Thisawewa Junction	0.50	38%
Wattegedara Intersection	0.15	48%
Wijerama Intersection	0.20	50%
<i>Signalized</i>		
Bandarawatta Junction	1.0	100%
Clock Tower Junction at Panadura (A002)	0.60	100%

<i>Name of the Intersection</i>	<i>Length(km)</i>	<i>Progress as at end of 2011</i>
Signalized		
Hunupitiya Road Junction, Kiribathgoda	0.50	100%
Improvements to Intersection of Mankulam – Mullativu Road (AA034) and Mullativu – Kokilai Road (B297) at Mullativu.		100%
Intersection at Batticaloa Town	0.50	100%
Intersection at Galle Road D S Senanayaka Mawatha – Panadura (A002)	0.50	100%
Intersection of Jaffna Vincent Theater Junction	0.60	100%
Intersection of Stafford Avenue Junction – Kirulapona (A004)	0.80	100%
Ja-Ela Intersection (A003)	0.80	100%
Kohuwala Junction		100%
Nallachchiya Junction (A028)	1.00	100%
Pasyala Intersection	0.60	100%
Bibile Intersection	0.30	80%
Boralessgamuwa Signal Design on Colombo-Horana Road	0.40	90%
Hospital Junction – Awissawella	0.50	18%
Intersection at Madiwela Project Road and Sunil Mawatha	1.00	93%
Jaffna – Kankasanthurai Road and Hospital Road Intersection	0.60	90%
Kiribthgoda Bus Stand Junction	0.75	69%
Kohuwala Signal design on Colombo – Horana Road (B084), Ethulkotte – Mirihana – Kohuwala Road (B120) and Kohuwala – Dehiwala Road (B229) at Kohuwala	0.40	60%
Koswatta Intersection	0.80	99%
Pamankada Signal Design on Colombo – Horana Road	0.40	60%
Pepiliyana Signal design on Colombo – Horana Road	0.40	60%
Raththanapitiya Signal Design on Colombo – Horana Road	0.30	79%
Thalawatugoda Intersection	1.00	81%
Thiruwanweli Junction, Jaffna	0.80	30%

Further, RDA carries out design work for other agencies on their requests. During the year 2011, some design works were carried out for Urban Development Authority (UDA) and the details of those works are given in the table below;

Table No 17: Design work carried out for UDA

Name of the Road	Length (km)	Progress as at end of 2011
Kottawa – Borella Road (Old Kottawa Road)	4.3	67%
Akuregoda Road (PRDA Road)	1.30	26%
Hokandara Road (PRDA Road)	2.50	26%

During the year 2011 Highway designs division carried out design works for Deyata Kirula.

Table No 18: Details of design work carried out for Deyata Kirula

Name of the Road	Length (km)	Progress as at end of 2011
Alayapattuwa Intersection	0.4	44%
Government Quarters	0.4	44%
Isurumuni Clock Tower Junction at Anuradhapura	0.6	75%
Isurumuniya Intersection	0.40	85%
Kurunegala Junction at Anuradhapura – Geometric Design - 2	0.3	32%
Lolugaswewa Junction	0.40	50%
Maningamuwa Intersection	0.40	75%
Oyamaduwa Intersection	0.3	67%
Pokunutuna Junction	1.0	50%
Thisawewa Intersection (Palugaswewa)		45%

Detail information on other works carried out by Highway designs division during 2011 is given in table below;

Table No 19: Details of other work

Work	Route No	Length (km)	Progress as at end of 2011
Car park near the Sri Maha Bodiya			100%
Change of alignment on Thimbirigasyaya Road in front of Church			100%
Collection of required information/data & preparation of Study Report for Initial Topographic Surveying using LiDAR on Air bone platform for urgent highway project.			100%
Drainage Design on Thimbirigasyaya Road		1.20	100%

<i>Work</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
Drainage design, Colombo – Kandy Road at Kadawatha for Culvert No. 15/1 & 15/2			100%
Finished Levels at Holy Cross Junction on Galle Road at Kalutara	A002	3.00	100%
Joint review work with the Consultants to developed design in order to the request of the MFAP (10 days)			100%
Modification of ducting layout plan at Piliyandala Junction			100%
Modification of finished levels at Thimbirigasyaya Road	AC008		100%
Modification of finished levels at Thimbirigasyaya Road			100%
Modification of Kelaniya – Mudungoda Road	A001	2.00	100%
Modification to acquisition drawings at Kohuwala – Pepiliyana – Pamankada – Raththanapitiya – Boralesgamuwa – Miriswatta and Kesbewa	AB004		100%
Modification to Kaduwela Junction signal design	AB004		100%
Modification to Kohuwala geometric plan at Kohuwala Junction according to the conditions	B084	0.40	100%
Pamankada signal design on Colombo – Horana Road (B084)	B084	0.40	100%
Pepiliyana signal design on Colombo – Horana Road	B084	0.40	100%
Preparation of amended geometric design for CRWB Road			100%
Preparation of Bid Document for the Procurement of 20Nos. of Automatic Level Instruments			100%
Preparation of BOQ at Borelasgamuwa Junction			100%
Preparation of BOQ for Colombo – Kandy Road (17.0-39km)	B084	0.40	100%
Preparation of Draft Bid Document and specification after the recommendation of study team to opt for LiDAR Surveying.			100%
Preparation of estimate at Akuregoda Road		13.0	100%

<i>Work</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
Preparation of necessary documents for the procurement of topographic survey for start & end section of to the Extension of Southern Expressway. Two sections are from Godagama, Matara to Maddewatta, Yatiyana Road (11.5km) & Walawe Ganga to Hambantota – Meegahajandura Road (14.5km)			100%
Preparation of setting out plan at Kaduwela Junction		0.40	100%
Preparation of setting out plan at Kohuwala Junction	B084	0.40	100%
Preparation of setting out plan at Piliyandala Junction	B084	0.40	100%
Preparation of Survey Specification for 3 Stages method (plan surveying, level surveying & marking design centerline and acquisition boundary before preparation of Section 2 Advance Tracings.)			100%
Rate comparison for BOQ given by Anhui Group for Hambantota Hub Development Project (128km)			100%
Release of one Engineer to review & for joint inspections for the roads under “NRCP Project” (total number of days released – 02 Weeks)			100%
Setting out of designed centre line developed on available survey plans for Thennekumbura – Rikillagaskada – Ragala Road using Instrument & Manually (03 Engineers 06 Weeks)			100%
Surveying as a Member for the evaluation of tender for the major highway projects and also for the evaluation for the selection of Consultants.			100%
Vertical alignment design on Elvitigala Mawatha	AC008		100%
Colombo –Kandy Road, Level Design for overlaying	A001	3.00	80%
Golumadama geometric design			90%

<i>Work</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
Millagahawatta resettlement site roads			5%
Modification of geometric design at Palamtuna Junction	B084	0.40	70%
Pamankada Acquisition Plan on Colombo – Horana Road	B084	0.30	89%
Preparation of BOQ at Kohuwala Junction	B084		90%
Preparation of ducting lay out plan at Gamsaba Junction	B084	0.40	80%
Preparation of special schedule of rate for construction to standardize the document for all provinces.			80%
Thennekumbura – Rikillagaskada – Ragala Road (20-75km) setting out of centre line, Acquisition Boundary	B413	55.0	45%
Tissamaharama Sacred area development project		3.00	87%

Following roads designs were reviewed by highway design division.

Table No 20: Details of design reviewed during year 2011

<i>Road</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
ADB Loan 2080 SRI (SF): Road Project Preparatory Facility – Contract Package No. RDA/HNIP/PRP2/5. Improvement and Widening of Awissawella – Hatton – Nuwara Eliya Road – (27+000 to 115+58km)	A007	44.0	2%
ADB Loan 2630/Sri: Northern Road Connectivity Project (NRCP) Rehabilitation/Improvement to A009 Road Section from Thonigala to Galkulama	A009	24.17	16%

<i>Road</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
(98+000 to 122+170km) Contract Package: RDANRCP/ICB/ADB/CP – 2: Reviewing Design of Drainage Structure.			
ADB Loan 2639 – Sri: Northern Road Connectivity Project (NRCP) Rehabilitation /Improvement to Mankulam-Mulativue Road – A034 Road Section from 0+000 to 49+100km) Contract Package – RDA/NRCP/ICB/CP-7-10	A034	49.10	13%
Bopele Junction, Kiriibbanara Road (0+000 to 6+000km)		6.00	50%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE/C/5A Improvement and Widening of Mahiyangana – Dimbulagala – Dalukkana Road – AB044 (0 to 24.10km)	AB044	24.00	17%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/5 Improvement and Widening of Agalawatta – Thiruwanaletiya Road – (16+000 to 20+000km) – Horizontal Alignment – Cross Section.	B420	4.00	35%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/C48, Improvement and Widening of Horana – Anguruwathota – Aluthgama Road (5+000 to 32+000km) – Horizontal Alignment – Cross Section.	B157	27.00	17%

<i>Road</i>	<i>Route No</i>	<i>Length (km)</i>	<i>Progress as at end of 2011</i>
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/C4, Improvement and Widening of Hornawela – Pelawatta – Pitigala Road (0+000 to 25+740km) – Horizontal Alignment – Cross Section.	B158	25.74	17%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/C48, Improvement and Widening of Uswetakeiyawa – Eppamulla – Pamunuwa Road - Horizontal Alignment – Cross Section.	PRDA	3.00	17%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/5 : Improvements and Widening of Hakmana – Beliatta – Tangalle Road – B141 (11+800km to 19+300km)	B141	7.50	50%
CHINA Development Bank Funded Priority Road Projects – 2 Contract Package No. RDA/RNIP/PRP2/PACKAGE C/5 : Improvements and Widening of Agalawatta – Thiruwanaketiya Road (12+000 to 16+000km) – Horizontal Alignment – Cross Section	B421	4.00	50%

Table No 21: Summary of the Design Work in year 2011

<i>Description</i>	<i>100% Completed</i>		<i>Ongoing work</i>	
	<i>Intersections (Nos.)</i>	<i>Road Length (km)</i>	<i>Intersections (Nos.)</i>	<i>Road Length (km)</i>
Any other works	4	18.70	-	114.50
Design Review	-	-	-	218.51
Deyata Kirula Roads	-	-	10	-
Extension of Southern Expressway Matara to Hambantota	-	-	-	37.00
Hambantota Hub Development	-	10.30	-	37.12
Intersections – Non signalized	5	-	38	-
Intersections – Signalized	12	-	13	-
PMU Work (WB/NRCP/NHSP/CKE/RPPF)	-	199.70	-	11.50
Roads	-	55.50	-	255.50
UDA Roads	-	-	1	8.10
Total	21	284.2	62	682.23

4.4.2 Design of Bridges

During the year 2011, design work completed were ranging from single span P.S.C. beam deck bridges of 7.0 m length to the order of 45 m span length having overall length of the order of 250 m. In addition several types of bridges were designed during this year.

The total number of bridge design projects handled during this year was 117 including 19 that was continued from previous year and 10 were carried over to the year 2012. 5 bridge projects were temporarily suspended. Projects handled were the bridges identified for rehabilitation under Public Investment Programme and bridges taken up on request of PMUU such as ADB, World Bank, UKSBP, RPPF, OCH, NHSP & MFAP and the outside organizations.

All aspects on project design and preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 56 bridges. Altogether 101 bridges were completed and the total estimated cost of the projects is Rs. 2288.3 million approximately. The details of the bridges for which design work was completed in 2011 are given in Table No 22.

The type box culvert of different clear span & clear height was designed and prepared the drawings. The precast PSC (post tensioned) I Beams were designed for a length of 35 m, 40 m and 45 m. The standard type drawing was prepared for the same.

The drawings & details submitted by NWS&DB for laying of water pipes were thoroughly checked and approved for the following Bridge locations.

- Negombo water supply optimization project.
- Bridge No 20/3 on Bandaragama – Piliyandala Road

The drawings & details submitted by Ceylon Electricity Board for laying of their service lines along the Bridges in Main Street, Pettah were thoroughly checked and approved.

The following services were also rendered by the Bridge Designs Office for the Project Management Units on request of Project Directors

- The detailed design, preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed 04 Nos. of Bridges (Br 4/2, 5/1 and 5/2 on Puliyankulam – Mullaitivu Road on the request of PD, ADB Projects Division.
- Design review was carried out for Bridges on Katukurunda – Naboda Road (B207) section from 0+000 to 2+720, Hikkaduwa – Southern Expressway Road (B153) section from 0+000 to 14+340, Matara – Akkuressa Road (A024) section from 0+100 to 3+500, Kirulopana – Godagama Road (A004) section from 0+130 to 1+260 and 15+500 to 19+700, Colombo – Horana Road (B084) section from 0+500 to 28+180 and on the request of PD, RPPF Projects Division.
- Design of substructures, preparation of drawings and BOQ for 19 Nos. of Bridges on the request of PD, UKSBP Projects Division.
- Checking of Design Reports & Drawings for Bridges on Colombo – Katunayake Expressway Project submitted by the contractor on the request of PD, CKE Projects Division.
- Design, preparation of drawings and BOQ for 8 Nos. of Bridges on the request of PD, NHSP Projects Division.
- The type of foundation for Bridge No. 92/4 on Ambepussa – Kurunegala – Trincomalee Road and 19 other bridges were amended to earlier designs necessitated due to change of site conditions to overcome construction difficulties.

In addition to above work, design calculation submitted by Contractors and calculation regional offices of the R.D.A. were also checked by the Bridge Designs Division. During the year, site

inspection consisting of 92 preliminary investigations, 16 detailed engineering surveys and 15 visits to bridge construction sites to resolve construction difficulties were carried out. 10 Engineers were given design training for Professional Review Examination. The beam casting yard, casting bed and anchoring system of Engineering & Laboratory Services (Pvt) Ltd (ELS) at Suriyawewa were inspected and granted approval with some conditions to cast 13.5 m long PSC beams. The same beam was tested for the design loads and granted approval to use in the RDA bridges. Working as the counterpart or supporting engineers with the Foreign missions involved in the preliminary & detailed studies of the proposed foreign funded bridge projects. The same support was extended during the detailed design of those bridges. In addition to above, Deputy Director & S.D.EE in Bridge Designs Division served as committee members for 18 Nos. TEC.

Table No 22: Bridge Design Work Completed in 2011

No.	Description	Total Estimated Cost (Rs. Mn.)
Urgent Bridge Projects & Bridges identified from the List of Weak Bridges		
01	Bridge No. 4/1 on Gangodawila – Boralasgamuwa Road (Near Pingara Club)	32.8
02	Br. No. 51/1 on Galle – Deniyaya – Madampe Road	28.2
03	Br. No. 4/1 on Hakmana – Meella – Thalahaganduwa Rd	35.5
04	Bridge across Walawe Ganga off Wetiya Junction on Pelmadulla – Madampe – Nonagama Rd Between 73rd & 74th km (for 4 Lane Capacity – Non RDA)	297.0
05	Kegalle By pass (widening)	58.9
06	Br. No. 28/7 on Veyangoda – Ruwanwella Road (Reconstruction)	86.5
07	Br No 2/1 on Narahenpita – Nawala – Nugegoda Road (Widening) (Alternate Design)	107.5
08	Br No 6/2 on Kollupitiya – Sri Jayawardanapura Road (Across Diyawanna Oya) (Extension)	105.3
09	Br No 25/4 on CGHW Road	40.6
10	Br No 1/2 on Old CGHW Road at Panadura	
11	Br No 3/3 on Miriswatte – Wathurugama Road (Widening & Redecking)	4.2
12	Br No 8/2 on Miriswatte – Wathurugama Road (Widening)	7.0

<i>No.</i>	<i>Description</i>	<i>Total Estimated Cost (Rs. Mn.)</i>
13	Br No 8/1 on Miriswatte – Wathurugama Road (Widening)	1.2
14	Br No 10/2 on Miriswatte – Wathurugama Road (Reconstruction)	3.6
15	Br No 10/4 on Miriswatte – Wathurugama Road (Widening & Redecking)	5.1
16	Br No 4/4, 5/2, 5/3 & 5/4 on Mattakuliya – Uswetakeiyawa – Pinwatta Road	7.2
17	Br No 4/2 on Kachcheri – Beach Fort Road in Jaffna	4.0
18	Br No 5/1 on Mannar – Puttalam Road	11.5
19	Br No 12/3 on Katukurunda – Neboda Road (Thebuwana Bridge-Widening & Redecking)	14.0
20	Br No 117/3 on CGHW Road (Widening)	28.2
21	Br at CH 3+560 on Battaramulla – Pannipitiya Road (Alternate Design)	10.8
22	Br No 3/2 on Palathoppur – Seruwila Road (Reconstruction)	7.1
23	Br No 5/4 on Galle – Baddegama Road (Reconstruction)	7.1
24	Br No 22/1 on Galigamuwa – Ruwanwella Road (Reconstruction)	₹ 9.9
25	Br No 15/2 on Waskaduwa – Bandaragama Road (Reconstruction)	7.1
26	Br. No. 39/4 on Siyambalanduwa – Damana – Ampara Road (Reconstruction)	30.0
27	Br No 1/5 on Kegalle – Bulathkohupitiya – Karawanella Road (Reconstruction)	58.9
28	Br No 2/3 on Kelaniya – Mudungoda Road (Reconstruction)	6.8
<i>Southern Transport Development Project</i>		
29	Monumental Structure – Bird – Steel	11.5
30	Monumental Structure – Arch – Steel	5.0
31	Monumental Structure – Tower – Concrete	3.1
<i>Bridges under National Highway Sector Project</i>		
32	Br. No. 16/2 on Puttalam – Trincomalee Road (Redecking)	3.6
33	Br. No. 16/4 on Puttalam – Trincomalee Road (Reconstruction)	6.7
34	Br. No. 49/1 on Puttalam – Trincomalee Road (Reconstruction)	15.0
35	Br. No. 11/2 on Puttalam – Trincomalee Road (Retaining wall section)	5.0
36	Br. No. 63/3 on Puttalam – Trincomalee Road (Reconstruction)	24.2

<i>No.</i>	<i>Description</i>	<i>Total Estimated Cost (Rs. Mn.)</i>
37	Br. No. 1/1 at CH 76+707 km on Jayanthi Mw, Anuradhapura (Widening)	16.7
38	Br. No. 72/1 (CH 70+790) on Puttalam – Trincomalee Road (Reconstruction)	27.0
39	Br. No. 14/7 on Nagoda – Kelawellawa – Balapitiya Road (Reconstruction)	45.0
<i>UK Steel Bridge Project</i>		
40	Bridge No. 14/1 on Thiruwanaketiya – Agalawatta Road	91.0
41	Bridge No. 33/2 on Thiruwanaketiya – Agalawatta Road	73.4
42	Bridge No. 21/3 on Thiruwanaketiya – Agalawatta Road	60.2
43	Bridge over Lunu Oya Ferry Point on Madampe – Thoduwawa Road (Non RDA)	155.2
44	Br. No. 46/1 on Galle – Deniyaya – Madampe Road	56.9
45	Br. No. 9/6 on Galle – Deniyaya – Madampe Road	51.9
46	Br. No. 10/2 on Ampilanthurai – Veeramunai Road (Temporary Bridge)	7.0
47	Br. No. 27/4 on Hiniduma – Opatha – Pitabeddara Road	25.8
48	Bridge across Nawagiriya channel at 33 Colony – Kattapalam Road	7.6
49	Br No 3/8 on Dehiowita – Deraniyagala – Noori Road (Amendment)	3.0
50	Br No 2/3 on Kaluaggala – Labugama Road (Reconstruction)	20
51	Br No 283/8 on PBC Road (Chenkalady or Black Bridge) (Temporary Bridge)	8.0
52	Br No 1 for Keththarama Stadium Project (Near the Temple)	0.0
53	Br No 2 for Keththarama Stadium Project (Near the gate C)	0.0
54	Bridge near Asroff Memorial Hospital at Kalmunaikudy (Non RDA)	7.0
55	Bridge on Road Leading to S.F.Quarters, Kilinochchi	6.0
56	Temporary Bridge over Diyawanna Oya on Kollupitiya – Sri Jayawardanapura Road (near Parliament Junction)	20.0
<i>Asian Development Bank</i>		
57	Bridge No. 23/3 on Allai – Kantale Road across Mahaweli River	125.0
58	Bridge No. 4/2 on Puliyanikulam – Mullaiththivu Road	12.5
59	Bridge No. 5/2 on Puliyanikulam – Mullaiththivu Road	11.0

<i>No.</i>	<i>Description</i>	<i>Total Estimated Cost (Rs. Mn.)</i>
60	Bridge No 5/1 (at CH 4+600) on Puliyankulam – Mullaiththivu Road	30.0
<i>Non RDA Bridges</i>		
61	Suspension foot bridge at Iththamalpalana, Kegalle	44.2
62	Hartal Bridge (Colombo Port Extension Project)	195.3
63	Bridge at Ihala – Palampitiya	21.0
64	Foot Bridge near Veluwana College, Colombo	1.3
65	Foot Bridge near Old Bo Tree at Kandagahawila	3.9
66	Pipe Culvert at Kaduruduwa at Panadura Electorate	7.3
67	Kuragoda Bridge in Bandaragama Electorate	3.9
68	Pedestrian overpass in front of Al – Ashrof National School, Kalmunai	10.0
69	Kandepola Foot Bridge at Kattugampola Electorate	6.9
70	Madurupitiya Bridge on Attanagalle - Madurupitiya Road	34.2
<i>Total Estimated Cost</i>		2288.3

4.5 Quality Control in Road and Bridge Works

During 2011, 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 field laboratories and field laboratories and Field Laboratory at Mannar – Pooneryn (A32) Road Project.

Landslide Monitoring

Investigations and remedial measures for the landslides occurred at the following locations were carried out during the year.

- Landslides on CRWB Road, PBC Road & Beragala Hali ela Road in Uva Province.
- Landslides on Pussellawa & Nawalapitiya in Central Province.

Foundation Investigations

- Foundation investigations for 23 bridges and one for retaining wall were carried out during the year 2011, using deep boring units with RDA budget allocations.
- 04 Nos. borehole investigation of Bridge No. 46/1 on Galle – Deniyaya Madampe Road
 - 02 Nos. borehole investigation of Bridge No. 34/2 on Ambepussa – Kurunegala – Trincomalee Road.
 - 02 Nos. of Borehole investigation of Bridge No. 2/3 on Kaluaggala – Labugama Road.
 - 02 Nos. Borehole investigation of Bridge No. 1/5 on Kegalle – Bulathkohupitiya – Karawanella Road.
 - 04 Nos. Borehole Investigation of bridge No. 15/2 on Waskaduwa – Bandaragama – Kesbewa Road.
 - 02 Nos. Borehole investigation of Bridge No. 74/2 on Pelmadulla – Embilipitiya – Nonagama Road.
 - 03 Nos. Borehole investigation of Bridge No. 3/2 on Thudella – Pamunugama – Talahena – Negambo Road.
 - 01 No. Borehole investigation of Bridge No. 283/8 on Peradeniya – Badulla – Chenkalladi Road.
 - 04 Nos. Borehole investigation of Bridge No. 53/1 on CRWB Road.
 - 02 Nos. Borehole investigation of Bridge No. 117/3 on CGHW Road.
 - 03 Nos. Borehole investigation of Madurupitiya Bridge on Attanagalla – Madurupitiya Road (Non RDA).
 - 09 Nos. Borehole investigation of Polwatta Bridge on Polwatta – Denipitiya Road (Non RDA).
 - 03 Nos. Borehole investigation of Bridge No. 23/1 on Horana – Anguruwathota – Aluthgama Road.
 - 04 Nos. Borehole investigation of Bridge No. 23/2 on Horana – Anguruwathota – Aluthgama Road.
 - 02 Nos. Borehole investigation of Bridge No. 14/7 on Nagoda – Kalawellawa – Bellapitiya Road.
 - 04 Nos. Borehole investigation of Bridge No. 9/1 on Kirimetiya – Yala Road.
 - 02 Nos. Borehole investigation for Retaining wall at 10thkm of Kirimetiya–Yala Road.

- 04 Nos. Borehole investigation for proposed Bridge on Samawachchitivu – Munaichianal Road Trincomalee District (Non RDA).
 - 04 Nos. Borehole investigation of Bridge No. 3/2 on Allai – Kantale Road.
 - 04 Nos. Borehole investigation of Bridge No. 33/1 on Waduramba – Ethumalee – Yakkatuwa Road.
 - 04 Nos. Borehole investigation of Bridge No. 24/3 on Waduramba – Ethumalee – Yakkatuwa Road.
 - 02 Nos. Borehole investigation for proposed Bridge on New approach road to Batheegama Hospital Dickwella (Non RDA).
 - 02 Nos. Borehole investigation for proposed Railway underpass at Kotagala on Avissawella – Hatton – Nuwara Eliya Road.
 - 01 No. Borehole investigation for proposed Poovarasantheevu Bridge in Kinniya (Non RDA).
- Foundation investigation for 06 Nos. Bridges and One project site were carried out during the year 2011 with Client and project Funds using boring units.
- 02 Nos. Borehole investigation of Bridge No. 1/2 on Pannala – Kuliypitiya Road. Estimated for Rs.215, 413.00, requested by Provincial Director (NWP).
 - 02 Nos. Borehole investigation of Bridge No. 3/4 on Pannala – Kuliypitiya Road estimated for Rs.193, 104.00 requested by Provincial Director (NWP).
 - 02 Nos. Borehole investigation of Bridge No. 5/4 on Pannala – Kuliypitiya Road estimated for Rs.178, 575.00 requested by Provincial Director (NWP).
 - 02 Nos. Borehole investigation of Bride No. 5/5 on Pannala – Kuliypitiya Road estimated for Rs.241, 052.00 requested by Provincial Director (NWP).
 - 02 Nos. Borehole investigation for Kadigawa Bridge on Koswatta – Kadigawa Road estimated for Rs. 309,528.00 requested by Provincial Director (NWP).
 - 04 Nos. Borehole investigation of Bridge No. 11/4 on Talagodapitiya – Yatawatte Road estimated for Rs.450, 236.00 requested by Provincial Director (NWP).
 - 05 Nos. Borehole investigation on Colombo – Kandy Alternate Higway Kadawatha to Ambepussa Section requested by Project Director (CKAH).

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 by the Central Laboratory of the Research and Development Division. Also asphalt concrete mix designs were carried out for ongoing projects and outside organizations. Total income of Rs. 27, 020, 979.47 was earned on laboratory testing of samples for private organizations and RDA project works and is given in Table No. 23.

Table No 23: Summary of income from testing of Road Construction Materials & Mix Designs in the Central Laboratory in year 2011

Month	Concrete Laboratory (Rs.)	Soil Laboratory (Rs.)	Bitumen Laboratory (Rs.)
January	971, 153.61	128, 592.16	564, 903.29
February	731, 194.38	521, 562.06	452, 814.19
March	798, 916.50	409, 032.58	765, 292.61
April	663, 434.10	337, 827.63	412, 883.29
May	726, 331.11	347, 938.78	600, 622.86
June	718, 473.86	661, 573.04	472, 059.99
July	662, 214.02	309, 419.86	625, 780.67
August	1, 474, 325.63	406, 800.39	1, 139, 471.73
September	2, 037, 520.76	533, 828.31	676, 047.03
October	1, 843, 398.57	718, 903.00	490, 355.60
November	1, 302, 055.88	400, 514.36	1, 017, 344.10
December	1, 707, 279.12	342, 525.81	1, 048, 588.59
Total	13, 636, 297.54	5, 118, 517.98	8, 266, 163.95
<i>Total</i>	<i>27, 020, 979.47</i>		

Pavement Investigations and Overlay Designs

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 carried out during the year as per the details given below.

Pavement Investigations and Designs

- Pavement Investigation on Tennakumbura – Ragala Road
- Pavement Investigation on Avissawella – Hatton – Nuwara Eliya Road (98+500 to 108+500)

- Pavement Investigation for CRWB Road from Godagama to Avissawella
- Pavement Investigation on Iyyakachchi – Chundikulam Road
- Pavement Investigation on Thimbirigasyaya Road 1.3 km
- Pavement Investigation on Kegalla by pass
- Pavement Investigation on Pelawtta – Akurugoda Road at Battaramulla.
- Work done under Road sector Assistant Project
 - BBD Survey & DCP test on Ambepussa – Kurunegala – Trincomalee Road estimated cost Rs.3, 279, 127.83.
 - Skid Resistance Test on Nittambuwa – Kandy Road estimated cost Rs.256, 737.70.
- Work done under Airport Aviation Sri Lanka (AASL)
 - Investigation of runway of Bandaranayake International Airport Katunayake estimated cost Rs.195, 445.71
- Work done under MFAP Division in RDA
 - Pavement investigation on Anuradhapura – Padeniya Road estimated cost Rs.158,087.08.
- Work done under STDP Division in RDA
 - Investigation on STDP Bandaragama – Dodangoda Road section estimated cost Rs.78, 571.51.
- Work done under National Highway Sector Project
 - Pavement Investigation on CRWB Road from Vilasitha Niwasa Junction to Godagama Junction estimated cost Rs.880, 000.00.
- Work done under Maga Neguma
 - Pavement Investigation on Higurakgoda – Siriketha Road estimated cost Rs.114,000.00.
- Work done under Department of Wild Life Conservation
 - Pavement Investigation on Wilpattu National Park Roads estimate cost Rs.58,310.00.
- Work done under Central Engineering Consultancy Bureau
 - BBD Survey on Andagala Junction to Bulnewa Town at Anuradhapura District estimated cost Rs.477, 902.15.

Training programme for Technical Staff

Lectures and demonstrations were given on laboratory testing of construction materials and block paving road techniques for Pradeshiya Saba Officers, University Students & Engineers, Technical Officers (TOO), Research Assistants (RAA) and Work Supervisors (WSS) of the RDA. Field demonstrations were given on construction, rehabilitation and maintenance techniques for Technical Staff of the RDA.

Research Projects

Following laboratory related research projects were completed during the year 2011.

- Improvement of the Skid Resistance of Steel Deck Bridges.
- Research Project on Use of Pyrolysis Carbon Black (PCB) in Asphalt Concrete Manufacturing in Collaboration with Navodha (Pvt) Ltd.

4.6 Land Acquisition & Resettlement

During the year 2011, 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. Detail information of the land acquisition carried out during the year is given in table below;

Table No 24: Land Acquisition details and Payment of Compensation under each project;

<i>Project</i>	<i>Road Section</i>	<i>Publication of Section 2 Notice (Lots)</i>	<i>Publication of Section 38(a) Notice (Lots)</i>	<i>Acquisition completed Lot Nos. (in 2011)</i>	<i>Payments made as compensation Rs.</i>
Ambepussa – Dambulla Road		11			
Ambepussa – Kurunegala				2	895, 088.88
Approach Road to Kelanisiri Bride		19	19		
Badulla – Kandy Road	1+570 – 7+000	202	202		
Badulla Karametiya					3, 838, 740.86
Baseline Road		731	731	640	4,773,796.66
Battaramulla – Pannipitiya Road				433	23, 515, 876.00
Colombo – Galle – Hambanthota				577	11, 174, 556.27

<i>Project</i>	<i>Road Section</i>	<i>Publication of Section 2 Notice (Lots)</i>	<i>Publication of Section 38(a) Notice (Lots)</i>	<i>Acquisition completed Lot Nos. (in 2011)</i>	<i>Payments made as compensation Rs.</i>
Colombo – Horana Road	Bridge No.6/1		29	22	1,930,854.57
Colombo – Kandy Road	17 – 21	682	682		129288,531.95
Dehiwala – Kaudana – Aththidiya Road					47,002,623.19
Dehiwala - Maharagama				51	1, 608, 545.00
Diyathalawa – Bandarawela					2, 622, 650.00
Dr.N.M.Perera Mawatha		168	168	134	17,654,616.54
Ekala – Gampaha				42	5, 174, 928.00
Galagedara – Rambukkana					2, 802, 375.00
Gampaha – Meribishop				18	324, 857.00
Gampaha Fly over				39	10, 507, 078.12
Gampaha Oruthota				39	41, 911, 998.00
Gampaha Town Development				36	4, 347, 339.00
Ganemulla - Kiridivita				46	5, 796, 528.00
Hambanthota – Meegahajadara Road	0+550 – 14+970, 14+970 – 25+110	1096			
Horana – Aguruwathota Road					492,175,000.00
Hulanduwa Crecqer Road	220 m	10	10		
Kandy – Gaga Wata Korale					533, 858.31
Kandy - Matale					931, 978.27
Kelaniya – Mudungoda Road	0+000 – 2+400	525	164	33	2,001,344.00
Kesbewa - Bandaragama				105	884, 759.00
Kiridiwela Town Development				47	262, 820.00
Kirulapona – Godagama Road (Maharagama Town)	Maharagama Town		229	31	38,915,185.00
Kurunegala – Colombo Road				59	
Kurunegala – Padeniya				10	4, 123, 363.56
Kurunegala – Puttalam				25	1, 101, 291.52
Maharagama - Dehiwala				23	734, 250.00
Makola - Udupila					22, 969, 194.00
Makola – Udupila Road		310		22	42,838,261.53
Malabe – Kaduwela Road		600	600	519	1,990,550.95
Marine Drive		235	235	199	53,166,845.58

<i>Project</i>	<i>Road Section</i>	<i>Publication of Section 2 Notice (Lots)</i>	<i>Publication of Section 38(a) Notice (Lots)</i>	<i>Acquisition completed Lot Nos. (in 2011)</i>	<i>Payments made as compensation Rs.</i>
Matara – Hakmana	2 nd km Post	267			
Mattakkuliya Road	320m	53	53	49	32,687,679.49
Mattakkuliya Road	400m	61	61		
Mattala Air Port Road	0+000 – 8+750, 8+750 – 13+320	124	58		
Mawanella – By Pass				1	
Meerigama – Giri Ulla					1, 715, 750.00
Mirihana – Rathmalana				162	443, 556.00
Mirijawila – Suriyawewa	0+000 – 12+000	488	488		
Miriswatta Junction				54	39, 503, 778.23
Mulleriyawa – Koswatta Road	0+000 - 0+220	10	10		
Nittabuwa Town Development				09	25, 791, 900.00
Nugegoda Fly Over	Nugegoda Town		143	141	118,157,118.60
Nugegoda Fly over Attidiya					31, 148, 525.58
Orugodawatta – Ambathale Road	12+000 – 11+880, 6+840 –7+620	917			
Palavi – Kalpitiya	6 – 14	193	193		
Palavi – Kalpitiya	14 – 18	335	To be published		
Peliyagoda – Uththalam Road				253	3, 520, 411.31
Peradeniya – Badulla	130+700 – 279+600	3, 264			
Peradeniya – Gampola					1, 501, 773.97
Peradeniya – Gampola					415, 950.44
Pitakotte – Thalawathugoda				25	155, 000.00
Thalduwa – Meeritigamman Road				52	9, 592, 752.62
Thawalatenna – Thalawakele					1, 476, 000.00
Thihariya - Warpalana				14	741, 881.00
W.A.Silva Mawatha		114	114	86	5, 199, 500.00

Further, RDA provided necessary advice and monitored the implementation of resettlement action plans of various road projects, which were implemented by Project Management Units. 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.

4.7 Implementation of Environmental and Social Safeguard Measures

During the year 2011, Environment and Social Division (ESD) of RDA continued its support for implementation of environmental and social safeguard measures of various road development projects as described below;

Environmental Dimensions

- Continued assistance to National Highway Sector Project (NHSP) in meeting environmental safeguards compliance required under ADB environmental policy and National Environmental Act.
- ESD continued to assist OCH project in meeting environmental safeguards compliance required under National Environmental Act.
- Continued to assist NRCP in meeting environmental safeguards compliance required under National Environmental Act.
- Prepared a supplemental Environment Impact Assessment for alteration of Kerawalapitiya interchange of OCH and submitted to Central Environment Authority (CEA). In December 2011, the scoping meeting was held at CEA including a presentation on the project and the approval for the project was granted.
- Updated the Environment Impact Assessment prepared during the feasibility stage and carried out baseline measurements of water quality, air quality and noise for the Kerawalapitiya – Kadawatha section of OCH and submitted to PMU to be submitted to JICA.
- Reviewed a consolidated Environment Assessment and the BIQ of Horana – Anguruwatota – Aluthgama (B157) road prepared by consultants under Road Project Preparatory Facility (RPPF).
- Prepared the BIQ for the proposed Kandy – Badulla new road and submitted to CEA. After a scoping meeting CEA issued the Terms Of Reference (TOR) for the EIA.
- Prepared a Rapid Environment and Social Impact Assessment for the proposed fly over at Veyangoda.
- Prepared the BIQ for the Thennekumbura – Rikillagaskada – Ragala (B413) road. After a scoping meeting CEA issued the Terms Of Reference (TOR) for the EIA.
- Assisted UK Steel Bridge project / Contractor in preparation of BIQs / Environment report for the 2nd phase of bridge to be rehabilitated under UK Steel Bridge Project.

- ESD prepared application to obtain Environmental Protection Licenses (EPL) for operating Asphalt Concrete Plants located in Mahawa (for the Mechanical Division) and ESD took part in monitoring environmental and social safeguard compliance of the plant.

Social Dimensions

- Continued to send Project Performance Management System (PPMS) report on STDP to ADB quarterly.
- ESD prepared the Resettlement Plan (RP) for Kerawalapitiya – Kadawatha section of OCH and submitted to PMU to be submitted to JICA.
- Reviewed Resettlement Plans prepared by consultants for six road projects under Road project Preparatory Facility (RPPF).
- Started to assist NRCP in meeting social safeguard compliance required under ADB social safeguards policy and national policies.
- Prepared the Social Impact Assessment on the affected communities under Humbanthota Hub Development Project.
- ESD reviewed four updated RPs of national Highways Sector Project (NRCP).

Management Information System (MIS)

- As in the previous year, this year also the Management Information System (MIS) unit of ESD 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, ESD provided training to Project Management Unit staff in entering data to the database.

4.8 Planning and Reporting

During the year action was taken by the Planning Division of RDA to prepare and submit following reports

- Action plan for the year 2011 was prepared based on the budgetary provisions
- Annual Report of the RDA for 2010
- 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 as and 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.

Obtaining Environmental Clearances

During 2011, the Planning Division involved in coordination of the Rehabilitation and Improvement of Thannekubura – Rikillagaskada – Ragala Road (B413) project to obtain environmental clearance to proceed with detail design.

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.

JICA Assistance

Financial assistance for

- Widening and improvement of 174.56 km of National road Network in Sri Lanka (Godagama – Ratnapura section & Beragala – Wellawaya section on CRWB road (A004) and Deniyaya – Madampe road (A017))

Technical assistance for

- Long Term Expert for Urban Transport Planning
- Development of a Bridge Management System

ADB Assistance

- Rehabilitation and Improvement of 135.55 km of roads under Northern Connectivity project
- Feasibility study to assess the requirement of alleviating the traffic congestion in greater Colombo metropolitan region
- Rehabilitation/ reconstruction of 300 km of connectivity roads to Eastern and Northern provinces
- Building climate change resilience an road infrastructure

Kuwait Assistance

- Reconstruction of 25 weak and narrow bridges on the national highway network of Sri Lanka

Saudi Assistance

- Rehabilitation/ Improvement of 330 km of national roads in Sri Lanka

French Assistance

- Widening & reconstruction of bridges on national road network

Chinese Assistance

- Widening and Improvement of 752.31 km of National highways and 226.61 km of Provincial roads

EDCF Assistance

- Improvement of Puttalam – Trincomalee road (A012) from Anuradapura to Trincomalee
- Improvement of Horana – Anguluwatota – Aluthgama road (B157) from Horana to Mathugama
- Improvement of Peradeniya – Badulla – Chenkaladi road (A005) from Badulla to Chenkaladi

Preparation of Concept Papers for Foreign Funding

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

- Reconstruction of Kochchikade Bridge (Bridge No. 38/3) on Paliyagoda – Puttalam road (A003)
- Reconstruction/ Improvement of 20 weak and narrow bridges in National Road Network
- Feasibility study to assess the requirement of alleviating the traffic Congestion in Greater Colombo Metropolitan Region
- Technical Assistance to develop a bridge Management system
- Widening and Improvement of 312.32 km of roads
- Sri Lanka regional Bridge Project Phase II
- Widening and Improvement of 97.85 km of National Highways
- Reconstruction of Bridge no 20/1 (Digarolla Bridge) on CGHW (A002) Road
- Construction of a Parellel bridge to bridge no 1/1 on Kaduwela – Biyagama road (AB004)
- Reconstruction of bridge no 6/2 near Polduwa Junction on Kollupitiya – Sri Jayawardenapura Road (A000)
- Feasibility study and Detail Design of the Second New Kelani Bridge on Colombo Kandy Road (A001)
- Widening and Improvement of Bibile – Pitakumbura – Namaloya – Inginiyagala Road (B527)
- Widening and Improvement of Manampitiya – Aralaganwila – Maduru Oya Road (B502) from 3+000 to 32+087 km
- Widening and Improvement of 23.69 km of National Highways in Eastern Province
- Widening and Improvement of Ampara – Uhana – Mahaoya Road (A027)

Feasibility Studies

Following Feasibility Studies were carried out during the year 2011;

- Improvement of 202 km of National Highways under the Co – Financing of Saudi Fund and OFID are given below.
 - Road List for Saudi funding
 - ✓ Thampalakamam – Kinniya Road (B541) – 8.50 km
 - ✓ Katugastota – Kurunegala – Puttlam Road (A010) – 25.60 km
 - ✓ Colombo – Kandy Road (A001) – 7.24 km
 - ✓ Dehiowita – Deraniyagala – Noori Road (B093) – 14.00 km
 - ✓ Katugastota to Alawatugoda section of Kandy - Jaffna Road (A009) – 10.97 km
 - ✓ Alawatugoda to Palapathwela section of Kandy – Jaffna Road (A009) – 16.97 km
 - ✓ Palapathwela – Naula section of Kandy – Jaffna Road (A009) – 21.64 km
 - ✓ Naula – Dambulla section of Kandy – Jaffna Road (A009) – 18.82 km
 - ✓ Veyangoda – Ruwanwella Road (B445) – 14.65 km
 - Road List for OPEC funding
 - ✓ Peradeniya – Badulla – Chenkaladi Road (A005) – 2.78 km
 - ✓ Polagahawela – Kegalle Road (A019) – 11.70 km
 - ✓ Reconstruction of bridge no 3/2 (A019) – 0.12 km
 - ✓ Bengamuwa – Molokgamuwa – Galdola Road (B607) – 9.50 km
 - ✓ Narahenpita – Nawala – Nugegoda Road (B307) – 3.22 km
 - ✓ Etulkotte – Mirihana – Kohuwela Road (B120) – 5.95 km
 - ✓ Ehaliyagoda – Dehiowita Road (B110) – 16.69 km
 - ✓ Galle – Deniyaya – Madampe (A017) – 13.93 km
- Construction of Mullativue – Iyakachchi road and 8 major bridges in North – East coastal belt.
- Reconstruction of following 25 bridges on National Highways under Kuwait Fund for Arab Economic Development (KFAED).
 - ✓ Bridge No. 20/1 on Colombo – Galle – Hambantota – Wellawaya (AA002)
 - ✓ Bridge No. 52/1 on Colombo – Galle – Hambantota – Wellawaya (AA002)
 - ✓ Bridge No. 53/1 on Colombo – Galle – Hambantota – Wellawaya (AA002)
 - ✓ Bridge No. 133/2 on Colombo – Galle – Hambantota – Wellawaya (AA002)

- ✓ Bridge No. 148/1 on Colombo – Galle – Hambantota – Wellaway (AA002)
- ✓ Bridge No. 75/1 on Katugastota – Kurunegala – Puttalam (AA010)
- ✓ Bridge No. 76/1 on Katugastota – Kurunegala – Puttalam (AA010)
- ✓ Bridge No. 11/4 on Kegalle – Bulathkohupitiya – Karawanella (AA021)
- ✓ Bridge No. 1/1 on Kaduwela – Biyagama Road (AB004)
- ✓ Bridge No. 8/2 on Jaffna – Ponnalai – Point Pedro (AB021)
- ✓ Bridge No. 10/2 on Ampilanthurai – Veeramunai (B018)
- ✓ Bridge No. 10/3 on Anamaduwa – Uswewa – Galgamuwa (B019)
- ✓ Bridge No. 11/1 on Dikwella – Beliatte (B101)
- ✓ Bridge No. 14/3 on Galagedera – Horana (B123)
- ✓ Bridge No. 14/8 on Galagedera – Horana (B123)
- ✓ Bridge No. 4/2 on Kaluaggala – Labugama (B188)
- ✓ Bridge No. 12/8 on Kaluaggala – Labugama (B188)
- ✓ Bridge No. 15/2 on Marawila – Udubaddawa (B272)
- ✓ Bridge No. 17/1 on Mawanella – Hemmaththagama – Singhapitiya (B279)
- ✓ Bridge No. 2/2 on Tudella – Pamunugama – Talahena – Negombo (B425)
- ✓ Bridge No. 32/1 on Veyangoda – Ruwanwella (B445)
- ✓ Bridge No. 4/3 on Embilipitiya – Middeniya (B486)
- ✓ Bridge No. 3/6 on Battuluoya – Udappuwa – Andimunai (B614)
- ✓ Bridge No. 59+610 on Navakkuli – Kerativu – Mannar (AA032)
- ✓ Bridge No. 33+540 on Navakkuli – Kerativu – Mannar (AA032)

Issue of Special Permits for Oversized/ Overweight Vehicles

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

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 Saudi mission for Rehabilitation/ Improvement of 330 km of national roads.
- To JICA mission related to bridges in Eastern province.
- To JICA mission for the construction of bridge across the Batticaloa lagoon at Manmunai in Eastern province.
- To JICA mission for preliminary study of bridge maintenance capacity improvement project.
- Work related to the preparatory mission of JICA on Urban Transport Development Project for Colombo Metropolitan Region and Suburb.

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 road within Kandy city which has been assigned to Central Engineering Consultancy Bureau.
- Work related to Establishment of Transport Data base and analysis for Colombo Metropolitan Region which has been assigned to UOM.
- Work related to the Feasibility Study to connect Padeniya to an appropriate location at the proposed expressway network which has been assigned to UOM including attending meetings, site visits, evaluations.

Preparation of GIS maps

During the year 2011, 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.

Other Works

- A seminar was conducted on “Capacity development of RDA Engineers on bridge evaluation” in collaboration with JICA
- Public awareness campaign was organized to discuss the matters related to the safety and traffic management of Southern Expressway before commencement of operation.
- Island wide fuel consumption survey was carried out throughout the country with collaborating Executive Engineers to ascertain the fuel consumption with respect to transport.
- Route selection and planning work of Akuregoda Development (due to shifting of Defense Head Quarters to the location)
- Work related to the Hambantota International Hub Development (HIHD) Project
- Video production on HIHD in collaboration with Kandy Design Office
- Provide technical assistance to establish user fee rates for Southern Expressway and select suitable method to user fee collection.
- Preparation of awareness programmes on Southern Expressway for general public via television, radio, newspapers, booklets etc.)

4.9 Development and Application of Traffic forecasting model for Sri Lanka

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 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

4.10 Data Collection and Evaluation

(i) Work Carried out Under Highway Development and Management (HDM – 4) and Road Information System (RIS)

- ✓ Annual Road condition data was collected for 8, 874.70 km by the provincial offices and 2,739.38 km was collected by using the Multi Function Network Survey Vehicle.
- ✓ The reports on data collection and Monitoring Evaluations/ Outcomes – 2010 for the core Network as well as RSAP 1 road projects were submitted to the World Bank

Economic analysis using HDM4 was carried out for following feasibility studies.

- a) Ambepussa – Kurunegala – Trincomalee (A006) Road
 - ✓ From Ambepussa to Dambulla section
 - ✓ From Kantale to Trincomalee section
- b) Projects under Saudi Funding Assistance
 - ✓ Base line Road
 - ✓ Narahenpita – Nawala – Nugegoda (B307) Road

Other Work – HDM 4 related

- a) Assisted the Director maintenance to prepare maintenance programme.
- b) Two engineers were temporary transferred to work with the asset management consultant (Sothern Transport Development Project) starting from the month of August for 6 months period.

(ii) MFNSV and FWD Surveying

The two machines Multi Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) acquired by the Planning Division RDA, under the World Bank Funded RSAP Project were utilized for both Network level and project level data collection.

Table No 25: The progress achieved by survey machines

	MFNSV survey/network (km)	FWD survey/network (km)
National Roads	2, 739.38	1, 063.60
Project requests	1, 193.40	388.60

(iii) MFNSV and FWD Data Processing and Analyzing

The data collected from MFNSV was carefully analyzed to obtain relevant network condition parameters. It was required to establish a separate unit under the Planning division for data processing, storing and management of collected data.

With the limited resources available, following activities have been undertaken by the Planning Division.

- 1) Data collection and analysis for feasibility study level project.
- 2) Data collection and analysis for design level.
- 3) Data collection and analysis for the verification of specification stipulated in construction documents.
- 4) Data collection and analysis for asset management level.

FWD data analysis reports were prepared for following road projects.

- Ambepussa – Kurunegala – Trincomalee (A006) Road sections of Kantale – Trincomalee, Ambepussa – Dambulla and Dambulla – Habarana
- Anuradhapura – Padeniya (A028) Road
- Jaffna-Point Pedro (AB020) Road

MFNSV data analysis reports were prepared for following roads.

- Avissawella – Hatton – Nuwaraeliya (A007) Road
- Colombo – Ratnapura – Wellawaya – Baticaloa (A004) Road from 29th km to 101th km
- Udawalawa – Thanamalwila (B427) Road
- Ambepussa – Kurunegala – Trincomalee (A006) Road
- Baseline Road
- Narahenpita – Nawala – Nugegoda (B307) Road
- Ambepussa – Kurunegala – Trincomalee (A006) Road
(Extraction of images for the full road, Extraction of location of petrol sheds, hospitals and police stations with GPS coordinates)

(iv) **Surveying on Southern Highway**

MFNSV and FWD surveys were carried on the request of the Project Director (STDP) on following dates for the verification of specification.

Table No 26: MFNSV Survey

Date of Survey	Survey Section		Survey Length (Lane km)
	From	To	
06-07-2011	Dodangoda	Kurudugahahethekma	64
06-07-2011	Kurudugahahethekma	Pinnaduwa	116
07-08-2011	Makumbura	Dodangoda	132
22-09-2011	Makumbura	Kaluganga Bridge	96
25-10-2011	Galle port access road		12
06-11-2011	Dodangoda	Kurudugahahethekma	132
Total length			552



MFNSV Surveying on STDP

Surveys carried out for asset management purpose

- a) A separate MFNSV survey was carried for the full length of STDP in both direction (190 lane km) for the inventoring of road signs and markings.
- b) A FWD survey at 100m intervals was carried out for the outer lanes in both directions.

The above two surveys were carried as per the request made by the Asset Management Consultant (STDP) through PD (STDP).



FWD Surveying on STDP

(v) **MFNSV and FWD Calibration, repair and Maintenance Programme - 1st year after warranty period**

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 27: MFNSV Survey

Name of the machine	Name of the expert	Name of the Company	Duration of visit	
			From	To
MFNSV	Mr. Viet Pham	ARRB Group Ltd, Australia	21 st Nov. 2011	25 th Nov. 2011
FWD	Dr.Olle Tholen	KUAB Company, Sweden	21 st March 2011	25 th March 2011
	Mr.Afshin Lotfi	KUAB Company, Sweden	3 rd August 2011	11 th August 2011
	Dr.Olle Tholen	KUAB Company, Sweden	20 th Dec. 2011	22 th Dec. 2011

4.11 Traffic Data Collection

Following works were carried out by the data collection and evaluation unit under Planning Division during the year 2011;

i. Traffic Surveys:

Periodic traffic counting surveys and Turning Movement Surveys were carried out at selected location of the Road network as a routine work of the Unit. In addition, traffic surveys were also carried out at other locations where the traffic data were requested for design purpose.

a) Periodic traffic counting programme

- Volume Counts (ADT) at 101 locations
- Manual Classification Counts at 87 locations
- Annual Average Daily Traffic (AADT) survey was conducted at 27th km of Peliyagoda – Puttalam Road (AA003) each months and monitored traffic variation.

b) Turning Movement Survey

Turning Movement Surveys at 10 intersections in Western, Southern, Northern & Eastern Provinces were carried out for the traffic maneuver study and design.

ii. Axle load Surveys Roughness Measurements surveys

Axel load Survey provides estimation of standard axle loads data for the traffic on particular road which becomes essential input for the pavement structural design. Axial load surveys at only 7 locations were carried out during 2011 due to constraints of equipments and vehicles.

Table No 28: Axle load survey locations

<i>Road Name</i>	<i>Location</i>	<i>Duration</i>
Horana – Anguruwathota – Aluthgama Road	36 th km	12 hrs
Kandy – Jaffna Road	201 st km	12 hrs
Kandy – Jaffna Road	106 th km	24 hrs
Kelaniya – Mudungoda Road	9 th km	12 hrs
Mankulam – Mullaitivu Road	Oddisuddan	12 hrs
Navakkuli – Karativu – Mannar Road	Punarean	12 hrs
Peliyagoda – Puttalam Road	36 th km	12 hrs

iii. Roughness Measurements surveys

Road roughness surveys were carried out on 1563.14 km of road out of 4310 km programmed for the year 2011. Merlin Calibration tests were carried out at 12 locations.

4.12 Taking – over of roads to upgrade them into the National Highway Network

Newly constructed Southern Highway having a length of 95.275 km was declared a National Highway and gazette as an Expressway during the year 2011.

4.13 Road Safety & Traffic Management

Design of Traffic Signs and Road Markings

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

- Review of markings of STDP Project
- Review of traffic sign of STDP Project
- Review of traffic sign and road marking of inter – changes.
- Review of traffic sign of OCH Project
- Road markings of Batticaloa – Tirikkondiadimadu – Trincomalee road (91+040 km to 107+380 km)
- Siyabalanduwa – Ampara road (0 – 57 km)
- Allai Kantale road (0+000 km to 2+330 km)

- Review of traffic sign and road marking of diversion road of STDP
- Peradeniya – Badulla – Chenkaladi road (75 – 89 km)
- Kandy – Mahiyangana road (45+000 km – 50+000 km)
- Allai Kantale road 0+000 to 41+600
- Tirikkondiadimadu – Mutur road (36+800 km – 111+000 km)
- Lankapatuna road (12 km)
- Trincomalee new deviation (10 km)
- Review of markings of CKE Project
- Puttalam – Trincomalee road at Nochchiyagama (50+200 km to 52+000 km)
- Batticaloa – Tirikkondiadimadu – Trincomalee road at Alawwa junction from (90+610 km to 91+140 km)

Design and preparation of traffic signs and road marking drawings for the following roads, bridges and junctions were undertaken during the year.

- Pulugupitiya junction
- Kanatta junction
- Weligampitiya on Colombo – Puttalam road
- Uththarananda Mawatha
- Improvement of Ratnapura town
- Improvement of Panadura clock tower
- Improvement of SLTB junction at Panadura
- Improvement of Welikada junction
- Improvement of Navy Camp junction at Galle
- Improvement to Intersection of CGHW road and Matara Hakmana road at Matara (Bodhiya Junction)
- Improvement to Intersection of CGHW road and Matara Akuressa road at Matara (Nupe Junction)
- Improvement of Rajangana junction on Puttalam – Trincomalee road at 38+450 km
- Intersection of Colombo – Horana road, Etulkotte – Mirihana – Kohuwala road and Kohuwala – Dehiwala road at Kohuwala junction
- Intersection of Colombo – Horana road, Moratuwa – Piliyandala road and Piliyandala – Maharagama road at Piliyandala junction
- Pedestrian crossing improvement to Golumadama junction

- Improvement of Kadawata town
- Improvement of intersection of Colombo Kandy road, Pasyala – Giriulla road and Pasyala – Attanagalla road at Pasyala
- Intersection of Kandy Jaffna road and Katugastota Kurunegala Puttalam road at Katugastota
- Improvement of intersection of Colombo Kandy road, Gampaha – Wathurugama at Miriswatta. (0+160 km to 0+340 km)
- Point Pedro at the section of 20+700 km to 26+960 km (6.2 km)
- Point Pedro at the section of 9+000 km to 13+820 km (4.8Km)
- Widening and improvements to Udawalawa Thanamalvila road (0+000 km to 40+540 km)
- Kubukkana – Okkampitiya – Maligawila road (15 km)
- Buttala – Okkampitiya road (9 km)
- Badalkumbura – Buttala – Sellakataragama road (57 km)
- Improvement of Airport Access road (0+000 km to 2+000 km)
- Improvement of Aththidiya – Mihidu Sethpura internal road
- Improvement to Inamaluwa – Sigiriya road (B162) at the section of 0+000 km – 8+869 km
- Kadawata underpass (460 m)
- Approach road to new super market building at Nugegoda (150 m)
- Improvement to Inamaluwa – Sigiriya road (B162) at the section of 0+000 km – 8+869 km
- Improvement of Batticaloa – Tirikkondiadimadu – Trincomalee Road (From 36+000 km to 108+000 km)

Type plans and Landscaping

Type plans were prepared for;

- Reflective bollards for Hazardous location
- Reflective bollards for Advance direction
- Reflective guide pole for Pedestrian area, road center median and walkway
- Guard post and Guide pole for start and end of center median
- Safety arrangement for start and end of center median
- Fixing details of Informative sign boards

- Advance direction boards for Anuradhapura junction
- Expressway marker post for Km post
- Detailing of Pedestrian guard rail (fencing)
- Reflective guide pole for Pedestrian area to Ja Ela – Ekala – Gampaha – Yakkala road
- Correction of type plan
- Reflective guide pole and guard post for center median to Peliyagoda – Puttalam road
- Traffic Management plan for Southern Expressway opening ceremony
- Reflective guide pole and guard post for center median to Peliyagoda – Puttalam road
(Part 2) CH 18+500 km to CH 23+912 km
- Bend sign for temporary exist for STDP

Black spots and Hazards locations Improvement

During the year, black spots and hazards locations at the following locations were identified for treatment.

- Improve the pedestrian facilities in front of Lady Ridgeway
- Improvement to Golumadama junction.
- Safety measures in front of Dharmapala Vidyala – Pannipitiya.
- Safety measures in front of St.Jhones College.
- Improvement of safety arrangement on Ja Ela – Ekala – Gampaha – Yakkala road
(From 0+700 km to 2+597 km and 150 m along the road)
- Improvement of Pedestrian overpass at Ampara.
- Improvement of safety arrangement on Peliyagoda – Puttalam Road (From 2+824 km to 18+206.95 km)
- Improvement to Waikkala junction at Wennappuwa.
- Safety measures in front of Castle hospital.
- Safety improvement of Kottawa interchanges on Expressway.
- Safety improvement for Nimala Maria Girls College at Thudella.

Traffic Management

During the year 2011 Traffic management studies for the following roads and junctions were in progress

- ✓ Bypass for Eheliyagoda town
- ✓ Bypass for Imaduwa
- ✓ Bypass for Kosgama
- ✓ Bypass for Hikkaduwa
- ✓ Alteration route from Dematagoda to Rajagiriya
- ✓ Kohuwala junction
- ✓ Panadura SLTB and Clock tower junctions
- ✓ Kaduwela junction
- ✓ Boralesgamuwa

Signalization of Junctions

Following works were carried out in respect of the installation and maintenance of signal light systems in junctions

- Signal Design and time calculation:
 - ✓ Katugastota – Completed
 - ✓ Kohuwala junction (Amend) – In progress
 - ✓ Matara Bodhiya junction – Completed
 - ✓ Matara Nupe Junction – Completed
 - ✓ Panadura clock tower – In progress
 - ✓ Panadura SLTB – In progress
 - ✓ Piliyandala Junction (Amend) – In progress

- Installation of signal system (Construction):
 - ✓ Katugastota – Completed
 - ✓ Kohuwala – In progress
 - ✓ Kottawa - Expressway end – Completed
 - ✓ Matara Bodhiya junction – Completed
 - ✓ Nupe junction – Completed
 - ✓ Piliyandala Junction – In progress

- Reinstallation/ Alterations of signals for Kanatta and Seeduwa were completed and Welikada, Katugastota Junctions were in progress

- Rectification of damages to following Traffic Light Systems due to accidents

✓	Battaramula	–	Completed
✓	Bellantara	–	Completed
✓	Dematagoda Junction	–	Completed
✓	Kiribathgoda junction	–	Completed
✓	Orugodawatta	–	Completed
✓	Periyamulla junction	–	Completed
✓	Telwatta Junction (2 times)	–	Completed
✓	Technical Junction (2 times)	–	Completed
✓	Templers Junction	–	Completed
✓	William junction	–	Completed

- Time Updating at following junctions

✓	Borella	–	Completed
✓	Golumadama	–	Completed
✓	Kanatta	–	Completed
✓	Katogastota Junction	–	In progress
✓	Katubedda	–	Completed
✓	Kelanitissa Junction	–	Completed
✓	Nugegoda	–	Completed
✓	William	–	Completed
✓	Sauders place – Olcott Mawatha	–	Completed

In addition to all above work 32 numbers of public requests were attended and 8 numbers of estimates were prepared for Traffic signs and markings. Furthermore 16 numbers of TIA reports were studied and Dayata kirula Exhibition works also completed.

4.14 Maintenance of Management Information System

Following tasks were undertaken by Management Information System (MIS) unit of RDA during 2011;

- Continued to maintain email facility & mail server
At present, RDA email server maintains 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
- Continued to provide email facilities to regional staff
RDA email server is maintaining separate email accounts for regional staff in all the provinces. Most of them are having broadband connections in order to check their emails.
- Continued to maintain RDA website
RDA web presence has come up with a new design and time to time MIS unit will update the website accordingly. The main updates are based on procurement details and relevant documents of projects.
- Continued to maintain backup & restore of important data
- Introduced preventive mechanism against virus attacks
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 150 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.
- Provided assistance on IT improvement to RDA operational divisions
- Under taken preparation and evaluation of tender documents / procurement
- Attended to Collection and archiving project photographs
- Provided necessary support for the 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. At present, 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 which is running live, and the other package is the Final Accounts Package, which is running parallel to the existing system and soon it will be going live.
- Continued to attend hardware and software trouble shooting work

- Conducted training programmes for RDA staff
- Introduced Finger Print Attendance System.

Currently the RDA Planning Division MIS unit staff downloads the attendance data and process and provides the necessary network support to the newly introduced finger print attendance system. Currently there are 10 finger print attendance registers at the RDA head office premises.

4.15 Expressway Management

Expressway operation, maintenance and management division engaged in the following programmes during the year 2011.

- Draft of manuals related to Traffic and Maintenance were completed.
- Recruitment and training of Traffic crew, Tolling crew (Tellers), Maintenance crew and Administration staff were completed.
- Made necessary arrangements for police accommodation (Also renovation of rented houses were done)
- Completed police accommodation Buildings at Pinnaduwa and Kurundughahethakma interchange.
- Prepare Database for revenue collection/ traffic Volume.
- Developed software for Traffic analysis
- Developing software for accident analysis report.
- Prepare and finalized relevant documents for user fee collection in southern Expressway
- Purchase material needed for Tolling staff, Traffic crew, Police, Administration staff and Finance division.
- Made arrangements for the opening ceremony of Southern Expressway.
- Renovation of new office building at Bandaragama was completed.
- The preparation of data base of Slopes, Bridges, Road and Road Furniture is in progress.
- After opening of the Expressway on 27th November 2011, 282 079 vehicles traveled and revenue Rs 82.35 million collected during the year 2011.
- The title of the “Expressway Management Unit” has been changed in to “*Expressway operation, Maintenance and Management Division*”

4.16 Property Management and Revenue Collection

A brief description of the performance of the activities carried out during 2011 by the Property Management and Revenue Division is given below;

Billboards / Hoardings / Gantries / Cantilevers

- Issue of licenses for Billboards/ Hoardings/ Gantries/ Cantilevers and other advertising material on the road sides were continued up to 31st December 2011.
- Approved Hoardings/ Banners reports were sent to the EEE and other relevant divisions for granting approval as per the guidelines for erection of Gantries/ Cantilevers/ Hoardings/ Billboards and maintenance of Roundabout on road reservation. In addition to that approved hoardings summary being sent periodically.
- During this year the Property Management & Revenue Division permitted 1915 Nos. of banners and 703 Nos. of hoardings to be displayed & erected in road reservation after obtaining the relevant rentals. In this line 82 agreements for displaying of banners and 92 agreements for displaying of hoardings were signed.

Leasing of Road Reservation for Commercial Purposes

Tenders were called from the public to lease out few road reservations at N'Eliya during the festival season in 2011. In order to increase this income minimum bid value limit was fixed and introduced. Income has been increased in this year up to Rs, 1, 692, 116.57 from leasing N'Eliya road reservations for one month period.

Resting areas to be established on National Highways

A New resting park was established at Galle Road, Goiyapana. Construction have been completed a resting place at culvert No.38/8 on Peradeniya – Badulla – Chenkalady Road. This resting park is constructed by regional Economic development Agency and scheduled to open before the end of the April 2012. Construction works are going on for resting place at Ambepussa – Kurunegala – Trincomalee Road, Yakawanguwa & Peradeniya – Badulla – Chenkalady Road, at culvert No.38/3.

Revenue Collection

Revenue collected from various sources by managing the properties of the RDA during the year 2011 was Rs.90, 313, 474.40.

Table No 29: Classification of PM&R Revenue Collection Details from 2009 – 2011

<i>Description of the Item</i>	<i>Revenue (Rs.)</i>		
	<i>2009</i>	<i>2010</i>	<i>2011</i>
Income on Banners	2, 182, 529.51	5, 224, 140.87	1, 346, 304.25
Rent of Shopping Complex	763, 038.29	638, 226.80	3, 583, 122.60
Income on Bus Shelters		831, 340.06	7, 357, 189.73
Income on TV Cable Poles	236, 170.10	1, 075, 023.26	25, 127, 823.57
Income on Gantries/Cantilevers	28, 497, 053.30	29, 177, 860.62	20, 955, 621.91
Income on Hoardings	34, 893, 814.97	61, 018, 022.41	28, 535, 524.79
Income on Trade & Lottery Stalls	1, 387, 628.91	1, 111, 473.98	151, 014.46
Income on Roundabouts	145, 638.43	171, 734.38	910, 272.01
Income on Removal of Unauthorized Hoardings etc.	15, 122.43		
Resting Park		121, 546.38	124, 639.14
Income from Trade Stalls during Festival Season at N' Eliya	1, 069, 200.00	1, 777, 628.84	1, 672, 114.57
Income on Telephone Booths			549, 847.37
Total	69, 190, 195.94	101, 756, 727.04	90, 313, 474.40

Road Beautification Work

Road Beautification project aimed to beautify and maintain Centre Islands & Roundabouts and the road reservations located at important places. It was decided to get the sponsorship of the private parties for this works. This work started in April 2010 and during this year 35 road islands were given to private parties for beautification and maintenance under RDA regulations. This was identified as a source of income of RDA by allowing sponsors to display their small advertisements in these areas under RDA approved rates. This rate has been revised and the relevant regulations also revised to attract sponsors for this beautification works. In addition to that, PM&R Division is now handling of the beautification and maintenance of all Roundabouts and Centre Islands starting from Devi Balika Junction to Polduwa Junction area, Polduwa to Sethsiripaya section and Old Kesbewa road from Kattiya Junction to Nugegoda Railgate section.

Establishment of Plant Nursery for Road Beautification Works

Necessary assistance obtained from the officers of the National Botanical Garden Department to grow the plant varieties of Vinca, Exora and other exotic plants. Due to short supply of these plants requirement for beautification works operated by PM&R Division, RDA decided to establish a nursery of flora plants. Initially arrange to make flora plants at Kaduwela and Homagama depots during this year. Initial steps have been taken to shift the Kaduwela nursery plant to Homagama depot. Two places were identified to establish plant nurseries; one is at Dabare Mawatha, Narahenpita and the other located at Attidiya Badovita. At the end of the year 2011, 7000 plants were produced at this nursery to use for beautification work.

Also the Property Management and Revenue Division provided assistance for the beautification work of following projects;

- Expansion Project, Kollupitiya – Sri Jayawardanapura Road, Ayurveda Junction to Polduwa Junction and the Nugegoda end section of the Nugegoda Old Kesbewa road.
- Improvement of Colombo – Kandy Road from Kiribathogoda to Kadawatha section planting trees and grassing.
- Initial works for construct trade stalls at Haggala, Badulla – Nuwaraeliya – Chenkalady Road, National Highways Development Project Asian Development Bank.
- Represent RDA to the committee to prepare a national guideline to preventing visionary pollution monitored by the Central Environmental Authority.
- Assisting to Colombo Municipal Council and Urban development Authority for beautification and advertising related works.

4.17 Mechanical Services

During the year 2011, the Mechanical Division of RDA performed following services in order to facilitate RDA's work programmes.

- Prepared the specifications and bid documents for procurement of following machinery and submitted for board approval.
 - ✓ 01 Unit Truck Mounted Road Sweeper
 - ✓ 01 Unit Low-Bed Trailer
 - ✓ 03 Units Cargo Trucks to Mount Road Marking Machines
 - ✓ 15 Units Skid Steer Loaders

- The board has approved the following procurement and initiated procurement with calling bids and procurement were awarded after procurement committee approval for
 - ✓ 01 Unit Truck Mounted Road Sweeper
 - ✓ 01 Unit Low Bed Trailer
 - ✓ 03 Units Cargo Trucks for Road Marking Machines

And the procurement of 15 units skid steer loaders was postponed to the year 2012 due to financial constraints.

- Several Chinese Construction Machinery and plants were received from the Ministry of Economic Development and these were deployed island wide through Angulana workshop.

Table No 30: Chinese Construction Machinery

<i>No.</i>	<i>Type of Machine</i>	<i>Quantity</i>
1	Asphalt Paver- Wheel Type	11
2	Asphalt Paver- Crawler Type	06
3	Pneumatic Tyre Roller	23
4	Static Roller	17
5	Wheel Loader 1.7C.M	12
6	Wheel Loader 2.7C.M	03
7	10 T Crane Truck	02
8	Prime Mover	01
9	Liquid Asphalt Tanker	20
10	Hand Emulsion Sprayer	17
11	Hydraulic Excavator- Crawler Type with Braker	01
12	Motor Grader	02
13	Engine Driven Welders MG20/500D	09
14	Skid Steer Loader	17
15	Asphalt Premix Plants (CL-1000)	06
16	Crushing & Screening Plants 150 Tph	03
17	Generators	09
18	Compressor 600cfm	03
19	Decanning Plant - 80Ton	03
20	Weigh Bridge 7.5 M	06
21	Mechanical broom attachment 72"	17
Total		188

- Disposed discarded machinery, equipment, vehicles, and scrap materials etc. which were available at Peliyagoda Yard and at Kundasale Workshop Premises. 34 Lots of items at Peliyagoda Yard and 17 Lots of items at Kundasale Workshop Premises were disposed through bidding procedure and earned revenue of Rs. 7,840,827.34 (excluding Vat) and Rs. 4, 024, 046.40 (Excluding Vat) respectively.
- Several vehicles were hired from outside for the use of consultants and other offices.
- Eight Mechanical Engineers obtained one week training in China on Machinery and Plants received through ministry of economic development.

4.18 Manpower Development

During the year 2011, RDA continued to provide facilities for all categories of employees in RDA to enhance their knowledge upgrade their skills and develop appropriate attitudes in order to improve their effectiveness and efficiency at work. A brief description of the training activities during the year 2011 is given in Table No 31.

Table No 31: In – house training

<i>No.</i>	<i>Description Training</i>	<i>No. of participants attended</i>	<i>No. of days</i>
1	Communication in English conducted for Clerical Staff (2 Groups)	74	12
2	Communication in English conducted by Skill Development Fund Limited (SDFL) for All categories of Staff (2 Groups) (76 hrs.)	70	20
3	Computer Training AutoCAD 2D conducted for Engineers (1 Group)	9	3
4	Computer Training AutoCAD 2D conducted for Technical Officers (4 Groups ; 1 – ongoing)(8 Days)	35	23
5	Computer Training AutoCAD 2D conducted for Technical Assistants (4 Groups)(8 Days)	44	24
6	Troubleshooting maintenance & minor repairs to Personnel Computer (4 Groups ; 1 – ongoing) (6 Days)	80	18
7	Training Programme on Ms Word/Excel (6 Groups) (8 Days)	70	25
8	Saturday Computer Training (Ms Word/ Excel/ PowerPoint/ Access) Programme conducted for Clerical Staff (2 Groups) (10 Days)	20	13
9	Induction Course for Newly Recruited Engineers (4 Groups ; 3 – ongoing)	173	10
10	Road & Bridge Maintenance Preparation of Estimates conducted for Technical Officers (2 Groups)(1 day)	70	2
11	Road & Bridge Maintenance Preparation of Estimates conducted for Technical Assistants (1 Group) (1 day)	30	1
12	Training Programme on MS Project 2010 & Primavera for Engineers (2 Groups)(3 Days)	16	5
13	Executive Engineer's role on Proper Maintenance of National Highways & Bridge (2 Groups)	53	2

<i>No.</i>	<i>Description Training</i>	<i>No. of participants attended</i>	<i>No. of days</i>
14	Training Programme on Role of Executive Engineer (1 Group)	18	2
15	Chief Engineer's role on proper Maintenance of National Highways & Bridges	24	1
16	Training Programme for the Examination to be conducted, for the promotion of Technical Assistants to the post of Technical officers (3 Groups ; 2 in Sinhala medium & 1 in Tamil Medium)(6 Days)	114	17
17	Training Programme on Maintenance of Roads & Bridges and Preparation of Estimates for Engineers (1 Group)	30	1
18	Preparation of Bidding Documents & Evaluation of Bids for Engineers (2 Groups)	87	2
19	Induction Course for Newly recruited Management Assistants and for the Officers internally promoted to the post of management Assistant (2 Groups)	200	10
20	Training Programme for the officers Internally Promoted to the posts of Accountant & Accounts Assistant (1Group ; ongoing)	40	1

Training of Engineers for the Professional Review by the Institution of Engineers

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 2011, Twenty Three (23) engineers were nominated for design training to following design offices.

Table No 32: Engineers nominated for the design training

<i>Name of the Design Office</i>	<i>No. of Engineers Nominated</i>
Highway Design Office	05
Bridge Design Office	11
Kandy Design Office	03
Rathnapura Design Office	01
Kurunegala Design Office	03
<i>Total</i>	<i>23</i>

In Country Training at Outside Organizations

In addition to the in-house training activities described above, the Training Division nominated 610 officers of the RDA for relevant training courses and seminars conducted in outside organizations.

Table No 33: Training at Outside Organizations

No.	Name of Organizations	Details of Training	No. of Officers Trained
1	Institute for Construction Training & Development (ICTAD)	Training Programme on "Contract Management & Procurement Management-2	4
		Seminar on Effective Contract Administration	22
		Workshop on "Safety and Scientific usage of Vehicles"	3
		workshop on Common Rail Diesel Fuel System & Engine/ Emission Petrol Fuel System	1
		Workshop on "Practical Aspects of BID Evaluation Guided through case studies and Pricing of BID	29
		Workshop on "Practical Aspect Of Bid Evaluation"	13
		One Day Seminar on "Alternative Dispute Resolution Mechanism"	7
2	Skills Development Fund Limited (SDFL)	Training of RDA Officers in Tamil Language at Kundasale & Matara	70
		Training of RDA Officers in Sinhala Language at Batticaloa & Jaffna	70
		Seminar on Strategic Planning for Organizational Success	5
		Seminar on "Effective Internal Auditing"	3
		Training Programme for Minor Employees	11
		Training programme on "Positive Attitudes & Personality Development"	13
3	Institution of Engineers Sri Lanka (IESL)	Continuing Professional Development Programme (CDP) on "Management Development of Engineers	7
		International Technical Seminar	12
		Course on "Contract Administration"	3
4	University of Peradeniya	Short Course on "Construction Management	4
		GIS and Applications	5
		Pre- Conference workshop on "Refined Bridge Structural Analysis"	13
		Seminar on "Arbitration in Construction Industry"	6
		Five Days Short Course on "Construction Management"	4
5	University of Moratuwa	Training Programme on Good Practice in Asphalt Pavement Construction	45
		Traffic Management & Safety	19
		Transport Research Forum 2011 & International Conference on Advance in Highway Engineering & Transportation System	32
		Training Programme on "Road Safety & Infrastructure Design"	29
		Training Programme on "Road for your life time"	6

<i>No.</i>	<i>Name of Organizations</i>	<i>Details of Training</i>	<i>No. of Officers Trained</i>
		Training Programme on "Project Management Applications"	4
		Training Programme on "Total Station and AutoCAD for Engineering Surveys"	6
		Training Programme on "Advanced Concrete Technology"	8
6	Sri Lanka Institute of Development Administration (SLIDA)	Objective Oriented Project Planning	7
		Productivity & Quality Management Techniques	7
7	Disaster Management Centre	Training on Recovery for Government Officials through Video Conference	1
8	Sri Lanka Institute of Taxation	Seminar on Taxation	26
9	Open System (Pvt) Ltd.	STADD PRO Training for Design Engineers	11
10	Japan International Corporation Agency (JICA)	Seminar on "contract Administration"	22
11	Institute of Environmental Professionals Sri Lanka (IEPSL)	Training Programme "Environmental Impact Assessment"	4
12	FW NICOL International PTE Ltd	Seminar on "TensorGeogrid Solutions to Slope Stability & Soft Ground Problems"	3
13	Academy of Financial Studies, Ministry of Finance & Planning	Awareness Programme on "Public Procurement Management "	22
14	Sri Lanka Foundation Institute (SLFI)	"Good Governance Through Service Excellence"	1
15	Institute of Supply and Materials Management Sri Lanka	Foundation Course in Purchasing - English Medium 2/2011	7
16	Sri Lanka Foundation Institute (SLFI)	Workshop on "Effective Corporate Planning"	6
17	Institute of Commercial law and Practice(ICLP)	Seminar on " A Journey Through Adjudication in the Construction Industry"	11
18	Chartered Institute of Logistics & Transport	International Conference on "Success of Delivery-Logistic In Global Commerce"	16
19	Bar Association of Sri Lanka	Annual National Law Conference 2011"	3
20	DigitableGlobe Inc. USA, ERDAS Inc. USA & Bentley Systems, USA.	Workshop/ Demonstration/ Presentation on "3rd Dimension of Earth Surface"	9
Total			610

Opportunities to Follow Long Term Courses at Universities/Institutions

Opportunities were provided to the RDA employees to follow long term post graduate courses at local universities and institutions to enhance and update their subject knowledge.

Nineteen (19) 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 34: Training Opportunities for long term courses at local universities/institutions

No.	Organization	Details of Training	No. of officers nominated
1	University of Moratuwa (UOM)	PG Diploma/ M.Eng in Highway & Traffic Engineering 2011/2012	2
		PG Diploma/ M.Eng. Degree in Structural Engineering Design Course -2011/2012	3
2	University of Ruhuna (UOR)	PG Diploma/ M.Eng in Civil Engineering 2012/2013	1
3	National Institute of Busisness Management (NIBM)	Advanced Diploma in Human Resource Management	3
		Higher National Diploma in "Human Resources Management (Sinhala Medium)"	2
		Advanced National Diploma in "Human Resources Management (Sinhala Medium)"	5
4	Academy of Financial Studies, Ministry of Finance & Planning	Diploma in Public Procurements & Contract Administration 2011/ 2012	3
Total			19

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 35: Training opportunities for undergraduates and apprentices from local Universities/ Institutions

No.	Local universities and institutes	No. of Students
1	Faculty of Technological Studies, Kurunegala	01
2	Faculty of Engineering, University of Peradeniya	12
3	Institute of Engineering Technology, Katunayake	28
4	Advanced Technological Institute, Kandy	01
5	National Apprentice and Industrial Training Authority (NAITA), Rathnapura	01
Total		43

Site Visits Organized by the Training Division

Training division of the RDA Organized few site visits for the officers to construction sites as follows;

Table No 36: Site Visits Organized by the Training Division

<i>No.</i>	<i>Site Visits</i>	<i>No. of Officers participated</i>
1	Site Visit to Southern Transport Development Project	46
2	Site Visit to Colombo Katunayake Expressway Project	44
3	Site visit to Ceylon Steel Corporation Limited for the inspection of milling process and awareness programme on production of steel reinforcement	22
<i>Total</i>		<i>112</i>

Workshops and Seminars Organized by the Training Division

RDA Training Division organized several Seminars and workshop during the year.

Table No 37: Workshops and Seminars organized by the Training Division

<i>No.</i>	<i>Description</i>	<i>No. of Participants</i>
1	Training Programme on maintenance of Steel Bridges and Flyovers, constructed under UK assisted Regional project with the assistance of Mabey& Johnson Pvt Ltd.	177
2	Training Programme for newly recruited RDA Officers to the Southern Expressway Administration project, for the sections of Toll Collection, Traffic Management and operating of Vehicles, with the assistance of Japan International Corporation Agency (JICA)	300
<i>Total</i>		<i>477</i>

Overseas Training

The annual overseas training requirements of the organization was prepared and forwarded to the External Resources Department (ERD) based on the annual Technical Assistance Programme sent by ERD. Twenty Five (25) officers of the RDA were nominated to overseas training courses, workshops and conferences during 2011.

Table No 38: Details of Overseas Training

No	Country	Details of Training	No of Officers participated
1	Thailand	Training programme on sustainable Road Development from 03 rd to 21 st October 2011	2
		ITCU-AP strategic planning workshop as action programme II for National action workers' Rights from 23 rd to 25 th August 2011	1
2	Singapore	Singapore Co-operation Programme Training Awards (SCPTA) - Urban Traffic and Congestion Management from 22 nd February to 4 th March 2011.	1
		Witnessing testing of Steel Strands from 14 th to 19 th of March 2011	1
		Training Programme on Results Management for Public Sector Excellence - Transport Sector from 16 th to 19 th March 2011	1
		Tunnel Design & Construction Asia 2011 from 22 nd to 23 rd June 2011	1
3	Japan	G.Tc. Workshop on "Administration of Environmental and Social Consideration Process for Implementation of Japanese ODA Loan Project from 19 th June to 02 nd July 2011	1
		GTC: Public Participation, Consensus Building & Resettlement in Public Works projects for Asian Countries from 28 th August to 29 th September 2011	2
		Seminar on Disaster Mitigation Measures & Recovery Efforts of Damaged Infrastructure from 04 th to 10 th December 2011	1
4	India	International Training Programme on World Bank's Procurement Procedures for WB Funded Projects from 19 th to 30 th September 2011	2
		ACC Concrete Roads International Workshops at Bangalore and New Delhi from 2 nd to 04 th march 2011	5
		Training programme on Industrial and Infrastructure project preparation & Appraisal from 21 st February to 31 st march 2011	1
5	Hong Kong	Bridge Asia 2011 Conference from 22 nd to 24 th February	2
6	China	China Exim Bank and China Development Bank funded projects visit to Road construction sites from 28 th November to 8 th December 2011	3
7	Korea	KEC Technical training programme from 11 th to 21 st October 2011	1
Total			25

4.19 Legal Services

The Legal Division of RDA is responsible for filing cases under section 42(1) and 50(3) of the New Thoroughfares Act No. 40 of 2008. Legal Division has filed 199 Magistrate Court Cases in various provinces and managed to get the orders in favour of the RDA. This will help the RDA to clear the Road Reservations belonging to the RDA and to clear the building limits for future developments.

And also, Legal Division in the year 2011 has collected sum of Four Hundred Sixty Seven Thousand and Four Hundred Seventy Eight Rupees (RS.467, 478.00) from people who damage property belonging to the RDA.

A summary of cases filed against RDA and the RDA filed against during the year 2011 is given below:

Table No 39: Cases filed during the year 2011

<i>Description</i>	<i>Cumulative up to 31.12.2010</i>	<i>Cases filed against RDA in 2011</i>	<i>RDA filed against outsiders in 2011</i>	<i>Completed cases during 2011</i>	<i>Total as at end of 2011</i>
Supreme Court	02	03		02	03
Court of Appeal	13	14		09	18
District Court	93	26		28	91
High Court	11	14	01	11	15
Labour Tribunal	06			05	01
Human Rights C.	02	06		06	02
Magistrate Court	73		211	138	146
Total	200	63	212	199	276

4.20 Procurement Services

During the year 2011, Procurement Division of RDA assisted in preparation and processing of tender documents for road and bridge works for 6 contracts worth Rs. 234 Mn as given in Table No.40. Consumables and stationery amounting to Rs. 23 Mn was purchased for the RDA. Rs.1, 445, 080.00 cash collection was contributed towards the revenue and working capital of the RDA.

Table No 40: Details of the Road and Bridge Construction – Year of Assessment 2011

<i>Particulars</i>	<i>Contract Value (Rs.)</i>	<i>Date of Award</i>
Improvements to Danikithawa – Ambanpola Road (5+000 – 9+000 km)	35, 912, 372.50	7 th January 2011
Widening and Improvements of Sammanthurai – Malkampitty – Deegawapi Road from (9+000 – 10+000 km)	16, 110, 360.28	7 th February 2011
Reconstruction of Bridge No. 2/3 on Rideegama – Lihiniwehera Road	48, 962, 650.36	18 th February 2011
Reconstruction of Bridge No. 2/3 on Rambukkana – Katupitiya Road	48, 346, 050.40	28 th February 2011
DBST on Kahatagasdigiliya – Rathmalgahawewa – Kiulekade Road (0+000 – 13+000 km)	59, 690, 244.29	22 nd March 2011
Widening and Improvements of Chavalakade – Chadayanthalawa Road (6+000 – 7+830 km)	25, 094, 081.25	22 nd March 2011
Total Amount	234, 115, 759.08	

4.21 Personnel Management

Personnel management activities are carried out by the Administration division of RDA at Head Office level. The Annual program of the Administration Division was decided at the beginning of the year on recruitments and promotions depending on the requirement based on the approved SOR and Cadre.

Activities carried out during the year 2011 are given below in brief:

- 870 employees were newly recruited during the year.
- Internal promotions were granted to 314 officers/ employees.
- Interviews were held for grade promotion of 111 officers/ employees according to the cadre ratio.
- Applications were called for grade promotion from engineers according to the cadre ratio.
- Organized the opening ceremony of the Southern Expressway on 27.11.2011.
- Prepare the final draft and revision of SOR completed 95%.
- Annual Transfer applications were called, Transfer board was appointed and the board recommended the transfers.
- Obtaining approval from H.E. President, External Resources Department and Hon. Minister for the 54 officers who had been awarded overseas scholarships/ training/ workshops during the year.

- Held 8 Staff meetings in the Administration Division chaired by Director (Admin.).
- Involved in construction of RDA stalls for 02 National exhibitions held during the year.
- Organized a field skill development programme for all staff members of the division.
- Granted no-pay leave for 21 officers /employees for employment.
- Paid self insurance scheme benefits to 73 employees amounting of Rs. 9, 903, 140.35.
- Assisted 70 employees to get their EPF and 98 employees to get their ETF benefits.
- Actions were taken in connection with retirement of 43 officers /employees.
- 21 officers /employees were served with vacation of post notices.
- 26 officers /employees were resigned from the post.
- 71 Nos. of Administrative Circular Letters and 11 Nos. of Administrative Circulars has been issued.
- Processed and forwarded 300 Duty Free Vehicle applications to the Department of Trade Tariff & Investment Policy.
- 13 Nos. disciplinary inquiries were completed and 17 Nos. were commenced.
- Paid gratuity to 63 employees amounting Rs.22, 256, 314.44.00
- Paid language allowance to 75 employees & paid additional incremental allowance to 41 employees.
- Following loans were granted to employees.
 - Distress loan to 473 employees amounting Rs.77, 491, 815.00
 - Push bicycle loan to 32 employees amounting Rs.320, 000.00
 - Flood loan to 324 employees amounting Rs.21, 595, 470.00

Table No 41: No. of employees recruited during the last 5 years.

Year	No. of employees
2007	337
2008	127
2009	286
2010	441
2011	870

Most of the programmed activities were implemented. Recruited employees during the year 2011 are given in Table No.42.

Table No 42: Details of employees recruited during 2011

Designation	No. of Employees
Civil Engineer	80
Office Aide	58
Office Labourer	10
Helper	04
Storeman	01
Screedman	15
Management Assistant (Graduate)	05
Light Passenger Vehicle Driver	83
Control Room Operator	13
Patrolling Crew Persons	36
Tellers	240
Head Tellers	24
Assistant Teller superintendent	13
Teller superintendent	04
Helpers	29
Electricians	03
Management Assistant	101
Computer Technician	02
Mechanic	03
Research Assistant	03
Circuit Bungalow Keeper	01
Draughtsman	01
Watcher	25
Work Supervisor	63
Painter	01
Light Equipment Operator	34
Mechanical superintendent	01
Laboratory Assistant	03
Traffic Enumerator	02
Technical Officer	12
Total	870

4.22 Financial Management

During the year 2011, the Finance Division of RDA, the revenue collection and the payment activities were carried out satisfactorily and accounting records of RDA were updated regularly. Expenditure statements and other reports to Ministry and Treasury were sent in time. The EPF, ETF and Tax payment etc were made on or before due dates and returns were sent.

During the year under review the overall financial performance of the RDA on the works and the general maintenance cost of RDA (Overhead) were as follows:

Table No 43: overall financial performance of the RDA in year 2011

<i>Category</i>	<i>Allocation (Rs.) Mn</i>	<i>Funds Received and Spent (Rs.) Mn</i>	<i>Percentage of Achievement (%)</i>
Road Works	29, 646.70	26, 734.60	90.5
RDA's General Maintenance	3, 343.40	3, 343.40	100.0
Total	32, 990.10	30, 078.00	91.2

Table No 44: The Summary of Financial position of RDA as at 31.12.2011 as follows

	<i>(Rs.) Mn</i>	
	<i>2010</i>	<i>2011</i>
<u>Assets</u>		
Non Current Assets	2, 018.50	1, 777.60
Current Assets	8, 417.80	12, 583.50
Total Assets	10, 436.30	14, 361.10
<u>Equity & Liabilities</u>		
Capital & Revenue	(4, 029.10)	(4, 425.90)
Non Current Liabilities	1, 711.20	1, 754.10
Current Liabilities	12, 754.20	17, 032.90
Total Equity & Liabilities	10, 436.30	14, 361.10

- The Revenue Unit of the Finance Division was able to earn total income of Rs. 594.20 million which includes Rs. 494.00 million 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. This unit has earned Rs. 55 million as interest from their fund management activities during the year. Further, the toll fees income of Southern Expressway for the period from 27.11.2011 (date opened) to 31.12.2011 was Rs.74.90 million.
- Further, the Salaries Unit of the Finance Division prepared salaries for around 4900 employees and also attended to maintaining of EPF and ETF records. The Unit also attended to payment of staff loans and recovery process.
- The Assets & Stores Unit of the Finance Division attended to the supply of office equipment and stationary to divisions in head office and sometimes to regional offices too. The Unit also exercised assets stock control measures and maintained assets register for all assets including office furniture, machinery, land & buildings etc. The verification of fixed assets was carried out island wide annually. The verification for 2011 was carried out in October 2011 and completed as scheduled. Physical verification of stocks/ inventory items too started at the end of the year and completed.
- The Final Accounts Unit of the Finance Division attended to maintenance of financial accounts for the RDA and submission of financial information to the 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 used an accounting package for the preparation of accounts.
- The Regional Accounting Unit in Head Office coordinated all regional accountants in provinces for release of imprest for works and their overheads and for obtaining their receipts. They were checked and reconciled with the records maintained by the Regional Accounting Unit and submitted to Final Accounts Unit for accounting.
- The Project Unit of the Finance Division attended to the settlement of contractors' invoices/ work bills relevant to the projects carried out by the Works Division of the RDA. During the year under review the Project Unit has settled around Rs. 14.9 billion for contractor bills relating to 1024 Nos. of projects/ contracts approximately.

- The Payment Unit of the Finance Division attended to the settlement of all the payments relating to the division in head office (except work bills of Works Division, RDA which were 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.
- The Budget and Tax Unit of the Finance Division was entrusted with attending to preparation of the overhead budget for the RDA and tax matters of the RDA including VAT, NBT and Income Tax etc.
- The Administration Unit of Finance Division supported the Finance Division by attending office administration activities relating to 84 employees in the Finance Division. Maintenance of personal files, leave records attending to granting annual increments, handling inward and outward correspondence were some of the activities carried out by the Administration Unit.
- The Annual Financial Statement for 2011 was submitted to the Auditor General on due date.

4.23 Performance of Internal Audit Function

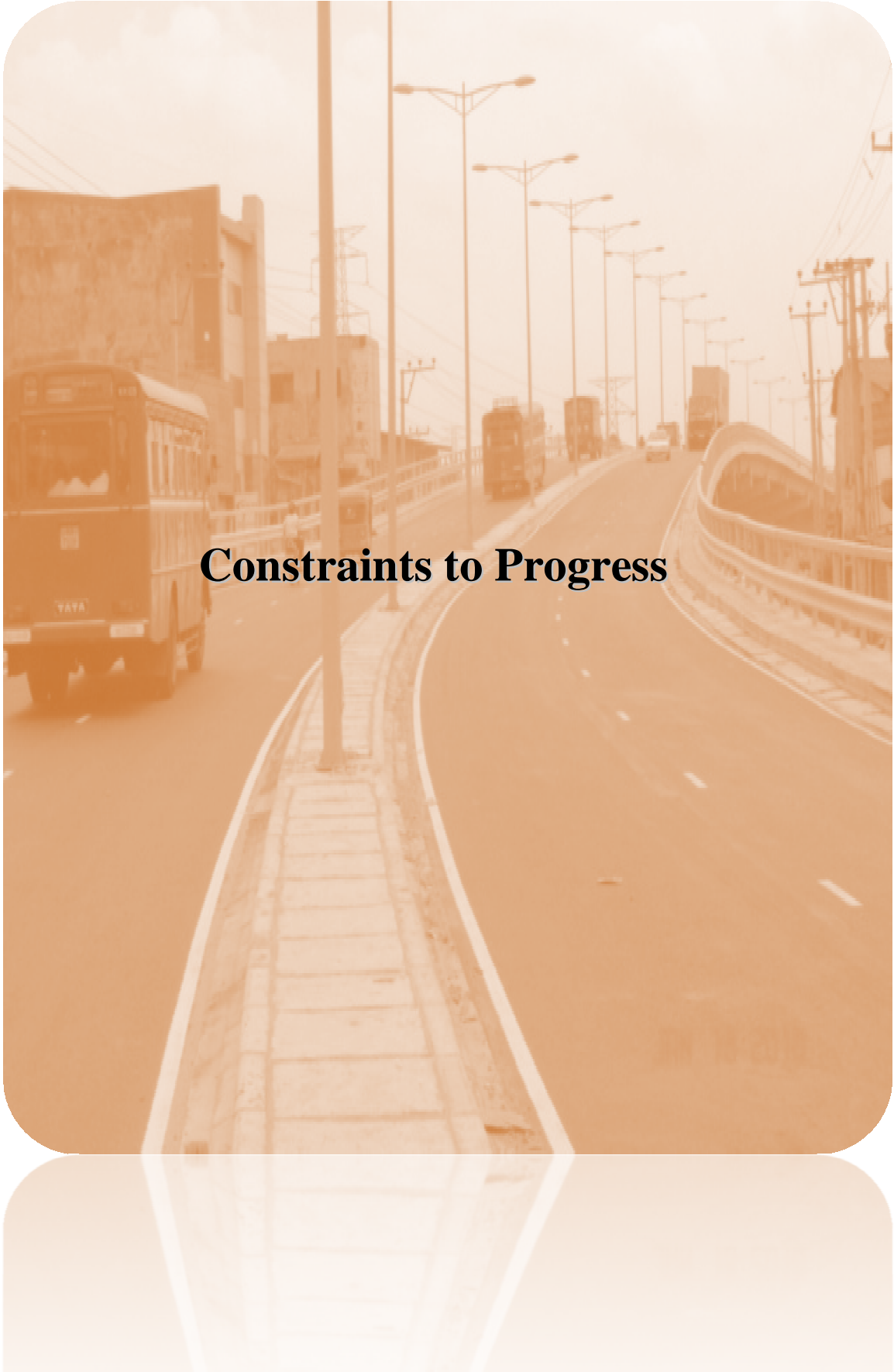
During the year under review the Internal Audit Division of RDA carried out major part of the audit programme approved by the Management and in addition to that, checked work in projects, direct labour check rolls, depots as well as documents such as estimates, contracts, variation orders, Circulars, personnel documents and bank reconciliation Statements, which were submitted to the division.

Internal Audit division carried out investigations on various petitions, complaints and other matters referred for investigation by the Chairman or Director General and submitted reports with conclusions and recommendations for appropriate actions.

Audit of all Project Management Units were also carried out by Internal Audit Division. This covered field inspection of roads during construction period and after completion of the project, but before the defect liability period was over. The operational and financial audits including investigations were carried out in an independent and professional manner. Annual Progress report of the Internal Audit is given under Table No.45.

Table No 45: The Summary of Annual Progress report of Internal Audit for the year 2011

	<i>Programme</i>	<i>Completed</i>	<i>Percentage done</i>
<u>Financial & Management Audit</u>			
Provincial Director's Offices	10	10	
Chief Engineers' Office	14	13	
Executive Engineer's Office	26	26	
Plants	04	04	
Total	54	53	98
<u>Field Audit</u>			
Chief Engineer's Districts	24	22	92
<u>Divisions & Units</u>			
RDA Divisions & Units	15	15	100
<u>Project Monitoring Units</u>			
Road Projects	08	07	
Bridges	06	06	
Offices	12	12	
Total	26	25	96
Total Programmed	119	115	97
<u>Additional work done</u>			
Investigations	0	29	



Constraints to Progress

Chapter 5

Constraints to Progress

5.1 Implementation of Road and Bridge Work

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.
- Following constraints were encountered in rural bridge construction
 - a) Shortage of Provincial direct labour and supervisory/ technical staff for the construction of rural bridges.
 - b) Difficulty in transporting material and equipment to bridge sites. (Narrow roads).
 - c) Shortage of construction equipments such as pontoons and pile driving equipments.
 - d) Insufficient working space in Angulana office.
 - e) Inadequacy of office equipments such as computers.
 - f) Non availability of a good condition vehicle for the use of supervision work in rural areas.

Remedial Actions Taken & Proposed

- Contractors have been granted time extension and also paid the interest for the delayed payments by the RDA; based on the provisions in the conditions of the Contract.
- Expansion of the office area of the Rural Bridge Construction Unit
- Purchasing required machines

5.2 Planning and Reporting

Following constraints were encountered in data collection and evaluation works

- Unforeseen weather changes such as heavy rain
- Unexpected vehicle breakdowns
- Unexpected malfunctioning of traffic counting equipments
- Conducting of urgent data collection surveys in addition to normally scheduled surveys.

Further, strengthening of the Planning Division is needed to obtain the maximum output from each unit of the Division and to enhance quality of work carried out. All four units are short of trained staff and it affects the day to day activities of the Division in general and specifically the smooth functioning and the continuity of the functions entrusted to each unit.

Following constraints were encountered in Data Collection and Evaluation works.

(a) Issues related to survey work

- Prevailed heavy rainy period during the most of the months of the year
- Difficulty in getting accommodation for the survey staff in remote areas
- Not having a proper back up vehicle for the MFNSV
- Due to breakdown of vehicle/equipment
- Lack of staff

(b) Issues related to data management

- Not having a proper data storage system
- Lack of staff for data analyzing
- Lack of computer facilities – At the end of the year 09 Nos. of computers from the World Bank funded RSAP Project were received. Out of the nine computers 04 are with dual monitor setup for MFNSV image analyzing.

(c) Other Issues

- Not having a proper parking space for the survey vehicles- Due to delay in implementation of construction of the proposed building by the Outer Circular Project.
- Taking action to set up an office space with furniture and other facilities from a suitable location.

Remedial Actions Taken and Proposed

- For some of the traffic surveys such as Turning Moment surveys, Axle Load Surveys additional temporary staff was obtained whenever urgent surveys needed to be conducted. Same procedure can be applied in future too.
- As most of the vehicles in the data collection and evaluation unit are very old, it is required to replace them to carry out data collection uninterrupted.

5.3 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.

Remedial Actions Taken & Proposed

Proposed to implement an awareness programme with appropriate training

5.4 Mechanical Services

- 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
- 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
 - Technical Staff such as Mechanical Engineers, Mechanical superintendents, Mechanics & Operators & Electricians
- Depend on outsourcing for vehicle repairs and maintenance work due to lack of facilities and human resources in the workshop

- A mechanical superintendent is required for the Transport division to handle minor repairs and routine maintenance
- 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.
- Some of the machines received from the ministry of Economic Development are not been deployed due to unavailability of operators.

Remedial Action taken and proposed

- Following staff should be appointed to strengthen the mechanical division, Workshop and transport division
 - 04 Graduate Mechanical Engineers
 - 02 Plant Engineers for Plant sites
 - 03 Mechanical Superintendent for director's office, Workshop & Transport Division and Plant sites
 - 06 Mechanics for Workshop
 - 02 Welder for Workshop
 - 02 Electricians for Workshop
 - 20 Machine Operators for Workshop
 - 05 Management Assistants for Mechanical Division & Angulana Workshop
 - 02 English Typist Cum Computer Operator for workshop
 - 01 Accounting Assistant
 - 01 Store Keeper for workshop
 - 02 Store man for workshop

- 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.
- Propose to appoint Mechanical Superintendents for each province to handle the minor repairs and to coordinate with mechanical division and workshop regarding the repairs and other matters related to vehicle and machinery in the provinces.

5.5 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.
- Out dated office equipment.
- Cancellation of some Training Programmes due to poor attendance of participants.
- Difficulty to arrange some training Programmes due lack of Resource persons.

Remedial Actions Taken and Proposed

Actions have been taken to purchase modern multimedia projector and multifunctional photocopier to the training Division.

5.6 Procurement Services

Non availability of trained human resources and lack of commitment affects the progress badly.

Remedial Action Taken and Proposed

Proposed to recruit necessary cadre and provide training to the staff on procurement activities.

5.7 Internal Audit Function

There were certain constraints due to non availability of adequate staff and action has taken to solve those constraints.

An aerial photograph of a highway interchange, likely a toll plaza, set within a dense forest. The image is overlaid with a semi-transparent orange filter. The text "Foreign Funded Projects" is centered in a bold, black, serif font.

Foreign Funded Projects

Chapter - 6 Foreign Funded Projects

6.1 Southern Expressway

Southern Transport Development Project consists of several project components, which are 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. The principal product of the project is Sri Lanka's first access controlled Highway, 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. Access to the expressway is only through eleven interchanges, which are located at places where Expressway crosses major roads/ highways. Since this is a massive project in terms of cost and extent of works, the project has been divided into two sections for financing purposes. Southern Expressway section from Kottawa to Pinnaduwa was opened to the public on 27th November 2011 and operated in success.

Table No 46: Project Details

<i>Details</i>	<i>JICA PKG 1 Kottawa to Dodangoda</i>	<i>JICA C PKG 2 Dodangoda to Kuru' hetekma</i>	<i>ADB Section Kuru'Hetekma to Pinnaduwa</i>	<i>South Section Pinnaduwa to Matara & GPAR</i>
Donor	JICA	JICA	ADB	Exim Bank of China
Length	34.4 km	31.6 km	29.3 km	35.8 km
No. of Lanes	4	4	4	4
Contractor	China Harbour	Taisei	Kumagai Gumi	CNTIC (China National Technical Import and & Export Corporation)
Supervision Consultant	OC Japan	OC Japan	Roughton UK	Joint Venture of RDC/ECL/MG Consultants
Contract Commencement	19 th Sept. 2005	24 th Mar. 2006	24 th Apr. 2003	Package 1, 2 – 23 rd Apr. 2011 GPAR – 20 th Jan. 2011
Contract Completion (Original)	18 th Sept. 2009	23 rd Mar. 2010	25 th Apr. 2006	Package 1, 2 – 22 nd Apr. 2013 GPAR – 30 th Jun. 2011
Contract Completion (Revised, EOT Granted)	22 nd Jan. 2011	7 th May 2011	16 th Mar. 2010	Not Applicable
Original Contract Price (SLR Billion)	9.6	8.3	8.7	18.7
Revised Contract Price (SLR Billion)	20.0	15.4	24.1	Not Applicable
Current Progress based on restructured contract	100% (Program revised)	100% (Program revised)	100%	Pkg 1 – 2.81% Pkg 2 – 6.20 % GPAR – 100%

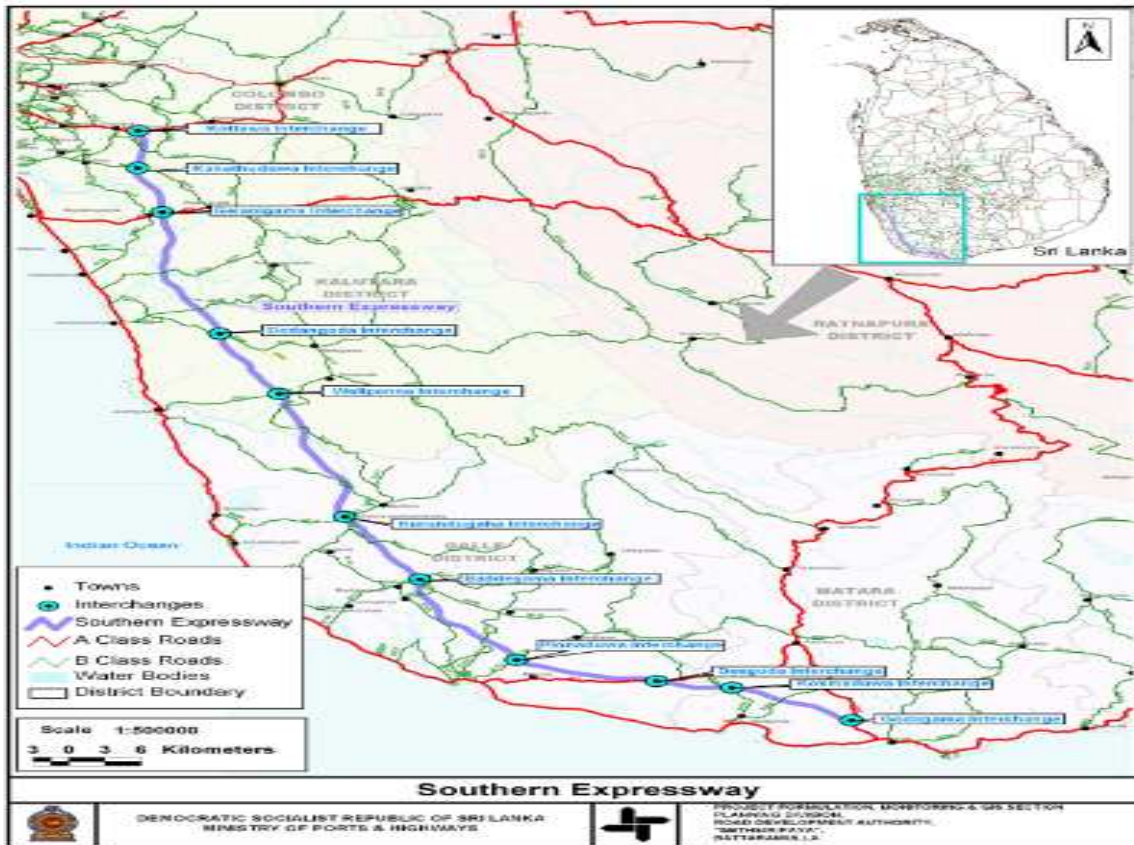


Figure 6: Project Location Map of Southern Expressway

This Project includes a component to improve road safety aspects at national level and to ensure road safety in Southern Highway (Here in after referred as Expressway). Implementation of project activities has been commenced in January 2003 and the expressway is scheduled to commence full operation in end of 2013.

Programme and Activities carried out by the Project Management Unit (PMU)

- Activities related to project loans and grants with relevant Donor Agencies.
- Procurement activities connected with consultancy and civil work contracts. Facilitating the functions of Evaluation Committees and Tender Boards and monitoring the progress of activities with the procurement plan to ensure timely completion of tasks as scheduled.
- Convening the project steering committee and other liaison meetings with the stakeholders, recording the proceedings, preparing and distributing the minutes.
- Facilitating on preparation of work plan describing various project tasks and activities and identifying the resources necessary to carry out the project elements.

- Monitoring key project elements to compare actual developments with the projections and ascertaining reasons for variances so that prompt corrective actions can be take in consultation with the higher authorities.
- Formulation of procedures for controlling changes to the project and its implications on cost, benefit and technical performance. Keeping track on changes in project and effect of such variances on implementation schedule, project cost and other project elements and bringing to the attention of higher authorities.
- Collection of project records from other relevant agencies and establishing an integrated project data bank with regular updating that can serve as the basis of an information system and monitoring tool.
- Monitoring the performance of consultants engaged in the project to ascertain their fulfillment in accordance with the contractual commitments.
- Review of progress periodically of individual contracts identifying the slippages, problems and facilitating solutions in consultation with higher authorities.
- Establishing procedures for interacting and liaising with other stakeholders of the project – Finance Ministry.
- Constant monitoring of the financial status of the project – Expenditure incurred, disbursements made from the proceeds of the aid, cost overrun and eliciting action of higher authorities if and when necessary.
- Monitoring the activities listed in the loan covenants to ascertain adherence in a timely manner.
- Creation of a website to provide information online with regular updating on the status on project profile, procurement, civil works and other related matters.
- Implementation and monitoring the activities on land acquisition and resettlement to compensate the project affected persons including the implementation of the Resettlement Action Plan on approved guidelines.
- Monitoring the measures to mitigate project's effect on the environment including landslides, soil erosion, ground water and surface water.
- Attending to ICC Arbitration No.16628/CYK Kumagai Gumi Co. Ltd. (Japan) vs. Road Development Authority and was raised for disputes mainly on prolongation cost, loss of productivity in carrying out earth works, additional cost increased for structures, variation and breach of Contract. According to the Arbitration proceed are RDA responded with the Statement of Defense and the Rejoinder. Arbitration

Tribunal carried out a site visit and conducted a preliminary hearing in September 2010.

- Monitoring the construction of Toll Plazas & Office Building Works and also Procurement of Operation and Maintenance vehicles.
- Monitoring the construction of Permanent and Temporary Toll system and Installation of Fiber Optic Cable.
- Procurement of 5 No. Permanent and 10 No. portable weighbridges and 8 No. Generators.
- Procurement of Contractors for Performance Based Road Maintenance of the Expressway.
- Development of rest areas and landscaping of Interchanges.
- Procurement and laying of Fiber Optic Cable along Southern Expressway.

Progress of Activities during 2011

Table No 47: Progress of Kottawa – Dodangoda section – JICA Package 1

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
General	100	100
Earth works	100	100
Drainage	100	100
Road works	100	100
Structures	100	100
Facilities	100	100



Arial View of 1+ area



Arial View of Kahathuduwa Interchange



Arial View of Gelanigama Interchange



Gelanigama Interchange



Arial View of Police Parking area and Overpass Bridge



Arial View of Kalu Ganga Bridge



Arial View of Cut area at 29 km



Arial View of Dodangoda Interchange

Table No 48: Progress of Dodangoda – Kurudugahahetekma Section – JICA Package 2

<i>Description</i>	<i>Progress</i>	
	<i>Plan (%)</i>	<i>Actual (%)</i>
General	99.90	73.20
Earth works	86.00	81.41
Soft Ground treatment	100.00	99.81
Drainage Structures	67.19	71.09
Structures	97.85	97.91
Long span Bridges	100.00	99.87
Road Works	54.26	49.85



Dodangoda Interchange



Service Area



South View from Dodangoda Interchange



Welipenna Interchange



North View from Ch 37+500



Welipenna Interchange



North View from Ch 47+000



Road Markings on Police Parking Area



Bentota Bridge



*Construction of Water Pond Completed at
Ch. 62+400*



North View from Ch 55+600



Asphalt Laying at UB 3 Diversion Road

Table No 49: Progress of Kurundugahahethekma – Pinnaduwa Section – ADB

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
General	100	100
Earthworks	100	100
Base Courses	100	100
Pavement	100	100
Minor Structures	100	100
Road and River Bridges	100	100
Metal Underpasses	100	100
Concrete Underpasses	100	100
Incidental Construction	100	100



Ch. 1+600 Facing South



Ch. 18+500 Facing South



Kurundugahahetekma Interchange



Pinnaduwa Interchange



Median WRSB installation

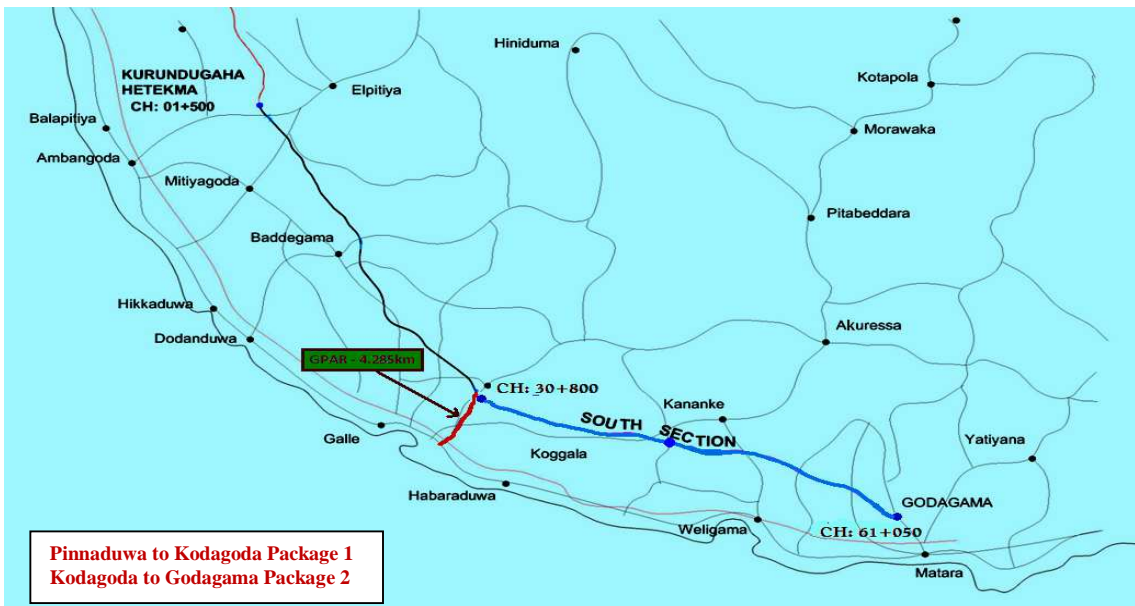


Figure 7: Project of Ongoing Section of Southern Expressway

Table No 50: Progress of Pinnaduwa – Kodagoda Section – Package 1

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earthworks	17.40	3.20
Structures	22.60	8.90
Incidentals	7.00	0.00

Table No 51: Progress of Kodagoda – Godagama Section – Package 2

<i>Description</i>	<i>Progress</i>	
	<i>Planned (%)</i>	<i>Actual (%)</i>
Earthworks	11.90	11.20
Structures	32.20	21.60
Incidentals	1.00	0.40



Curing of Concrete wing wall of RCBU Extension Ch. 31+007



Embankment Preparation at Ch. 32+400~32+520



RCP Drainage End Section Construction at Ch. 32+754



Reinforcement for RCBU Extension at Ch. 35+090



***Embankment Filling at Ch. 43+700 –
43+ 850***



***Preparation for fixing of Dowel Bars to
RCBC Extension at Ch. 45+340***



Soft Ground Treatment at Ch. 44+112



Embankment Filling at Ch. 52+775 – 52+850



***Unsuitable soil excavation at Ch. 50+800
– 50+860***



***Construction of Engineer's Accommodation
at Ch. 54+200***



***Embankment Filling at Ch. 50+650 –
50+780***



***Laying of Sub Base 1st Layer at Ch.
54+320 – 54+780***

Constraints to Progress

- ADB Section – Kurudugahahetekma to a Pinnaduwa
 - a) Collapse of a Metal Underpass.
 - b) Cracks in Bridge Pier heads.
 - c) Cracks in pier stem & pile caps.
 - d) Corrosion of Metal Structures
 - e) Cut Slope Failures

- JICA Package 1 – Kottawa to Dodangoda
 - a) Quality of the asphalt road surface at some locations was not in accordance with the Technical Specification.
 - b) Some structures settled after completion of construction.
 - c) Public protest contributed to the prolongation of implementation schedules under following circumstances.
 - Rock blasting works which affected people.
 - Settlement causing damages to house as a result of vibration due to construction activities.
 - Drainage issues affecting the livelihood of people.

- JICA Package 2 – Dodangoda to Kurudugahahetekma
 - a) Increased rock quantities by about 260% of the BOQ.
 - b) Public protests resulted from rock blasting, damages to house by vibration due to construction activities, drainage issues affecting livelihood of people.

- South Section and Galle Port Access Road – Pinnduwa to Godagama

Though the contractor commenced work in the main trace in April 2011, sufficient resources including man power were not mobilized since they depended on the nominated sub contractor who delayed to mobilize the resources and man power for the earth work and aggregate work.

Remedial Actions Taken and Proposed

- ADB Section – Kurudugahahetekma to a Pinnaduwa
 - a) Collapse of a Metal Underpass – Structure has been replaced with a Concrete Structure.

- b) Cracks in Bridge Pier heads – Rectification of cracks on pier heads have been carried out.
 - c) Cracks in pier stem & pile caps – Contractor’s proposal for rectification of cracks on pile caps have been accepted and all the affected bridge pile caps have been rectified.
 - d) Corrosion of Metal Structures – Remedial proposals accepted for an internal concrete lining of metal structures. And the contractor rectified the metal structures by concreting and providing with a structural internal concrete lining.
 - e) Cut Slope Failures – Remedial measures were taken.
- JICA Package 1 – Kottawa to Dodangoda
 - a) Quality of the asphalt road surface at some locations was not in accordance with the Technical Specification – Contractor was instructed to remove and relay the asphalt wearing course.
 - b) Some structures settled after completion of construction – Studies were carried out for the settlement of structures and some counter measures were taken. Few structures were reconstructed.
 - c) Public protest contributed to the prolongation of implementation schedules – Remedial measures were taken while construction activities carried out.
- JBIC Package 2 – Dodangoda to Kurudugahahetekma
 - a) Increased rock quantities by about 260% of the BOQ – This resulted granting of time extension to the contract till 12th April 2011.
 - b) Public protests resulted from rock blasting – These were handled by the Engineer, Contractor and RDA. Court cases were also attended.
- South Section and GPAR – Pinnduwa to Godagama
 - a) Nominated sub contractor delayed to mobilize the resources and man power for the earth work and aggregate work as well building works – Employer agreed with the contractor to delete the nominated sub contract so that the contractor expedited the work directly and through other sub contractors.
 - b) Shortage of rock and aggregate – Employer emphasized the contractor to increase the aggregate suppliers.

- c) Contractor had lack with experienced personnel – Contractor recruited additional local staff with experience.

6.2 Colombo – Katunayake Expressway Project

The Proposed Colombo – Katunayake Expressway (CKE) is 26 km length and is to be constructed to have 6/4 lane dual carriageway facility linking Colombo and the Katunayake International Airport.

PMU is headed by Project Director (CKE) and is assisted by 03 Deputy Directors, 04 Engineers, One Technical Officer and Supporting Staff.

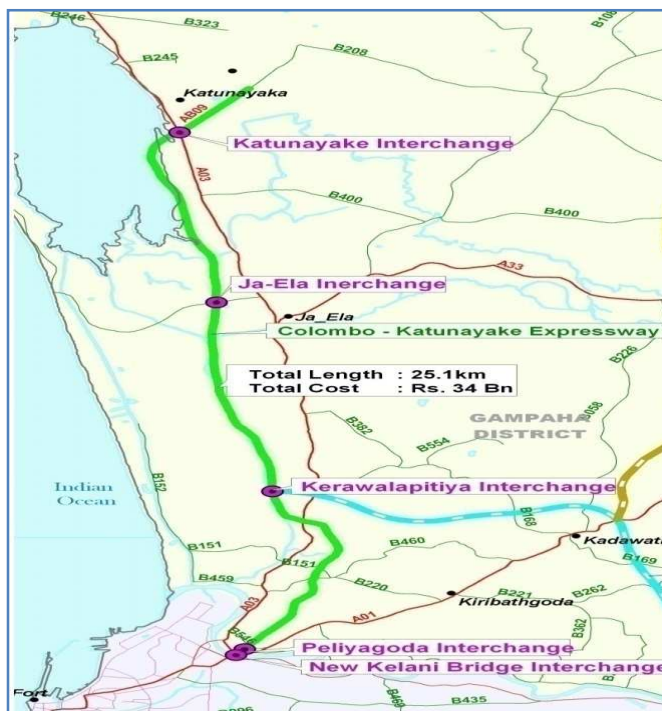


Figure 8: Colombo Katunayake Expressway

The main activities of the PMU are:

- 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).
- Management of payments to the relevant parties involved in the project.

Progress of the Activities during 2011

- Land Acquisition & Resettlement works are in progress with 97.5% cumulative progress at year 2011 for a value of Rs. 2,768 Mn.
- Shifting of utility services is in progress.
- The Contractor, China Metallurgical Group Corporation (MCC) has completed substantial amount of designs and submitted for the approval of the Consultant. The Consultant has granted concurrence for most of the designs.
- During year 2011 the site clearing, construction of service roads & laying of bottom sand mat are completed. Concrete square pile driving for bridge approaches, driving of pre-fabricated vertical drains, construction of sand compaction piles and crushed stone piles as soft ground treatment works are completed. Construction of box culverts, construction of abutments, piers & bored piles of bridges are in progress. Embankment filling, lagoon filling & construction of via duct at Hunupitiya and Katunayake are also in progress. The Contractor has commenced the base construction and turfing of embankment slopes.
- The project indicates that the overall physical progress of 53% with financial expenditure of Rs. 20,700.4 Mn. at the end of 2011.
- The Consultants, SMEC International (Pty) Ltd., of Australia were carrying out designs reviewing, construction supervision and other works as given in the Consultant Agreement.

Table No 52: Project Detail of Colombo Katunayake Expressway Project

<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Colombo Katunayake Expressway Projects	25.80	42, 550	18.08.2009	23.11.2012	27.8	16, 697.50	53	7, 963.50

Photographs showing ongoing construction activities



Peliyagoda Interchange Bridge



Bridge deck Concreting



Gravel Embankment Filling



Reinforced earth Retaining Wall



Embankment Filling with Sea Sand



Hunupitiya via Duct



Embankment Slope Preparation



Rock Filling in the Lagoon



Base Construction with Aggregate Base Course

6.3 Outer Circular Highway Project

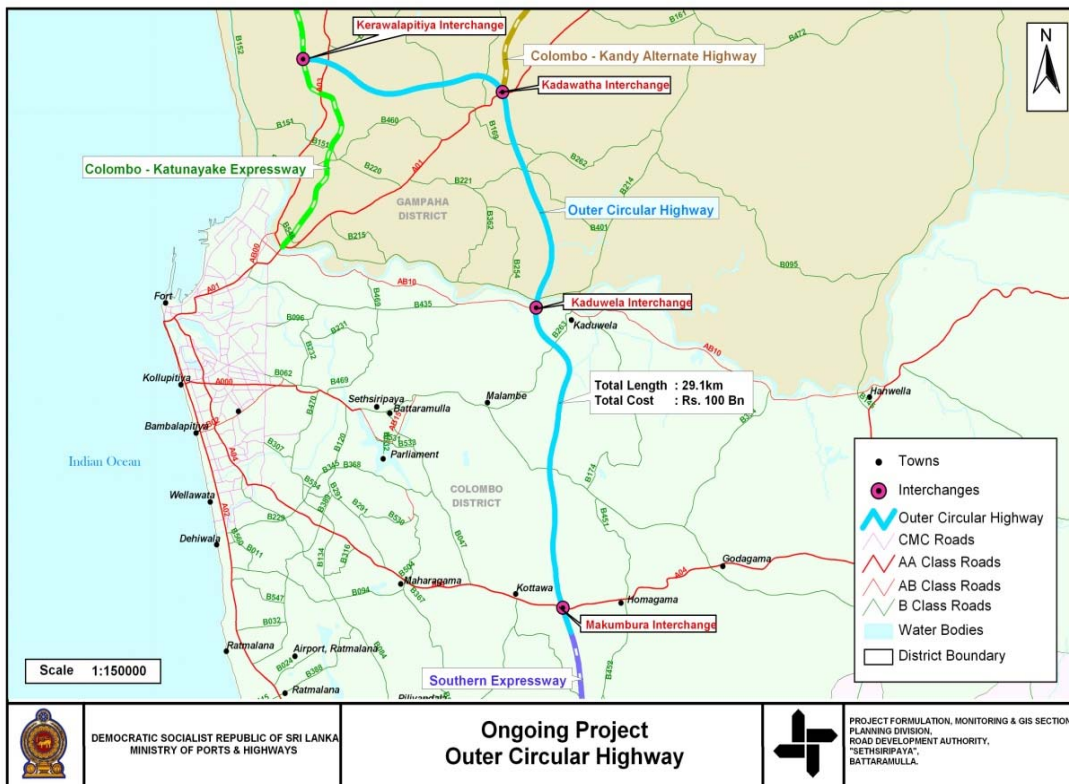
The Outer Circular Highway Project is divided into 3 Phases. Phase I, Phase II & Phase III and headed by 2 Project Directors. Phase I & Phase III come under Project Director – Phase I & III and Phase II come under Project Director – Phase II which was established in year 2011.

The Outer Circular Highway Project is 29.1 km in length, and it is on ultimate 6 lane limited access highway approximately 20 km away from city of Colombo connecting all expressways and ‘A’ class highways radiating from city of Colombo.

The express way is implemented in three phases as given below;

Phase – 1	Section from Kottawa to Kaduwela	11.0 km
Phase – 2	Section from Kaduwela to Kadawatha	8.9 km
Phase – 3	Section from Kadawatha to Kerawalapitiya	9.2 km

Figure 9: Outer Circular Highway



6.3.1 Phase 1 & Phase 3

The Outer Circular Highway Project Management Unit is headed by the Project Director and is responsible for carrying out the functions for the implementation of project in pre – construction and construction phases.

Pre – construction stage is a very important phase for the successful implementation of the project. During this phase the following activities and functions were carried out with due diligence.

- Carrying out awareness programme for the affected residents of the area to solicit their agreement for ground survey.
- Carrying out Ground Survey works for detailed design study.
- Carrying out detailed designs.
- Preparing supplementary EIA reports as required for obtaining approval from Central Environmental Authority (CEA) and to obtain approvals from relevant other authorities as required.
- Preparation of Environmental Monitoring Plan (EMP).
- Preparation of Resettlement Implementation Plan (RIP) for the Project.
- Carrying out acquisition of alternative lands for resettlement sites for relocation of affected homesteads.
- Carrying out acquisition of land for Right Of Way (ROW).
- Carrying out procurement of Supervision Consultants.
- Carrying out Design Review.
- Carrying out procurement of Contractors.
- Preparation of Project Implementation Plan
- Integrating all project participants, design consultants and Technical advisors for the smooth implementation of the project.
- Managing various project implementation activities.
- Implementing technical performance reporting procedure.
- Preparing Project Financial plan and Management

Main construction activities in the construction phase

- Soft Ground Treatment
- Embankment Filling (Earthwork)
- Sub – Base and Base Course
- Pavement construction
- Structures construction
- Drainage construction
- Incidentals construction
- Facilities
- Utility Relocation

During the construction phase

The PMU handles management of the construction work of the project, on behalf of RDA (the Employer). This includes monitoring of contract management activities of the Supervision Consultants, actively participating in progress reviews, Project time and cost control, payments to Contractor and Consultants, coordination with outside agencies and dealing with general public on construction related matters.

Technical aspects such as design issues and quality control matters are closely monitored by PMU, with a view to achieving the desired quality standards in both design and construction. PMU intervenes whenever action of the Consultants affects the quality or progress of the Works. Crucial matters affecting progress are taken up at the Progress Review Meetings and attempts to resolve such problems are made with the involvement of Consultants and the Contractor. Project cost is monitored by keeping a track of quantity variations, variation orders, claims and provisional sum payments. All variation orders are thoroughly checked at PMU before forwarding to the approval of the higher management. The project cost and time aspects are continuously monitored, and efforts are made to minimize variations.

The Contractor's payment certificates and the Consultant's invoices are scrutinized before releasing to funding agencies for payment. Close coordination is done with the utility agencies regarding relocation of utilities. Contractors' approval requirements are facilitated through coordination with regulatory authorities such as environmental and local authorities, immigration, customs etc. Public complaints / grievances are received by PMU and action is

taken to resolve such issues within the policy frame work of RDA to the benefit of affected parties. Liaison with the funding agency is carried out especially with regard to timely disbursements and budgeting.

Table No 53: Programme of the project with respect to Target completion date

Southern Section	
Land Acquisition	completed
Procurement	completed
Civil Work	May 2013
Northern Section - II	
Land Acquisition	In Progress
Detailed Design	In Progress

Progress of activities

Phase 1 – Kottawa to Kaduwela (Southern Section /OCH – SS)

Land within ROW has been handed over to the contractor as scheduled.

Table No 54: Progress of key construction activities

Item	Description	Cumulative Progress End December 2011 (%)	
		Planned	Actual
1.	Soft Ground Treatment		
	- Pioneer Layer	100.00	99.00
	- Gravel Mat	100.00	99.23
	- Band Drains	100.00	99.72
2.	Embankment Filling (Earth Work)	71.47	48.73
3.	Sub-Base and Base Course	22.73	6.83
4.	Pavement	22.41	4.45
5.	Structures	80.62	49.74
6.	Drainage	33.39	7.98
7.	Incidentals & Facilities	25.19	4.30
8.	Utility Relocation (A4 IC)		
	- SLT	100.00	55.00
	- CEB	100.00	80.00
	- Water	100.00	55.00
Overall		63.44	35.43

Expenditure

1. Land Acquisition – Rs. 1,600.48 Million
2. Consultancy & Civil Works – Rs. 13,350.36 Million

Phase 3 – Kadawatha to Kerawalapitiya (Northern Section – II / OCH – NS – II)

- Land acquisition based on Basic Design Drawings is in progress for entire section. (63.6% completed)
- Cabinet approval has been received to proceed with the proposal submitted by Metallurgical Corporation of China Ltd, (MCC) who is presently engaged in construction of Colombo – Katunayake Expressway (CKE) for the construction of OCH – NS – II. Memorandum of Understanding has been signed with MCC for the implementation of the project.
- Approval has been received for the appointment of an Expatriate Consultant for reviewing the preparation of Bidding documents and other necessary documents.

Expenditure

1. Land Acquisition – Rs. 349.71 Million

6.3.2 Phase 2

The Outer Circular Highway Phase II was established in 2011 and headed by the Project Director. Phase II Project unit is responsible for the construction of the section from Kadawatha (Ch.8+648 km) to Kaduwela (Ch.17+500 km) of the Outer Circular Highway expressway. Apart from the construction of 8.9 km long expressway between Kadawatha and Kaduwela, which is a four lane toll road with the provision for the expansion to six lane in future, this division is also responsible for the construction of two interchanges at Kadawatha and Kaduwela. It also includes seven bridges and five overpasses. The total estimated cost of this project is Rs.44.88 Billion and Japan International Corporation Agency (JICA) is funding for this.

The civil Construction works of OCH Phase II was awarded to Taisei Corporation, Japan in November, 2011. Therefore, this project unit is responsible for the completion of this section of the expressway in three year period starting from January, 2012 within the given total

estimated cost and to the given standards with the assistance of the Supervision Consultants of Oriental Consultants, Japan.

Project Director and the staff of the unit are responsible for the acquisition of all the lands within the Right of Way (ROW) within the time frame stipulated in the contract. It is also required to resettle the displaced people due to this project, who do not possess legal title of lands. For this purposes, division need to establish resettlement sites and to assist the displaced people to restore their livelihood.

Table No 55: Project Detail of Outer Circular Highway Phase II Expressway Project

<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Outer Circular Highway Project- Phase II	8.90	44, 880	1, 524 (for Land Acquisition)

6.4 Colombo – Kandy Alternate Highway (North East Expressway)

The Colombo – Kandy Alternate Highway (i.e. North East Expressway) Project is meant to construct an alternate highway between Colombo and Kandy and also to improve the mobility to North – East. This division was formulated in the year 2000 and commenced the feasibility studies with a grant aid provided by Swedish Development Agency (SIDA).

The prime objective of this project unit is to launch Colombo – Kandy Expressway in the near future. In order to accomplish this task, there are certain responsibilities to be shouldered by this project unit as the employer or as the implementation agency of this Expressway project.

As this expressway project still in the pre construction stage, the present responsibilities mainly focused on all preliminary works and activities required to be performed in implementing this expressway. Among them there are technical (Engineering), financial, social and environmental obligations to be performed by the project unit.

Carrying out of Ground Surveys, Study on Hydrology, Geotechnical Investigations are some of the technical aspects required to be fulfilled for designs. Preparations of geometric and detailed engineering designs are two major technical activities.

Carrying out of Section II surveys, carrying out of resettlement surveys and preparation of Resettlement Action Plans, Valuation and Land Acquisitions, Resettlements and restoration of livelihood of the affected parties are the main activities come under social aspects. At the same time it is also a responsibility to protect the environment with the implementation of expressway project. Feasibility Studies, Environmental Impact Assessment (EIA) are some of the key activities which come under environmental aspects. All the constructions and operation activities should be carried out as per the environmental guidelines which have been formulated in granting the Environmental Clearance for the project.

Progress for the year 2011

Only pre – construction activities were in progress.

Table No 56: Project Detail of Colombo – Kandy Alternate Highway Project

Activity	Progress up to 2010	Expenditure up to 2010	Progress as at end of 2011	Expenditure during 2011
Extension of EIA clearance	-	-	100%	0.20
PPP process	74%	3.242	74%	
Ground Survey Ch 0+000 – 98+900	96%	86.54	99%	7.323
Resettlement Action plan – phase I Ch 0+000 – 48+200	95%	7.55	100%	-
Geometric Designs/ Structural Designs Ch 0+000 – 98+900	15%	4.50	25%	1.05
Borehole Investigation Ch 0+000 – 48+200	10%	2.65	35%	12.56
Hydrological Study Ch 0+000 – 48+200	80%	6.86	96%	0.57
Section II Survey Ch 0+000 – 48+200	45%	16.59	70%	2.44

6.5 Japan Aided Projects

Japan has been one of the major donors and active partner in Sri Lankan highway sector development works since Sri Lanka opened doors for the foreign investments in 1980's. This Project Management Unit (PMU) was established to implement the projects funded only by Japan.

The activities involved in the implementation of the projects in 2011 are

- 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.

Total Estimate Cost for the Pro – Poor Eastern Infrastructure Development Project which include widening and improvement of Colombo – Ratnapura – Wellawaya – Batticaloa Road from Akkaraipattu to Batticaloa, widening and improvement of Batticaloa – Thrukondiamadu – Trincomalee Road from Batticaloa to Trikondiadamu and construction of new Kallady Bridge No. 427/1 on Colombo – Ratnapura – Wellawaya – Batticaloa Road was Rs. 6, 250 Mn.

The Project Completed during 2011

- a) Construction of Mannar Bridge and improvement of causeway
- b) Pro – Poor Eastern Infrastructure Development Project
 - Widening and Improvement of Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004) from Akkaraipattu to Batticaloa.

- Widening and Improvement of Batticaloa – Thrukondiamadu – Trincomalee Road (A015) from Batticaloa to Trikonidiadimadu.

Table No 57: Completed Projects Details of Pro – Poor Eastern Infrastructure Development Project

<i>Road Name</i>	<i>Length (km)</i>	<i>Date of Commencement</i>	<i>Date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
AA004 Road from Akkaraipattu to Batticaloa	64	Dec. 2007	Dec. 2010	100	Completed in Dec. 2010	421
The culverts on AA015 Road from Batticaloa to Trikonidiadimadu	36	Dec. 2007	Dec. 2010	100	Completed in Dec. 2010	

The Road & Bridge Projects which were ongoing in 2011

- a) Construction of New Kallady Bridge No.427/1 under Pro – Poor Eastern Infrastructure Development Project on Colombo – Ratnapura – Wellawaya – Batticaloa Road (A004)
- Following Piling work were completed at the 31st December 2011
 - Pier P3 – 5 Nos. of piles were completed
 - Pier P4 – 7 Nos. of piles were completed
 - Pier P5 – 2 Nos. of piles were completed
 - Abutment A2 – 7 Nos. of piles were complete
 - Beam Casting completed for 7 Nos. and Prestressing completed for 3 Nos.
 - Pier construction of P1 and P2 are completed

Table No 58: Ongoing Projects Details of Pro – Poor Eastern Infrastructure Development Project

<i>Road Name</i>	<i>Length (km)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Kallady Bridge No. 427/1 (Pro – Poor Eastern Infrastructure Development Project)	-	April 2010	Apr. 2012	7.73	27.68	230

Photographs showing on Kallady Bridge Construction work



Piling work



Inner shutter fixing for beam



Concreting work for Beam



Completed Beam

b) Construction of Southern Extension of Base Line Road Phase III

Land acquisition in progress for the 1st km

c) Reconstruction of five bridges in Eastern Province under JICA grant

- Bridge No.1 – 240/4 on Peradeniya – Badulla – Chenkalady Road (A005)
- Bridge No.2 – 241/42, 241/3, 241/4 on Peradeniya – Badulla – Chenkalady Road (A005)
- Bridge No.3 – 247/2 on Peradeniya – Badulla – Chenkalady Road (A005)
- Bridge No.4 – 283/7 on Peradeniya – Badulla – Chenkalady Road (A005)
- Bridge No.5 – 59/1 on Batticaloa – Trikondiadamadu – Trincomalee Road (A015)

Photographs showing Reconstruction of 5 Bridges in Eastern Province



Placing concrete – Bridge No 1 Pier construction



Bridge No 3- Detour construction completed



Bridge No 5 – Detour construction completed

Table No 59: Ongoing Project Details of Reconstruction of five bridges in Eastern Province

<i>Road Name</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>	<i>Progress of Activities</i>
Bridge No.1 – 240/4 on A005 Road (Mahaoya Athuganga Bridge)	1, 930	June 2011	Apr. 2013	Project Works started in 2011	0.13	10.5	536.33	Detour work completed, Demolition of old bridge completed, Foundation work in progress
Bridge No.2 – 241/42, 241/3, 241/4 on A005 Road (Mundeni Bridge)		June 2011	Apr. 2013					Not started
Bridge No.3 – 247/2 on A005 Road (Pulavady Bridge)		June 2011	Apr. 2013					Detour work completed, Foundation work in progress
Bridge No.4 – 283/7 on A005 Road (Chenkalady Bridge)		June 2011	Apr. 2013					Not started
Bridge No.5 – 59/1 on A015 Road (Pannichchankerny Bridge)		June 2011	Apr. 2013					Detour work in progress, Demolition of old bridge in progress

6.6 Miscellaneous Foreign Aided Project (MFAP)

MFAP Project Management Unit was created in 2000 to handle the Foreign Aided projects from mostly Bi-lateral agencies. At the beginning, Kuwait Fund was the funding agency. Presently, the unit handles Kuwait, Saudi, Korean and Austrian funded development projects. The unit is headed by a Project Director and has separate Deputy Project Directors for each fund, in general. The unit also carry out the contract supervision of all funded projects handle by the unit except the projects funded by EDCF Korea. Acquisition of lands required for projects are also handled directly by the PMU except Hatton – Nuwaraeliya Road Project.

Padeniya – Anuradhapura Road Improvement Project and Improvement of Hatton – Nuwaraeliya Road Project are funded by Economic Development Corporation Fund (EDCF) Korea are currently in progress.

Table No 60: Ongoing Project Detail of Miscellaneous Foreign Aided Project

Road Name		Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipate date of completion	Progress Up to 2010 (%)	Expenditure Up to 2010 (Rs. Mn)	Progress as at end of 2011 (%)	Expenditure during 2011 (Rs. Mn)
Improvement Padeniya – Anuradhapura Road	Civil Works	81	8, 591	01.07.2009	30.11.2012	27.82	2536.42	53	2779.27
	Land Acquisition					49	49.38	70	13.73
Improvement of Hatton – Nuwaraeliya Road	Civil Works	46.75	5, 685	01.12.2011	31.05.2014	0	-	-	251.52
	Land Acquisition					0	2.48	0.1	4.67

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

- Rehabilitation of Ratnapura – Balangoda section of Colombo – Ratnapura – Wellawaya – Batticaloa Road
- Rehabilitation of Balangoda – Bandarawela section of Colombo – Ratnapura – Wellawaya – Batticaloa Road
- Kuwait funded bridges (Rehabilitation/ Reconstruction Project)
- Construction of Kinniya Bridge and Improvements to Thambalagamuwa – Kinniya Road under Saudi fund for Development
- Turn – Key construction of five steel bridges with Austrian Assistance

Table No 61: Completed Project Detail of Miscellaneous Foreign Aided Project

<i>Road Name</i>		<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Date of completion</i>	<i>Progress Up to 2010 (%) (Civil Works)</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Rehabilitation of Ratnapura – Balangoda section of Colombo – Ratnapura – Wellawaya – Batticaloa Road	<i>Civil Works</i>	43	3, 745	14.09.2000	30.09.2003	100	1748.83	100	-
	<i>L/Acquisition</i>						1871.48	96	5.07
Rehabilitation of Balangoda – Bandarawela section of Colombo – Ratnapura – Wellawaya – Batticaloa Road	<i>Civil Works</i>	55	5, 251	01.02.2005	31.05.2008	100	4894.81	100	-
	<i>L/Acquisition</i>						183.57	38.5	12.72
Kuwait funded bridges (Rehabilitation/ Reconstruction Project)	<i>Civil Works</i>	32 bridges & one by pass road of 2.2 km	3, 432	April 1995	31.03.2011	100	2533.18	100	13.52
	<i>L/Acquisition</i>						531.08	99	33.98
Construction of Kinniya Bridge & Improvements to Thambalagamuwa – Kinniya Road under Saudi fund for Development	<i>Civil Works</i>	396 m & 20 m (2 Bridges),6.6 km (Road)	1, 692	16.02.2006	31.10.2009	100	1254.39	100	53.47
	<i>L/Acquisition</i>						25.75	39.5	22.56
Turn – Key construction of five steel bridges with Austrian Assistance	<i>Civil Works</i>	5 Bridges (125m/ 110 m/ 70 m/ 35 m/ 25m) & approach Road (3.4 km)	2, 546	31.03.2007	30.09.2009	100	2412.3	100	-
	<i>L/Acquisition</i>						0.36	99	4.03

Constraints to progress

Lack of interest and delay in implementing Land Acquisition procedure are the main constraints on the project.

Completion of Padeniya – Anuradhapura Road Project was prolonged due to the damages caused to the road surface due to the adverse weather condition prevailed during the latter part of the year 2010. To remedy this situation, additional cost of Rs. 1.3 billion is expected to be born with the additional loan requested from EDCF.

Remedial Actions Proposed

- It is advisable to prepare a new LAQ Act considering present development goals and activities involved.

6.7 World Bank funded Road Sector Assistant Project

The World Bank provided Financial Assistance of a total sum of USD 198.10 Mn to the Democratic Socialist Republic of Sri Lanka towards the improvements of the National Highways network.

Project Management Unit was established under the Ministry of Highways and Road Development to administrate the rehabilitation and improvement of 620.90 km of road sections. Under Second Additional Finance approximately 135 km of road sections of Ambepussa – Kurunegala – Trincomalee Road has been rehabilitated and improved in year 2011.

- Phase 1 – A006 Kantale – Trincomalee Section 45.00 km
 - ✓ Contract 1 – KT 01, Kantale – Ganthalawa (157+000 km – 167+280 km) & Kantale to Perathuweli (B196) Road
 - ✓ Contract 2 – KT 02, Ganthalawa – Thambalagamuwa (167+280 km – 178+000 km)
 - ✓ Contract 3 – KT 03, Thambalagamuwa – Sardapura (178+000 km - 190+000 km)
 - ✓ Contract 4 – KT 04, Sardapura – Trincomalee (190+000 km – 199+300 km)

- Phase 2 – A006 Ambepussa – Kurunegala – Dambulla Section 90.06 km
 - ✓ Contract 1 – AD 01, Ambepussa – Potuhera (0+000 km – 23+000 km)
 - ✓ Contract 2 – AD 02, Potuhera – Ibbagamuwa (23+000 km – 47+000 km)
 - ✓ Contract 3 – AD 03, Ibbagamuwa – Omaragalla (47+000 km – 69+000 km)
 - ✓ Contract 4 – AD 04, Omaragalla - Dambulla (69+000 km – 90+060 km)

All Contract Packages under Phase I are commenced on 11.07.2011 and design work of Phase II Package is in progress.

Table No 62: Project Detail of Ambepussa – Kurunegala – Trincomalee Road (A006) from Kantale to Trincomalee Road Section

<i>Contract Package</i>	<i>Road Name</i>	<i>Length (Km)</i>	<i>Date of Commencement</i>	<i>Anticipate date of Completion</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011</i>
KT 01	Kantale to Ganthalawa	10.28	11.07.2011	10.10.2012	4.55	156.041
	Kantale to Perathuweli (B196) Road	3.10				
KT 02	Ganthalawa to Thambalagamuwa	10.72	11.07.2011	10.10.2012	2.25	125.116
KT 03	Thambalagamuwa to Sardapura	12.0	11.07.2011	10.10.2012	3.52	117.511
KT 04	Sardapura to Trincomalee	9.3	11.07.2011	10.10.2012	4.00	153.002

Photographs of Construction activities of Package I



Construction of Culverts



Excavation for parapet walls

6.8 National Highway Sector Project

The National Highways Sector Project (NHSP) is the first sector loan in Sri Lanka. The objective of the NHSP is to promote the economic and social development with the enhancement of role played by the highway network of the country.

1. National Highways Upgrading and Maintenance Component

Following road sections have been taken under the component considering the limited fund available, totaly of 236.40km in length.

- A005 Nuwara Eliya – Badulla 54.9 km
- A006 Habarana – Kantale 43.6 km
- A012 Puttalam – Anuradhapura 83.0 km
- A026 Udatenna – Mahiyangana 40.8 km
- A004 Nugegoda – Homagama 14.1 km

2. Performance based maintenance

Following two road section have been taken under the performance based maintance pilot project following under Avissawella, Ratnapura and Hatton Executive engineer division.

Road Sections Proposed,

- Avissawella – Ratnapura from 60th to 96th km – 36 km
- Avissawella – Hatton from 0 to 72 km – 72 km

3. Institutional and Policy Support Component

a) Head office building for RDA

Under the institutional strengthening component of ADB part of the loan component 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 is in progress. Total cost for the Phase I was Rs.671.22 Mn and the expenditure for the year 2011 was Rs.471.00 Mn.

b) Human Resources Development project of RDA

Procurement of the human resource development project is in progress.

Donor:

Asian Development Bank

Loan Agreement:

Amount of the loan	– 150 million US\$
Loan effective date	– 20.02.2007
Loan expiry date, Original	– 31.12.2010
Revised	– 31.12.2012

Photos of the Construction Activities

Puttalam – Nochchiyagama road



Completed road section at 39+308 km



Completed road section at 58+580 km

Udatenna – Mahiyangana road



Crash Barrier at 40+700 km



Completed binder course, 7th hairpin bend at 58+580 km

Nuwaraeliya – Badulla road



Finished road surface at 88+550 km



Turfing on embankment slope at 92+700km, LHS

Habarana – Kantale road



Completed Bridge 119/2



Road Marking Completed Section at 6th km

Nugegoda – Homagama road



Road Section at 12+500 km

Highway Secretariat Building



Structural work at Level 7- 8

Performance Based Maintenance



Lined Drain clearing near Km 47+700, LHS on Avissawella – Hatton – Nuwara Eliya Road

Progress of projects during the year 2011 is given in table below.

Table No 63: Project Details of National Highways Sector Project

Road Name	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipate date of completion	Progress Up to 2010 (%)	Expenditure Up to 2010 (Rs. Mn)	Progress as at end of 2011 (%)	Expenditure as at end of 2011 (Rs. Mn)	Progress of the Activities
A012 : Puttalam – Anuradhapura	83.0	5, 043	01.06.2009	31.03.2012	82.0 *	1, 852.269	80.8 *	3, 318.696	Road laying binder & wearing course
A026 : Udatenna – Mahiyangana	40.8	5, 412	01.11.2008	31.03.2012	45.0	2, 603.095	95.4	4, 309.226	Road laying binder & wearing course
A005 : Nuwara Eliya – Badulla		6, 116	01.12.2008	30.06.2012	48.0	2, 447.706	73.7	3, 865.537	Road laying binder & wearing course
A006 : Habarana – Kantale Road	43.6	2, 769	11.07.2008	28.08.2010	100.0	2, 516.476	100.0	2, 705.274	
A004 : Nugegoda – Homagama	14.1	1, 260	01.06.2011	23.08.2012	0.0	0.000	42.5	708.082	Laying binder & wearing course
Highway Secretariat	-	1, 307	04.11.2010	30.11.2012	7.0	141.720	37.0	470.785	Building structural & plastering work
Performance Based Maintenance	108.6	330	02.03.2011	01.09.2012	0.0	0.000	92.0	218.691	

*Programme is revised. Road length in 2010 was only 50 kms

6.9 Road Network Improvement Project

The Project Management Unit for the Road Network Improvement Project (PMU – RNIP) during the year 2011 was engaged in the implementation of following two foreign funded projects. In addition, this PMU is responsible for the financial management of chinese funded Priority Road Projects and Northern Road Rehabilitation Projects.

1) AFD funded Trincomalee Integrated Infrastructure Project (TIIP) under the Tsunami Affected Area Rehabilitation Project (AFD – TAARP)

The project is funded by the Agency Francaise de Development (AFD). The project comprise of multi sector development activities; providing comprehensive support for the reconstruction and redevelopment of Trincomalee District.

The TIIP commenced in the year 2006 and is now nearing total completion. The five major bridges were opened for the public in the year 2011.

- Donor - Agence Francaise de Development (AFD)
- Credit Facility Amount - Euro 53.26 million
- GOSL Contribution - Euro 18 million

Photos of the construction work



Ralkuli Bridge – 19 Oct 11



Gangei Bridge – 29 Oct 11



Kayankerny Bridge



Verugal Bridge



Upparu Bridge



A15 Road Ali Oluwa Junction

Table No 64: AFD – TAARP Project Summary

<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>	<i>Progress of Activities</i>
Batticaloa Trincomalee Road (A015) from Thirrukkondiadam to Trincomalee	99	11, 217.00	08.08.2008	23.09.2011	67.3	7, 375.40	96.5	1, 886.80	DBST 1 st Layer 35.80 km completed. DBST 2 nd layer 38.00 km completed.
Construction of five new bridges on AA015 Road at ferry locations Kayankerni, Verugal, Ralkuli, Gangei and Upparu									Completed.
Allai – Kantale Road (B010)	42								DBST 1 st layer 28.52 km completed. DBST 2 nd layer layer 27.00 km completed
Coastal Roads from Mavadichennai to Kaddaiparichchan	12								DBST 1 st layer 1.30 km completed.
<i>Total</i>	<i>153</i>	<i>11, 217.00</i>				<i>7, 375.40</i>		<i>1, 886.80</i>	
Consultancy Services		548.72				379.00		135.00	
Incremental Cost						30.20		55.20	
Grand Total		11, 765.72				7, 784.60		2, 077.00	

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

Under the Tsunami Affected Areas Rebuilding Project, Spanish Aid was provided for the construction of the following four bridges in the Trincomalee and Batticaloa districts.

These bridges were completed in the year 2010. Through savings available in the loan construction of additional four bridges were added to the project.

Out of that four, construction work on the Thopur and Thambalagamam bridges were completed and opened for the public in 2010 and the work on the Thondamanaru and Salapiaru bridges are expected to be completed in 2012 and early 2013 respectively.

- Donor - Government of Spain
- Credit Facility Amount - Euro 21.627 million

Table No 65: SPAIN – TAARP Project Summary

<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencem ent</i>	<i>Anticipate date of completion</i>	<i>Progress Up to 2010 (%)</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Reconstruction of Oddamavadi bridge on Trincomalee – Batticaloa Road	250 m	3, 660	July 2007	31.03.2010	100	3, 567.80	100	40.60
Reconstruction of Irakkakandi bridge	300 m							
Reconstruction of Puduvaikkattu bridge	300 m							
Reconstruction of Yan Oya Bridge on Trincomalee – Pulmudai Road	150 m							
Thopur bridge	22.5m			Aug. 2012				
Thondamanaru bridge	129m			Jan. 2013				
Thambalagamam bridge	23.5m							
Salapiyaru bridge	95m							

6.10 Northern Road Rehabilitation Project (NRRP)

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.

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. Under this project seven civil works contracts were awarded and work in six of these contracts commenced in 2011 and are currently ongoing. The work in the project includes the improvement and rehabilitation of 512 km of road in the Northern Province.

- Donor - China Exim Bank
- Credit Facility Amount - US \$ 423.9 million
- GOSL Contribution - Rs.6, 730.01 million

Photos of construction Activities



Kandy – Jaffna Road Ch. 263 + 600 km



Kandy – Jaffna Road Ch. 209 + 700 km



Kandy – Jaffna Road Ch. 279 + 400 km



Jaffna Point Pedro Road
AB020 – Ch. 23+750 km



Mulative – Kokkilai - Pulmudai Road
Ch. 2+740 – Ch. 3+040 km



Asphalt Plant – A9 (CATIC-Eng)



Asphalt Plant – Maga Engineering



Asphalt Plant – ICC



Navatkuli – Karaitivu – Mannar Road
Ch. 70 + 645 km



Kandy – Jaffna Road
(Galkulama to 230km Post)
Ch. 122 + 800 km

Table No 66: NRRP Project Summary

<i>Item No</i>	<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>	<i>Progress of Activities</i>
1	Kandy – Jaffna Road (Galkulama to 230 km)	63.0	9, 592.08	07.02.2011	06.08.2013	1, 014.67	22.53	3, 870.34	Embankment Construction –18.40 km, ABC - 12.80 km, Culverts – 61 Nos, Asphalt Surfacing – 11.35 km
2	Kandy – Jaffna Road (230 km to Jaffna)	90.0	9, 532.92	22.02.2011	21.08.2013	350.00	24.78	3, 563.33	Embankment Construction – 38.10 km, Sub base –37.60 km, Asphalt Surfacing – 13.70 km, ABC – 17.40 km, Culverts – 60 Nos.
3	Navatkuli – Karaitivu – Mannar Road	67.0	6, 532.50	10.11.2011	09.05.2014	-	-	979.87	Contractor has mobilized, Preliminary works in progress, Culverts – 2 Nos.
4	Jaffna Point Pedro	84.0	10, 185.00	09.06.2011	08.12.2013	722.86	12.42	2, 875.69	Roadway excavation –11.00 km, Culverts – 09 Nos, Asphalt surfacing – 5.70 km
	Puttur – Meesalai								Roadway excavation – 4.10 km, Culverts – 15 Nos, Sub base – 1.50 km
	Jaffna – Kankasanturai								Road widening – 6.3 km, Sub base – 4.6 km, ABC – 2.5 km, Culverts – 9 Nos, Priming – 0.5 km
	Jaffna – Palai								Road widening – 9.50 km, Sub base – 5.25 km, ABC – 2.30 km, Culverts – 1 No.
5	Mulativu – Kokkilai – Pulmudai	42.4	5, 777.45	14.02.2011	13.08.2013	519.97	20.25	1, 778.37	Roadway excavation – 15.90 km, ABC – 3.4 km, Embankment construction – 15km, Asphalt paving – 1.4km, Culverts – 30 Nos.
6	Oddusudan – Nedunkerny	52.6	5, 741.30	15.08.2011	14.02.2014	150.00	18.67	1, 497.55	Roadway excavation – 7.5 km, ABC – 2.2 km, Embankment construction – 6.2 km,
	Mulativu – Puliyankulam								Roadway excavation – 9.3 km, ABC – 1.75 km, Culverts – 46 Nos, Embankment construction – 8.9 km,
7	Puttalam – Marichchikade – Mannar Road	113.0	9, 887.50	-	-	-	-	-	Not Commenced.
	Total	512.0	57, 248.75			2, 757.50		14, 565.15	
	Consultancy					25.00		454.62	
	Incremental Cost					1.80		33.79	
	Grand Total		57, 248.75			2, 784.30		15, 053.56	

6.11 Priority Roads Project (PRP)

6.11.1 Priority Roads Project- Phase I (PRP – 1)

The China Development bank Co. Ltd. (CDB) provided US \$ 152.8 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 179 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 and are currently in progress.

- Donor - China Development Bank
- Credit Facility Amount - US \$ 152.8 million
- GOSL Contribution - US \$ 17.0 million

Photos of construction Activities



Beliatta – Tangalle Road
Ch. 2+150 – 2+400 km



Beliatta – Tangalle Road
Ch. 5+520 – 5+580 km

Construction of Fly over at Siribopura Junction





Pelawatta – Kankotiyawatta – Thiniyawala
– Morawaka Road Ch. 1+130 km



Pelawatta – Kankotiyawatta – Thiniyawala
– Morawaka Road Ch. 2+500 km



Kandy – Mahiyangana – Padiyathalawa Road
Ch. 74+000 – 74+500 km



Thiruwanaletiya – Agalawatta Road
Ch. 2+100 km

Table No 67: Progress of Priority Roads Project (Phase I)

<i>Item No</i>	<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>	<i>Progress of Activities</i>
1	Beliatta – Tangalle Road	7.47	1, 350	01.07.2011	31.12.2012	35.00	585.78	Embankment Construction – 17.50 km, ABC – 8.00 km, Asphalt Surfacing – 8.00 km
	Bopale Junction – Kiriibbanara – Udamaura Road	8.50				28.00		
	Construction of a flyover at Siribopura Junction		2, 675	01.07.2011	30.06.2012	18.00	1, 055.87	
2	Pelawatta – Kankotiyawatta – Thiniyawala – Morawaka Road	47.00	3, 900	01.07.2011	30.06.2013	15.00	1, 430.49	Embankment Construction – 8.00 km, ABC – 0.60 km
3	Thiruwanaletiya – Agalawatta Road	33.45	2, 800	01.07.2011	30.06.2014	17.00	973.69	Embankment Construction – 3.00 km, ABC – 1.10 km
4	Kandy – Mahiyangana – Padiyathalawa Road	20.50	1, 550	01.07.2011	31.12.2012	9.00	535.42	Embankment widening – 4.00 km, ABC – 2.50 km, Asphalt laying – 1.60 km
5	Kalkudah Road	5.63	700	01.07.2011	30.06.2012	27.00	306.89	Embankment widening – 6.00 km, ABC – 4.00 km
	Kalkudah – Valachchenai Road	4.42						
6	Paranthan – Mullaitivu Road	52.00	5, 700	22.06.2011	21.12.2013	9.64	2, 070.46	Roadway excavation – 15.00 km, ABC – 0.50 km, Embankment construction – 15.00 km, Sub base – 6.40 km, Culverts – 39 Nos.
	Total	178.97	18, 675				6, 958.60	
	Incremental Cost						124.74	
	Grand Total		18, 675				7, 083.34	

6.11.2 Priority Roads Project – Phase 2 (PRP – 2)

The China Development Bank Co. Ltd. (CDB) also provided an additional loan of US \$ 500 million in 2011 for the improvement and rehabilitation of additional roads identified under the Priority Roads Project – 2 (PRP – 2). Under this project 589.91 kms of roads and 22 bridges in the Southern, Western, Sabaragamuwa, Uva, North Central and Central provinces are to be rehabilitated and two flyovers in the Hambantota district are to be constructed.

19 contracts were implemented through the project. For the easy supervision the contacts in the project were divided into regions geographically and are implemented separately by two project Directors designated as PD (PRP2 – Southern) and PD (PRP2 – Northern).

- Donor - China Development Bank
- Credit Facility Amount - US \$ 500.0 million
- GOSL Contribution - US \$ 56.0 million

a) Priority Road Project – 2 (Southern)

Rehabilitation and Improvement of 161.09 km length of A & B class roads, 30.0 km length of Provincial Roads and 02 Nos. of fly overs including access roads in Hambantota.

The works in the project will be executed under 8 contract packages. 1st installment of mobilization advance payment has been paid for 5 of these contracts. For one contract part of 1st mobilization advance payment (local component) has been paid. Contractor commenced preliminary works on 3 contracts and others are just commenced.

Photos of construction Activities



Horana - Anguruwatota - Aluthgama Road (18th km)



Flyover at Mattala



Fly over at Mattala

Table No 68: Progress of Priority Road Project – 2 (Southern)

Item No	Road Name	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipate date of completion	Progress as at end of 2011 (%)	Expenditure during 2011 (Rs. Mn)
1	Horawela – Pelawatte – Pitigala Road	17.50	1, 478.00	06.12.2011	05.06.2013		222.40
2	Tiruwanaketiya – Agalawatte Road	34.35	3, 500.00	12.12.2011	11.12.2013		527.50
	Horana – Anguruwatota – Aluthgama Road	27.00	2, 820.00	12.12.2011	11.12.2013	0.4	425.00
	Horawela – Pelawatte – Pitigala Road	8.24	1, 080.00	12.12.2011	11.12.2013		162.70
3	Construction of a flyover at Mattala airport access Road junction in Hambantota Hub Development		3, 090.00	07.12.2011	06.12.2013	6.0	465.70
	Construction of a flyover at 100 feet Road and bypass Road junction in Hambantota Hub Development		2, 890.00	12.12.2011	11.12.2013		435.50
4	Reconstruction/ widening of Bridges on Tiruwanaketiya – Agalawatte Road (34.35km)	34.35	1, 169.00	06.12.2011	05.12.2013		175.90
5	Reconstruction/ widening of Bridges on Horana– Anguruwatota-Aluthgama Road (27km)		350.00			0.5	52.6
6	Thihagoda-Kamburupitiya-Mawarala-Kotapola Road	44.00	3,609.40				-
7	Hungama – Middeniya Road	30.00	2, 050.00				27.70
8	Nagoda-Kalawellawa-Bellapitiya Road						-
	Total	191.09	25, 659.30				2, 495.40
	Increment Cost						0.869
	Grand Total		25, 659.30				2, 496.269

b) Priority Road Project – 2 (Northern)

Rehabilitation and Improvement of 313.81 km length of A & B class roads in the Western, Uva, Eastern, Sabaragamuwa & North Central Provinces and 85.01 km length of Provincial Roads in Nuwara Eliya District.

The project is executed through 11 contract packages. 1st installment of mobilization advance payment has been paid for 5 of these contracts. For two contracts part of 1st mobilization advance payment (local component) has been paid. Contractor commenced preliminary works on 3 contracts & others are just commenced.

Final surfacing of the improved road would be Asphalt Concrete, except 8.05 km length of road in which concrete surfacing would be done.

Photos of construction Activities



Mahiyangana – Dimbulagala – Dalukkane
Road (0.0 -24.10 km)



Galkulama – Anuradhapura
Road CH 16+ 000 – 16 +640

Table No 69: Priority Road Project – 2 (Northern)

Item No	Road Name	Length (km)	TEC (Rs. Mn)	Date of Commencement	Anticipate date of completion	Progress as at end of 2011 (%)	Expenditure during 2011 (Rs. Mn)
1	Kandy – Mahiyangana – Padiyatalawa Road	9.13	730	07.12.2011	06.12.2012	-	109.80
2	Badulla – Karametiya – Andaulpotha Road	48.20	3, 370	07.12.2011	06.12.2013	5	507.20
3	Mahiyangana – Dimbulagala – Dalukkane Road	24.10	2, 202	07.12.2011	06.12.2014	3	331.40
4	Bibile – Uraniya – Mahiyangana Road	17.58	1, 620	-	-	-	Advanced payment made on 28.10.11 24.30
5	Galkulama – Anuradhapura Road	16.64	1, 434	07.11.2011	06.11.2013	10	359.60
6	Kadahapola-Rambawa Road	59.57	1,951.68	-	-	-	-
	Kurunegala-Narammala-Madampe Road		2,482.85	-	-	-	-
	Galagedara-Rambukkana Road		1,925.47	-	-	-	-
7	Tennekumbura – Rikillagaskada – Ragala Road	53.44	7, 307.10	-	-	-	Advanced payment made on 28.12.11 109.6
8	Uswetakeiyawa – Epamulla Pamunugama Road	8.05	1, 490.00	-	-	-	Advanced payment made on 21.11.11 223.5
9	Palaviya-Kalpitiya Road	26.60	2,974.00	-	-	-	-
10	Mahiyangana-Dimbulagala-Dalukkane Road	48.70	5,020.00	-	-	-	-
	Manampitiya-Aralaganvila-MaduruOya	3.00		-	-	-	-
11	Provincial Raods on Nuwara Eliya District	85.01	2,876.00	-	-	-	-
	Total	398.82	35, 383.10				1, 665.59
	Increment Cost						2.50
	Grand Total		35, 383.10				1, 668.09

6.12 Northern Road Connectivity Project (NRCP)

Northern part of Sri Lanka is one of the worst affected regions emerging from nearly three decades of internal armed conflict. The damage to physical infrastructure has been severe and extensive and particularly the road network lies in a state of disrepair. People in this region no longer have access to social needs. The mobility between northern part and the country's rest of the regions is also poor due to the substantial travel time required as the linking national arterial roads are in inadequate condition, which has hindered the spread of economic activities and development. Therefore, the Government of Sri Lanka has obtained a loan from Asian Development Bank (ADB) to rehabilitate and improve 169.9 km of National Highways consisting of 128.5 km of Class 'A' roads and 41.4 km of Class 'B' roads in the Northern and North Central Provinces under the Northern Road Connectivity Project.

The total cost of the project is US \$ 133.55 million. The Asian Development Bank financed 89% from the total cost and balanced 11% is financed by the Government of Sri Lanka to cover the cost of taxes and duties.

Quality and Cost Base Selection (QCBS) method adopted with 90:10 ratio of technical and financial proposal rating for the procurement of Project Implementation Consultants. Upon concurrence of ADB and approval of Cabinet Appointed Consultancy Procurement Committee (CACPC) contract has been awarded to successful bidder SMEC International Pvt. Ltd. in association with Engineering Consultants Pvt. Ltd. and Ocyana Consultants Pvt. Ltd. on 23 May 2011. The consultants commenced the services from 20 June 2011.

Ten contract packages were awarded under this project and progresses of these contracts are given in the table below;

Table No 70: Progress of Northern Road Connectivity Project during the year 2011

<i>Item No</i>	<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
1	Kandy – Jaffna Road (A009) from Dambulla to Thonigala	23.35	1, 327	07.06.2011	28.11.2012	4.3	245.41
2	Kandy – Jaffna Road (A009) from Thonigala to Galkulama	24.17	1, 447	07.06.2011	28.11.2012	2.1	269.49
3	Anuradapura – Rambewa Road (A020)	14.50	753	07.06.2011	30.08.2012	2.2	134.24
4	Navathkuli – Kerativu – Mannar Road (A032) from Navathkuli to Kerativu	17.40	1, 387	07.06.2011	27.01.2013	14.0	238.18
5	Manipay – Kaithady Road (B268)	14.02	629	07.06.2011	28.11.2012	9.0	124.71
6	Vallai – Telippalai – Araly Road (B437) from Vallai to Araly	27.40	1, 484	07.06.2011	27.05.2013	3.4	335.95
7	Mankulam – Mullaitivu Road (A034) from 0+000 km to 13+000 km	13.00	914	07.06.2011	28.11.2012	9.5	186.18
8	Mankulam – Mullaitivu Road (A034) from 13+000 km to 24+000 km	11.00	587	07.06.2011	28.11.2012	12.0	108.25
9	Mankulam – Mullaitivu Road (A034) from 24+000 km to 38+500 km	14.50	928	07.06.2011	28.11.2012	15.0	180.66
10	Mankulam – Mullaitivu Road (A034) from 38+500 km to 49+100 km	10.60	1, 319	07.06.2011	28.11.2012	11.3	264.10
	Total	169.94	10, 775				2, 087.17

6.13 Road Project Preparatory Facility (RPPF)

The Road Project Preparatory Facility is an Asian Development Bank funded Technical Assistance Loan project. The objective of the loan is to assist the Government of Sri Lanka (GOSL) for efficient development of the road network, focusing on road project preparation. The loan will enable road sector institutions to conduct preconstruction on time without waiting 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 projects. Feasibility studies, environmental and social assessment, resettlement plans, detailed designs and preparation of bid documents for national and provincial roads projects were carried out under this project.

The total cost of the facility is US\$ 20 million. 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.

Table No 71: Project Details of Road Project Preparatory Facility Summary

<i>Contract Package</i>	<i>Road Name</i>	<i>Length (km)</i>	<i>TEC (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Expenditure Up to 2010 (Rs. Mn)</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
II A	Feasibility Study and Detailed Design of 400 km of Provincial Roads	400		21.09.2010	15.12.2011	25.75	100	99.26
VB	Review of Feasibility Study and Detailed Design of Southern Link Roads	77	80	15.11. 2010	Apr. 2011	-	100	79.23
X	Feasibility Study and Detailed Design of Additional National Roads	121	170	15.12. 2011	31.08. 2012	-	4	-
	Feasibility Study and Detailed Design of Provincial Roads	69				-		

6.14 Chinese Grant Aid Project (CGAP)

The Government of the People's Republic of China has extended grant assistance for Signalization of Welikada Intersection and Improvement of Colombo – Kandy Road section from Kiribathgoda to Kadawatha.

Contract Agreements were signed on 18 December 2007 between Road Development Authority (RDA) and the Chinese contractor for a contract price of RMB 45.00 Million Yuan (LKR 675.00 Million) for improvement of 2.3 km from Gala Junction Bridge at Kiribathgoda to Kadawatha of Colombo Kandy Road (A001). The road was widened to four lanes with 1.2 m centre median, 1.4m hard shoulder and 1.6m soft shoulder on either side and the project was completed on 12th July 2011.

6.15 UK Steel Bridge Project

The Project Management Unit (PMU) of which Regional Bridge Project with Financial Assistance from United Kingdom was established in 2007 to handle the Regional Bridge Projects using British Government Financial Assistance. A Contract was signed between the GOSL and Mabey & Johnson Ltd. (UK) for supply of Compact Steel Bridging components and associated goods and services to an amount of £ 50 Million and the contract period was 1,460 calendar days.

The original scope of work consisted of design, manufacture and delivery of 222 numbers compact steel 200/Quick Bridges including local services and UK technical assistance. Subsequently, the requirement was changed to accommodate 05 steel Fly - Overs in the city of Colombo and as a result, the number of bridges was reduced to match the original contract amount. As per the last clarification of this contract, it was scheduled to complete 05 fly overs and 150 Bridges. Steel fly overs were constructed

Steel Fly Over Project

04 Steel fly overs were completed before 2011 at Kelaniya (two fly – over), Nugegoda and Dehiwala. In January 2011, Sangupiddy Bridge (Panadura fly-over relocated to Sangupiddy) that connects Jaffna peninsula in Northern Province to the mainland in the shortest distance at Pooneryn was opened to public.

Regional Bridge Project

The location of the bridges were proposed by the local authority in the relevant electorates and approved by the Ministry of Ports and Highways. These proposed bridge locations are scattered all over the island and located on RDA roads as well as non-RDA roads.

The survey, geotechnical investigations and designs of these bridges were carried out by Mabey & Johnson Ltd. and RDA. The constructions of the bridges have been carried out by the contractors selected through local competitive bidding or using RDA direct labor. Mabey & Johnson Ltd was responsible for shipment, delivery of bridging components, technical assistance for assemble and training.

Table No. 72: Overall Performance of Regional Bridge Project

<i>Description</i>	<i>No. of Bridges</i>
No. of Bridges completed before 2011	93
No. of bridges completed during 2011	33
No. of bridges still going on after 2011	24
<i>Total</i>	<i>150</i>

Financial Progress of the Project during year 2011 is given in the table below;

Table No 73: Annual Expenditure 2011

<i>Year</i>	<i>2011 (Rs Mn)</i>	
	<i>Allocation</i>	<i>Expenditure</i>
Foreign Aid Fund	668.5	667.9
Domestic Fund	250	249.7

Progress of the Regional bridge project is given in the table below;

Table No 74: Progress of the Regional Bridge Project during the year 2011

<i>No</i>	<i>District</i>	<i>Location</i>	<i>Width</i>	<i>Type of Super Structure</i>	<i>Length (m)</i>
Completed Bridges during 2011					
1	Ampara	Nawagiriyya Left bank canal at Walagampura	Extra Wide	C200	18.0
2	Badulla	Badulu Oya Bridge Kailagoda – Andeniya	Extra Wide	C200	62.0
3	Badulla	Rambukpoth – Malangamuwa Bridge	Extra Wide	CQB	15.0
4	Batticaloa	Br. No 11/4 km Ampalanthurai – Veeramunai Road	2 lane	C200	21.0
5	Batticaloa	Br. No 10/2 km Ampalanthurai – Veeramunai Road	2 lane	C200	33.0
6	Batticaloa	Br. No 283/8 km Peradeniya – Badulla – Chenkalady Road		C200	81.0
7	Colombo	Bridge across Dehiwala Cana at Marine Drive	2 lane	Atlas	33.0
8	Colombo	Keththarama Access Road Bridge No.01	2 lane	C200	12.0
9	Colombo	Br. No 23/8 km Kotte – Bope Road	2 lane	C200	24.0
10	Colombo	Polduwa Bridge Kotte Bope Road at Parliament Junction	2 lane	C200	
11	Galle	Br. No 7/5 km Nayapamulla – Unanwita – Batuwangala Road	Extra Wide	CQB	12.0
12	Gampaha	Rathambale Bridge	Extra Wide	CQB	15.0
13	Gampaha	Br. No 20/13 km Veyangoda – Ruwanwella Road	Extra Wide	CQB	15.0
14	Gampaha	Br. No 1/3 km Malwana – Dompe Road	Extra Wide	CQB	15.0
15	Hambantota	Muruthamalgama Bowala Bridge	Extra Wide	C200	30.0
16	Hambantota	Manikkagoda Bridge	Extra Wide	CQB	15.0
17	Jaffna	Br. No 11/1 km Jaffna – Manipay – Karainagar Road (BR 01)	Extra Wide	CQB	15.0
18	Jaffna	Br. No 11/1 km Jaffna – Manipay – Karainagar Road (BR 02)	Extra Wide	CQB	15.0
19	Kegalle	Br. No 3/3 km on Deraniyagala – Noori Road	2 lane	CQB	12.0

<i>No</i>	<i>District</i>	<i>Location</i>	<i>Width</i>	<i>Type of Super Structure</i>	<i>Length (m)</i>
Completed Bridges during 2011					
20	Kegalle	Br. No 3/8 km on Deraniyagala – Noori Road	Extra Wide	CQB	12.0
21	Kilinochchi	Br. No 263/1 km Kandy – Jaffna Road	2 lane	C200	15.0
22	Kilinochchi	Br. No 14/2 km Paranthan – Poonakary Road	2 lane	C200	99.0
23	Kilinochchi	Bridge on Rathnapuram Kilinochchi Road (Partial Supply)		C200	54.0
24	Kilinochchi	Kilinochchi – Iranamadu Road	Extra Wide	CQB	15.0
25	Kurunegala	Br. No 102/1 km Ambepussa – Kurunegala – Trincomalee Road	2 lane	C200	12.0
26	Matara	Br. No 67/1 km on Galle – Deniyaya – Madampe Road	2 lane	CQB	12.0
27	Monaragala	Buththala Deyata Kirula Bridge No. 02	2 lane	C200	15.0
28	Monaragala	Br. No 26/4 km Bibile Uraniya Mahiyangana Road	2 lane	C200	33.0
29	Monaragala	Buththala Deyata kirula Bridge No.01	Extra Wide	C200	9.0
30	Monaragala	Helagama Okkampitiya Road	Extra Wide	C200	33.0
31	Nuwara Eliya	Mathagama – Halpola Road	Extra Wide	C200	48.0
32	Nuwara Eliya	Madulu Oya – Paragaharawa Road	Extra Wide	CQB	15.0
33	Trincomalee	Br. No 1/1 km Palathoppu Seruwila Road	Extra Wide	CQB	12.0
Ongoing Bridges during 2011					
1	Ampara	Br.No.3/3 km Wennappuwa Kirimetiya Road	2 lane	C200	21.0
2	Ampara	Kittaangi Bridge	2 lane	C200	60.0
3	Ampara	Bridge at Nawagiriya	Extra Wide	CQB	12.0
4	Ampara	Br.No.14/2 km Ampara Uhana Mahaoya Road	2 lane	Delta	49.5
5	Anuradhapura	Bridge No 4/1 on Srimahabodiya Korakulawewa Road (Deyata Kirula – Thisawewa)	2 lane	C200	42.0
6	Badulla	Bridge on Galahitiyawa Ambagahakumbura Road	Extra Wide	CQB	15.0
7	Badulla	Br.No.1/1 km Welimada By Pass	2 lane	Delta	49.5

<i>No</i>	<i>District</i>	<i>Location</i>	<i>Width</i>	<i>Type of Super Structure</i>	<i>Length (m)</i>
<i>Ongoing Bridges during 2011</i>					
8	Chilaw	Br.No.3/1 km Wennappuwa Kirimetiya Road	2 lane	C200	78.0
9	Colombo	Br.No.2/3 km Kaluaggala Labugama Road	2 lane	Atlas	27.0
10	Galle	Br.No.26/3 km Hiniduma – Opatha – Pitabeddara Road	2 lane	C200	21.0
11	Kegalle	Thanakolawatte Bridge No.01	Extra Wide	CQB	12.0
12	Kegalle	Thanakolawatte Bridge No.02	Extra Wide	CQB	12.0
13	Kurunegala	Akade Bridge	Extra Wide	C200	36.0
14	Kurunegala	Bridge on Galagedara – Apaladeniya Road	SW	C200	30.0
15	Kurunegala	Bridge at Koonmitiyana Nidahas Junction	Extra Wide	CQB	12.0
16	Kurunegala	Dambadeniya – Pothupitiya (Kuliyapitiya)	Extra Wide	CQB	15.0
17	Kurunegala	Maduragoda Kotahena Bridge at Rideegama	Extra Wide	CQB	15.0
18	Matara	Br.No.53/5 km on Galle – Deniyaya – Madampe Road	2 lane	Atlas	27.0
19	Matara	Br.No.27/4 km on Hiniduma – Opatha – Pitabeddara Road	2 lane	CQB	15.0
20	Matara	Br.No.46/1 km on Galle – Deniyaya – Madampe Road	2 lane	Delta	49.5
21	Ratnapura	Br.No.12/7 km on Awissawelle – Hatton – Nuwara Eliya Road	2 lane	Atlas	21.0
22	Ratnapura	Br.No.21/3 km on Thiruwanaketiya – Agalawatta Road	2 lane	Atlas	24.0
23	Ratnapura	Br.No.33/2 km on Thiruwanaketiya – Agalawatta Road	2 lane	Atlas	27.0
24	Ratnapura	Br.No.14/1 km on Thiruwanaketiya – Agalawatta Road	2 lane	Delta	45.0

6.16 Conflict Affected Region Emergency Project

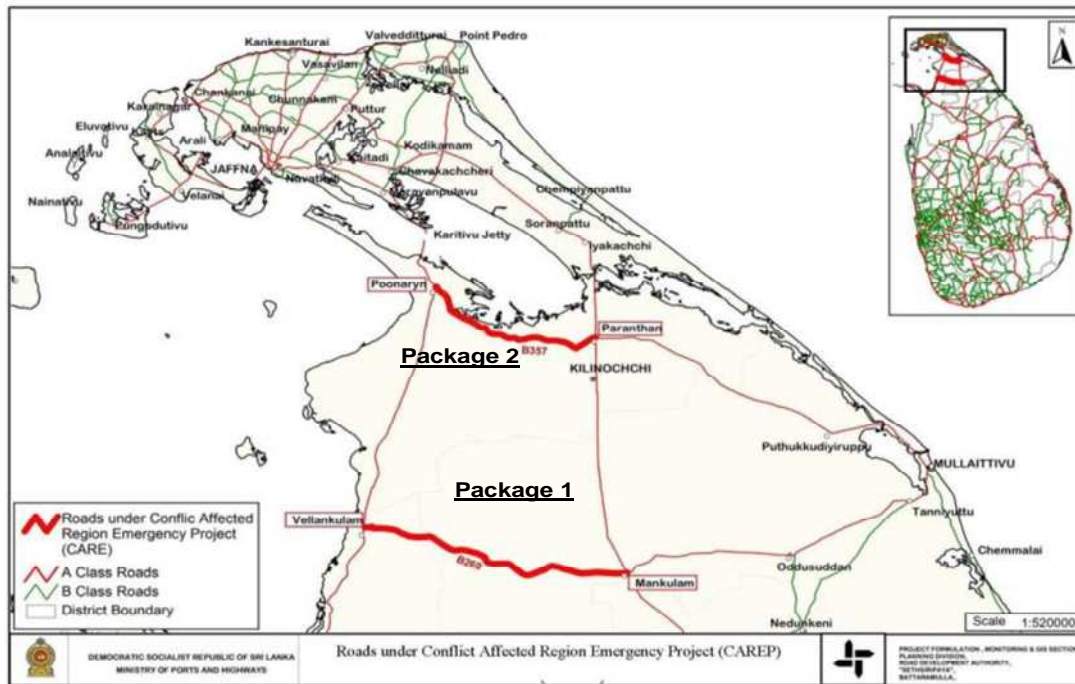


Figure 10: Project Location

The Government of Sri Lanka has obtained a loan from Asian Development Bank (ADB) for a Conflict Affected Region Emergency 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 roads (B class) in the Northern Province will be carried out by Road Development Authority (RDA) under the Ministry of Ports and Highways.

The total cost of the Component A, Part 3 of the Project - National Highways is US \$ 38.08 million. The Asian Development Bank financed 89% from the total cost and balanced 11% is financed by the Government of Sri Lanka to cover the cost of taxes and duties. This is allocated every year in the budget for Ministry of Economic Development and funds are directly made to the project.

Table No 75: Progress of Conflict Affected Region Emergency Project during the year 2011

<i>Road Name</i>	<i>Length (km)</i>	<i>Contract Sum (Rs. Mn)</i>	<i>Date of Commencement</i>	<i>Anticipate date of completion</i>	<i>Progress as at end of 2011 (%)</i>	<i>Expenditure during 2011 (Rs. Mn)</i>
Mankulam – Vellankulam Road (B269)	37.81	1, 585.04	20.09.2011	19.09.2013	2.3	19.53
Paranthan – Pooneryn Road (B357)	25.74	1, 216.06	20.09.2011	13.03.2013	4.2	136.20
Project Implementation Consultants		165.50	19.09.2011	18.11.2014	-	-
Total	63.55	2966.60				155.73

Photos of the construction Activities



Topo Survey in Progress (0 – 5km)



Initial Road Maintenance



Equipment arrived for Lab – km 21



Eng's House Construction Started – Mankulam



Continuing Survey Works



Potential Gravel Source – Kakkavil



Stockpiling of Embankment Fill Started – Paranthan



Widening for EW Filling 0-5km Section - Paranthan

A sepia-toned photograph of a city street. On the left, there is a paved sidewalk with a row of trees. The road has white dashed lane markings. On the right, there are multi-story buildings and streetlights. The text "Overall Financial Performance of RDA" is overlaid in the center of the image.

Overall Financial Performance of RDA

Chapter - 7

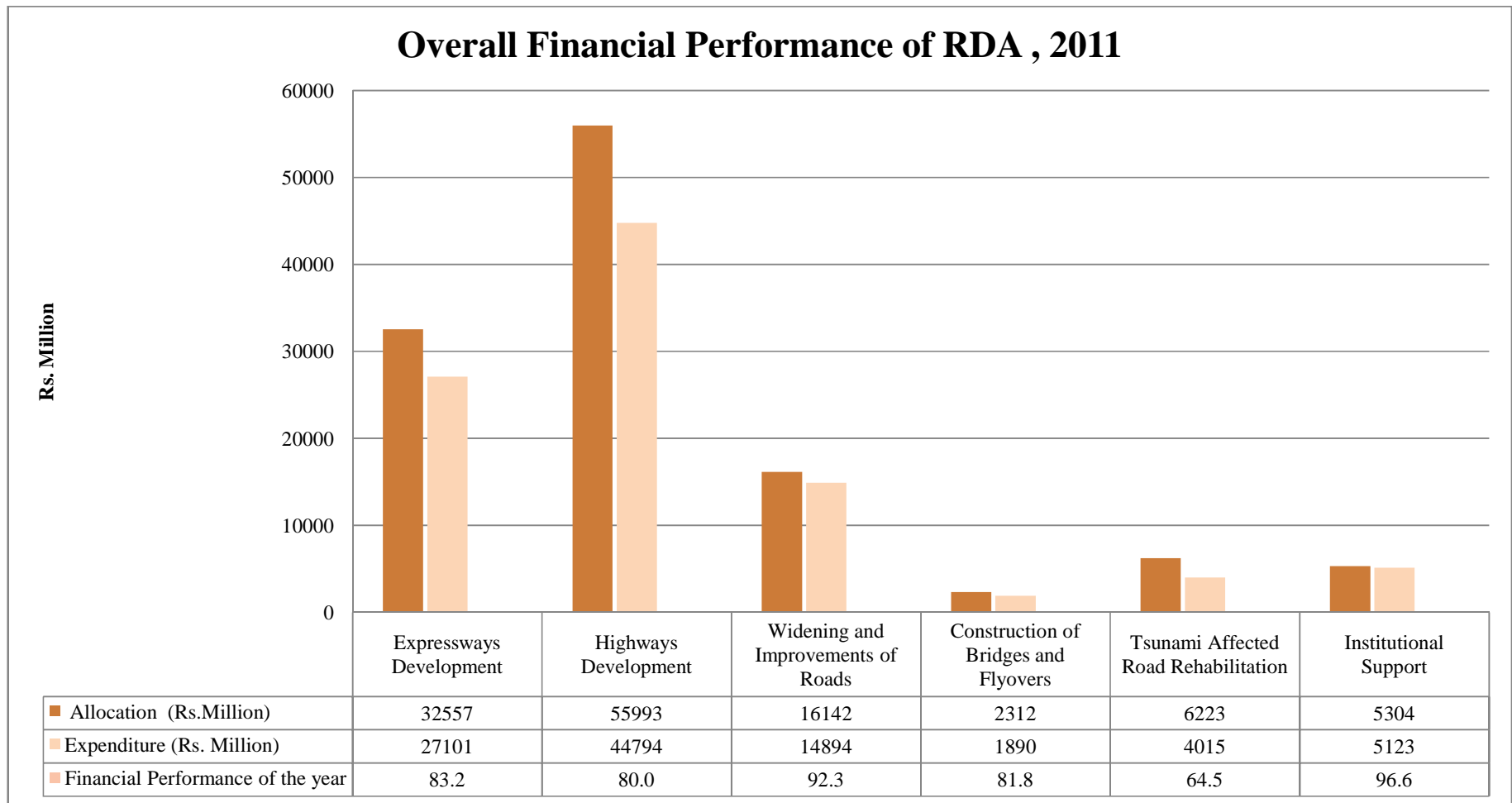
Overall Financial Performance of RDA

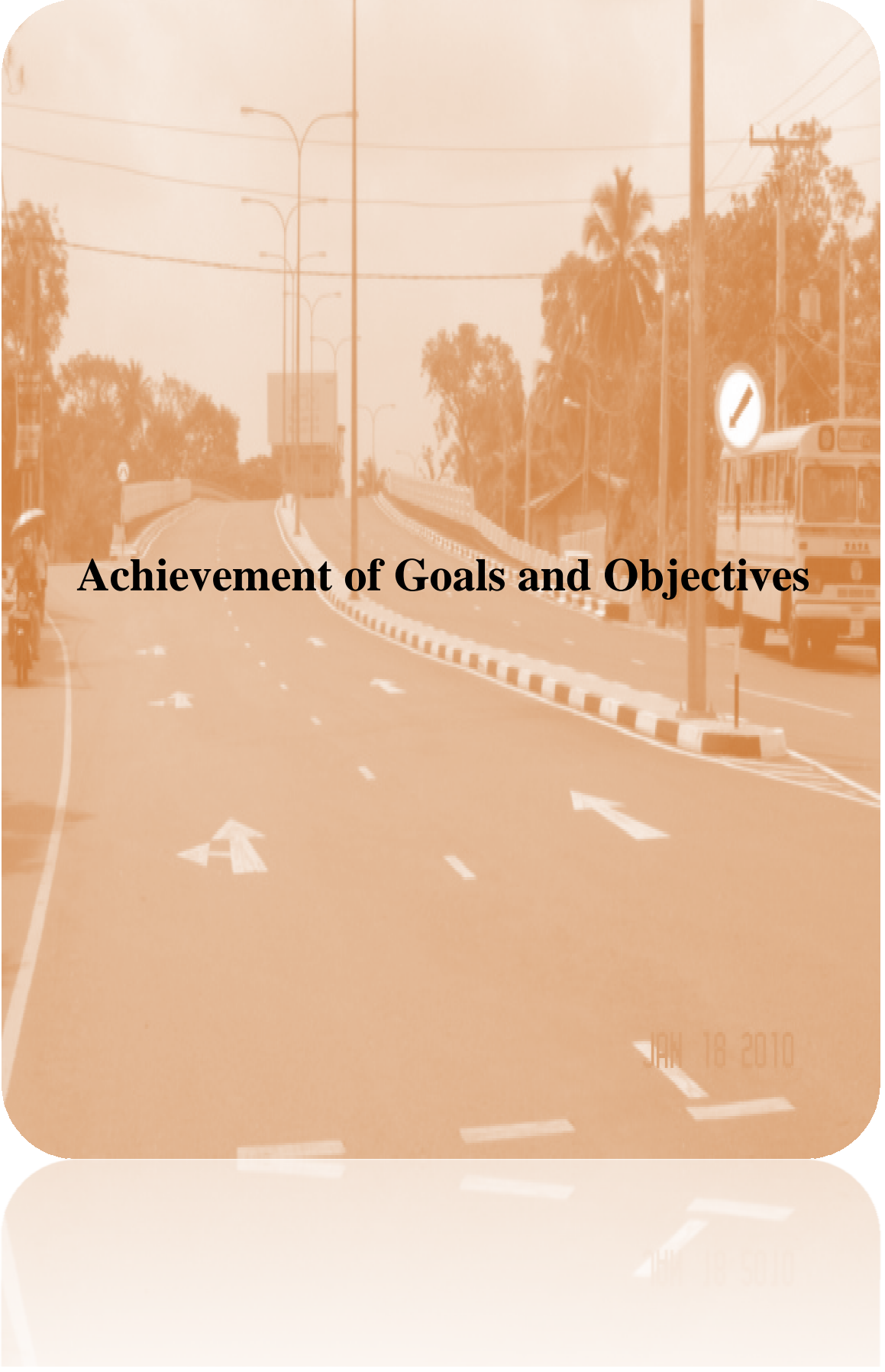
The financial performance of the RDA in development & maintenance of the National Highway Network and Construction of Highways/Expressways in respect of projects funded by Foreign Aid Loans (FAL), Reimbursable Foreign Aid Loans (RFAL), Foreign Aid Grants (FAG), and Foreign Aid related Domestic Funds (FARDF), & Domestic Funds (DF) during the year 2011 is Rs 97.8 billion. The details of the financial performance are given in Annex I and a summary is given in table below;

Table No76: Overall Performance of RDA for the year 2011

<i>Activity</i>	<i>Allocation (Rs.Million)</i>	<i>Expenditure (Rs. Million)</i>	<i>Financial Performance of the year (%)</i>
Expressways Development	32, 557	27, 101	83.2
Highways Development	55, 993	44, 794	80.0
Widening & Improvement	16, 142	14, 894	92.8
Construction of Bridges & flyovers	2, 312	1, 890	81.8
Tsunami Affected Road Rehabilitation	6, 223	4, 015	64.5
Institutional Support	5, 304	5, 123	96.6
Total	118, 531	97, 817	82.5

Figure 11: Overall Finance Performance of RDA





Achievement of Goals and Objectives

JAN 18 2010

JAN 18 2010

Chapter - 8

Achievement of Goals and Objectives

The following table provides the details of notable achievements of RDA during the year 2011;

Table No 77: Achievement of goals and objectives during the year

Goals and Objectives	Achievements
Achieve adequate level of Road Network	<ul style="list-style-type: none"> - Construction/preparatory work of Expressway network was in progress - 115 road widening and improvement projects were completed
Achieve an acceptable level of mobility	<ul style="list-style-type: none"> - Urgent maintenance work on 12, 020 km of roads and 4, 456 bridges were attended - 1, 191 km length of roads sand sealed - Improvement of 33 weak bridges were completed - 33 new steel bridges were constructed
Achieve an acceptable level of road safety	<ul style="list-style-type: none"> - Traffic signs and road markings were designed for 32 road sections - Designs of traffic signs and road markings on 17 road sections were revised - 11 vital road locations were identified as Black Spot locations for improvement
Ensure greater accountability and transparency	<ul style="list-style-type: none"> - A major part of the annual internal audit programme was implemented - Inquiries were conducted on a number of petitions and complaints - Audit of all Project Management Units were carried out

Goals and Objectives	Achievements
Ensure protection to the Environment	<ul style="list-style-type: none"> - Assisted OCH, NHSP and NRCP in the areas of environmental safeguard compliances - Supplemental Environment Impact Assessment were prepared for alteration of Kerawalapitiya interchange of OCH - The initial Resettlement Action Plan for the Kadawatha – Kerawalapitiya section of the Outer circular Highway
Promote institutional development	<ul style="list-style-type: none"> - 20 in - house training programmes were held for 1,257 personnel - 25 officers were sent for foreign training - 610 personnel were provided training in other agencies in Sri Lanka - Opportunities to follow long term courses at local universities / institutions were provided to 19 officers
Assist in development of the local road construction industry	<ul style="list-style-type: none"> - Increased volume of work provided more opportunities to local contractors and they were encouraged to enhance their capacity

Annex-I

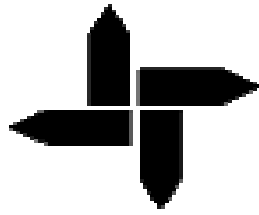
Details of the Overall Financial Performance During 2011

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Expressways Development		
Southern Transport Development Project (STDP)	14,060,000,000	13,459,937,471
Colombo – Katunayake – Expressway	8,057,849,000	7,391,349,467
Outer Circular Highway	10,283,154,000	6,094,498,274
Colombo – Kandy Alternate Highway	40,879,000	40,878,154
Northern Expressway	-	-
Expressway Management Unit	114,825,000	114,824,257
Sub Total 1	32,556,707,000	27,101,487,623
Highways Development		
Maintenance of Roads and Bridges (Road Maintenance Trust Fund)	8,291,114,000	7,800,363,998
Ratnapura – Beragala – Bandarawela Road – EDCF	10,000,000	4,082,569
Rehabilitation of Balangoda – Bandarawela Road – EDCF	30,000,000	12,721,648
Road Network Improvement Project – ADB	200,000,000	35,189,167
Road Network Improvement Project – JABIC	1,750,000	1,729,934
Road Sector Assistance Project(RSAP) – WB	734,000,000	526,071,723
National Highway Sector Project(NHSP) – ADB	7,868,000,000	7,232,875,562
Base Line Road – Phase III – JBIC	2,101,000	2,100,410
Badulla – Kandy Alternate Road (Raja Mawatha)	1,000,000	444,536
Access and National Road Development for Special Development Projects	43,226,000	43,225,044
Padeniya – Anuradapura Road	3,116,349,000	2,783,194,452
Ranaviru Sevana at Ipalogama	115,000,000	114,357,362
Road Sector Assistance Project II (RSAP) – WB	584,833,000	570,535,801
Strengthening of National Roads – Kadawatha – Nittambuwa Road	150,000,000	134,531,036
Road Network Development for International Hub Development	4,268,453,000	3,160,934,328

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Rehabilitation of Hatton – Nuwaraelliya Road – EDCF	2, 000, 244, 000	257, 272, 256
Improvement of National Road Network in Northern – China	17, 511, 000, 000	15, 053, 563, 358
Northern Road Connectivity Project – ADB	2, 504, 938, 000	2, 268, 799, 635
Improvement of Traffic Management & Road Safety	82, 636, 000	82, 635, 488
Traffic Management in Grater Colombo Area	23, 844, 000	23, 843, 258
Improvement of Roads taken over as National Highways recently	10, 000, 000	8, 582, 418
Improvement of Drainage facilities for National Road Network	20, 000, 000	17, 639, 032
Rehabilitation & Improvement of Priority Road Project CDB I NEW VOTE	1, 825, 000, 000	820, 740, 271
Rehabilitation & Improvement of Priority Road Project CDB I NEW VOTE	6, 600, 000, 000	3, 838, 263, 601
Sub Total 2	55, 993, 488, 000	44, 793, 696, 887
Widening and Improvements of Roads		
Western Province	4, 324, 327, 000	3, 833, 355, 755
Central Province	950, 233, 000	838, 059, 959
Southern Province	1, 789, 858, 000	1, 661, 958, 772
Northern Province	1, 498, 538, 000	1, 203, 713, 112
Eastern Province	387, 413, 000	387, 396, 544
North Western Province	704, 360, 000	704, 356, 558
North Central Province	662, 732, 000	662, 730, 094
Uva Province	293, 503, 000	293, 501, 873
Sabaragamuwa Province	681, 793, 000	681, 791, 822
Tax	1, 349, 465, 000	1, 349, 464, 570
Pro-Poor Infrastructure Development	-	-
Deyata Kirula	3, 500, 000, 000	3, 277, 791, 934
Sub Total 3	16, 142, 222, 000	14, 894, 120, 993

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Construction of Bridges and Flyovers		
Reconstruction of 27 bridges – Kuwait Funded	4, 000, 000	2, 341, 000
Reconstruction of 10 bridges – Kuwait Funded	66, 059, 000	47, 166, 062
Batticaloa – Trincomalee Road Project (Kinniya Bridge) – Saudi Funded	85, 000, 000	77, 759, 904
Construction of Steel Bridges – Austria	7, 203, 000	3, 035, 631
Construction of Mannar Bridge – JICA	3, 500, 000	241, 301
Improvements at Rajagiriya Junction and Kiribathgoda – Kadawatha Road – Chinese Fund	117, 500, 000	36, 655, 641
Reconstruction of Damaged /Weak Bridges on National Highways	245, 134, 000	245, 133, 287
Regional Bridge Project – UK	918, 500, 000	917, 621, 142
Reconstruction of Five Bridges in Eastern Province – Japan	823, 060, 000	535, 079, 194
Construction of Bridge Across Batticaloa Lagoon JICA Grant	17, 000, 000	-
Construction of Pedestrian Subways at Kurunegala, Maharagama & Kottawa	-	-
Construction of Rural Bridges using old bridge Components	25, 000, 000	25, 000, 000
Sub Total 4	2, 311, 956, 000	1, 890, 033, 162
Tsunami Affected Road Rehabilitation		
Tsunami Affected Areas Rebuilding Project (TAARP) – ADB	1, 177, 000, 000	954, 442, 513
Tsunami Affected Areas Rebuilding Project (TAARP) – EU	475, 000, 000	245, 924, 022
Trincomalee Integrated Infrastructure Project (TIIP) – AFD	3, 231, 000, 000	2, 077, 536, 156
Tsunami Affected Areas Rebuilding Project (TAARP) – Construction of Bridges – Spain	50, 000, 000	40, 661, 126
Pro – Poor Easter Infrastructure Development – Japan	1, 119, 550, 000	651, 004, 359
Katukurunda – Matara Road section of CGHW Road – WB	-	-
Emergency Natural disaster Rehabilitation Project (GOSL-JICA)	170, 000, 000	44, 999, 999
Sub Total 5	6, 222, 550, 000	4, 014, 568, 175

<i>Development Activity</i>	<i>Allocation for the year (Rs.)</i>	<i>Expenditure during the year (Rs.)</i>
Institutional Support		
Maintenance cost RDA	3, 343, 400, 000	3, 343, 400, 000
Acquisition & Improvement of Capital Assets	25, 000, 000	24, 785, 415
Rehabilitation & Improvement of Capital Assets	16, 350, 000	16, 344, 981
Human Resource Development	7, 882, 000	7, 377, 047
Road Project Preparatory Facility(RPPF)	399, 500, 000	264, 421, 500
Surveys, Investigation and Feasibility Studies	65, 000, 000	20, 457, 517
Land Acquisition for Completed & ongoing Projects	1, 447, 000, 000	1, 446, 562, 494
<i>Sub Total 6</i>	<i>5, 304, 132, 000</i>	<i>5, 123, 348, 955</i>
<i>Grand Total</i>	<i>118, 531, 055, 000</i>	<i>97, 817, 255, 795</i>



MINISTRY OF PORTS & HIGHWAYS
ROAD DEVELOPMENT AUTHORITY



FINANCIAL STATEMENTS

2011

ROAD DEVELOPMENT AUTHORITY

BALANCE SHEET AS AT 31ST DECEMBER 2011

<u>ASSETS</u>		2011	2010
		(Rs.)	(Rs.)
<u>NON CURRENT ASSETS</u>			
	<u>NOTE</u>		
Property Plant & Equipment	1	1,552,440,567.63	1,898,785,156
Equity Investments	2	2,200,000.00	74,358,715
Work in Progress on Buildings		43,260,494.89	45,347,963
Value of RWI works carried out from Local Bank Loans		179,710,663.70	
TOTAL NON CURRENT ASSETS		1,777,611,726.22	2,018,491,834
<u>CURRENT ASSETS</u>			
Stocks	3	452,315,416.59	379,195,309
Debtors	4	1,046,177,913.12	956,829,353
Other Investments	5	1,181,218,984.04	859,419,509
Deposits & Advances	6	3,892,708,945.84	2,859,594,759
Other Current Assets	7	397,072,937.09	366,708,942
Amount Receivable from the Treasury		3,646,789,106.41	1,288,041,507
Current Account Maga Neguma Emulsion Production Co (Pvt) Ltd.	8	-	138,210,705
Current Account Maga Neguma Road Construction & Construction & Equipment Co (Pvt) Ltd	9	1,696,874,980.35	1,333,155,450
Current Account Maga Neguma Consultancy & Project Management Services Co (Pvt) Ltd	10	16,445,833.84	33,923,132
Cash & Bank Balances	11	253,923,342.83	202,773,454
TOTAL CURRENT ASSETS		12,583,527,460.11	8,417,852,121
TOTAL ASSETS		14,361,139,186.33	10,436,343,955

CHAIRMAN

DIRECTOR GENERAL

DIRECTOR (FINANCE)

ROAD DEVELOPMENT AUTHORITY

BALANCE SHEET AS AT 31ST DECEMBER 2011

		2011 (Rs.)	2010 (Rs.)
<u>EQUITY & LIABILITIES</u>			
<u>CAPITAL & RESERVES</u>			
Paid Up Capital		1,000,000.00	1,000,000
Capital Reserves	12	1,010,209,321.55	1,010,209,322
Accumulated Deficit		(5,439,780,571.13)	(5,042,964,083)
Asset Revaluation Reserve Account		2,593,476.98	2,593,477
		<u>(4,425,977,772.60)</u>	<u>(4,029,161,284)</u>
<u>NON CURRENT LIABILITIES</u>			
Loans from Local Banks for Widening & Improvement Works	13	431,201,850.00	-
Deferred Revenue		1,316,661,309.07	1,706,533,000
Recoveries for Motor Bicycle Transferred to Employee		6,307,448.80	4,685,714
		<u>1,754,170,607.87</u>	<u>1,711,218,714</u>
<u>CURRENT LIABILITIES</u>			
Provision for Gratuity		1,485,197,596.75	1,267,148,724
Deposits	14	4,232,889,051.07	3,196,631,371
Funds to be Utilized for Works	15	4,285,684,223.93	3,488,201,401
Liquidator of RC & DC Co (Pvt) Ltd	16	-	72,158,715
Payable to Maga Neguma Emulsion Production Co (Pvt) Ltd.	17	27,484,511.25	-
Payable to Maga Neguma Road Construction & Construction & Equipment Co (Pvt) Ltd	18	20,695,712.00	-
Payable to Maga Neguma Consultancy & Project Management Services Co (Pvt) Ltd	19	106,908,838.01	-
Payable to Contractors	20	5,523,534,740.57	3,099,189,218
Accrued Expenses	21	477,467,158.98	447,820,191
Creditors & Others	22	873,084,518.50	1,183,136,905
TOTAL CURRENT LIABILITIES		<u>17,032,946,351.06</u>	<u>12,754,286,526</u>
TOTAL EQUITY & LIABILITIES		<u>14,361,139,186.33</u>	<u>10,436,343,955</u>

CHAIRMAN

DIRECTOR GENERAL

DIRECTOR (FINANCE)

ROAD DEVELOPMENT AUTHORITY
INCOME STATEMENT
FOR THE YEAR ENDED 31ST DECEMBER 2011

<u>ACCOUNT NAME</u>	<u>NOTE</u>	<u>2011</u> (Rs.)	<u>2010</u> (Rs.)
Value of Work Done	23	26,711,671,301.46	14,819,783,826
Development & Maintenance Expenditure	24	26,711,671,301.46	14,819,783,826
Funds Received for Direct Labour Works		1,471,096,000.00	1,372,800,000
Cost of Direct Labour		1,498,176,430.42	1,367,553,445
Net Deficit on Direct Labour Payments		(27,080,430.42)	5,246,555
Gross Operating (Deficit) / Surplus		(27,080,430.42)	5,246,555
Surplus/(Deficit) from Clients' Work	25	90,488,157.26	(16,637,001)
Net Operating Surplus		63,407,726.84	(11,390,446)
Add			
Other Income			
Voted Funds Received For Overhead		1,872,304,000.00	1,747,200,000
Overhead Recoveries	26	16,629,786.31	101,778,345
Fees for Services	27	192,846,360.96	114,776,823
Interest	28	100,261,998.36	52,718,451
Hire Charges & Rent	29	184,922,919.70	219,001,022
Others	30	77,324,240.73	27,260,193
Net Income from Expressway	31	34,015,649.55	-
Income from Casting Yard	32	915,888.10	107,035
Income from Asphalt Plant	33	264,400.54	-
Income from Inter Locking Concrete Blocks	34	(12,981,081.12)	4,540,506
Total Other Income		2,466,504,163.13	2,267,382,376
Surplus before Administrative & General Expenses		2,529,911,889.97	2,255,991,930
Less			
Administrative & General Expenses	35	2,649,284,945.64	2,129,497,384
Other Expenses	36	234,758,394.01	254,916,442
Total Administrative & Other Expenses		2,884,043,339.65	2,384,413,826
Deficit before Depreciation		(354,131,449.68)	(128,421,896)
Depreciation		609,811,228.72	577,160,522
Net Deficit After Depreciation		(963,942,678.40)	(705,582,418)
Deferred Income Transferred		567,126,190.28	550,695,226
Net Deficit After Deferred Income Transferred		(396,816,488.12)	(154,887,192)
Accumulated Deficit Brought Forward	37	(5,042,964,083.01)	(4,888,076,891)
Balance Carried Forward		(5,439,780,571.13)	(5,042,964,083)

CHAIRMAN

DIRECTOR GENERAL

DIRECTOR (FINANCE)

ROAD DEVELOPMENT AUTHORITY
ACCOUNTING POLICIES

(1) Property Plant & Equipment - Valuation & Depreciation

- (a) Property Plant & Equipment are recorded at cost of purchase or construction, except for item (b) given below and are shown in the accounts at cost less accumulated depreciation.
- (b) 195 Nos motor cycles were received from Road Sector Development Project under grants during the year 2008. As per a board decision absolute ownership of these motor cycles are transferred after 5 years to Technical officers and Technical Assistants who have been allocated these motor cycles for official use, on recovery of 50% of the cost from them
These motor cycles were shown as fixed assets and are depreciated at a rate of 20% over a 5 years period
- (c) 161 Nos of Road Construction Machinery & Asphalt Plants and Decanning Plant received from Ministry of Defense valuing Rs. 2,017,587,176.65 were taken over by RDA and accounted during the year 2010
- (d) 01 No Motor Launch was taken over from Asian Development Bank Project during the year 2011 and operating under the custody of Sri Lanka Navy
- (e) Medical instruments were purchased during the year 2011 for use of the emergency requirement of Southern Expressway Operations.
- (f) 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.

Buildings	5% p.a
Furniture & Office Equipment	20% p.a
Computers	33 1/3% 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

- (g) (i) Assets purchased out of Govt. Grants received and assets received from Projects have been accounted in accordance with SLAS 24.
- (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
- (h) Expenditure incurred on construction of Bridges, Roads etc, except the Widening & Improvement Works carried out from Loan from Local Banks have been charged to Development Expenditure in the Income Statement.

ROAD DEVELOPMENT AUTHORITY

ACCOUNTING POLICIES

- (i) Furniture & Office Equipment acquired prior to 1990 and depreciated down to Rs 1/- in the account were revalued and shown in the amount as per sec: 39 of SLAS 18 and was treated as effective from 01st of January 2009.
This revaluation was carried out by revaluation boards appointed on regional basis with the accounting and engineering professionals drawn from RDA Provincial Offices
- (2) Stock
- (i) Stocks other than Finished products of casting yard have been valued at cost or net realizable value which ever is lower in accordance with the SLAS 5
- (ii) Finished product of casting yard was valued at standard cost based on H S R
- (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 45,018,007/- was written off in the accounts during the year as the stipulated period of 5 years during which these ESC payments can be setoff against the income tax liability as per amendment to ESC Act No:15 of 2007 expired.
- C Income Tax
- Income Tax payable wholly represents the Income Tax payable on interest income and it has been deducted from the Interest income earned during the year and shown in the financial statements in accordance with SLAS 14. But Tax effect on timing differences & taxable loss have not been accounted as there is no taxable profit from the principal source of income
- 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 SLAS 16
- (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

ROAD DEVELOPMENT AUTHORITY
ACCOUNTING POLICIES

(6) Computation of Value of Work Done

Value of work done related to maintenance and winding & Improvement works were computed on the basis of the cost of work done accounted on accrual basis and difference between the cost work done and funds received from the treasury and take in to account as value of work done was debited with treasury account as receivable. Amount so debited as receivable during the year is Rs. 3,646,824,849/-

Value of work done relating to clients' work was computed on actual works carried out on behalf of clients during the year 2011

(7) Asphalt Plants

Four numbers asphalt plants were installed and put in to operation during the year 2010, to produce asphalt for road maintenance work of RDA.

Management has decided to treat these 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 and summarized performance is shown under supplementary schedule No 01,02 & 03 in Page No 19,20 & 21

Transfer of asphalt production to regions were treated as sales valued at estimated total cost computed basing actual prices of materials and services plus 20% profit margin.

Actual factory cost of total production amounting to Rs. 1,940,901,879/-(excluding depreciation) was distributed as follows in proportionate to the value of sales effected for those works and outside parties

	Rs.
Maintenance Work	1,160,505,925
Widening & Improvement Works	678,476,837
Client Works	100,431,029
Outside Parties	1,488,088
	<u>1,940,901,879</u>

(8) Cold mix plant was installed and put in to operation during the year 2011.

(9) 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 theses 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 SLAS 24

(10) Southern Express Way

Southern Express Way was handed over to RDA and opened to public from 27.11.2011. User fee collection net of VAT and other related expenses is shown in Income Statement under other income.

ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES

(1) (i) The capital was paid up as follows :

1982 Rs.250,000/=

1983 Rs.750,000/=

(ii) Details of Funds received against each vote of allocation are given below

	Source of Finance	Allocation Rs. Mn	Funds Received Rs. Mn
Ministry	D F	} 29,646.7 }	} 26,734.6 }
Trust Funds	D F		
Road Wid. & Impro.	D F		
Recurrent	D F	3,343.4	3,343.4
		<u>32,990.1</u>	<u>30,078.0</u>
Min. of Economic	D F	<u>1,290.0</u>	<u>975.0</u>

(2) (i) In the year 1987, Road Construction & Development Company (Pvt) Ltd. was incorporated under the Companies Act as a fully owned subsidiary of Road Development Authority. This company went in to liquidation during the year 2004.

(ii) All receivables from & Payables to RC & DC Co. Ltd. at the end of the year 2010, other than the amount treated as equity investment were transferred to liquidator of RC & DC account.

(iii) During the year 2011 Liquidation of RC & DC was over and Rs 1,573,504.56 was received as final settlement of our investment. As per our record Rs 11,307,993.05 was receivable from RC & DC as at 31.12.2010 and we made full provision for this amount in 2010 Annual Accounts as an anticipated loss on investment in RC & DC. Therefore amount received as the final payment during the year was treated as an income in 2011 Annual Accounts.

(3) (i) With the approval of the Board of Directors Amount of Rs. 3,767,743/- receivable from Road Maintenance Contractors (RMC) on account of hire charges & stocks supplied to them was written off in the income statement as irrecoverable during the year 2011

(ii) Amount of Rs. 3,838,316.33 received form bank as accumulated interest on withdrawal of RMC Deposits during the year 2011 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 27.02.2012

(4) 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.

(5) Contingent Liabilities

(i) There is a contingent liability amounting to Rs:122,673,770.21 as at 31.12.2011 in respect of court cases filed by employees and outside parties against the RDA.

(6) Building Fund

Amount in this fund represents the money received from S T D P for a Land handed over to S T D P to be given to displaced families. As it has been decided to utilize this money for construction of E E offices & Quarters, this amount is kept aside in a building fund.

(7) Equity Investment

Investments have been shown in the account at their cost

ROAD DEVELOPMENT AUTHORITY.
NOTES TO THE FINANCIAL STATEMENT
AS AT 31.12.2011

Note 01

Property Plant & Equipment

DESCRIPTION	COST				DEPRECIATION				NET VALUE		
	OPENING BALANCE	DISPOSALS	ADDITIONS	BALANCE	OPENING BALANCE	DISPOSALS	CHARGES	ADJUSTMENTS	BALANCE	BALANCE	BALANCE
	01.01.2011			31.12.2011	01.01.2011		FOR THE YEAR		31.12.2011	31.12.2011	31.12.2010
LAND	54,816,966.30	-	-	54,816,966.30	-	-	-		-	54,816,966.30	54,816,966
BUILDINGS	264,217,047.38	-	13,866,190.16	278,083,237.54	193,385,523.75	-	6,581,219.42		199,966,743.17	78,116,494.37	70,831,524
FURNITURE & OFFICE EQUIP:	81,588,786.24	(1,454,158.76)	28,127,182.50	108,261,809.98	64,627,299.06	(1,424,987.70)	8,560,402.64		71,762,714.00	36,499,095.98	16,961,487
COMPUTERS	73,505,924.68	(4,087,054.67)	16,275,989.86	85,694,859.87	64,319,391.12	(4,084,413.17)	7,790,315.36		68,025,293.31	17,669,566.56	9,186,534
ELECTRIC & ELECTRICAL FITTINGS	18,700,179.14	(7,050.00)	1,497,251.55	20,190,380.69	11,816,468.44	(5,830.52)	1,068,396.98		12,879,034.90	7,311,345.79	6,883,711
MOTER VEHICLES	461,081,680.25	(2,392,500.00)	58,731,201.56	517,420,381.81	406,488,233.58	(2,392,498.00)	26,951,979.72		431,047,715.30	86,372,666.51	54,593,447
PLANT MACHINERY & EQUIP	4,749,621,033.57	(31,880.00)	27,741,540.31	4,777,330,693.88	3,103,691,491.31	(12,619.17)	542,599,841.98		3,646,278,714.11	1,131,051,979.77	1,645,929,542
DRAWING & SURVEY EQUIP	18,558,491.67	(300,460.00)	737,000.00	18,995,031.67	18,189,525.79	(300,176.00)	326,091.67		18,215,441.46	779,590.21	368,966
TOOLS & EQUIPMENT	34,687,028.15	-	18,059,448.79	52,746,476.94	28,823,326.01	-	1,307,240.05		30,130,566.06	22,615,910.88	5,863,702
COMMUNICATION OUTLAY	10,533,563.42	(231,350.00)	1,168,562.04	11,470,775.46	8,389,070.70	(228,339.76)	659,386.69		8,820,117.63	2,650,657.83	2,144,493
REFERENCE BOOKS	2,397,572.79	-	-	2,397,572.79	2,397,162.79	-	-		2,397,162.79	410.00	410
BAILY BRIDGES & PARTS	222,741,867.04	-	-	222,741,867.04	201,472,154.95	-	7,268,458.86		208,740,613.81	14,001,253.23	21,269,712
BRIDGE EQUIPMENT	172,813,357.13	-	-	172,813,357.13	172,813,353.13	-	-		172,813,353.13	4.00	4
PUSH BICYCLE	215,120.00	(14,235.00)	59,350.00	260,235.00	177,396.92	(14,231.00)	21,571.91		184,737.83	75,497.17	37,723
MOTER BICYCLES	22,755,724.28	-	-	22,755,724.28	16,243,905.58	-	3,255,874.86		19,499,780.44	3,255,943.84	6,511,819
R & D EQUIPMENT	92,678,459.06	-	546,800.00	93,225,259.06	89,293,369.81	-	3,420,448.58		92,713,818.39	511,440.67	3,385,089
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	-	-	9,510,140.78	9,510,140.78	-	-		9,510,140.78	-	-
ACROW ITEMS	64,236,000.00	-	-	64,236,000.00	64,236,000.00	-	-		64,236,000.00	-	-
MEDICAL INSTRUMENTS	-	-	1,469,100.00	1,469,100.00	-	-	-		-	1,469,100.00	-
MOTOR LAUNCH	-	-	95,242,616.51	95,242,616.51	-	-	-		-	95,242,616.51	-
TOTAL	6,380,523,421.00	(8,518,688.43)	263,522,233.28	6,635,526,965.85	4,481,738,264.83	(8,463,095.32)	609,811,228.72	-	5,083,086,398.22	1,552,440,567.63	1,898,785,156

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011

	2011	2010
	(Rs.)	(Rs.)
Note 02 Investments in Equity (at cost):		
12001 Investments in RC&DC (pvt) Ltd. (Note 2.1)	-	72,158,715
12002 HD & Finance Corporation.	200,000.00	200,000
12003 Maga Neguma Emulsion Production Co (Pvt) Ltd	1,000,000.00	1,000,000
12005 Maga Neguma Consultancy & Project Management Services Co (Pvt) Ltd	1,000,000.00	1,000,000
	<u>2,200,000.00</u>	<u>74,358,715</u>
Note 02.1 Investments in RC&DC (Pvt) Ltd.		
12001 Carrying Amount of Investment	-	83,466,708
Less		
22430 Provision for Possible Loss on Final Distribution	-	11,307,993
	<u>-</u>	<u>72,158,715</u>
Note 03 Stock as at 31 December 2011		
13100 Assets Stock	270,992.69	104,599
13101 OECF Spare Parts Control Account	32,248,398.53	32,679,742
1310116 Others	37,344,668.12	41,310,055
1310117 Direct Materials	245,995,246.49	222,448,940
13101181 Construction Material Rural Bridge	4,948,642.79	4,457,869
131012/A Stationery	15,223,778.68	13,969,662
131013/A/B Inventory Stock	237,410.54	83,415
131014 Empty Articles	5,663,085.94	7,347,282
131015 Spares	6,007,465.57	9,338,936
13101601 Uniform Materials	1,058,567.84	1,807,007
13101602 Stock -Shoes & Sandals	1,340,249.00	101,400
131017 Tyres	5,980,267.08	1,792,261
131018 Stock Acquired from RC&DC	146,263.00	146,263
131019 Material Stock - Casting Yard	2,360,539.70	3,171,251
131020 Lubricant Stock	2,158,148.98	860,236
131021 Material Stock - Asphalt Plant	55,327,515.01	12,370,440
131021D Material Stock - Inter Locking Concrete Blocks	9,350,799.66	11,826,832
131201 Finished Products Casting Yard	4,805,591.29	5,904,775
131201D Finished Products Inter Locking	21,847,785.68	9,474,345
	<u>452,315,416.59</u>	<u>379,195,309</u>

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011**

	2011	2010
Note 04 Debtors:		
133031 Debtors For Hire Charges	-	516,499
133032 Debtors For Hire Charges & Others	-	6,915,634
13304101 Receivable Others	11,937,464.57	34,288,200
13304201 Receivable Interest on Treasury Bills	1,625,947.80	1,305,243
133043 Receivable Insurance Corporation Claims	-	1,407,081
133044 Receivable Rent	3,759,519.65	1,961,811
13305 Debtors for Stocks RMC	168,830.54	3,987,209
13306101 Ministry of Infrastructure Development (Reimbursable Salary)	-	134,518
13306103 Ministry of Finance	115,015.71	52,177
13306104 Sri Lanka Foreign Employment Bureau	70,480.72	217,406
13306107 Ministry of Policy Planning	69,316.66	-
13306108 Upper Kotmale Hydropower project	101,785.27	348,115
13306109 Ministry of Export Development	-	447,596
13306110 Ministry of Urban Development	-	1,007,500
13306111 Water Board	323,029.53	829,914
13306112 Resettlement & Disaster Relief Service	80,131.10	103,599
13306113 Ministry of Transport & Cooperative	177,382.95	52,073
13306114 Ministry of Education	-	47,886
13306115 Ministry of Parliament Affairs	202,053.82	49,269
13306116 Ministry of Local Government & Provincial Council	378,896.22	-
13306117 Ministry of Irrigation & Water Resource	136,733.43	18,919
13306118 Ministry of Culture & Arts	49,000.32	8,706
13306119 Ministry of Agriculture	1,998.00	-
133071/72 Overhead Control Account ADB	15,826,703.33	7,586,630
133071/72 Overhead Control Account MFAP	3,706,563.22	2,306,951
133071/72 Overhead Control Account JAP	2,098,229.21	1,193,902
133071/72 Overhead Control Account STDP	7,456,046.43	5,292,488
133071/72 Overhead Control Account Road Sector Development Project	-	49,392
133071/72 Overhead Control Account OCH	10,971,399.03	8,268,213
133071/72 Overhead Control Account CKH	983,682.27	1,408,119
133071/72 Overhead Control Account World Bank Project	4,702,192.35	3,695,561
133071/72 Overhead Control Account CKE	2,747,264.03	3,732,287
133071/72 Overhead Control Account R.P.P. Facility	2,225,617.46	2,200,423
133071/72 Overhead Control Account NHS Project	2,639,899.92	22,318
133071/72 Overhead Control Account Steel Bridge Project	1,169,811.83	1,159,078
133071/72 Overhead Control Account N R C P	1,243,452.02	306,080
133071/72 Overhead Control Account C D B	224,055.30	-
133071/72 Overhead Control Account C ARE	222,051.46	-
133071/72 Overhead Control Account OCH II	301,104.91	-
133082 Amount Receivable from PDD	4,047,783.45	-
133091 Other Debtors C.P.C.	127,976.79	5,568,207
133091A Other Debtors C.P.C. PRDA	2,175,404.00	-
133093 Debtors for Land Relocation	8,033,985.40	8,577,857
133094 Bitumen Advance	61,768,916.46	132,707,017
133121 Commissioner of Inland Revenue W.H.T - Interest	547,848.90	466,675
133122 Commissioner of Inland Revenue W.H.T - Income	1,928,672.46	1,928,672
133124 Commissioner of Inland Revenue Notional Tax Credit	28,304,908.62	18,714,986
133127 Commissioner of Inland Revenue E.S.C.	354,635,097.00	291,165,478
13313 Commissioner of Election	70,400.35	-
13314 Bank of Ceylon Debit Tax Receivable	-	2,120,135
133151 Debtors Casting Yard (Note 04.1)	424,735.99	-
13316 Unpaid VAT	420,327,873.02	298,821,474
13317 Debtors Asphalt Plant (Note 04.2)	1,962,787.22	-
13319 Debtors- Inter Locking Concrete Blocks	-	1,681,491
221CD Debtors for Clients' Work	2,390,823.45	-
223302 Commissioner General of Inland Revenue V.A.T	83,715,040.95	104,156,565
	<u>1,046,177,913.12</u>	<u>956,829,353</u>

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011**

2011 2010

Note 04.1 Debtors Casting Yard

133151/2	Debtors Casting Yard	424,735.99	-
Less			
22419	Creditors Control Casting Yard	-	-
		424,735.99	-

Note 04.2 Debtors Asphalt Plant

133171	Debtors Asphalt Plant External	1,962,787.22	
133172	Debtors Asphalt Plant Internal	1,003,464,836.95	711,843,994
		1,005,427,624.17	711,843,994
Less			
22420	Creditors Control Asphalt Plant	1,003,464,836.95	711,843,994
		1,962,787.22	-

Note 05 Other Investments:

1342	Treasury Bill (Repurchase) agreement	1,148,500,000.00	814,000,000
1343	Administrative Borrowings Account in the Treasury	14,167,985.06	14,167,985
1344	State Mortgage & Investment Bank	18,550,998.98	31,251,524
		1,181,218,984.04	859,419,509

Note 06 Deposits & Advances:

1350111	Purchase Advance-Overhead	981,643.27	5,985,026
13501151	Purchase & Other Advance- Rural Bridge Division	262,710.90	660,370
1350116	Purchase Advance-Asphalt Plant	34,265,235.55	598,887
1350117	Purchase Advance-Maintenance	10,165,947.93	-
135012	Purchase Advance Regions	1,329,216.82	4,660,625
135012A	Purchase & Other Advance CE's Office Regions	585,766.03	-
135013	Purchase Advance -Casting Yard	1,700,943.76	257,664
13502112	Contract Advance- Payment Unit Head Office	346,058.11	6,825,426
13502114	Contract Advance- Rural Bridge	-	344,395
13502115	Contract Advance- Project Unit Head Office	5,825,000.00	4,780,000
1350212	Contract Advance-Projects	18,391,000.00	43,991,020
135022	Contract Advance-Region	68,244,503.35	110,517,924
135022A	Contract Advance CE's Office Region	276,682.20	-
135023	Contract Advance- Client	6,651,624.39	6,917,500
1350511	Survey Advance	3,458,502.72	3,570,637
13506012	Mobilization Advance Road Wide, & Improvement	733,533,405.54	730,426,596
13506013	Mobilization Advance RWI works carried out under local bank Loans	274,054,448.42	-
1350606	Mobilization Advance - Harbour Development	580,048,315.36	861,387,529
1350607	Mobilization Advance - Dayata Kirula	1,004,983,835.84	812,430,139
1350608	Mobilization Advance - JICA Project	14,383,825.30	-
13506A	Mobilization Advance - Regions	130,663,688.94	123,406,684
13506B	Mobilization Advance -Clients	-	234,277
13506C	Mobilization Advance - Clients - Regions	622,297,112.44	49,248,638
13506D	Mobilization Advance - Asphalt Plant	3,135,355.27	11,551,421
13506F	Mobilization Advance - Payment Unit Head Office	62,276,178.00	-
13507	Advance on LC Margin	9,771,154.53	-
13509	RMCC's Deposit kept in Investments with Bank	730,000.00	695,000
1351011	Deposits Fuel Head office	1,025,000.00	1,025,000
135102	Deposits Services	1,050,430.00	737,930
135103	Deposits Rent	10,550,500.00	7,114,000
135105	Deposits Others Regional	300,000.00	300,000
135106	Deposits Asphalt Plant	404,000.00	504,000
135111	Pre-Payments	2,382,156.08	1,550,163
13512	On Account Payments - Projects	273,997,755.73	65,369,444
13513	Material Advance - Projects	-	4,504,464
13514	On Account Payments - JICA Project	14,636,949.36	-
		3,892,708,945.84	2,859,594,759

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011**

		2011	2010
Note 07	Other Current Assets:		
1361	Staff Loans	361,920,882.60	349,817,821
136201	Salary Advance	1,131,716.66	694,204
136204	Festival Advances	11,307,718.60	8,666,652
136207	Book Advance	1,603,547.11	706,918
136208	Other Advance	69,000.00	-
136209	Regional Staff Advances	7,969,307.00	1,437,006
136211	Three Months Flood Relief Advance	7,604,026.21	-
1364	Staff Debtors	1,774,484.39	2,128,376
1365	Shortages of Consumable Stock	3,446,727.89	3,049,721
22371	Unpaid Salaries	76,122.30	208,245
224012	Other Sundry Recoveries from Staff Regional	169,404.33	-
		<u>397,072,937.09</u>	<u>366,708,942</u>
Note 08	Current Account - Maga Neguma Emulsion Production Co. (Pvt) Ltd		
14106	Hire of Plant & Machinery	-	14,841,105
14107	On Account Payment	-	53,518,293
141074	On Account CPC Supply	-	68,151,307
14109	Mobilization Advance	-	1,700,000
		<u>-</u>	<u>138,210,705</u>
Note 09	Current Account - Maga Neguma Road Construction & Equipment Co (Pvt) Ltd		
14204	Debtors for Assets & Consu.trans	63,276,544.87	63,276,545
14206	Hire of Plant Machinery	655,037,481.59	647,022,429
142072	On Account Payment	-	180,281,634
142073	Work Bills	68,285,103.68	42,703,520
142074	On Account CPC Supply	-	78,290,914
14209	Mobilization Advance	910,275,850.21	321,580,408
		<u>1,696,874,980.35</u>	<u>1,333,155,450</u>
Note 10	Current Account Maga Neguma Consultancy & Project Management Services Co (Pvt) ltd		
14301	Advance	-	5,000,000
143022	On Account Payment	-	5,084,400
14306	Hire of Plant & Machinery	76,101.82	-
14309	Mobilization Advance	16,369,732.02	23,838,732
		<u>16,445,833.84</u>	<u>33,923,132</u>
Note 11	Cash & Bank Balances:		
139101	BOC Corp.Branch_ General	6,601,251.57	3,504,840
139102	BOC Corp.Branch_ Client	90,569,871.60	476,228
139103	BOC Corp.Branch_ Ministry	7,547,820.77	1,590,685
139104	BOC Corp.Branch_ Treasury	1,964,028.55	10,402,387
139105	BOC Corp.Branch_ Recurrent	17,402,863.43	47,967,984
139106	BOC Corp.Branch_ Road Wide. & Improvement	325,541.36	604,238
139108	BOC Corp.Branch_ Medical Insurance	139,357.93	7,265,809
139110	BOC Corp.Branch_ Hordings	8,223,845.62	4,942,426
139111	BOC Corp.Branch_ Loan	173,753.83	2,443
1392	Cash at Bank _ Region	42,147,047.84	81,603,066
1392A	Cash at Bank _ Casting Yard	9,528,638.24	13,600,013
1392B	Cash at Bank _ Asphalt Plant	2,412,211.31	4,528,997
1392C	Cash at Bank _ Rural Bridge	316,655.80	-
1392D	Cash at Bank _ Medical Insurance	449,216.00	-
1394	Cash in Transit_ Region	65,068,197.18	24,267,149
1396	Petty Cash Imprests	688,673.40	200,022
1397	Medical Imprest	-	500,000
171/2	Fuel Imprest	364,368.40	1,317,167
		<u>253,923,342.83</u>	<u>202,773,454</u>

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011**

	2011	2010
Note 12 Capital Reserves:		
3511 Replacement Fund	984,142,807.46	984,142,807
3512 Assets Revaluation Account	4,940,666.51	4,940,667
3513 General Reserves	691,064.97	691,065
3514 Building Fund	20,434,782.61	20,434,783
	<u>1,010,209,321.55</u>	<u>1,010,209,322</u>
Note 13 Loans from Local Banks for Road Widening & Improvement Projects		
Long-term Loans from Commercial Bank -Ambepussa Kurenegala Tincomalee Road	431,201,850.00	-
	<u>431,201,850.00</u>	<u>-</u>
Note 14 Retention Payable & Deposits		
221CD Client Deposits	1,520,337,699.96	1,401,792,182
221SD Security Deposits	2,362,418.34	2,287,500
221RD Refundable Deposits	94,275,122.10	112,819,259
221RM101 Retention Money _ C.K.E	-	2,455,235
221RM102 Retention Money _ Package II	-	1,487,434
221RM103 Retention Money _ Road Wide. & Improvement	906,001,443.52	678,894,847
221RM103A Retention Money _ RWI -Loans	16,433,995.64	-
221RM104 Retention Money _ M'Neguma RRDP	-	549,807
221RM107 Retention Money _ Ranaviru	14,374,254.50	18,487,948
221RM109 Retention Money _ Harbour Development	329,258,816.48	100,277,217
221RM110 Retention Money _ Deyata Kirula	179,648,405.65	7,268,529
221RM111 Retention Money _ JICA Project	1,239,755.11	-
221RM3 Retention Money Payable - Regional	378,377,977.32	336,861,238
221RM4 Retention Money Payable - Payments	14,294,516.69	15,421,349
221RM5 Retention Money - Maga Neguma Companies	369,297,875.41	138,863,059
221RM6 Retention Money - Rural Bridge	1,457,970.46	1,017,840
221RM7 Retention Money - Asphalt Plant	536,515.44	-
221DDF Deposits - Baseline Rd Displaced Families	4,033,360.00	4,033,360
221DLD Deposits - Liquidation Damages	400,608,597.95	374,020,566
221PSD Performance Security Deposits	350,326.50	94,000
	<u>4,232,889,051.07</u>	<u>3,196,631,371</u>
Note 15 Funds to be Utilized for Works		
221RW Special Fund Road Widening	3,525,359,436.06	2,527,442,290
221MF Special Fund Ministry	727,722,339.75	516,851,980
221TF Special Fund Trust Fund	-	443,907,131
221JI Special Fund JICA Project	32,602,448.12	-
	<u>4,285,684,223.93</u>	<u>3,488,201,401</u>
Note 16 Liquidation of RC & DC Company (Pvt) Ltd		
2209A Liquidator RC & DC	-	72,158,715
	-	72,158,715
Net Amount Payable	-	72,158,715
Note 17 Payable Maga Neguma Emulsion Production Co. (Pvt) Ltd		
141072 Accrued Bills	27,484,511.25	-
	<u>27,484,511.25</u>	<u>-</u>
Note 18 Payable Maga Neguma Road Construction & Equipment Co (Pvt) Ltd		
142072 Accrued Bills	20,695,712.00	-
	<u>20,695,712.00</u>	<u>-</u>

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE BALANCE SHEET
AS AT 31ST DECEMBER 2011**

	2011	2010
Note 19 Payable Maga Neguma Consultancy & Project Management Services Co (Pvt) ltd		
143022 Accrued Bills	95,366,320.90	
143023 Accrued Bills Works	11,542,517.11	
	106,908,838.01	-
Note 20 Payable to Contractors		
2221 Project Contractors	4,080,996,738.08	2,424,330,987
2222 Other Contractors	1,442,538,002.49	674,858,232
	5,523,534,740.57	3,099,189,218
Note 21 Accrued Expenses		
2231 Administration overhead	63,605,027.32	73,342,463
223301 Commissioner General of Inland Revenue Income Tax	-	34,091
223303 Commissioner General of Inland Revenue E.S.C	60,000,000.00	60,000,000
223304 Commissioner General of Inland Revenue Payee	163.65	3,838
223305 Commissioner General of Inland Revenue WHT 1/3rd VAT payable	-	6,898,137
223306 Commissioner General of Inland Revenue W.H.T.	-	7,379,850
223307 Differed Output Tax	78,710,961.07	84,073,037
2233512 Commissioner General of Inland Revenue- NBT	86,298,075.00	65,019,972
2233507 Provincial Commissioner Withholding Tax on Turnover Tax	-	3,730
2233511 Commissioner General of Inland Revenue C.I.G.F.L	130,851.07	442,002
2233510 Commissioner General of Inland Revenue Stamp Duty	229,470.00	3,862
2234 Employees' Providednt Fund 8%	19,518,401.22	15,849,637
2235 Employees' Provident Fund 12%	29,287,896.73	23,722,380
2236 Employers' Trust Fund 3%	7,298,003.86	5,920,429
22374 Incentive Bonus	2,624,062.50	4,038,461
22375 Medical Leave Encashment payable	125,982,902.56	96,618,900
22410 Audit Fees	3,781,344.00	4,365,325
22371 Unpaid Salaries	-	104,077
	477,467,158.98	447,820,191
Note 22 Creditors & Others		
223201/02 Creditors for Materiel Supplies	344,546,799.05	502,512,984
223203 Creditors for Materiel Supplies Asphalt Plant	219,937,849.00	477,724,434
223203A Creditors for Other Supply Asphalt Plant	97,525,702.27	-
223204 Creditors for Materiel Supplies Inter Locking	862,285.64	730,752
224011 Other Sundry Recoveries from Staff Head Office	4,046,584.76	2,471,794
224012 Other Sundry Recoveries from Staff Regional	80,554.49	80,747
22403 Salary Control Account	76,268.37	93,439
22404 Direct Labour Salaries Control Account	15,484.02	59,566
2240702 Advance Received on Rent	11,103,024.30	11,855,750
2240701 Special Medical Fund	-	400,000
2240703 Other Creditors Regional	3,374,467.79	3,374,468
2240704 Other Creditors Project	28,628,883.40	90,439,027
2240705 Other Creditors CPC	96,184,883.00	40,043,822
2240706 Revolving Loan Fund	-	214,500
2240707 Interest in Suspense RMC Deposits	3,838,316.33	-
224081 Other Amounts Payable Head Office	57,142.86	57,143
224082 Other Amounts Payable Regions	184,267.98	1,341,042
22412 Self Medical Insurance Scheme	42,447,289.31	33,006,365
22413 Creditors for Direct Labour works	14,951,183.79	15,611,828
22416 Cancelled Cheques	332,470.38	-
22418 Suppliers Control Account	136,627.42	2,494,246
22421 Creditors Control Inter Locking Concrete Blocks	4,264,043.08	625,000
133071/72 Overhead Control Account Road Sector Development Project	482,121.66	
136207 Staff Creditors	8,269.60	-
	873,084,518.50	1,183,136,905

**ROAD DEVELOPMENT AUTHORITY
NOTES TO THE INCOME STATEMENT
FOR THE YEAR ENDED 31ST DECEMBER 2011**

		2011 (Rs.)	2010 (Rs.)
Note 23 Value of Work Done			
411	Value of Work Done Ministry Fund	7,236,332,978.77	1,502,349,967
415	Value of Work Done Trust Fund	7,824,849,648.06	5,645,483,853
413	Value of Work Done Road Widening	11,638,091,123.49	7,671,950,006
4134	Value of Work Done JICA Project	12,397,551.14	-
		<u>26,711,671,301.46</u>	<u>14,819,783,826</u>
Note 24 Development & Maintenance Expenditure			
61	Development Expenditure Ministry Fund	7,236,332,978.77	1,502,349,967
65	Development Expenditure Trust Fund	7,824,849,648.06	5,645,483,853
63	Development Expenditure Road Widening	11,638,091,123.49	7,671,950,006
634	Development Expenditure JICA Project	12,397,551.14	-
		<u>26,711,671,301.46</u>	<u>14,819,783,826</u>
Note 24 A Value of Work Carried under Loans from Local Banks			
4133	Value of Work Done RWI Loans	179,710,663.70	-
633	Development Expenditure RWI Loans	179,710,663.70	-
		<u>-</u>	<u>-</u>
Note 25 Clients' Works			
412	Value of Work Done Clients	1,098,380,233.04	519,887,954
62	Development & Maintenance Expenditure Clients	965,900,934.50	496,340,875
69	Overhead for Clients Work	41,991,141.28	40,184,081
	Surplus from Client Works	90,488,157.26	(16,637,001)
		<u>90,488,157.26</u>	<u>(16,637,001)</u>
Note 26 Overhead Recoveries			
421	Overhead Recoveries F A Projects	15,935,520.94	15,255,092
422	Overhead Recoveries -Salaries	1,211.50	4,464
426	25% Over Head Recovery from Bitumen Consume	693,053.87	86,518,789
		<u>16,629,786.31</u>	<u>101,778,345</u>
Note 27 Fees for Services			
4301	Fees for Soil Test	86,351,964.39	43,330,535
4302	Consultancy Fees	3,528,539.16	3,720,718
4303	Charges for Supervision	45,449,233.30	24,557,938
4305	Road Reinstatement Fees	57,345,861.60	42,588,223
4306	Miscellaneous Services	170,762.51	579,409
		<u>192,846,360.96</u>	<u>114,776,823</u>
Note 28 Interest			
44011/44012	Interest on Temporary Surplus Money	95,899,226.92	55,100,061
44014	Interest on Others	811,740.73	1,183,691
		<u>96,710,967.65</u>	<u>56,283,751</u>
Less			
55	Income Tax & S R L	11,612,374.00	18,985,644
		<u>85,098,593.65</u>	<u>37,298,107</u>
4402	Interest on Staff Loans	15,163,404.71	15,420,344
		<u>100,261,998.36</u>	<u>52,718,451</u>
Note 29 Hire Charges & Rent			
45011	Hire of Plant & Machinery	74,864,016.57	84,434,953
45013	Hire Chargs Others	1,543,238.41	7,366,854
4503	Rental on Hoardings	44,562,102.55	70,436,099
4504	Rent Quarters	8,595,127.59	8,559,288
4505	Circuit Bungalow	1,159,546.65	1,001,432
4506	Lease Rent- Land	2,483,928.57	3,790,179

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE INCOME STATEMENT
FOR THE YEAR ENDED 31ST DECEMBER 2011

		2011	2010
		(Rs.)	(Rs.)
4509	Lottery outlet Charges	151,014.46	1,038,850
4510	Lease Rent - Gantries	20,956,846.40	21,391,066
4512	Rental TV Cable Network	25,127,823.57	16,972,730
4513	Rental Telephone Booth	549,847.37	320,244
4514	Rental on Subway	3,583,123.31	1,773,567
4515	Banner Charges	1,346,304.25	1,915,760
		<u>184,922,919.70</u>	<u>219,001,022</u>
Note 30	Other Income		
4801	Sale of Document	2,830,155.81	2,275,720
4802	Sale of Condemned Articles	20,637,672.10	1,128,291
4803	Non Refundable Tender Deposit	10,972,565.12	4,604,967
4806	Recovery for Damages	7,351,250.09	4,702,738
4807	Donation Received	214,500.00	-
4808	Profit on Disposal of Assets (Note 30 A)	9,017,314.25	597,122
4810/05	Fines	232,743.89	103,926
4811	Sale of Empty Tar Barrels	762,654.17	913,703
4812	Miscellaneous Income	23,653,438.15	2,154,087
4814	Deposits Written Back	52,126.94	
4817	Sale of Steel	416,567.00	10,644,994
4818	License Fee for Building Limit	732,274.41	134,645
4820	Recovery of Performance Bond	450,978.80	-
		<u>77,324,240.73</u>	<u>27,260,193</u>
Note 30 A	Profit on Disposal of Assets		
	Sale Proceeds	9,108,135.12	713,628
Less :	Profit Excessly Accounted in 2010/2009	(35,227.76)	(112,100)
	Written Down Value	(55,593.11)	(4,406)
		<u>9,017,314.25</u>	<u>597,122</u>
Note 31	Expressway Income		
4901	User Income (Net of VAT)	74,940,383.94	-
	Less		
6141151	Expenses of Expressway	40,924,734.39	-
		<u>34,015,649.55</u>	<u>-</u>
Note 32	Income from Casting Yard		
	Sales	5,495,328.59	642,212
	Less		
	Cost of Sales	4,579,440.49	535,176
		<u>915,888.10</u>	<u>107,035</u>
Note 33	Income from Asphalt Plant		
	Profit from Asphalt plant	264,400.54	-
		-	-
		<u>264,400.54</u>	<u>-</u>
	Asphalt Sales - External	1,752,488.59	-
	Less		
	Cost of Sales	1,488,088.05	-
		<u>264,400.54</u>	<u>-</u>

****Performance of Asphalt Plants, Please see Supplementary Schedule**

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE INCOME STATEMENT
FOR THE YEAR ENDED 31ST DECEMBER 2011

		2011	2010
		(Rs.)	(Rs.)
Note 34	Income from Inter Locking Concrete Blocks		
	Sales	64,221,771.58	16,713,867
	Testing Charges	143,928.01	-
Less	Cost of Sales	77,346,780.71	12,173,360
		<u>(12,981,081.12)</u>	<u>4,540,506</u>
Note 35	Administrative & General Expenses		
5101	Salaries & Wages	1,477,728,929.06	1,230,221,228
51021/22	EPF & ETF	189,721,104.80	163,721,968
51023	Gratuity	175,109,054.77	80,406,288
51025	Compensation	3,053,610.90	69,423
5103	Overtime & Holiday pay	128,347,406.66	105,693,695
5104/05	Incentive Bonus & Medical Leave Encashment	139,063,192.09	127,725,562
51052	Medical Insurance	9,767,428.67	6,025,518
5106	Traveling & Transport	99,854,499.11	82,858,398
5107/8	Human Resource Development	7,600,974.90	4,819,318
511	Fees & Other Allowances	6,432,762.69	5,430,538
512	Stationery & Office Requisite	49,433,257.25	30,205,585
515	Communication	20,708,743.96	19,948,603
516	Rent, Rates & Taxes	94,705,275.38	91,898,321
517	Utilities & Others	64,622,144.95	48,218,120
5185	Repairs & Maintenance Passenger Vehicles (Note 35 A)	165,609,798.08	118,915,954
5181-88*	Repairs & Maintenance Others	15,996,586.37	11,450,522
519	Audit Fees	1,530,176.00	1,888,343
		<u>2,649,284,945.64</u>	<u>2,129,497,384</u>
Note 35 A	Fuel & Repair & Maintenance (Vehicle & Machinery)		
513	Fuel & Lubricant	77,192,448.67	54,920,192
514	License Insurance Vehicles	20,941,046.48	10,914,908
5185	Repairs & Maintenance of Passenger Vehicles	67,169,645.93	53,080,853
51853	Repairs & Maintenance of Passenger Vehicles -Major Repairs	306,657.00	-
		<u>165,609,798.08</u>	<u>118,915,954</u>
Note 36	Other Expenses		
521	Bank Charges	1,748,501.32	2,235,833
5232	V.A.T.Adjustment	89,090.10	316,822
5235	Stamp Fees	-	150
5236	Debit Tax	8,358,144.28	8,475,362
5237	ESC Written-off	45,018,007.00	60,676,964
5238	Nation Building Tax	175,770,033.00	171,903,318
5241	Ceremonial Charges	6,875.00	-
52622	Other Debtors Written off	3,767,743.31	-
5263	Anticipated Loss on Equity Investment	-	11,307,993
		<u>234,758,394.01</u>	<u>254,916,442</u>
Note 37			
3522	Accumulated Deficit brought forward	(5,042,964,083.01)	(4,888,076,891)
		<u>(5,042,964,083.01)</u>	<u>(4,888,076,891)</u>

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2011

	<u>2011</u>	
Operating Deficit before Income Tax as per Financial Statements	(396,816,488)	
<u>Adjustments</u>		
Deferred Revenue Transferred	(567,126,190)	
Depreciation	609,811,229	
Gratuity Provision	218,048,873	
ESC Written off	45,018,007	
Other Debtors Written off	3,767,743	
Deposits Written Back	(52,127)	
Profit on Disposal of Property Plant & Equipment	(9,052,542)	
Operating Profit before Working Capital Changes	(96,401,495)	
Increase in Stock	(73,120,107)	
Increase in Debtors	(137,652,189)	
Increase in Deposits and Advances	(1,033,114,187)	
Increase in Other Current Assets	(30,363,995)	
Increase in Amount Receivable from the Treasury	(2,358,747,599)	
Decrease in Other Investments	12,700,525	
Decrease in Current Account M.N.E.P Co (Pvt) Ltd	165,695,216	
Increase in Current Account M.N.R.C & E. Co (Pvt) Ltd	(343,023,818)	
Decrease in Current Account M.N.C.P.M.S. Co (Pvt) Ltd	124,386,136	
Increase in Deposits & Retention Money Payable	1,036,309,807	
Decrease in account balance of liquidator RC& DC CO.(Pvt) Ltd	(72,158,715)	
Increase in Payable to Contractor	2,424,345,523	
Increase in Funds to be Utilized for Works	797,482,823	
Increase in Accrued Expenditure	29,646,968	
Decrease in Creditors & Others	(310,534,508)	
Net Cash Generated from Operating Activities		135,450,385
<u>Investing Activities</u>		
Property Plant & Equipment Purchased out of RDA Funds	(89,087,886)	
Property Plant & Equipment Purchased under Domestic Fund	(25,813,553)	
Property Plant & Equipment Transferred from Projects	(148,441,368)	
Property Plant & Equipment Transferred from RDM Grants	(179,426)	
Sale Proceeds of Property Plant & Equipment RDA	9,108,135	
Decrease in Equity Investments	72,158,715	
Decrease in Work In Progress	2,087,468	
Investing in Widening & Improvement Works	(179,710,664)	
Net Cash Utilized in Investing Activities		(359,878,579)
<u>Financing Activities</u>		
Increase in Deferred Revenue - Domestic Fund	25,813,553	
Increase in Deferred Revenue - Project	148,441,368	
Increase in Deferred Revenue - Capital Assets	179,426	
Increase in Deferred Revenue - Capital Grant	2,820,152	
Increase in recovery of Motor Bicycle Transferred to Employees	1,621,735	
Increase in Loan from Local Banks for Widening Works	431,201,850	
Net Cash provided by Financing Activities		610,078,084
Net Increase in Cash & Cash Equivalentents		385,649,889
Cash & Cash Equivalentents at the Beginning of the Year		1,016,773,454
Cash & Cash Equivalentents at the End of the Year		1,402,423,343

ROAD DEVELOPMENT AUTHORITY
SUPPELEMENTARY SCHEDULES

Schedule - 01

ASPHALT PLANTS						
Income & Expenditure Statement for the year ended 31.12.2011						
Description	Note	Plant - 01 Ingiriya (Rs.)	Plant - 02 Kotadeniyawa (Rs.)	Plant - 03 Keragala (Rs.)	Plant - 04 Karametiya (Rs.)	Total (Rs.)
Sales		860,486,451	497,117,120	673,318,394	529,126,433	2,560,048,398
<u>Less-Direct cost</u>						
Metal		116,914,655	108,371,690	126,883,824	93,178,753	445,348,921
Bitumen		325,447,753	225,673,391	277,677,315	234,522,772	1,063,321,231
Fuel		49,297,987	34,050,499	37,471,443	27,137,371	147,957,300
Other Material		202,812	79,092	159,686	415,206	856,796
Labour	1	3,207,901	1,617,488	1,910,011	2,826,011	9,561,411
Material Transport		52,373,624	45,870,015	44,513,439	9,297,602	152,054,681
Total direct cost		547,444,732	415,662,176	488,615,717	367,377,715	1,819,100,340
Contribution		313,041,719	81,454,944	184,702,677	161,748,718	740,948,058
<u>Less-Other Expenses</u>						
Factory overheads	2	32,063,010	23,898,842	39,366,703	26,472,984	121,801,539
Depreciation	3	30,356,029	24,574,544	24,846,421	26,527,367	106,304,361
Head office charges	4	1,305,319	1,305,319	1,305,319	1,305,319	5,221,276
		63,724,358	49,778,705	65,518,443	54,305,670	233,327,175
Net Profit		249,317,362	31,676,239	119,184,234	107,443,049	507,620,883

ROAD DEVELOPMENT AUTHORITY

SUPPELEMENTARY SCHEDULES contd.**Schedule - 02****Notes to Asphalt Plants Income & expenditure Account as at 31.12.2011**

	Plant - 1 Ingiriya Rs.	Plant - 2 Kotadeniyawa Rs.	Plant - 3 Keragala Rs.	Plant - 4 Karametiya Rs.	Total Rs.
1. Cost of Labour					
Wages	2,972,420	1,593,021	1,910,011	2,826,011	9,301,462
Overtime	235,481	24,468	-	-	259,949
	3,207,901	1,617,488	1,910,011	2,826,011	9,561,411
2. Factory overheads					
Salaries & wages	3,537,370	3,435,913	4,698,779	2,715,461	14,387,523
Overtime & Holiday Pay	2,380,418	1,589,794	3,413,235	1,554,624	8,938,070
EPF & ETF	437,266	404,223	605,204	311,746	1,758,440
Risk Allowance	4,846,202	987,107	2,456,563	3,515,194	11,805,066
Medical	388,948	392,721	467,378	303,301	1,552,348
Fuel & Lubricant	3,354,752	2,003,808	10,383,118	2,402,622	18,144,300
Electricity	6,551,555	3,530,186	3,356,729	3,400,797	16,839,268
Water	-	466,071	-	-	466,071
Rent	59,500	56,500	32,500	50,000	198,500
Securerity Service	545,051	870,590	868,224	901,843	3,185,708
Telephone	138,136	91,231	33,484	57,443	320,294
Stationery	87,448	86,236	74,951	77,896	326,533
Travelling	187,615	148,771	246,903	167,533	750,822
Hire Charges	1,821,718	1,748,400	922,075	1,355,801	5,847,994
Machinery repairs	6,568,482	7,168,991	10,282,695	7,483,635	31,503,803
Vehicle Repair charges	140,111	210,503	404,482	224,926	980,020
Other Repair charges	10,679	15,500	2,518	2,290	30,987
Others	1,007,757	692,297	1,117,865	1,947,871	4,765,790
	32,063,010	23,898,842	39,366,703	26,472,984	121,801,539
2. Depreciation					
Plants machinery & Tools	30,120,715	24,494,249	24,643,674	26,442,504	105,701,142
Furniture	22,474	16,286	5,457	38,859	83,076
Computer	62,575	38,019	33,753	38,919	173,266
Buildings	150,265	25,299	155,747	7,085	338,395
Vehicle	-	-	7,100	-	7,100
Communication outlet	-	691	691	-	1,382
	30,356,029	24,574,544	24,846,421	26,527,367	106,304,361
4. Head Office Charges					
Salaries & Wages	925,646	925,646	925,646	925,646	3,702,583
Overtime & Holiday Pay	24,248	24,248	24,248	24,248	96,994
EPF & ETF	105,714	105,714	105,714	105,714	422,856
Bonus	14,469	14,469	14,469	14,469	57,875
Stationery	750	750	750	750	3,000
Travelling	2,491	2,491	2,491	2,491	9,963
Hire Charges	192,666	192,666	192,666	192,666	770,665
Bank Charges	7,215	7,215	7,215	7,215	28,860
Vehicle Repair Charges	22,785	22,785	22,785	22,785	91,140
Others	9,335	9,335	9,335	9,335	37,340
	1,305,319	1,305,319	1,305,319	1,305,319	5,221,276

ROAD DEVELOPMENT AUTHORITY

SUPPELEMENTARY SCHEDULES contd.

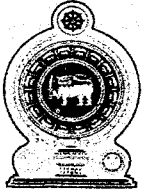
Schedule - 03

Performance Statement of Asphalt Plants					
For the year 2011					
Description	Plant - 1 Ingiriya	Plant - 2 Kotadeni.	Plant - 3 Keragala	Plant - 4 Karameti.	Total
Production Capacity(Qty in Mt. Tons)	108,000	108,000	108,000	108,000	432,000
Quantity Produced & Sold(Mt. Tons)	78,829	54,653	66,428	57,914	257,823
Capacity utilization(%)	72.99	50.60	61.51	53.62	59.68
Sales (Rs. Millions)	860,486	497,117	673,318	529,126	2,560,048
Average selling Price (Rs. Per Mt.Ton)	10,915.88	9,095.95	10,135.99	9,136.48	9,929.46
Total Cost of Production(Rs. Per Mt. Ton)	7,753.11	8,516.36	8,341.82	7,281.25	7,960.59
Profit per ton (Rs)	3,162.77	579.59	1,794.17	1,855.23	1,968.87
Total profit (Rs. Millions)	249,317	31,676	119,184	107,443	507,621
Average Purchase Price from Maga Neguma(Rs. Per Ton)	11,167.71	11,167.71	11,167.71	11,167.71	11,167.71
Cost Saving (Rs. Per Ton)	3,414.59	2,651.35	2,825.89	3,886.46	3,207.11
Total Savings (Rs. Millions)	269,169	144,903	187,719	225,079	826,870
% of Direct Cost to Sales - Metal	13.59	21.80	18.84	17.61	17.40
Bitumen	37.82	45.40	41.24	44.32	41.54
Fuel	5.73	6.85	5.57	5.13	5.78
Labour	0.37	0.33	0.28	0.53	0.37
Transport of product	6.09	9.23	6.61	1.76	5.94
Others	0.02	0.02	0.02	0.08	0.03
Total	63.62	83.61	72.57	69.43	71.06
% of Contribution	36.38	16.39	27.43	30.57	28.94
Contribution Per Mt. Ton (Rs.)	3,971.16	1,490.41	2,780.48	2,792.93	2,873.86
Break-even Quantity (Mt. Tons)	16,047	33,399	23,564	19,444	81,190
Margin of Safety (Qty-Mt. Tons)	62,782	21,253	42,865	38,470	176,634
% of Margin of Safty	79.64	38.89	64.53	66.43	68.51

Notes

1. Production capacity was calculated at 60 mt. tons per hour for 5 hours of plant running per day for 30days per month
(60 tons per hour x 5 hours per day x 30 days per month x 12 months)
2. Contribution = Selling price - Direct cost of production
3. Margin of Safety = Total Sales value/Qty - Sales value/Qty at break-even

ANNUAL REPORT 2011
AUDITOR GENERAL'S REPORT



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கணக்காய்வாளர் தலைமை அறிபதி திணைக்களம்
AUDITOR GENERAL'S DEPARTMENT



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 எனது இல } RT/D/RDA/FS/2011
 My No. }

මගේ අංකය }
 உமது இல }
 No. }

දිනය } 30 November 2012
 திகதி }
 Date }

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 2011 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 2011 comprising the balance sheet as at 31 December 2011 and the income statement, 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 31 July 2012.

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 Accounting Standards 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 polices used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. Sub-

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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 2011 and its financial performance and cash flows for the year then ended in accordance with Sri Lanka Accounting Standards.

2.2 Comments on Financial Statements

2.2.1 Accounting Deficiencies

Following observations are made.

- (a) The General Treasury had allocated funds amounting to Rs. 26,734.4 million in 2011 for the Authority to meet the expenses such as development of expressways and highways, road widening and improvements, construction of bridges and flyovers and institutional support. However, the Authority had not disclosed the purposes of allocation of Government funds and utilization thereon in the financial statements as enable to make fair presentation and improve the financial controls over the funds allocated.
- (b) According to the accounting policy followed by the Authority, all road maintenance, widening and improvement costs were being charged against the income of the respective year. However, road improvements cost amounting to Rs.179.7 million incurred, out of the loan proceeds amounting to Rs.431 million obtained during the year under review from a commercial bank had been shown under non-current assets in the Balance Sheet.
- (c) A sum of Rs 12.397 million had been received by the Authority under the Loan Agreement No. SL-P 103 entered into between the Japan International Corporation Agency (JICA) and the Government of Sri Lanka for Emergency Natural Disaster Rehabilitation Project to carry out rehabilitation and reconstruction works of 16 roads in Central, North Central and Eastern Provinces. However, the grant received and cost incurred thereon had been brought to account of the Authority contrary to the accepted practices for accounting of foreign aids. It was observed that the separate financial statements should be prepared and presented by the General Treasury for this foreign aid Project.

- (d) Deposits aggregating Rs 23.033 million made during the period from 2006 to 2010 by the outside persons/ agencies for various road maintenance works to be done had been transferred to the income of the Authority during the year under review. As a practice such works are not recognized by the Authority as special assignments and carry out under periodic maintenance programmes. Therefore, the value of work done carried out under the deposits made by such clients had not been determined and set off against the income for the year under review.
- (e) It was observed that the proper accounting practices had not been followed to show the value of the lands belonging to the Authority in the financial statements. The deficiencies observed during the course of audit are described below.
- (i) The value of the land amounting to Rs.28.839 million at Narahenpita had been remained in Balance Sheet as at 31 December 2011 eventhough the ownership of the land had been transferred to an outside party in 2009.
- (ii) A sum of Rs. 60.052 million paid in 2009 and 2010 to exchange the above mentioned land at Narahenpita for another land located at Denzil Kobbekaduwa Mawatha had been shown under work- in- progress of the Balance Sheet.
- (iii) The legal ownership of a land located at Peliyagoda had not been transferred to the Authority eventhough the value of the land amounting to Rs. 25.978 million had been shown in the Balance Sheet.
- (iv) A land with the extent of 1.1304 hectares located at Udumulla in Kaduwela Divisional Secretariat Division acquired at a cost of Rs 56 million on 05 June 2002 had not been brought to accounts of the Authority even as at 31 December 2011.
- (v) Another land with the extent of 11 acres 02 roods and 38.3 perches in Attidiya area procured at a cost of Rs 123 million in 1999 for the purpose of resettling displaced persons due to development works carried out at Baseline Road had neither been used for the intended purposes nor brought to accounts of the Authority even as at 31 December 2011.
- (f) It was observed that 13 vehicles valued at a Rs. 72.050 million had been acquired by the RDA during year under review under lease basis, as instructed by the Circular No 150 of the Department of National Budget of the Ministry of Finance and Planning. However, no accounting treatments had been made in this regard in the ledger accounts as enable to show the value of such assets in the Balance Sheet.

- (g) It was observed that 54 Interlock Block Paving machines purchased at a cost of Rs 7.269 million by the Ministry of Ports and Highways had been handed over to the Authority in 2010. As instructed by the Secretary to the Ministry of Ports and Highways by his letter dated 24 December 2010 the life time of such a machine is 10 years and required to be depreciated accordingly. However, the Authority had treated the life time of a machine for only four years and provided depreciation accordingly.
- (h) Inventory and other stock items remained at the sites of the Expressway Management Unit at the year end had not been verified and brought to accounts.

2.2.2 Accounts Receivable and Payable

Following observations are made.

- (a) According to the information made available, the Authority recovers the costs on overhead from the Project Management Units (PMUs) of Foreign Aid Projects which were implemented by the Authority. However, a sum of Rs.4.002 million had remained outstanding over four years, out of total sum of Rs 8.679 million recoverable as at 31 December 2011. Further, other receivables amounting to Rs 3.202 million from such PMUs had remained unrecovered for over four years, out of total sum of Rs 7.879 million recoverable as at 31 December 2011. Thus indicating that the Authority had not taken appropriate action to recover the dues in timely manner.
- (b) The procedure stipulated in the Circular No RDA/PM&R/INF/01 dated 14 March 2007 of the Director, Property and Management Division of the Authority had not been properly applied by the regional offices of the Authority to collect the revenues on roadside bill board, banners, cutouts etc,. It was revealed in the investigations carried out by the audit in sample basis in Kandy and Gampaha that the unauthorized construction of bill boards had been displayed without making any payments to the Authority.
- (c) The Authority had not taken fruitful action to recover the mobilization advances granted by the various provincial offices of the Authority for road widening and improvement purposes. The mobilization advances aggregating Rs. 32.698 million had remained unrecovered for over two years, out of total outstanding advances aggregating Rs.467.273 million as at 31 December 2011 granted by Provincial Directors' Offices in Western, Central, Southern and Northern Provinces.
- (d) Rentals aggregating Rs. 2.702 million had remained un-recovered over four years and two years from the shoppers at pedestrian subways in Borella and Kandy respectively. Thus revealed that the Authority had not taken timely action to recover the dues from such defaulted shoppers.

- (e) The retention money payable on contracts awarded for road widening and improvement purposes aggregating Rs. 719.971 million had remained outstanding for over two years, out of the aggregated balances of Rs. 1.269 million shown in the Balance Sheet as at 31 December 2011 thus indicating that the Authority had not taken action to settle such balances or take into income.

2.2.3 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(1)	The Budget of the RDA for the year 2011 which was required to be approved by the Board of Directors before 30 September 2010 had been approved only on 08 August 2011.
(ii) Section 14(1)	The Draft Annual Report for the year 2011 to be prepared within 60 days after the end of financial year had not been prepared even as at 30 June 2012 as enable to submit the copies of such reports to the respective Ministry and the Auditor General.
(iii) Section 14(4)	The Annual Report of the Authority for the year 2010 had not been tabled in the Parliament and printed even as at 30 June 2012.
(b) Circular No PED /12 of 02 June 2003 and Circular PED 21 of 08 January 2004 of the Public Enterprises Department	
(i) Paragraph 4.2.1	Evaluation should be carried out to review the Annual Action Plan and Budget to ascertain the achievement of objectives and targets of the Authority. It was observed that many of road maintenance, widening and improvement works actually carried out during the year under review by the Provincial Offices of the Authority were not included in the Annual Action Plan of the Authority . Therefore, it was evidence that the Authority had not taken action to carry out such an evaluation.
(ii) Paragraph 4.2.2	Eventhough the management should periodically review the Corporate plan and the Budget with actual performance, the variations against the allocations made in the Annual Budget of the Authority indicating that such reviews had not been carried out.

- | | |
|---|---|
| (iii) Paragraph 4.2.5 | The Board of Directors are responsible to institute systems for effective management of the working capital and review it in monthly basis. However, the Authority had bitterly experienced with negative Net Assets Ratio without having proper attention to improve it. |
| (c) Circular No: PED 28 dated 31 January 2005 of the Department of Public Enterprises | The approval of the Director General of the Public Enterprises Department had not been obtained by the Authority in connection with 75 hired vehicles obtained during the year under review. |
| (d) Government Procurement Guidelines - 2006 | |
| Sections 2.5, 2.6, 8.9.1 and 8.9.3 | The news paper advertisements for hiring of vehicles had not been approved by the Procurement Committee or Technical Evaluation Committee before it was published and the Authority had not signed agreements for hiring of such vehicles with the service providers. |
| (e) Finance Circular No. 324 dated 28 October 2011 the RDA | It was instructed that all the imprest of petty cash or otherwise and advances etc, to be deposited in the banks as enable to close the accounts of the Authority at the end of the year 2011. However, provincial offices in Western, Northern, Sabaragamuwa and Uva had not followed such instruction and deposited petty cash imprests and fuel advances etc on due dates. |

2.2.4 Un-reconciled Balances

Following observations are made.

- (a) It was observed that the bank reconciliation statements had not been utilized as an effective tools of management control by several Regional Offices of the Authority due to un-reconciled balances as described below.
- (i) The balances of cash at banks aggregating Rs 21.462 million shown in the bank reconciliation statements prepared by Provincial Directors' Offices in Northern, Western and Southern Provinces and Chief Engineers' Office of Colombo had not agreed with the balances aggregating Rs. 21.052 million shown in the Balance Sheet. Further, the balances of cash at banks aggregating Rs 9.529 million shown in the bank reconciliation statements prepared by casting yard in Kandy had not agreed with the balances aggregating Rs. 9.331 million shown in the Balance Sheet. Therefore, accuracy of the bank reconciliation statements prepared by the regional offices was remained questionable.

- (ii) The bank reconciliation statements as at 31 December 2011 for balances aggregating Rs. 170,087 in five bank accounts maintained by the regional offices had not been timely prepared for effective cash management purposes. The above mentioned bank reconciliation statements as at 31 December 2011 had been prepared and furnished for audit purposes in August 2012 only.
 - (iii) Erroneous bank reconciliation statements had been prepared as at 31 December 2011 by provincial Directors' offices in North Western, Sabaragamuwa and Western Provinces, Chief Engineers' Office at Polonnaruwa and Executive Engineers' Offices at Mahiyangana and Embilipitiya.
- (b) Large difference of balances of consumable stocks at regional offices in Western Southern, North Western and Uva Provinces had been observed with the Board of Survey reports of the respective offices, indicating that fruitful action had not been taken to reconcile the records with Board of Survey reports before taking such balances into accounts.

2.2.5 **Lack of Evidence for Audit**

Several balances shown in the Balance Sheet as at 31 December 2011 could not be satisfactorily vouched in audit due to non availability of evidences as described below.

- (a) Detailed Schedules for Contract and other advances aggregating Rs.630.654 million including mobilization advances amounting to Rs. 614.566 million made by the several Regional Offices.
- (b) Detailed schedules for the balances of retention money aggregating Rs. 8.041 million and other payables to the contractors aggregating Rs. 509.462 million had not been made available for audit. Therefore, it is evident that the financial controls over settling of dues to the contractors of the Authority were remained unsatisfactory.
- (c) Source documents such as running charts etc for certification of payment for four vehicles which had been hired by Chief Engineers' office at Gampaha during the year under review and supplied to the officers of the Sri Lanka Army who involved in road improvement works in the Gampaha District under the supervision of the Ministry of Economic Development and a sum of Rs 6.783 million had been incurred as hiring and running charges.

- (d) In addition to the above, the information relating to the road improvements maintenance costs incurred in 2011 had been directly requested on 02 March 2012 by the audit from the Executive Engineers' Offices. However, the Executive Engineers' Offices at Colombo, Badulla, Norwood and Puttlam had not taken action to furnish such information even at the end of July 2012.

2.2.6 Transactions made by the Authority with Private Companies

It was observed that the Authority 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 following decisions made by the Board of Directors and Chief Executive Officer of the Authority.

- (a) The Board of Directors of the Authority had decided at the meeting held on 14 August 2008 that the road works to be entrusted to the Maganeguma Road Construction and Equipment Company Limited and Maganeguma Consultancy and Project Management Services Company Limited at the basis of Highway Schedule of Rates (HSR) plus 28% overhead and Profit margin. Further, the Chairman of the Authority had instructed by his Circular No RDA/CH/MMC/02/09 on 22 May 2008 to purchase premix patching material only from Maganeguma Road Construction and Equipment Company Limited instead of using premix patching material produced by the work depots of the Authority.
- (b) According to the Circular RDA/GM/MMC/02/03 dated 26 May 2006 issued by the Director General of Authority, premix and emulsion should be purchased from the Maganeguma Emulsion Production Company. Significant related party transactions made during the year under review based on the above decisions are given below.
- (a) Recoverable balances from Maganeguma Road Construction and Equipment Company Limited on hiring of plants and machineries of RDA aggregating Rs. 60 million had been set off at the end of the year under review against the payable balances on supply of premix materials.
- (b) Value Added Tax on hiring of plants and machineries by Maganeguma Companies had been recorded as deferred output tax and balances thereon aggregating Rs 78.710 million had been remained unsettled up to 31 December 2011. However, VAT portion of set off balance of Rs.60 million as mentioned above had not been determined and provision had not been made thereon in the financial statements.

- (c) The Authority had calculated hire charges based on the information provided by the Maganeguma Road Construction and Equipment Company itself. No proper mechanism had been established to verify the usage of respective plants and machineries and calculate the hiring charges accordingly. Further, the fixed assets verification for assets released to Maganeguma Companies had not been carried out by the RDA since 2006. It was further observed that the rates for hiring charges had not been revised for over five years and remained much below than the current market rates.
- (d) The Regional Managers of the Authority were empowered to enter into agreements with Maganeguma Companies for the purpose of road widening and improvement in regional basis. However, the financial controls over the awarding of contracts to the Maganeguma Companies were not satisfactory. Instances observed are given below.
 - (i) It was not instructed to Regional Managers to furnish the details of contracts awarded to Maganeguma Companies separately and therefore, value of total contracts awarded to such Companies could not be readily available at the Head Office of the RDA.
 - (ii) Ceiling amount of advances to be granted to the Maganeguma Companies by each Regional Office had not been pre determined.
 - (iii) As a practice, the Authority pays directly to the Ceylon Petroleum Corporation for supplying of bitumen for Maganeguma Emulsion Production Company. However, there was no assurance that the Company use such bitumen to produce emulsion products to meet the requirements of the Authority.

3. Financial and Operating Review

3.1 Financial Performance

The Vision of the Authority is to upgrade the National Highways Network to meet the expectations of all stakeholders and to make the Authority as an institution of multi disciplinary excellence in the field of Highway Engineering. The functions of the Authority comprise of the rehabilitation and development of the National Highways Network to the extent of 12,020 km consisting of 4,200 bridges to fulfill the Mission of the Authority viz: as the premier national institution in the field of highways in order to provide an adequate and efficient national highways network for the transportation of passengers and goods in an environmental friendly manner with protection and comfortable at an acceptable level towards social and economic development of the Nation. For the purpose of achieving the Mission of the Authority and the objectives mentioned under Section 9 (1) of the Road Development Authority Act, No.73 of 1981 the Authority carries out road maintenance, widening and improvement activities and several commercial activities related to road construction activities out of funds appropriated by the Government annually and funds provided by the other organizations.

According to the financial statements, the operations of the Authority for the year under review had resulted in a net deficit of Rs. 396.82 million as compared with the corresponding net deficit of Rs. 154.89 million for the preceding year thus indicating a further deterioration of Rs.241.93 million in the financial results for the year under review. Details are given below.

Description	2011 Rs.Mn	2010 Rs. Mn
Non- Commercial Activities		
Government and other grants for road widening, improvement and maintenance purposes and funds transferred from the deposits made by the clients for road maintenance purposes	31,153.45	18,459.67
Less Costs incurred thereon	29,217.74	16,723.86
Surplus/(Deficit) on Non- Commercial Activities	1,936.71	1,735.81
Surplus/(Deficit) on Commercial Activities	22.21	4.65
Net Operating Surplus	1957.92	1,740.46
Other Income		
- Interest income	100.26	52.72
- Hire charges and Rent	184.92	219.00
- Others	286.80	243.82
Less		
Administration Expenses	2649.28	2,129.50
Other Expenses	234.75	254.92
Depreciation	609.81	577.16
Net Surplus/ (Deficit)	(963.94)	(705.58)
Deferred Income Transferred	567.12	550.69
Net Deficit for the year	(396.82)	(154.89)

Following observations are made in this regard.

Eventhough the Authority had made surplus on non- commercial activities and commercial activities during last two years; it was not adequate to cover up administration and other expenses for the years continuously resulting that the financial positions of the Authority was remained declining trend continuously. Certain significant balances shown in the Balance Sheet as at 31 December 2011 compared with the previous year are given below.

	As at 31 December	
	2011	2010
	Rs.Mn	Rs.Mn
Net Current Assets	(4,449.42)	(4,336.43)
Total Assets less non current liabilities	(2,671.81)	(2,317.94)
Accumulated Deficits over Capital and Reserves	(4,425.98)	(4,029.16)

Therefore, a capital erosion had been depicted in the balance sheet items and it is necessary to restructure of the financial reporting system as enable to fair presentation of the financial statements.

3.2 Physical Performance

3.2.1 Operations of Non- Commercial Activities

(a) Road Widening and Improvements

According to the Action Plan of the Authority for the year under review, a provision of Rs. 20,547 million had been made for widening and improvements of national and access roads, rural infrastructure development, re-construction of damaged bridges on National Highways and construction of alternative new roads and other special projects in 09 provinces to fulfill the above objectives. However, a sum of Rs.13,197 million only had been spent for the above activities

Following further observations are made in this regard.

- (i) According to the Progress Reports, a sum of Rs. 1,410.11 million exceeding annual allocations made for road widening and improvement purposes had been spent by the Regional Offices in fifteen Districts whilst a sum of Rs. 6,995.95 million had been under utilized by the Regional Offices in seven other Districts , out of the allocations made for that purpose. It was remarkable to state that the allocations aggregating Rs 300 million for road widening and improvement purposes by Regional Offices in Killinochchi, Mulativu and Puttalam Districts had not been completely utilized during the year under review.
- (ii) It was observed that 667 road widening and improvement projects had been identified to carry out under the Annual Action Plan for the year 2011. However, the works of 200 projects which were not included in the Action Plan had been commenced and continued during the year under review by incurring a sum of Rs.3,327 million.
- (iii) The information regarding the non-RDA works carried out under road widening and improvement purposes was not made available for audit.
- (iv) Further, 68 projects for construction of bridges and fly - overs had been identified to carry out under the Annual Action Plan for the year 2011 in 10 Provinces . However, the works of 28 projects which were not included in the Action Plan had been carried out whilst the works of 30 projects included in the Action Plan had not even been commenced up to 31 December 2011.

The explanations furnished by the Chairman of the Authority on the above matters is reproduced below.

“As some road improvement works which have not been included in Annual Action Plan were undertaken in some Provinces on priority basis considering the urgent requirement, initial allocation has exceeded in those Provinces. However, reallocations were made among the provinces adjusting these differences at the end of the year”

(b) Road Maintenance

Deviations from the targets stipulated in the Annual Action Plan of the Authority is a regular feature in carrying out non-RDA activities under the grants received from the Government and other agencies for road maintenance purposes. According to the information collected from the Authority and the Annual Progress Report-2011, a sum of Rs 2,631 million incurred for emergency works including non-RDA works had been included in total expenditure amounting to Rs. 6,942 million incurred for road maintenance activities eventhough an allocation of to Rs 5,000 million had been made during the year under review.

Following further observations are made in this regard.

- (i) According to the Progress Reports, a sum of Rs. 580.82 million exceeding annual allocations made for routine road maintenance programmes had been spent by the Regional Offices in eight Provinces whilst the Regional Offices in Western Province had saved a sum of Rs.50.40 million, out of the allocations made for that purpose.
- (ii) Continuation works under the road maintenance programmes had not been achieved the targets stipulated in the Annual Action Plan , therefore, a sum of Rs 121.97 million had remained un-utilized during the year under review.
- (iii) Periodical of maintenance works under the road maintenance programmes had also not been achieved the targets stipulated in the Annual Action Plan , therefore, a sum of Rs 456.16 million had remained un-utilized during the year under review. However, the allocation made for the Regional Offices in Northern Province had exceeded the annual allocation for the year under review by Rs. 74.19 million.
- (v) Drainage and structure improvements works under the road maintenance programmes had also not been achieved the targets stipulated in the Annual Action Plan. Therefore, a sum of Rs 164.68 million had remained un-utilized during the year under review. However, the allocation amounting to Rs 31 million made for the Regional Offices in Northern Province had remained unutilized during the year under review.

The explanations made by the Chairman of the Authority on the above observations is reproduced below.

“Road maintenance expenditure raises due to weather and other facts. The above mentioned expenditure on routine and periodic road maintenance activities in eight provinces and drainage and structure improvements works were exceeded due to deterioration of roads under weather conditions. Since most of the roads in Western Province were rehabilitated maintenance expenditure in Western Province was low. Some of the continuation maintenance works stipulated in work programme were unable to undertake or complete due to scarcity of materials and bad weather conditions.”

(c) **Clients’ Works**

As a practice, various outside organizations make deposits at the Authority to carry out road development works relating to rectification of damages caused due to improvements on utility services such as water supply, electricity etc. Eventhough a separate bank account had been maintained for such deposits, details relating to the purpose of the deposits made, nature and the cost estimate of the work, date of the deposits made and expected date to complete the works etc, could not be readily available for audit due to lack of proper records. Further, several instances were observed in audit that the usage of such deposits by the Authority for other purposes without considering the commitment to complete the respective works in time.

Details are given below.

- (i) It was observed that a sum of Rs 1.402 million had been spent in five instances during the year under review for foreign visits made by the officers of the Authority out of proceeds for client works deposits.
- (ii) A sum of Rs 5 million had been released to the Provincial Director for Northern Province to settle a fuel imprest.
- (iii) Proceeds of deposits amounting to Rs.829.2 million had been invested in the Repo market during the year under review and out of that, a sum of Rs. 611.2 million had remained as investments at the year end.
- (iv) Further, a sum of Rs 117million had been spent for the road widening and improvement purposes which were not related to the respective clients works.

3.2.2 Operations of Commercial Activities

The Authority had carried out several commercial activities related to constructions and maintenance of national roads. As per financial statements of the Authority, the operating results of such commercial activities during the year under review are given below.

Description	Manufacturing of Interlock Concrete Blocks	Manufacturing of Asphalts	Operations of the Casting yard	Operations of the Southern Expressway
	----- Rs'000	----- Rs'000	----- Rs'000	----- Rs'000
Income	64,364	1,752	5,495	74,940
Operating Expenses	77,346	1,488	4,579	40,924
Operating Profit/(Loss)	(12,982)	264	916	34,016

Following observations are made in this regard.

(a) The Authority had operated four Asphalt Manufacturing Plants during the year under review and some of the observations made at the investigations made by the audit in some of the plants are given below.

(i) The technical standards for input/ output ratio or the normal losses on inputs during the process of production of Asphalt had not been pre- determined. Therefore, the abnormal losses/ excess usages etc in production process could not be determined in audit. Reasons for variation of the book balances of the stock of material at site amounting to Rs. 2,829,120 with the balances observed in physical verifications made at Keragala Plant could not be determined due to lack of technical standards on material usage. According to the explanations made by the Chairman of the Authority, the normal loss in the production process is treated as about 5% of the inputs. The difference of the material at Keragala Plant shown as a result of application of cubic metres as the unit of measurement of input of material instead of metric tons.

(ii) According to the quality tests made on the samples collected at Ingiriya Plant in January and February 2011, several quality failures had been reported. However, remedial action had not been taken to identify the reasons for failures of quality tests for rectification purposes. According to the test reports, expected sieve size of the production of binder course and the cut back had not been agreed with the generally accepted standards.

(iii) At the time of surprise visit made to Asphalt Manufacturing Site at Ingiriya by audit revealed that production of 9,353MT of Asphalt had been issued to the Executive Engineers' Offices without written requests.

(b) The Ministry of Ports and Highways had launched a project for paving of interlock concrete blocks for rural roads in 2011 and granted imprests aggregating Rs. 57 million to the Provincial Directors of the Authority to purchase 54 concrete block production machines under the Maganeguma Rural Development Programme to commence manufacturing of interlock concrete blocks. Following observations are made in this connection.

- (i) As per the information made available from the Ministry of Port and Highways, 17 machines out of 54 machines at the Executive Engineer's Offices had not produced any of concrete block during the year under review. According to the explanations made by the Chairman of the Authority, the production of paving blocks was carried out mainly on the orders from various local organizations that carry out construction works. As there was no order from those organizations, no production was carried out by the respective machines
- (ii) It was observed that the production of other 24 machines had remained below than 400 concrete blocks per day. Further, the Machines at Executive Engineers office at Nittambuwa and Bandarawela had remained as obsolete without taking action to repair those machines for over long period. Several other machines located at Executive Engineers Offices in Tangalle and Embilipitiya had remained idle or underutilized due to shortages of material and labour.
- (iii) Information relating to the sale of concrete blocks by Provincial Directors' Office in Northern Province had not been reported to the Head Office of the Authority even though 1,418,557 blocks had been produced during the year under review. Further, the Provincial Director's Office in Colombo sold 9,500 concrete blocks, out of 61,161 blocks produced during the year under review. Further, the Executive Engineers' Office at Negombo had produced 76,593 blocks while of 44,000 blocks had been sold during the year under review. According to the information made available, the performance on productions and sales of blocks was remained unsatisfactory in several provinces, due to financial difficulties of many of Rural Development Societies and Govisamithi who had undertaken contracts on blocks paving for rural roads.
- (c) The Southern Express way had been commenced for operations on 26 November 2011 and a sum of to Rs 74.940 million had been collected from the users of Southern Expressway up to 31 December 2011. Following observations are made in this connection.
- (i) The surplus on Commercial activities included the donations amounting to Rs.7.4 million received from outside parties for the purpose of the inauguration ceremony of Southern Expressway and the expenses amounting to Rs. 10.171 million had been incurred thereon.
- (ii) The Operation Manual for the officers employed at the interchanges of Southern Expressway had not been prepared and distributed. Therefore their duties, responsibilities and procedures to be followed on expressway users had not been properly determined. It was observed that charges for expressway users are determined as per the type of the vehicles and the vehicles entered into the Expressway are identified at the interchanges manually instead of the system itself. Therefore, the operational risk is existed to manipulate the income by erroneous identification of the type of the

vehicles. According to the Chairman of the Authority, the officers at the exit point are advised to check the vehicle type with the entrance ticket and if any erroneous identifications are found those to be reported to the senior officers for verification by the Closed-Circuit Television (CCTV) cameras to take decisions.

3.2.3 Contract Administration

Following observations are made.

- (a) Constructions of the arch- bridge at Pussellawa- Ulapane road which was designed under a novel concept of bride structuring had been commenced in 1999 at an estimated cost of Rs.42 million. However, the construction works carried out by then subsidiary company of the Authority called Road Construction and Development Company had been abandoned in 2003 after incurring a cost of Rs. 34.085 million. Subsequently, the contract was awarded to the State Development and Construction Corporation to complete the balance works valued at Rs. 75.007 million and expected to be completed the works on or before 18 June 2009. However, the works had not been completed even as at 31 December 2011, even though a sum of Rs 54.967 million had been spent thereon by the Authority. Further, a sum of Rs. 1.324 million had been spent by the Authority up to 31 December 2011 to maintain the Bailey Bridge temporarily erected at construction site even though the contractors had agreed to bear such costs. In addition, a sum of Rs. 2.058 million had been spent by the Authority to purchase steel bars for the Bailey Bridge.
- (b) The contract for the rehabilitation and improvement works of the section from Dambulla to Habarana (21.5km) of Ambepussa – Trincomalee road had been awarded to the same contractor who had undertaken the contract for rehabilitation and improvement works of other sections of this road namely Kantale to Trincomalee and Ambepussa to Dambulla without following tender procedure.
- (c) The work for paving concrete blocks at the Dalada Maligawa premises had been carried out during the year under review under the supervision of the Provincial Director's Office of Central Province, as a special assignment. Following observations are made in this connection.
 - (i) The respective contract had been awarded to a private company at a cost of Rs 36.83 million and subsequently the original cost of the contract had been increased by Rs. 28.87 million representing 36% of the original estimate under two variation orders.
 - (ii) Further, the work had been treated as an emergency work and limited quotations had been called for by allowing 12 days only to submit bids for the contractors, contrary to the provisions in Paragraph 3.8 of the Government Procurement Guidelines - 2006.

- (iii) Eventhough the contractor was instructed initially to complete the respective works by 13 June 2011, within a month after awarding the contract, an extension had been granted for five months period up to 15 November 2011 to complete the works.
 - (iv) Although number of defects were found in the work for paving concrete blocks at the physical inspection made in November 2011, appropriate actions had not been taken to rectify within the defect liability period. Further it was revealed that 10 blocks out of a sample consisting of 50 blocks had not been found up to the standard at the quality tests carried out by the Authority, thus evidenced that inferior quality material had been used for the construction of concrete blocks.
- (d) The Provincial Director's Office of Central Province had implemented a road improvement project called SAARC Summit Package to improve the road condition of the Kandy City. Following observations are made in this regard.
- (i) The estimates for the road improvement works had been prepared excessively when compared with the actual work done. Such variations in the items had remained ranging from 2.5% to 37% , thus indicating that proper physical measurements had not been made at the preparation of the estimates. According to the explanations made by the Chairman of the Authority, original estimate was prepared aiming to lay asphalt concrete on all the roads in the city under Kandy City Development Project aimed to facilitate SAARC Summit. However, the Summit was shifted subsequently to Colombo and nature and the scope of the work was reduced and only the drainage works and repair works were undertaken.
 - (ii) Savings arisen out of the excessively estimated works had been used to procure the office equipment, computers etc, and repairs of staff quarters through the contractors by authorizing several variation orders.
- (e) The Authority had taken action during the year under review to procure fixed assets for the use of Express Way Management Unit (EMU). Following observations are made in this regard.
- (i) A procurement plan had not been prepared at the initial level. Therefore, the items required to purchase had not been properly identified.
 - (ii) The tender board appointed for the purchases of fixed assets had comprised only of the officers attached to the Express way Management Unit. Further, the tender documents relating to the purchase of 50 steel Safes at a cost of Rs.2.905 million had not been rendered for audit.
 - (iii) Various items for the usage of operations of the interchanges had been purchased at a cost of Rs. 6.577 million from 8 suppliers under an urgent basis through shopping method. However, such assets had been supplied

by the respective suppliers with considerable delays for the period ranging from 20 to 166 days.

- (f) Executive Engineers' Office at Gampaha, had deployed additional 15 labourers on an outsourced basis for road maintenance works and works at Asphalt Plant at Keragala during the year under review even though the 208 labourers had been attached to respective office. It was observed that the selected supplier, out of three service suppliers who quoted prices for this contract was registered as a construction contractor and not as labour supplier. Further, the rates agreed for individual labourer was higher than by 43 % for unskilled labour and 84% for skilled labour when compared with Highways Standard Rates (HSR).
- (g) As a practice, the Authority hires vehicles from outside parties. Following observations are made in audit carried out to determine the effectiveness on outsourcing of vehicles for the activities of the Authority.
 - (i) Even though the Technical Evaluation Committee appointed by the Authority to evaluate the bidders for the hiring of vehicles recommended the cut off rate for the vehicles supplied without drivers and fuel should be calculated by adding 10% of overhead charges and 20% of profit margin to HSR. However, such methodology had not been applied in determining cut off rate of the hired vehicles.
 - (ii) Several instances were observed that the contractors had changed the category of supplying vehicles and basis of supplying vehicles with drivers and fuel or without drivers and fuel and claimed accordingly.

3.2.4 Matters in Contentious Nature

Following observations are made.

- (a) The land owned to the Authority at Narahenpita which was transferred from then Department of Highways had been exchanged in 2009 for a land at Denzil Kobbekaduwa Mawatha which was owned to the Urban Development Authority, under lease hold basis. The newly acquired land had been used by the Sri Lanka Ramangna Nikaya Arakshaka Sabhawa and a sum of Rs. 50 million had been paid thereon in three occasions in 2010 and 2011 under the approval of the Cabinet of Ministers at its meeting held on 25 March 2009. However, the basis for determination of such payment could not be ascertained in audit as the valuations for the lands had not been carried out before entering into the transactions.

- (b) The Authority had obtained a loan facility amounting to Rs. 1,534 million from a commercial bank at an annual fixed interest rate of 9% to carry out rehabilitation and improvement works of Ambepussa – Trincomalee Road from Dambulla to Habarana (21.5 km) without assessing the financial position and the future cash flows of the Authority to compensate the loan installments to be payable after the two years grace period. Further, a sum of Rs. 453.7 million had only been utilized as at 31 December 2011 including mobilization advances amounting to Rs.274 million, out of the total loan amounting to Rs 1,534 million.

3.2.5. Assets Management

Following observations are made.

- (a) A Multi Function Network Survey Vehicle (MFNSV) valued at Rs.92.689 million and a Falling Weight Deflactometer (FWD)valued at Rs. 30.128 million had been procured by the Road Sector Assistance Project and handed over to the Authority in 2010 for the purpose of surveying road condition and pavement level condition respectively. According the information made available from the RDA, the road length of 3932.78 km and pavement length of 1,452.20 km had been surveyed during the year under review. Further, the progress reports of the Authority indicating that 54% of road length only, out of total road length expected to survey during the year under review had been completed.
- (b) A land with the extent of 11acres 08 roods and 38.3 perches at Attidiya area acquired in 1999 for the purpose of resettling of persons displaced due to development works carried out at Baseline Road had not been utilized for intended purposes. A sum of Rs. 123 million had been paid in seven occasions by the Authority and out of that, a sum of Rs.28 million which had been financed by a Japanese Aid Project. Further, it was allowed to resettle Tsunami affected families, on temporary basis in two acres since 2005 and other portion of 3 acres, 1 rood 26.7 perches had been leased out to a private Company since 06 September 2007. Further, monthly rental amounting to Rs. 150,000 had only been paid since then by the respective company eventhough the monthly rental value of the entire land was Rs. 500,000 as determined in 2008.
- (c) A weight bridge valued at Rs. 654,679 had been installed at Tennekumbura Depot to measure the weight of heavy loaded trucks running in the respective road. However, the measuring works had been abandoned since 20 May 2011 which was the date of commencement of works due to the protests made by the drivers and remained idle since then. It was observed that the respective weight bridge had been installed in a narrow space and it was remained at same location without proper security. A sum of Rs.153,753 had been spent for obtaining license for the weight bridge for the years 2010 and 2011.

- (d) It was observed that 20 Coin Counting Machines purchased at a cost of Rs.1.4 million in August 2011 had remained idle since then at the stores premises of the Expressway Management Unit. According to the explanations made by the officers of the Expressway Management Unit, minimum charge for Expressway users had been determined from Rs. 50 and increase it by Rs. 100 for each interchange therefore, coin counting machines were not necessary for the operations of the Expressway.
- (e) Eleven Aggregate Chip Spreader Machines received from a Chinese Grant Project on 23 March 2010 had remained at the workshop premises of the Authority at Angulana, Moratuwa without being utilized for an intended purposes.
- (f) Twelve Lathe Machines received from Maganeguma Companies on 11 December 2010 had remained idle since then, as a result of delaying recruitment of machine operators.
- (g) Stocks valued at Rs.32.248 million remained at the stores premises of the Authority appeared to be slow moving as very few items are issued annually. Further the items valued at Rs.329,964 lost due to fraudulent activities had also been included therein without taking appropriate action to investigate the matter.

3.2.6 Human Resources Management

Following observations are made.

- (a) A proper Human Resources Plan had not been prepared and implemented by the Authority to recruit, allocate, develop and payment of compensation for its work force effectively. As per Section 9.3.1 of the Public Enterprises Guidelines for Good Governance circular No.PED/12 of 02 June 2003, a schemes 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 recruitments and promotions of the Authority had not been obtained even as at 31 December 2011.
- (b) The Authority had not established a separate Division for Human Resources Management activities eventhough 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 were functioned under the Administration and Finance Division under the supervision of the Director, Administration.

- (c) The key posts such as Additional Director General for Finance and Administration and Additional Director General for Assets Management and other posts of Deputy Directors in middle management level in the areas of performance audit, rural bridges, training, procurement etc were remained vacant for over two years as at 31 December 2011.
- (d) According to Section 8.3.9 of the "Guideline for Good Governance for Public Enterprises" issued in line with the Circular No PED /12 of 02 June 2003 and the Circular PED 21 of 08 January 2004, public enterprises are not allowed to utilize its resources to the line Ministry or other entities. However, the Authority had not complied with this regulation and the observations made thereon are given below.
- (i) According to the information made available 72 employees of the Authority had been released to the Line Ministry and other outside entities as at 31 December 2011. Out of that, salaries and overtime expenses aggregating Rs. 25.892 million for the year under review relating to 45 employees had been charged against the income of the Authority without taking action to obtaining reimbursement from respective entities. Further, salaries of other 27 employees had only been recovered without taking action to recover their cost of overtime aggregating to Rs. 3.618 million paid during the year under review.
 - (ii) Further, cost of overtime amounting to Rs. 1.520 million had been paid by the Authority by exceeding the maximum hours of overtime as determined by the RDA Administrative Circular No 2995/CL/14 dated 11 February 2001 to the employees who were released to outside entities and not directly involved with the activities of the Authority.
 - (iii) In addition, 10 watchers and a driver of the Authority had been released in 2010 to the then Ministry of Public Relations and Public Affairs. Further, a sum of Rs. 2.879 million had been paid by the Authority during the year under review for the payment of salaries and overtime for them. However, present service stations of the respective employees were not known by the Authority.
- (e) It was observed that several persons had been deployed by some regional offices over the approved cadre positions. It was revealed in surprised visit that 231 persons had been deployed by three offices, of the Authority in Gampaha and Kandy Districts.

3.2.7 Utilization of Vehicles

Following observations are made.

- (a) According to the records maintained at the Mechanical Division, the Authority had owned 403 vehicles as at 31 December 2011 and allocated those vehicles to various Institutions/Projects/Divisions of the RDA. However, 895 vehicles had been insured by the Authority for the year 2011.
- (b) It was observed that 20 vehicles had been handed over to the outside parties as at 31 December 2011. However, the details on dates of handing over of such vehicles had not been made available at the Mechanical Division. It was observed that a sum of Rs.719,501 had been paid for the renewal of revenue licenses and insurance of such vehicles for the year 2011.
- (c) It was observed that 5 vehicles which were handed over to the outside parties as mentioned above had met with accidents. Details of losses occurred thereon are described below.
 - (i) The insurance claims on damages of the vehicles could not be raised for 4 vehicles due to absence of information regarding the responsible parties for the accidents.
 - (ii) A motor vehicle which was handed over to the office of the Secretary to the HE the President in April 2008 had met with an accident on 20 April 2008 in Batticoloa area. However, action had neither been taken to repair nor recover the damages from responsible party even as at 31 December 2011.
 - (iii) According to the letter dated 03 February 2010 issued by the Batticoloa Police Station, another vehicle which was also handed over to the office of the Secretary to the HE the President in April 2008 had been taken in to custody by Criminal Investigation Division on charge of misuse of that vehicle. It was observed that the respective vehicle had been parked at the workshop premises at Angulana since 17 December 2010. Action had not been taken to identify the parties responsible for the misuse of the vehicle as enable to take actions against them.
- (d) According to the instructions issued by the letter dated 09 September 2011 by the RDA, all vehicles at the Head Office of RDA and Project Management Units should be presented for physical verification made on 14 and 15 of September 2011. However, it was observed that 169 vehicles had not been furnished for physical verification. Therefore, the accuracy and completeness of the verification carried out could not be ascertained in audit.

3.2.8 Budgetary Control

It was observed that the Authority had not presented a detailed budget for capital expenditure and therefore, the reasons for the deviation of the balance aggregating to Rs 1,597 million shown in the Balance Sheet as at 31 December 2011 and the budgeted allocation amounting to Rs. 1,504 million for capital items could not be examined. Further, the major variation of the items shown under the sources of income such as fees for soil test, charges for supervision and fines etc, and expenses incurred under administrative expenses such as incentive bonus and vehicle supplies etc, had not been examined with the actual balances. Therefore, the budget had not been utilized as an effective instrument of management control.

4. Systems and Controls

Deficiencies in the 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. Special attention is needed in respect of the following areas of control.

- (a) Road maintenance and clients works
- (b) Disclosure of transactions with related parties
- (c) Management of Regional Offices
- (d) Utilization of vehicles
- (e) Assets Management
- (f) Contract Administration

ds
H.A.S.Samaraweera
Auditor General

Comments on the report of the Auditor General

on

The Financial Statement

of the

Road Development Authority

for the year ended 31st December 2011

in terms of section 14 (2) (c) of the Finance Act

No. 38 of 1971

Comments on the report of the Auditor General on the Financial Statement of the Road Development Authority for the year ended 31st December 2011 in terms of section 14 (2) (c) of the Finance Act No. 38 of 1971

1.2 Responsibility of the management for the Financial Statements – No comments

1.3 Scope of audit and basic of opinion – No comments

2. Financial Statements

2.1 Opinion – No comments

2.2 Comments on Financial Statements

2.2.1 Accounting Deficiencies

- (a) Action will be taken to disclose Treasury Allocations in a note to Accounts in future.
- (b) Expenditure incurred on widening and improvement works from the loan obtained from Local banks along with the corresponding value of work done has been shown in Note 24 (A) to Income Statement. By an oversight these two amounts have not been included in total value of work done and total cost of work done figures shown in Income Statement. Also the amount shown in the item “Value of RWI works carried out from Local Bank Loans” under Non Current Assets in the Balance Sheet should have been included in the item ‘Amount Receivable from the Treasury’ under Current Assets. This will be properly presented in Financial Statement in future.
- (c) RDA has been given a separate vote for these works and we have received funds direct from the Treasury to carry out the work. Therefore expenditure incurred was shown in RDA Accounts in the same way we have treated for other expenditure in Accounts.
 - (d) This amount includes money received for minor road reinstatement works and supervision fees and these have been credited to client deposit account by an error. As the expenditure involved to carry out these works is relatively immaterial those are being charged to maintenance expenditure. As these works have been completed and expenditure incurred thereon cannot be identified separately relevant income was transferred to income during the year to correct the Accounts.
 - (e) (i) As this land was exchanged for the land at DencilKobbekaduwa Mawatha where Highway Secretarial Building is constructed, this amount will be transferred to the Working-progress Account of the Building during the year 2012.

(ii) Amounts debited to Work-In-Progress Buildings represent amounts paid to acquire a land at DencilkobbekaduwaMawatha to Construct Highway Secretarial building. These payments cannot be treated as recurrent nature and charged to Income Statement as these payments are directly connected with the construction of the building. Once the building has been put in to use action will be taken to apply appropriate accounting treatments for this expenditure.

(iii) Action is being taken to obtain the legal ownership of this land. Amount shown as the value of this land is Rs. 25,604,180.00 and not Rs. 25,977,966.00 and this amount represents the amounts paid to UDA to acquire legal ownership of the land. Though we don't have the legal ownership of this land we have the beneficiary ownership of the land and we have been using this land for the last 25 five years. Therefore as per the concept of "Substance Over Form" in financial accounting this amount is shown as an asset in the Balance Sheet considering it's substance and economic reality.

(iv) RDA has neither legal ownership nor beneficiary ownership for this land. Also RDA has not made any payment for this land. Therefore we cannot show this as an asset in our Accounts.

(v) Action will be taken to bring the value of this land in to RDA accounts.

- (f) Information such as cash purchase price, lease rental, lease term etc. required for accounting purpose was received by Finance Division only in the year 2012. Action will be taken to account for these assets and to make necessary adjustments for back-log depreciation.
- (g) As a policy Plant & Machinery is depreciated at the rate of 25% per annum on strait line basis. However after four years considering the useful life, these Interlock Block Paving Machines can be revalued and accounted.
- (h) Day to day requirements of stationery and other consumable of Expressway Management Unit were issued from Head Office Store and cost of those are directly charged to expenditure. No material amount of stationery and other consumable stocks have been available in hand as at 31.12.2011. Most of the Fixed assets and other inventory items of Expressway Management Unit have been purchased after the annual verification of assets has been completed in September 2011. However the cost of purchase of these items has been recorded in ledger accounts. All these assets will be verified and taken in to Assets Registers during this year.

2.2.2 Receivables and Payables

- (a) Out of Rs. 4,002,329/=, Rs. 3,317,252/= has been recovered by now and the balance Rs. 685,077/= will be recovered during this year. Other receivable of Rs. 3,202,089/= has been fully recovered.

- (b) Actions has already been taken to remove unauthorized hoarding, banners, billboards ,cutouts etc; in Kandy &Gampaha cities and other districts and it is in progress island wide.
- (c) Though these mobilization advances are outstanding over two years, all these relate to ongoing projects and recovery is being done from the bills submitted. Out of Rs. 467,273,137.00, Rs 238,694,706.00 has been recovered during the year 2012.
- (d) Out of this amount Rs. 200,000.00 has been recovered and legal action is being taken to recover the balance.
- (e) Though this retention are outstanding over two years, 75% of the projects are still going on and release of retention has not become due. Out of Rs. 719,971,124.00, Rs. 119,125,556.00 has been released during the year 2012. Retention due on balance projects which have been completed will be released on the requests of respective contractors and any unclaimed retention will be transferred to income.

2.2.3 Non-compliance with Laws, Rules, Regulations and management Decisions etc;

- (a)
 - (i) Budget for the year 2011 was submitted for the approval of the Board in September 2010 but due to certain amendments instructed by the Board, approval of the Board obtained.
 - (ii) Annual report for the year 2011 is being finalized and will be submitted to the Parliament soon
 - (iii) Annual Report for the year 2010 has now been submitted to the Parliament.
- (b)
 - (i) Annual Action Plan is prepared at the beginning of every year and the works are generally being carried out according to the Annual Action Plan. However priority has to be given for some emergency requirements. Action is also taken to revise the Annual Action Plan to accommodate such emergency requirements. In future Action Plan will be reviewed by annually.
 - (ii) Corporate Plan is prepared as a rolling plan for a period of five years and reviewed annually to accommodate the special requirement of the current year and the balance period of the plan. The performance and the expenditure of the items/work are reviewed periodically and necessary arrangements are made as per the relevant circulars to transfer funds within the annual allocation. In addition, steps are taken to request for additional funds required to cover up the expenditure incurred for special/urgent works those have not been included in Annual Action Plan. Still there is a variance generally actual figure is higher than the budgeted) between the budgeted and the actual figures as the additional funds transferred are not enough to cover the cost of special/urgent works accounted on accrual basis in Final Accounts.

(iii) Negative Working Capital (Rs.4,449Mn) is mainly due to payable to contractors for accrued work bills and retention money on completed contracts (Rs. 7,736 Mn) included in Current Liabilities. Other than the stock of Rs. 32 Mn. received under OECF AID Scheme,RDA doesn't have any slow moving/idle stocks. Negative Net Assets Ratio (Rs. 4,426 Mn) is due to the Accumulated deficit of Rs. 5440 Mn included in Equity Capital & Reserves which has been resulted by provision of Depreciation and Gratuity in the income statement without corresponding income in the Income Statement.

- (c) By an oversight the approval of the Procurement Committee was not obtained for approval of the paper advertisement. However all decisions were taken by the appropriate Procurement Committees. Although agreements were not signed to hire vehicles, action will be taken to sign agreements for all vehicles in future.
- (d) The vehicles were hired with approval of Director General RDA by following proper procurement procedure.
- (e) Instructions have been issued to Provincial Directors (Western, Northern, Sabaragamuwa & Uva) to strictly follow circular instructions.

2.2.4 Un-reconciled Balances

- (a)
 - (i) Action will be taken to correct all lapses as pointed out. Care will be taken to use the the bank reconciliation statement as a effective tool. Also action will be taken against the officers who are responsible for the mistake.
 - (ii) These confirmations and Bank reconciliation Statement have now been submitted to Audit.
 - (iii) Action will be taken against officers responsible.
- (b) Additional stocks of materials have been kept by Western, Southern and North Western Provinces to be used for some widening and improvement works undertaken to carry out by deploying direct labour of RDA. Uva Province has kept some extra stock to carryout urgent sand sealing works.

2.2.5 Lack of Documentary Evidence for Audit

- (a) This schedule has now been submitted to you.
- (b) These schedules are now being prepared and submitted to you within two weeks.
- (c) These schedules are now being prepared and submitted to you within two weeks.

- (d) All the relevant documents are available in Provincial Director's Office, Colombo. Action will be taken to keep a copy of running charts also along with the copy of the voucher in CE's Office in future.
- (e) Relevant information is available and will be given

2.2.6 Related Party Transactions of the Authority with Private Companies

- (a) At present RDA is producing around 75% of RDA's requirement of premix by RDA Plants and purchase of premix from Maga Neguma Construction Company has been reduced drastically. Now Circular instruction has been issued to purchase Premix only from RDA Palnts. Rate of purchase of emulsion (per litre) Maga Neuma Emulsion Co. is about Rs 3.00 to 4.00 less than the normal market rate.
- (b) (a) This is a recovery of dues to RDA against payable to them.

(b) RDA pays VAT on collection basis. Rs. 78,710,961.07 is the amount of VAT related to uncollected amount of hire charges and other income. This amount becomes due for payment to Department of Inland Revenue only as and when receivable hire charges and other income are collected. VAT amount for Rs 60 Mn will be accounted.
- (c) These Assets (some tools) and consumables have been transferred to them on outright sale basis. Therefore no hire charges can be charged. Action will be taken to recover the total amount due
- (d) Action will be taken to have an understanding with Maga Neguma Companies about collecting hire charges and their usage. Some sort of mechanism will be worked out to calculate hire charges based on usage of each equipment for at least 20 days/month. Also hire charges rate also will be revised based on current market rate.
- (e) Proper authority limits of regional offices and procedure will be published soon. Action will be taken to instruct all provincial officers to send information to DG, RDA regarding work orders issued to Maga Neguma Companies.
 - (i) This will be implemented very soon.
 - (ii) Normally 20% of the total value of the work will be paid as a mobilization advance to Maga Neguma Companies.
 - (iii) Action will be taken to reconcile the issue of bitumen to Maga Neguma Emulsion Company and their supplies to RDA. However the cost of bitumen is normally deducted from their payments.

3. Financial and Operating Review

3.1 Financial Performance– Out of the net deficit of Rs. 397.00 Mn.,Rs. 337.00 Mn. is due to the provision of depreciation (Rs. 43.00 Mn.), Gratuity (Rs.245.00 Mn.) and Write-off of ESC (Rs. 45.00 Mn.-Income Tax), Write-off of other debtors (Rs. 4.00 Mn.), and the balance (Rs. 60.00 Mn.) is due to the increase in staff salaries.

Erosion in Net Current Assets (Negative Working Capital (Rs.4,449Mn)) is mainly due to payable to contractors for accrued work bills and retention money on completed contracts (Rs. 7,736 Mn) included in Current Liabilities. There is no erosion in Total Assets when compared to previous year and rather there is an increase in Total Assets.

3.2 Physical Performance

3.2.1 Operation of Non-Commercial Activities

(a) Road Widening and Improvements

(i) As some road improvement works which have not been included in Annual Action Plan were undertaken in some Provinces on priority basis considering the urgent requirement, initial allocation has exceeded in those Provinces. However reallocations were made among the provinces adjusting these differences at the end of the year. Revised allocation and the actual expenditure is given in the annexure (1). Action Plan is revised taking into consideration of those items.

(ii) This is also due to same reason mentioned in item 3.2.1 (a) (i) above.

(iii) This details regarding the Non-RDA works carried out are attached herewith (annexure 2).

(iv) Due to same reason mentioned in item 3.2.1 (a) (i) above.

(b) Road Maintenance

(i) Road maintenance expenditure raises due to weather and other facts. As mentioned expenditure of road maintenance activities in eight provinces were exceeded due to deterioration of roads under weather conditions. Since most of the roads in Western Province were rehabilitated maintenance expenditure in Western Province was low.

(ii) Some of the works stipulated in work programme were unable to undertake/complete due to scarcity of materials and bad weather conditions but action will be taken to utilize funds in future.

(iii) This is also due to same reasons mentioned in 3.2.1 (b) (i) & (ii) above.

(iv) Due to same reason mentioned in item 3.2.1 (b) (i) & (ii) above.

(c) Client Works

- (i)** This is an amount of money received from Central Engineering Consultancy Bureau to reimburse expenses incurred for two officers who attended at foreign training programme and this amount has been credited to Client Account by an oversight. These are not client money. This will be adjusted.
- (ii)** This would have been drawn from the client account considering the urgency of payment.
- (iii)** Out of Rs. 829,200,000.00, Rs, 218,000,000.00 has been sent to Provincial Directors to make payments relating to client works carried out during the year. Balance amount of Rs. 611,200,000.00 was remained in the investment at the end of the year.
- (iv)** This amount of Rs. 117,000,000.00 is the funds received from Economic Development Ministry under client works to carryout work in rural roads identified by the Economic Development Ministry. Though the money was transferred to Works Division and payments were made by that Division, payments have correctly been accounted to client works.

3.2.2 Operations of Commercial Activities

- (a)(i)** Normal loss in the production process is about 5% of the inputs. No abnormal losses have been in any of the production of four Asphalt Plants during the year under review. The difference shown in the audit comment is due to application of cubic metres unit of measurement instead of metric tons to measure the input of material.
- (ii)** The quality of mix-designs has now been corrected.
- (iii)** Instructions were given not to issue asphalts in future without written requests.
- (b)(i)** Production of paving blocks is carried out mainly on the orders from various local organizations (rural societies) that carry out construction works. As there was no order from these organizations no production was carried out in some Divisions. At present all the machines are under operation and paving blocks are being manufactured.
- (ii)** Necessary steps have been taken to produce concrete blocks in satisfactory level. Repairs of those machines were attended and machines are now functioning. Problem of shortage of materials have been sorted out.
- (iii)** Value of sale of concrete blocks are recorded in Head Office Ledger and details of quantities, cost incurred for production, quantities sold and remaining stocks are available at respective Provincial Offices.

(c)(i) No comments

(ii) Manual has now been prepared and preparation of handouts to be distributed among the tellers is in progress. To prevent the malpractices in identification of type of vehicles the following steps are taken at present.

- The Teller at the exit point also check the vehicle type with the entrance ticket and if any erroneous identifications are found those are reported to Head Teller.
- Head teller takes the decision by viewing CCTV cameras and give instructions to the Teller at exit point.
- Teller at the exit point issues the amended ticket for the type of the vehicle if necessary and collects money and makes a log entry to this effect.

3.2.3 Contract Administration

(a) Due to liquidity problems of RC&DC they were not able to complete the work as planned and RC&DC went into liquidation in the year 2003. Then the contract was awarded to SD&CC in the year 2004 and the construction work was commenced in December 2004. During the construction process the completion date was extended by RDA due to some reasons which were beyond the control of the contractor. As the progress of the work was delayed several warning letters was issued and finally the contract was terminated. Action is being taken to re award the contract.

As per the contract agreement there is an item provided in BOQ for the maintenance work of Bailey Bridge. Rs. 1,323,82.00 and Rs. 2,057,742.00 have been spent by RDA to replace steel deck plates and steel bars respectively. These are not coming under maintenance works and these have to be borne by RDA as these activities were related to replacement of main components of the Bridge.

(b) Government has decided to obtain loans from local commercial banks in line with Budget proposals announced in 2011. Under this scheme RDA was empowered to obtain funds from local banks. A cabinet approval was obtained for the same. Under this scheme Contractor submitted a project proposal for the rehabilitation and improvement to road section of this road with the financial assistance of Commercial Bank of Sri Lanka. Proposal was evaluated and approval of the Cabinet of Ministers was obtained to award the contract.

(c)(i) This estimate has been recommended by Director (Works) and approved by the Director General.

(ii) Original contract was awarded only for the paving of concrete blocks at DaladaMaligawa Premises. Under the Kandy City Beautification Programme it was decided to construct pavement for Dalada Street and as this works also carried out under this contract and owing to this variation of contract price increased.

(iv) As the work had to be completed urgently contractor was also to be selected urgently. Therefore, only a period of 12 days was given to submit quotations.

It was unable to complete the work as expected due to

- Increase in the scope of work due to extra work undertaken as explained in (c)(ii) above
- Delay in obtaining concurrence of the Archeological Department.
- The interruption by construction work of steel fence along side of DaladaVeediya carried out by another contractor.
- Due to inclement weather and other environmental factors.

(v) After finding that the contractor has laid sub standard concrete blocks (Grade 15) instead of concrete blocks quoted (Grade 30) payment was made by reducing the rate of Rs. 1,537.50 quoted for square metre to Rs. 1,514.50 for square metre. Defects found were also rectified.

(d) (i) This contract was initially awarded under SAARC SUMMIT PACKAGE under Kandy City Development Project aimed to facilitate SAARC SUMMIT which was earlier decided to be held in Kandy. Original estimate was prepared aiming to lay asphalt concrete on all the roads in the City. Since the SUMMIT was not held in Kandy City, nature and the scope of the work was reduced and only the drainage works and repair works were undertaken. After discussion with the Contractor contract amount was re-estimated and contract amount was reduced. As a result there was a saving in the original estimate.

(ii) This contract was carried out as a package and number of works was carried out with the involvement of RDA supervision staff. Staff quarters were repaired and used for administrative purpose without renting an accommodation to reduce the cost. There is a provision for an administrative expense in the contract and this amount is meant for provision of administrative facilities, office equipment etc, for engineers who involve in contract administration works.

(e) (i) the expressway was a new experience it was difficult to identify all the assets requirement clearly in advance. Therefore it was unable to prepare a procurement plan at the initial level.

(ii) Tender Boards comprised Officers from Head Office also. Tender decision of the RDA Procurement Committee for the purchase 50 Nos. Safes & other documents are available .

(iii) Most of the items we ordered were not readily available in the market and suppliers had to either make some items or order after getting the order from RDA. Therefore this delay was inevitable.

(f) The work load of Gampaha EE's Division was very high during that time and also the available labour was insufficient to cope up with the heavy work load. There was a high demand for labour in the area due to the rapid road development programmes carried out by other local authorities in the area and the labour rate was very high. Owing to this additional labour at a higher rate had to be employed. When quotations were called for obtaining labour on contract basis only 3 suppliers submitted quotations. Considering the urgent requirement contract was awarded to the lowest quoted supplier.

- (g)(i) In our HSR, purchase price is the prices of the vehicles purchased in the 1993, 1998 etc; and it is very low compared to the current purchase prices of the vehicles intended to be hired. HSR rate calculation formula was applied for cut-off rate calculation taking into consideration of the current purchase value of similar vehicles intended to be hired.
- (ii) As per the para 12 of the terms and conditions of hiring of vehicles , in case of a break down, accident or scheduled maintenance of the hired vehicle suppliers are expected to continue the service without interruption by providing replacement vehicle of similar condition. Other than this, no instances as referred to in the report have been reported.

3.2.4 Matters in Contentious Nature

- (a) Land at DencilKobbekaduwaMawatha was acquired to construct Highway Secretarial Building as the Land at Narahempita is not sufficient for this purpose. RDA had number of discussions with the venerable priests from RamangnyaNikaya to get their consent to exchange the land and to agree on the amount to be paid as the consideration for exchange.
- (b) Work of the contract is to be completed within 20 months period and contractor has started the work in May 2011 and completed 8 months period of work by end of 2011. When compare the period of work completed with the total length of the contract physical progress of 45% is more than satisfactory level. Also delaying the utilization of the loan without any delay in the physical progress of work certainly saves money to the Government as the interest will be paid to the Bank only on the utilized portion of the loan.

3.2.5 Idle/Under utilized Assets

- (a) In the year 2011, the programme for the year was prepared as a trial, as RDA and did not have prior experience in the use and limitations of these machines. However further programmes for these machines will be prepared with the experience we gained during the year 2011 giving due consideration to possible stoppage of work due to inclement weather and other limitations such as vehicle break down etc;.
- (b) Out of total land extent of 11 Acres, 2 Roods and 38.30 Perches of Athidiya land, only lot no. 1 was valued for Rs.150,000.00 for renting purpose by the Government Valuer has been leased out to Private Company since 2009. Due rental has been collected promptly.
- (c) At a progress review meeting held with the government officials it was decided to install a Weigh Bridge at Thennekumbura to measure heavily loaded vehicle coming from Mahiyangana to ensure the prevention of damages to national Roads. Due to various practical problems it was unable to carry out this activity as expected. The weigh bridge is in RDA Road Maintenance Depot premises at Thennakumbura.

- (d) Earlier it was decided to charge expressway user collection fee on km basis and as this requires coins below Rs. 10.00 value to be used. Basis of collection of user fee was changed after the machines were purchased and the use of the machines was not now required. However action will be taken to get some use from these machines.
- (e) This Chip Spreaders procured by Sri Lanka Army under Chinese funds were handed over to RDA. According to RDA's work programme less DBST work are carried out at present. Therefore, some of the machines are idled. As the width of the hopper is very high (15ft) it is difficult to use in the standard roads.
- (f) Operators have now been recruited and machines are in operation.
- (g) These are spare & other consumable items received under OECF Loan Scheme. As there is no use for these items in RDA we made number of efforts to dispose but we were unable to find a buyer. In future, action will be taken to dispose the unwanted items.

3.2.6 Human Resources Management

- (a) Preparation of Human Resource Plan is being carried out by the Consultants appointed by Public Administration Reform Commission. Scheme of Recruitment is also being finalized.
- (b) The proposal for formation of Human Resources Department has been included in report of Consultants appointed by Public Administration Reform Commission.
- (c) The post of Addl. Director General (Assets Management) had been filled by 31.12.2011. The vacant post of ADG (F&A) and the vacancies in Performance Audit area will be filled through recruitment procedure according to the approved SOR. Though the DD posts in Rural bridge& Training Divisions are there as per the approved cadre present volume of activities of those divisions don't require the service of deputy directors. Therefore these post are not filled.
- (d) (i) Out of the 72 employees released, employees those who have been released to the line Ministry directly involve in coordinating RDA works with the Ministry. Though they are attached to the Line Ministry they work there on behalf of RDA. Therefore their salaries and allied payments have to be borne by RDA. Overtime payments also of other employees whose salaries are reimbursed are being recovered. No overtime payments of Rs. 3,618,634.00 are to be recovered as mentioned in your report.
 - (ii) Considering the additional work load resulted by increased volume of work additional hours of work have to be allowed and these additional hours have properly been approved.
 - (iii) RDA is aware of these employees and action will be taken to get these employees released back to RDA.

- (e) Some employees have been attached to certain Regional Office exceeding the approved cadre to deploy for special projects such as “MagaNeguma Ran Aruna” undertaken in those areas.
- (f) Though these employees have become eligible to be made permanent as per the circular since there were no vacancies in the approved permanent cadre they were not made permanent. These laboures will be absorbed into the permanent cadre as and when vacancies occur.

3.2.7 Vehicle Utilization

- (a) RDA owns 946 vehicles and out of this only 895 vehicles are serviceable and they are insured. Auditors have counted only the vehicles allocated to Head Office, Transport Division, PD, CE, EE Divisions. Vehicles allocated to following Divisions/Units and other Organization have not been counted
- R&D, RBCU, Work Shop, EMU
 - Project Management Units
 - Production Plants
 - Other Organizations
 -
- (b) Details of vehicles handed over to outside parties are available at Mechanical Division and attached herewith. As the vehicles are owned by RDA and responsible for any accident RDA has to renew the revenue licenses and insure for possible losses in accidents.
- (c) (i) Out of these 5 vehicles repair work of vehicle No. 57/4199 is not due to an accident and this normal repair. This is being repaired at Angulana Work-shop. Out of other 4 vehicles repair works of 2 vehicles (Reg. no. GV-3437 & GG-9370) have now been completed and insurance claims are pending. Vehicle No. GD-0015 is being repaired under insurance cover. Vehicle No. GQ-1883 which was attached to STDP has met with an accident when it was on unauthorized use by a driver attached to STDP on contract basis. Action has been taken to terminate the service of the driver. Repair of the vehicle has been completed and an appeal was made to SLIC for the reimbursement of the repair cost. We were made to understand that our claim has been submitted to A Committee for special approval and there is a possibility of getting part of the claim with some reduction for penalty.
- (ii) Repair work has been completed and vehicle is in operation.
- (iii) Repair work is in progress at Angulana Work-shop.
- (d) As all these vehicles have been used for unavoidable official duties on this day of physical verification it has not been possible to make available for physical inspection. Action will be taken to get direct confirmation from responsible officers as to the availability and the condition of the vehicles.

3.2.8 Budgetary Control

As per our records variations are as follows. (Year 2011)

Item of Income/expenditure	Budgeted (Rs.Mn)	Actual (Rs.Mn)	Variation (%)
Fees for soil test	60.00	86.35	43.33
Charges for supervision	7.80	45.45	482.69
Road reinstatement fee	60.00	57.35	4.41
Fines/surcharge etc.	0.10	0.23	130.00
Salaries & wages	1,611.64	1,477.73	(8.31)
Incentive bonus	56.33	41.58	(26.18)
Staff training	13.48	7.60	(43.62)
Office supplies	50.00	49.43	(1.14)
Vehicle repair & Maintenance	60.00	67.48	12.47

RDA Budget is basically an Expenditure Budget. Other than in staff training and incentive bonus there are no material variances in other expenditure items show above. Staff training was budgeted for both existing employees and planned new recruitment. As the most of the training programmes were carried out using internal resource personnel less expenditure has incurred. Favorable Variance in incentive bonus is due to no-pay (increase in approved maternity no-pay) which is difficult to forecast accurately at the time of budgeting. Therefore satisfactory budgetary control has been exercised over expenditure.

11. Systems and Controls

- (a) Presentation of Financial Statements - To the extent that the transactions could be identified in relation to the Sri Lanka Accounting Standards Financial Statements of RDA have presented. In addition to the information shown in Balance Sheet and the Income Statement other information which are considered to be relevant and material has been disclosed in 18 pages (Page no. 04 to 21) under Accounting Policies and general Notes. Therefore we believe that the Financial Statements have been fairly presented except for two matters referred to in your report under 2.2.1 (a) & (b). Also we would like to mention that presentation of Financial Statements don't come under systems and controls.
- (b) Disclosure of transactions with related parties - Summary of the all the transactions with the related parties (Maga Neguma Companies) have been disclosed in Financial Statements. This is also a matter arising from application of accounting standard and which has nothing to do with systems and controls.

- (c) Management of regional offices – Due to lack some resource and shortage of staff we had some problems in Regional Offices but we were able to overcome these problems during past few years. Last year we carried out extensive training programmes for regional staff at regional levels, Head Office Training Division and through Outside training organizations as well.
- (d) Utilization of Vehicles – As more than 80% of RDA vehicle are older than 16 years and subject to break downs requiring very frequent repairs it is very difficult to get to maximum utilization of RDA vehicle. However every effort will be taken to overcome the shortcomings.
- (e) Utilization of lands – Since the absolute ownerships of these lands are not vested with RDA, on the instructions of the Commissioner of Land we have taken action to survey these land and send the plans to respective Divisional Secretaries to process to get the ownership to RDA. Around 75% of this task has already been completed and plans have been sent to Divisional Secretaries. Once the absolute ownership of the lands was obtained action will be taken to get the proper utilization.
- (f) Contract Administration – With regard to the construction contracts, matters of concern are delays in project completion and exceeding original contract price/cost estimates. Project completion date is extended due to several reasons such as re-location of utilities, extra works to be done, inclement weather and other unforeseen conditions. The cost estimate/contract value varies because of the additional works to be undertaken, extra quantities to be carried out and due to deterioration of the road surface etc. But care has been taken not to issue variation order without the approval of the Director General in order to reduce the cost estimate. The other reasons for cost estimate increase were due to price fluctuation which is actually governed by the market forces. Taking into consideration these factors, RDA tightened the contract administration to minimize cost variations. Compare to the previous year, with heavily increased work load we have improved in all the aspects in contract administration during the year 2011.

**CHAIRMAN
ROAD DEVELOPMENT AUTHORITY**

Road Development Authority, Annual Report – 2011

1. Performance of RDA

All the detail information on the performance of RDA during the year 2011 has been given in chapter 4 – 8 of the above report. The following is only a summary of the performance of the salient areas of RDA's activities.

1. **Implementation of Road Maintenance:** During the year the entire network of national roads comprising a total length of 12,019.39 km was maintained with general up keep. In addition, 1,191.38 km of those roads were sand sealed, and rectification and resurfacing was done on 619.54 km of roads using local funds.
2. **Highways Development under Local funds:** During 2011, 361 widening and improvement projects were awarded and 115 projects were completed. 246 projects were ongoing as at 31.12.2011. In addition, works on 72 projects under Dayata Kirula programme and 19 projects under Hambantota Hub Development were carried out with total expenditure of Rs.3, 278 million and Rs.3, 161 million respectively.
3. **Construction of Bridges:** A total no of 76 weak bridges were attended using local funds. 33 steel bridges were completed and the works on 24 steel bridges were in progress under UK funded Steel Bridge Project.
4. **Design of Roads and Bridges:** Design works on 21 intersections were completed while the works on 62 intersections were ongoing. Design works on 284.2 km of roads were completed and 682.23 km were ongoing. Design works on 70 bridges were also completed.
5. **Quality Control in Road and Bridge Works:** During 2011, 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 field laboratories and special field laboratory set up at Mannar – Poonarin Road (A032).
6. **Land Acquisition & Resettlement:** 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 under local funds and Rs. 1249.85 million were paid as compensation in 2011.

7. **Implementation of Environmental and Social Safeguard Measures:** The 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 12 project proposals were prepared. Three feasibility studies were carried out. Over 200 location maps and detail maps were prepared. Road condition data of 8, 874.70 were collected from Provincial offices. Road condition surveys of 3, 932.78 km and 1, 452.20 km of national roads were done from Multi Function Network Survey vehicle and Falling Weight Deflectometer respectively. Traffic volume counts were done at 101 locations and Axle load surveys were carried out at 7 locations.
9. **Road Safety and Traffic Management:** During 2011, Traffic signs and road markings were designed for 11 road sections and traffic signs and road markings were reviewed on 6 road sections. 11 vital road locations were identified as Black Spot locations for improvement.
10. **Expressway Development:** The Southern Expressway from Kottawa to Pinnaduwa was completed and opened to the public in November 2011. 53% work of the Colombo – Katunayake Expressway had been completed. Only the construction of Kottawa to Kaduwela section of the Outer Circular Highway was in progress and 35.43% of its work had been completed. Pre construction activities of the Colombo – Kandy Alternate Highway were in progress during the year.
11. **Other Foreign Funded Projects:** The total no of other major foreign funded projects implemented during the year was 68 and they were at different stages of implementation. These projects include road rehabilitation, road widening and improvements, road maintenance or bridge construction works.

Overall Financial Performance: The total funding allocation for RDA including domestic and foreign funds for year 2011 was Rs. 118, 531 million and the annual expenditure was Rs. 97, 817 million. The foreign funds contributed more than 50% of the total funding.

Source of fund	Allocation (Rs million)	Expenditure (Rs million)
Domestic Funds (DF)	34, 365	31, 453
Foreign aid loans (FAL)	61, 685	46, 173
Foreign Aid Grants (FAG)	1, 810	1, 379
Reimbursable Foreign Aid-loans (RFAL)	1, 250	920
Reimbursable Foreign Aid-Grants (RFAG)	200	1
Foreign Aid related Domestic Funds (FARDF)	19, 221	17, 892
Total	118, 531	97, 817

THE STEPS TAKEN TO RECTIFY THE SHORTCOMINGS INDICATED IN THE AUDIT QUERIES AND AUDIT REPORT.

2.2.1 Accounting Deficiencies

- (a) Corrected in 2012 accounts.
- (b) Corrected in 2012 accounts.
- (c) Corrected in 2012 accounts.
- (d) Necessary explanation was given.
- (e)(i)(v) Corrected in 2012 accounts ,necessary explanation was given with regard to e(ii) ,(iii) ,(iv)
- (f) Corrected in 2012 accounts.
- (g) Necessary explanation was given.
- (h) Corrected in Assets Registers of 2012.

2.2.2 Receivable & Payables

- (a) Balance amount recoverable from Project Management Units were recovered in 2012.
- (b) Removal work of unauthorized hoardings are in progress .
- (C) Action has been taken to recover the mobilization Advances of ongoing projects.
- (d) Legal action has been taken to recover the rentals of subway.
- (e) Necessary explanation was given.

2.2.3 Non Compliance with rules, Regulations & Management Decisions etc.

Explanations have been given on the issues raised therein and action has been taken on matters that need to be recovered.

2.2.4 Unreconciled Balances

Action has been taken to correct all lapses mentioned (a) & (b)

2.2.5 Lack of Documentary Evidence for Audit

Information relevant to(a), (b), (c) &(e) have been sent to Auditor General and action has been taken on(d).

2.2.6 Related Party Transaction of the authority with Private Companies

Actions have been taken to correct the issues raised in (a) & (b)

3.1 Financial Performance

A detailed explanation has already been given on the issues raised therein.

3.2.1 Operation of Non Commercial Activities

A detail explanation has been given on the issues raised therein.

3.2.2 Operation of Commercial Activities

A detail explanation have been given on the issue raised therein (a) ,(b) & (c).

3.2.3 Contract Administration

Appropriate Actions have been taken to correct the situations.

3.2.4 Matters in Contentious Nature

A detail explanation given for issues raised therein (a) & (b).

3.2.5 Idle/Under Utilized Assets

Explanation have been given on the issues (a) to (g).

3.2.6 Human Resource Management

Appropriate Actions have been taken to correct the situations.

3.2.7 Vehicle Utilization

Actions have been taken to correct the issued raised on (a) to (d).

3.2.8 Budgetary Control

Satisfactory budgetary control has been exercised over expenditure.

4. Systems and Controls.

- (a) RDA has presented the Financial Statements In accordance with the Sri Lanka Accounting Standards.
- (b) Summary of the all transactions with related parties has been disclosed in Financial Statements.
- (c) Various Training Programs have been conducted to improve the knowledge of regional staff.
- (d) Every effort has been taken to overcome the Shortcomings.
- (e) Once the absolute ownership has been obtained action will be taken to get proper utilization.
- (f) RDA has tightened the Contract administration to minimize cost variations.

**MEDIUM TERM MEASURES INTENDED TO BE PURSUED TO IMPROVE THE PERFORMANCE OF THE
ROAD DEVELOPMENT AUTHORITY**

1. Steps have been taken to appoint additional Technical Evaluation Committee to minimize delays in Tender Evaluation and awarding
2. While steps have been taken to discuss with relevant agencies to accelerate land acquisition process, funds obtained from the Treasury for payment of compensation
3. Instructions were issued to Directors & Provincial Directors to work within the limits of the funds allocated under the Treasury allocation
4. Advised to reduce contract works which are not performing
5. Conducted training programme for staff of the RDA continuously to enhance their capacity
6. Steps were taken to fill the urgent vacancies and to procure instruments needed to improve the efficiency of staff of the RDA

Five Graduates who have completed Degree Course on “Transport and Logistics Management” conducted by the Engineering Faculty of the University of Moratuwa were recruited to the Planning Division as Transport System Analysts on contract basis for work which needs specialized knowledge

7. A Construction Supervision Consultancy Unit has been set up in the RDA for the project being implemented under the World Bank Funds and this has assisted much to improve the construction management and project efficiency in the RDA
8. RDA started to carry out feasibility studies, detail engineering design of road and bridges and preparation of contract documents in house. This was facilitated enhancement of efficiency, reduction in cost and minimizes the delay in project implementation. This also helped in advancing the efficiency and technical knowledge of our staff in these fields.