



# **DEPARTMENT OF MOTOR TRAFFIC**

## **PERFORMANCE REPORT 2019**

**P.O.BOX NO 533 - 341, Elvitigala Mawatha, Colombo 05**



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## **Message from the Commissioner General of Motor Traffic**

The Department of Motor Traffic, which was established in 1928 with the objective of registering motor vehicles and issuing driving licenses, has so far come a long way for 94 years.

It is gratifying to note that this is the 90th time that the Performance Report of the Department has been released. The main functions of this department are new registration of motor vehicles, transfer of title registration, issuance of driving licenses, technical service related to motor vehicles, road safety and regulation of emissions.

Considering the progress made in 2019, the number of newly registered motor vehicles was 367,303. The number of vehicle transfers made this year was 675,018 and the number of driving licenses issued was 917,729. Accordingly, the total number of motor vehicles in Sri Lanka at the end of the year was 8,095,224.

As an 'A' Grade Department, our Department has allocated Rs. 13,902 million and the recurrent expenditure of the Department was Rs. 1,692.

I offer my heartfelt thanks to the Hon. Minister and Deputy Minister of Transport Services and the Secretary to the Ministry for their support in providing the necessary guidance in the regulation of motor vehicles and in carrying out the functions of this Department in line with Government Policies.

I would also like to thank all the institutions affiliated to the Department who provided the necessary support in fulfilling the role of the Department and all the staff of the Department who provided an efficient and effective service with dedication in achieving the objectives of the Department.

The future vision of our Department is to work towards becoming the most reliable service provider in the public service by providing a more efficient and effective service while placing more emphasis on modern technology to provide excellent public service while fulfilling the objectives of the department.

**Sumith C.K. Alahakoon**

Commissioner General of Motor Traffic



## CHAPTER 01.

### Department of Motor Traffic

#### 1.1. Background of the Department

With the objective of registering motor vehicles inside Sri Lanka and issuing driving licenses, Act No.14 of 1916 was brought in and work in that regard has initiated under the Inspector General of Police. Subsequently, enactment of Motor Traffic Act No.20 of 1927 based on the observations of the Special Committee appointed into this matter in 1925 is an important juncture. Under this program, while it was intended to examine the commercial vehicles and lorries before the issuance of annual revenue licenses, on 10<sup>th</sup> January, 1928 a Motor vehicle registrar's office was started headed by the Motor vehicles registrar under this Act brought in 1927.

Another unique juncture in this journey is the establishment of it as a Department under the Motor Traffic Act No.14 of 1951. Today, among the main aims of the department are to provide productive services in registration of motor vehicles within Sri Lanka, regulation, issuance of driving licenses, road safety measures and eco-friendly usage of motor vehicles in Sri Lanka.

With the rapid increase of motor vehicle usage in Sri Lanka, the services to be rendered by the department too has widened and therefore, to discharge these functions efficiently and productively centralizing the Narahenpita main office, these services are carried out through the Werahera and all District offices. Accordingly, the department is capable of functioning some of the district offices through Online connectivity.

Future objectives of the department, is mainly to fulfill the expectations / requisites of all rural / district level clientele through modern facilities and modern technology by linking Narahenpita Main Office through Online connectivity with all other district offices.

#### 1.2 Vision of the Department

“Highest public appreciation through optimum regulating of motor vehicles”

### **Mission of the Department**

“Devotion towards highest public appreciation by optimum implementation of Motor Traffic Act and other rules and Regulations through concerted efforts of the motivated staff and deployment of modern technology”.

### **Aims/objectives of the Department**

1. Ensure (new registration) of all locally manufactured and motor vehicles imported into the country.
2. Ensure legal ownership transfer of all the vehicles in running condition
3. Provide an efficient technical service
4. Guarantee road safety through producing law-abiding drivers who follow road rules
5. Provide a driving license to the international standard
6. Create an environmental friendly traffic system

### **1.3 Functions of the Department**

- 1 New Registration of motor vehicles in running condition
- 2 Registration of ownership transfer
- 3 Driving License Issuance Service
- 4 Technical Service pertaining to the Motor vehicles
- 5 Regulatory functions pertaining to air-emission conditions
- 6 Policy procurement regarding road safety



## Staff

### Staff Grade Officers - 2019

- Commissioner General of Motor Traffic Mr. A H K Jagath Chandrasiri (until 16<sup>th</sup> Dec.)  
Mr. J M U K Jayasekera(Acting)
- Chief Financial Officer Mr. S L Hettiarachchi
- Commissioner (Administration) Mr. J M U K Jayasekera
- Commissioner (Development) Mr. H M J M Herath
- Commissioner (Investigations) Mr. K A W L W Gunarathne
- Commissioner (Information Technology) Mr. D T F Suraweera
- Commissioner (Driver License) Mrs. M SamanthiMihindukula
- Chief Accountant Mr. T H Thajudeen
- Chief Internal Auditor Mr. T O R Wanigarathne
- Deputy Commissioner(Car Transfer Division) Mr. W A R Wickramasinghe
- Deputy Commissioner (Motor Cycle new) Mrs. W T Nayomi Fernando
- Deputy Commissioner ( Jaffna) Mr. Y Paramthaman
- Deputy Commissioner (Bus.Land Vehicle Transfer) Mrs. B A D D W Siriwardhana
- Deputy Commissioner (Lorry Transfer) Mr. ChethiyaWeerasooriya
- Deputy Commissioner (Commercial Vehicle Transfer) Mr. D D C Athukorale
- Assistant Commissioner (Commercial Vehicles N:R -I) Mr. W K N N S Bandara
- Assistant Commissioner (Kurunegala) Mr. E G Wickramasinghe
- Assistant Commissioner (Motor Cycle Transfer) Mr. M P KasunPramodith
- Assistant Commissioner (Commercial Vehicles N:R II) Mrs. M L N Sandamali
- Assistant Commissioner (Anuradhapura) MR M DharmasiriJayawardane
- Assistant Commissioner (Gampaha) Mr. M H P L A Wijayapala
- Assistant commissioner (Hambanthota) Mr. H D Satharasinghe
- Assistant Commissioner (Werahera) Mrs. R D P Wedikkara
- Assistant Commissioner (Administration) Mrs.K K KFonseka
- Accountant(Revenue) Mrs. A M I D Adhikari
- Accountant (Payment) Mr. W K P H N M Rodrigo
- Assistant Commissioner (Technical) Mr. J A S Jayaweera
- Assistant Commissioner (Data Pr.&Technical) Mr. P W P B Iriyagama
- Legal Officer Mr. K I Yogachandra
- Administrative Officer (Administration) Mrs.A M C J Adhikari
- Administrative Officer ( Werahera) Mrs. U I Munasinghe
- Administrative Officer ( Werahera) Mrs. K Indradevi
- Project Director (Air-Emission ) Mr. R L Molagoda

## 1.5 Administrative Activities of the Department

While the administrative activities of the Department is conducted by the Commissioner (Administration) under the guidance the Commissioner General of Motor Traffic, development activities are conducted by the Commissioner (Development). The Data Information Division of the Department is governed under a Commissioner, while the investigations affairs are conducted under a Commissioner appointed in that behalf. In addition, the sub - office at Werahera functions under the main guidance of a commissioner who coordinates with the Head Office, all other district offices of the department function under the administration of a District Secretary or an Assistant Commissioner. The Head Office is located at Narahenpita, Werahera, and the Sub Office and the island wide district offices of the Department are controlled by the Head Office.

### Branches of the Head Office

- i. Commissioner General's Office
- ii. Establishment Division
- iii. Development Division
- iv. Accounts Division
- v. Computer and Information Technology Division
- vi. Internal Audit and Investigation Division
- vii. Legal Division
- viii. Luxury Tax Division
- ix. Postal Division
- x. Commercial Vehicles New Registration Division I
- xi. Commercial Vehicles New Registration Division II
- xii. Three - Wheeler New Registration Division
- xiii. Motor Cycle New Registration Division
- xiv. Motor Car Transfer Division
- xv. Commercial Vehicles Transfer Division
- xvi. Lorry Transfer Division
- xvii. Bus and Land Vehicles Transfer Division
- xviii. Three - Wheeler Transfer Division

- xix. Motor Cycle Transfer Division
- xx. Technical Division
- xxi. Number plates (Colombo) Division
- xxii. Number plates (Outstation) Division
- xxiii. Record Room I
- xxiv. Record Room II
- xxv. Statistical Division

## **Role of Divisions in the Head Office**

### **I Commissioner General's Office**

Based on the necessities of the public the main role of the division is to assist in the functions of the Commissioner General of Motor Traffic and the department functions under the guidance of the Commissioner of Motor Traffic.

### **II Establishment Division**

Establishment division is operated under the vision "A productive public service through positive thinking".

Based on the guidance of the Commissioner in charge of the department, the main function of this division includes the activities pertaining to establishments and administrative matters of the entire staff, attending to other infrastructure facilities and maintaining them. Accordingly, it carries out the work relating to appointments of staff, transfers, promotions, retirements, extension of service, disciplinary action and maintaining personal files. In addition to that, approval of increments, approval of various loan systems, settlement of Agrahara Insurance bills, settlement of water, telephone and Electricity bills are done by this department. Further, functions related to the Postal division and Record Room I & Record Room II are operated subject to the administration of the Establishment Division.

### **III Development Division**

Functions under the division's vision - "Highest public appreciation through contented staff". While this division is operated under the guidance of the Commissioner in charge of the development, maintaining the constructions work by implementing development programs of the Department and while implementing internal and external programmes with a view to motivate employees, collection of progress review of reports from all divisions of the Department and regional offices,

All progress reports to be submitted to the Ministry and other divisions, budget reports, performance reports, action plans and productivity promotions are carried out by this division.

#### **IV Accounts Division**

Based on the Vision of the Division - "Institutional development through proper, transparent and productive financial management" all functions related to accounting work, all functions related to revenue and expenditure and submitting to the General Treasury, submission of reports for audit queries and Public Accounts Committee, and delegation of powers under Financial Regulation 135 are all the important functions carried out by this division.

#### **V Computer and Information Technology Division**

While the main role of this division is to introduce modern Technology methods necessary for the implementation of the vision and service of the department as well as to manage the computerized technological activities and providing technological services to other divisions, it has to issue information when necessity arises.

#### **VI Internal Audit and Investigation Division**

Under the vision of - "High productivity through audit and investigation activities" the role of this division is to carry out all the internal audit activities and investigation work of all branch offices including the sub-office as well as carrying out the duties assigned by the Director General of Motor Traffic.

#### **VII Legal Division**

Operating under the vision - "Justice ahead of Law" this division gives its contribution to the legal affairs of the department. It coordinates with the Attorney General's Department another parties and appear on their behalf and provide necessary advice on the legal status pertaining to the motor vehicles.

#### **VIII Luxury Tax Division**

Operating under the vision of - "Assisting National Development through proper taxation" it functions in the Management of Insurance Companies engaged in collecting Luxury, Semi Luxury and Semi Luxury dual purpose and tax in terms of Finance Act No. 15 of 1995 and subsequent Acts (amendment and providing the guidance, raising awareness among motor vehicle owners about paying tax and taking recovery action on outstanding tax, maintaining a computer system for taxes relevant to each vehicle and remitting the tax revenue to the General Treasury are the function of the Accounts Division.

## **XI Commercial Vehicles New Registration Division I & II**

Vision of the Division being “Motor Traffic Regulating for Highest Public Appreciation through New Registration of Commercial Vehicles” the main role of the division is to register special purpose vehicle, dual purpose vehicle, motor lorry, Motor car, and vehicles purchased by the Three Forces from auction after confiscation and issue registration certificates. In addition, this division engages in allocation of advance numbers as per the state policies and obtain charges. In the year 2019 this division has registered 66,194 motor vehicles.

### **X Three - Wheeler New Registration Division**

Operating under the vision of -“Human Friendly Law abiding Society through Three Wheeler New Registration ” the division’s main function to engage in the 1st registration of three wheelers which have not been registered so far. In addition, it carries out the work pertaining to transfer, registration and cancellation of registration of such vehicles pertaining to Embassies and allowing them to be taken out of the country. During the year 2019 a total number of 16,808 Three Wheelers have been registered by this division.

## **XI Motor Cycle New Registration Division**

Operating under the vision of - “Providing an excellent service towards people without delay” The main functions of the Division are to register new motor cycles which have so far not been registered in Sri Lanka and related functions thereof. During the year 2019 a total of 284,301 Motor Cycles have been registered by this division.

## **XII Motor Car Ownership Transfer Division**

All vehicles originally registered at the Motor Traffic Department are re-registered and transfer registered by this division. For this transferring of vehicles the department has established six (6) sections according to the different types of vehicles; viz:

- Lorry Transfer Division
- Car Transfer Division
- Commercial Vehicles Transfer Division
- Three - Wheeler Transfer Division
- Motor Cycle Transfer Division
- Bus and Land Vehicles Transfer Division

While each of these divisions function under either a Commissioner or an Assistant Commissioner, general services and one-day-services are provided to the public. The services shown hereunder under are generally offered by these divisions.

- Registration of Transfer
- Registration of Transfer with absolute title or a mortgage.
- Registration of Transfer after cancellation of absolute title and mortgage.
- Issuing of duplicate Registration Certificates
- Inclusion of physical changes as well as the documentary changes in the registration certificate after checking their accuracy.

For E.g. Engine number, colour, address

Computerization of data in order to issue the duplicates of number plates and stickers of vehicles with new English number.

- Certification and Issuance of MTA – 11 documents required to obtain the revenue license for the vehicles in respect of an application which has been sent to the transfer section for transferring.

Issuance of certificated computer extracts for legal purposes and entertainment of objections.

### **XIII Technical Division**

Relevant functions relating to Technical Services required at the registration of vehicles are done by the Technical Division of the Department and such work is attended to by the examiners of motor vehicles of Sri Lanka Technological Service.

For this service Assistant Commissioner (Technical) four (04) chief examiners of motor vehicles and one hundred and ten (110) examiners of motor vehicles are involved.

## Werehare Sub Office

Sub office at Werahera which is affiliated to Motor Traffic Department's Head Office at Narahenpita engages in all the work pertaining to issuance of driving licenses and examine of vehicles, issuance of the Tare certificates and all activities thereof apart from the services of the Head Office. The function of this office is being implemented under the control of one Deputy Commissioner and two Assistant Commissioners.

## District Offices

In order to provide services island-wide and to provide maximum services to its customers within the district itself, the Department has established divisional offices covering all the districts. While the Jaffna and Kurunegala offices are controlled by a Deputy Commissioner and Hambanthota, Aruradhapura and Gampaha offices by an Assistant Commissioner all other offices functions through an examiner of vehicles under the supervision of the relevant district secretary.

These district offices basically attend to the activities pertaining to accepting applications for driving licenses and conducting written and practiced tests in relation to such licenses. In this regard presently the district offices at Kurunegala, Gampaha, Kaluthara, Moneragala, Mahanuwara and Jaffna attend only to accept applications for the issuance of driving licenses and the Werahera office issues the driving licenses. Other district offices use the method of off line when issuing driving licenses.

In addition to these activities new registrations of motor cycles belonging to the districts under allocated numbers, transferring of such motor cycles within the districts and registration, issuing Tare Certificates, work pertaining to technical services and accepting applications, all the activities related to transfer for submitting to the Head Office are done at the district offices.

## Expansion of offices



Diagram 1.1. Sri Lanka

## CHAPTER 02

### 2. Progress of the Department

#### 2.1 Registration of motor vehicles which are in good running condition

The first registration of vehicles imported to the country or manufactured in the country or assembled in the country is done under this category. First registration activities are handled by four (04) divisions of the department.

1. Motor Cycle New Registration Division
2. Three - Wheeler New Registration Division
3. Commercial Vehicles New Registration Division I (car, lorry dual purpose vehicles, single cab, prime movers, hearse and ambulance)
4. Commercial Vehicles New Registration Division II ( buses, tractors)

When issuing the first registration certificate, the relevant registration certificate is issue within one day, after checking the accuracy of the documents produce by the applicant and charging the registration charges.

During the year 2019 the number new registrations of vehicles have been 367,303 while the total vehicle population accordingly is 8,095,224.

This shows a decrease of 23.61% compared with the number of motor vehicles registered in 2018. These statistical values could be summarized quantitatively as under:

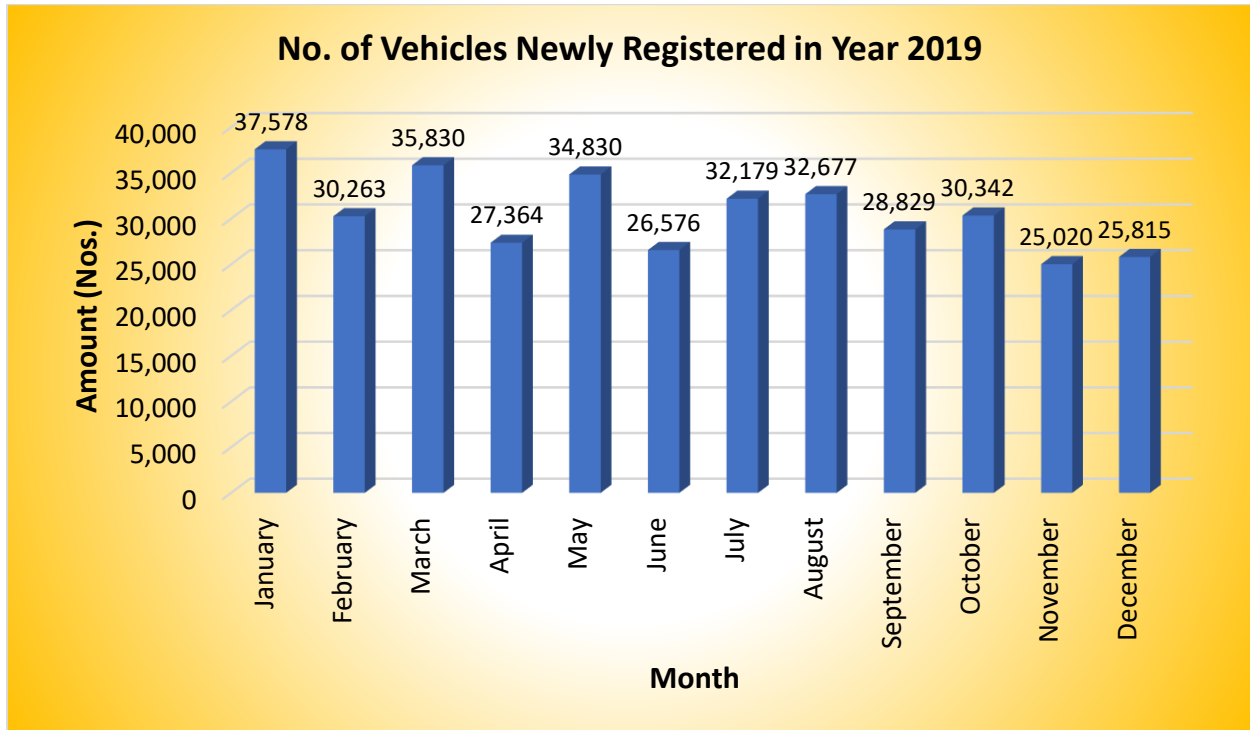
#### 2.1.1. Table (graph):- Vehicle population

Year	No. of Newly Registered Vehicles	Total vehicle population
2011	525,421	4,479,732
2012	397,295	4,877,027
2013	326,651	5,203,678
2014	429,556	5,633,234
2015	668,907	6,302,141
2016	493,328	6,795,469
2017	451,653	7,247,122
2018	480,799	7,727,921
2019	367,303	8,095,224

Source: Department of Motor Traffic Department

New vehicle categories registered in the year 2019

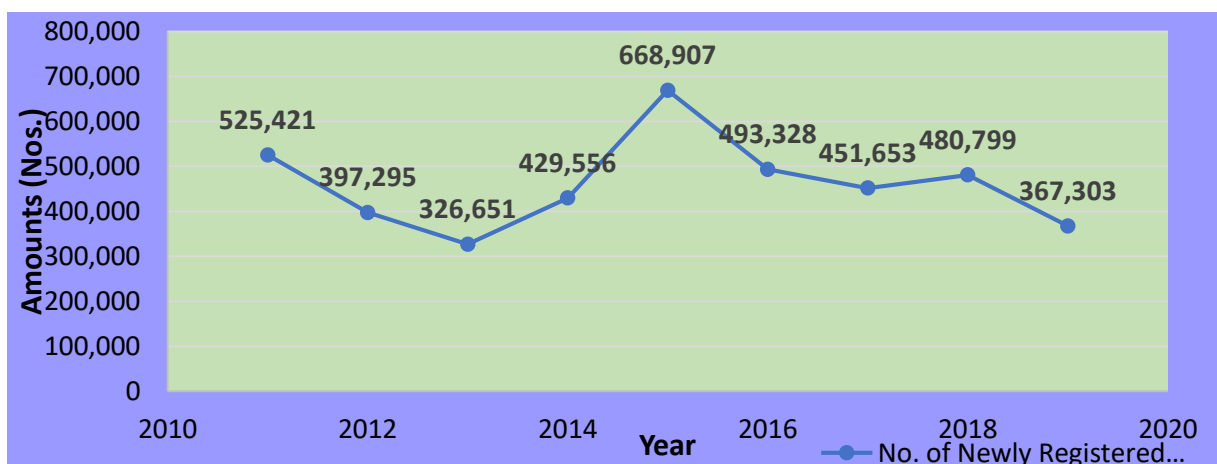
2.1.1 Diagram



Source: Department of Motor Traffic

When considering the newly registered vehicles in Sri Lanka, the number of vehicles registered in the year 2019 shows a decrease relative to the year 2018.

2.1.2 Graph



Source: Department of Motor Traffic

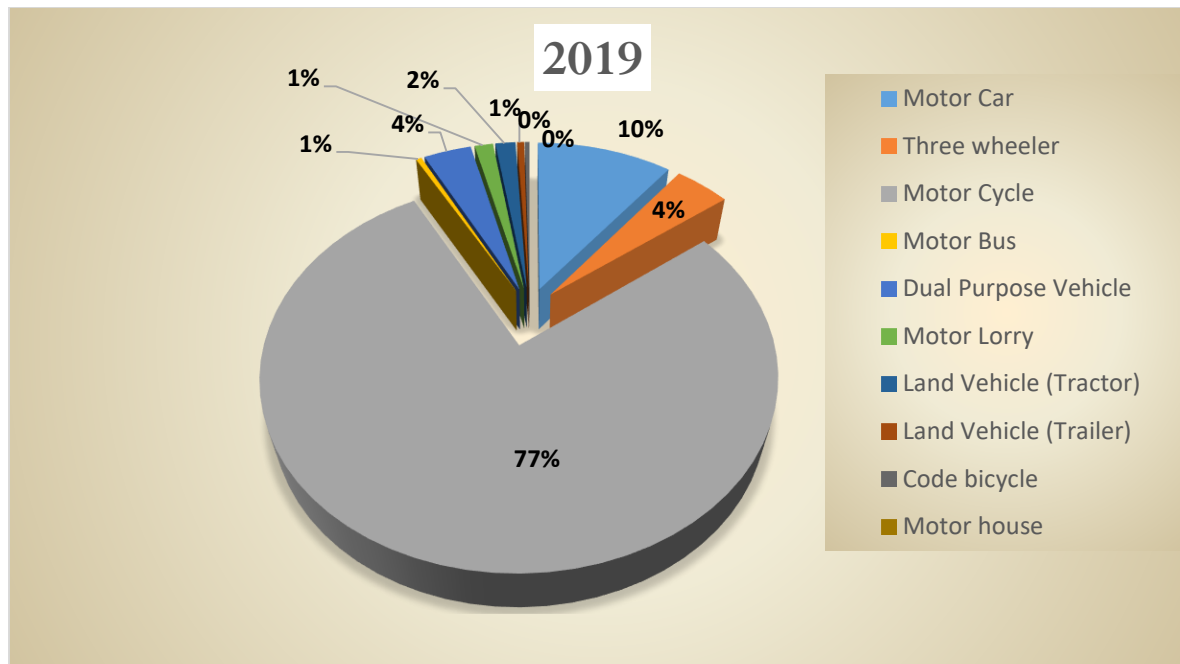
2.1.2 Table :- Categories of newly registered vehicles

Class of Vehicles	No. of Vehicles as at 31-12-2018	No. of Vehicles as at 31-12- 2019	Increase/decrease as a Percentage (%)
Motor Car	80,776	38,232	-52.67
Three wheeler	20,063	15,490	-22.79
Motor Cycle	339,763	284,301	-16.32
Motor Bus	2,957	1,613	-45.45
Dual Purpose Vehicle	16,931	13,459	-20.51
Motor Lorry	9,371	5,223	-44.26
Land Vehicle (Tractor)	7,460	5,696	-23.65
Land Vehicle (Trailer)	2,822	1,970	-30.19
Code bicycle	654	1,318	101.53
Motor house	2	1	-50.00
<b>Total</b>	<b>480,799</b>	<b>367,303</b>	<b>-23.61</b>

Source: Department of Motor Traffic

Categories of newly registered vehicles in 2019

2.1.3 diagram



Source: Department of Motor Traffic

Comparatively considering the vehicle registrations in the year 2018 a decline in the statistical value in the registration of many categories of vehicles could be seen. Factors including the Government policies pertaining to the import of vehicles, as well as curtailing the percentages of Leasing have affected in this regard.

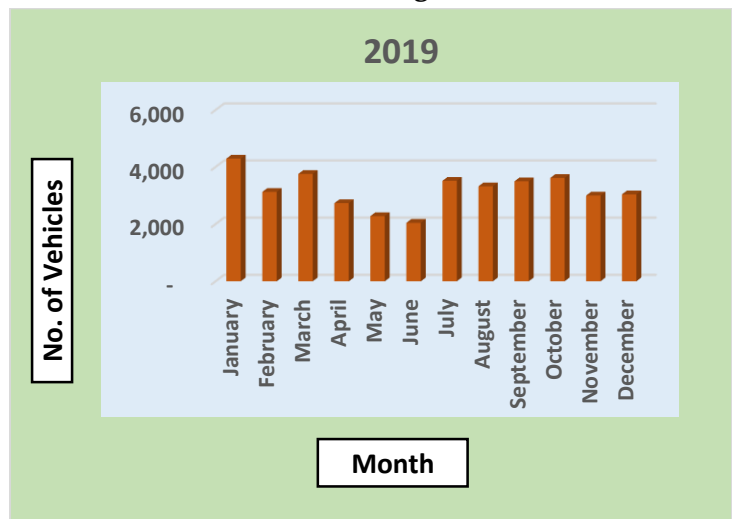
It is seen that the growth momentum of registrations of motor cars, three wheelers and Motor bicycles indicate an increased contribution to the vehicle population. Registrations of the above three categories of vehicles could be shown separately as under:

**New Registrations of Motor Cars in 2019**

**2.1.3 Table- Data on New registrations of Motor Cars**

Month	No. of Vehicles
January	4,294
February	3,127
March	3,758
April	2,734
May	2,281
June	2,045
July	3,515
August	3,321
September	3,499
October	3,618
November	2,999
December	3,041

**2.1.4 Diagram**



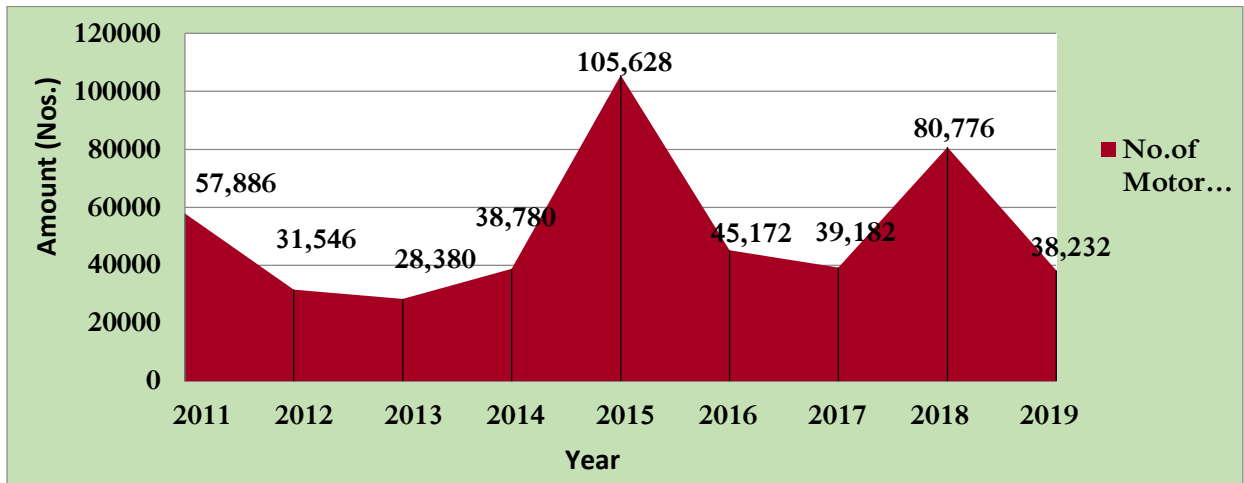
Source: Department of Motor Traffic

**2.1.4 -Table - Data on New Registration of Motor Cars ( 2011-2019)**

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
No. of Motor Cars registered	57,886	31,546	28,380	38,780	105,628	45,172	39,182	80,776	38,232

Source: Department of Motor Traffic

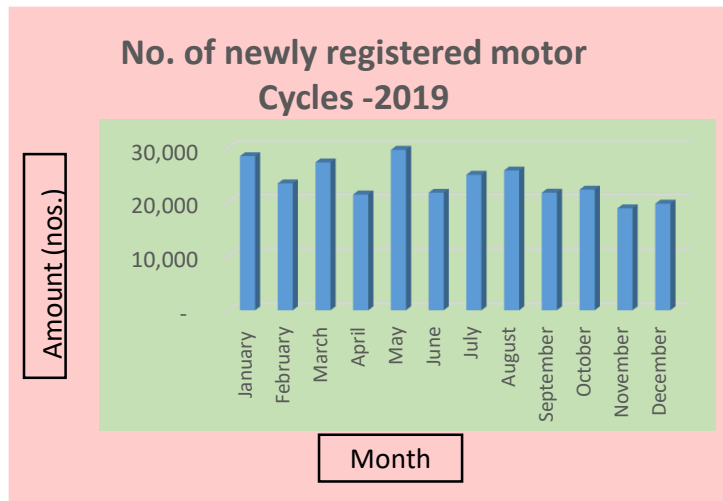
2.1.5 Diagram



Source: Department of Motor Traffic

2.1.5. Table Data on New Registration of Motor Cycles      2. 1.6 diagram

Month	No. of Vehicles
January	28,375
February	23,342
March	27,219
April	21,311
May	29,530
June	21,626
July	24,948
August	25,730
September	21,647
October	22,203
November	18,754
December	19,616



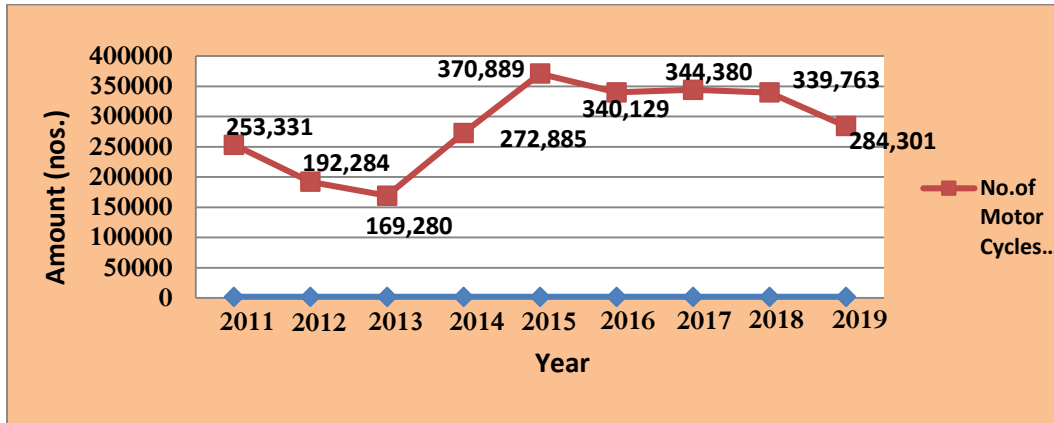
Source: Department of Motor Traffic

2.1.6 Table - Data on New Registration of Motor Cycles ( 2011- 2019)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
No. of Motor Cycles Registered	253,331	192,284	169,280	272,885	370,889	340,129	344,380	339,763	284,301

Source: Department of Motor Traffic

2.1.7 Diagram

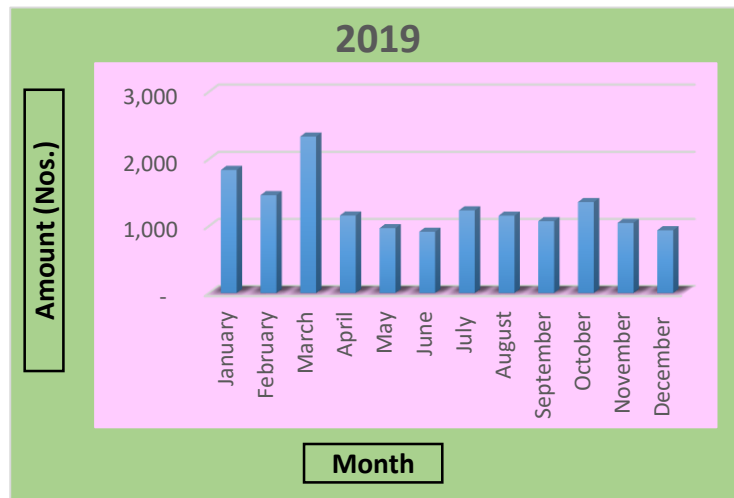


Source: Department of Motor Traffic

New Registrations of Three Wheelers 2019

2.1.7 Table: New Registrations of Three Wheelers

Month	No. of Vehicles
January	1,838
February	1,463
March	2,334
April	1,158
May	970
June	916
July	1,235
August	1,156
September	1,074
October	1,360
November	1,048
December	938



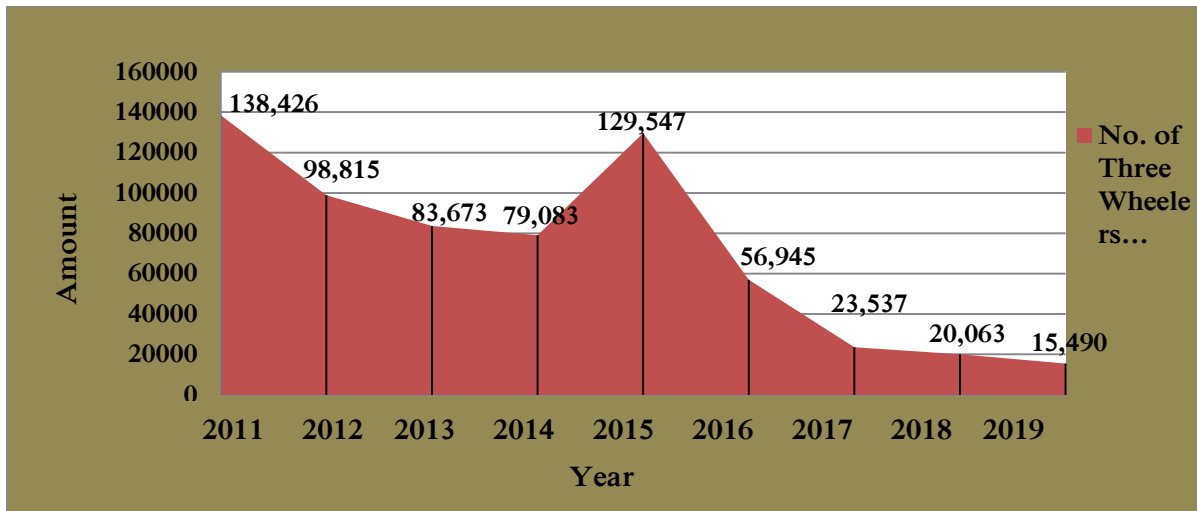
Source: Department of Motor Traffic

2.1.8 Table:-New Registrations of Three Wheelers (2011 - 2019)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
No. of Three Wheelers Registered	138,426	98,815	83,673	79,038	129,547	56,945	23,537	20,063	15,490

Source: Department of Motor Traffic

2.1.9 Diagram

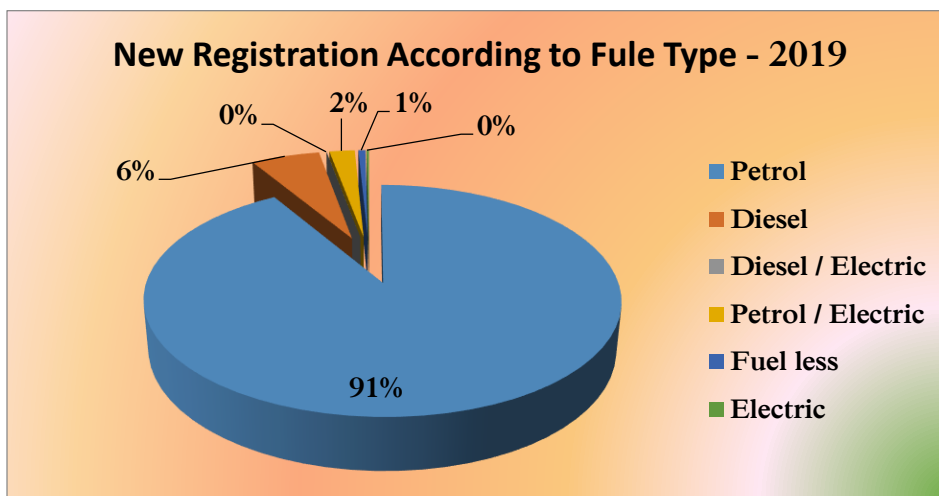


Source: Department of Motor Traffic

These newly registered vehicles can be categorized under three (3) groups according to the type of fuel used.

- Petrol driven vehicles
- Diesel driven vehicles
- Other
  - ✓ Petrol / Electrical vehicles
  - ✓ Diesel / Electrical vehicles
  - ✓ Electrical vehicles
  - ✓ Vehicles driven without using fuel

2.1.10 Diagram



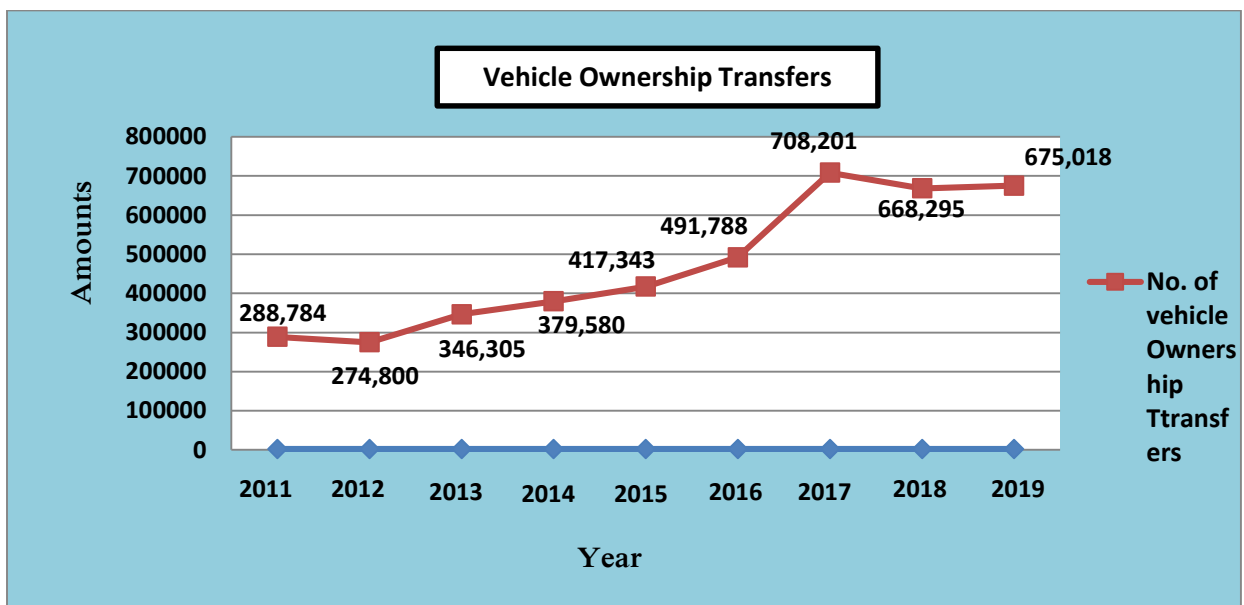
Source: Department of Motor Traffic

During 2019, a number of 335,862 Petrol driven vehicles and 20,822 Diesel driven vehicles have been registered, while 2,146 of no fuel vehicles have been registered. This is 91% percent of the total Petrol driven vehicles registered.

## 2.2 Registration of transferring vehicle ownership

On analyzing the once again transferring vehicle ownership of registered vehicles in 2019 the total amount of transfers are 675,018. The manner in the nature of circulation of the growth trend of vehicle transfers are depicted in the diagram given below. An outstanding feature seen here is that each year there is an upward trend.

### 2.2.1 diagram



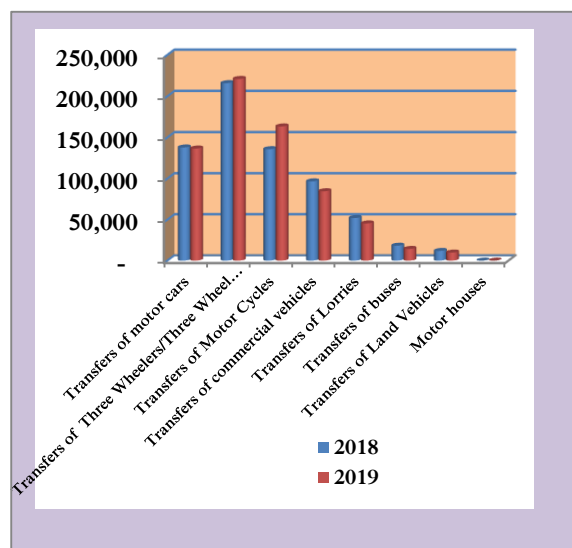
Source : Motor Traffic Department

As per the above diagram vehicle transfers done in 2018 are 668,295 comparative to the overall transfers in 2019 are 675,018. It is -5.97% negative value. When considering the new registrations, figures of transfers have gone up.

Quantity of vehicle transfers in 2019 under each category of vehicles are shown under:

## 2.2.1 Table - Composition of vehicle transfers

Category of vehicle	2018	2019
Transfers of motor cars	137,912	136,618
Transfers of Three Wheelers/Three Wheel vans/Three wheel cars	215,926	221,006
Transfers of Motor Cycles	135,865	163,399
Transfers of commercial vehicles	96,640	84,582
Transfers of Lorries	51,962	45,374
Transfers of buses	18,163	14,246
Transfers of Land Vehicles	11,827	9,792
Motor houses	-	1
<b>Total</b>	<b>668,295</b>	<b>675,018</b>



Source: Department of Motor Traffic

## 2.3 Issuance of driver licenses service

From the inception of the Department, the process of issuing driving licenses and the nature thereof have undergone evolutions on several occasions and presently it has progressed to the issuance of a Smart Card Driving License having an international standard. In order to avoid printing duplicates of this smart card driving licenses, while high security measures have been taken, action has been taken to include the blood-group of the license holder. Process of issuing Driving Licenses is carried out in two-fold systems through other district offices with Werahera Sub Office as the pivotal center, viz

## 1. Online,

Under this method the basic information of the client who comes to obtain a driving license will be computerized and photos taken through the same programme; fingerprints and signatures taken, the basic documents are scanned and entered in the data system after which the license will be issued on verification of data. In addition, a written examination will be held, the results entered immediately into the data system. At a time when applications are made license will be issued occasionally. This method is operational at the district offices at Hambantota, Anuradhapura, Gampaha, Kalutara,

Kurunegala, Monaragala, Jaffna and Kandy with Werahera Office as the pivotal centre are operational.

2. Off Line

This system of issuing driving licences is followed at the other district offices as well as to hold written examinations, when application are received through forms- verify the information and forward same to the Werahera office are done. In this regard the district offices issue temporary driving licences to such clients.

2.3.1 Table: Issue of Driving License 2019

Month	Quantity
January	72,285
February	64,456
March	66,623
April	66,569
May	76,793
June	71,112
July	81,955
August	92,881
September	81,537
October	93,099
November	75,607
December	74,812
<b>Total</b>	<b>917,729</b>

Category	Up to 31-12-2019
Change of Particulars	51,220
Conversion	40,577
Duplicates	50,961
Extension	67,329
New Driving licenses	313,644
Renewals	391,006
Foreign Conversion	2,992
<b>Total</b>	<b>917,729</b>

Source: Motor Traffic Department

The total number of driving licenses issued up to the 31st of December 2019 is 917,729. In addition to the printing machines for driving licenses installed at Werahera, driving licenses printing machines are installed at Hambanthota and Anuradhapura.

As a leading step in the Information Technology, the written test for driving licenses are being conducted computer-aided at the Werahera Office (Touch Screen) and it is hoped to provide this facility at the other district offices as well in the future.

## 2.4 Technical Service connected to motor vehicles:

In relation to the technical service, the functions carried out by the Werahera sub-office and all other district offices can generally be shown as follows :

- ❖ Conducting written and practical tests relating to driving licences.
- ❖ Issuing of Tare Certificates and Identification certificates after examination of vehicles
- ❖ Issuing road worthiness certificates for Government vehicles.
- ❖ Participating in Tender Boards relating to vehicles, Cancellations of Registrations of vehicles and making recommendations
- ❖ Register technical garages and renewal of annual licences
- ❖ Issuance of CMT chassis numbers, trailer chassis numbers.
- ❖ Formulation of Courses for Instructors in Driving and other training courses and implementing them.
- ❖ Investigate vehicles which had severe accidents and forward observations of the department to the judiciary.

Technical services rendered by the Head Office and the other offices can be categorized under nineteen (19) groups and the data thereof are given in the summarized 2.4.1 Table appended.

**2.4.1. Table: Technical services:**

	Activity	2018	2019
1	Conducting written examinations for obtaining driving licences	479,615	204,398
2	Conducting practical examinations for obtaining driving licences	693,478	392,181
3	Issuance of No. plates ( Colombo )	587,097	597,633
4	Issuance of No. plates ( outstations )	148,758	107,057
5	Inspection of garages and new commercial establishments	258	53
6	Registration of garages and new commercial establishments	251	72
7	Renewal of garages and new commercial establishments	869	937
8	Inspection of driving schools	14	576
9	Issuance of Formats	128	112
10	Issuance of C.M.T. Chassis Numbers	21	3
11	Issuance of Trailer Chassis Numbers	2,290	1,434
12	Issuance of C.M.T. Chassis Numbers for Custom vehicle auctions	34	8
13	Examinations of motor cycles	532	159
14	Issuance of Tare Certificates	10,215	6,061
15	Issuance of Identification Certificates	1,384	855
16	Issuance of prohibition orders	2,012	1,377
17	Removal of prohibition order	1,637	1,364
18	Inspection of vehicle accidents	5,713	3,848
19	Participating in special duties	407	305

## 2.5 Regulating Gas Emission Test

Gas Emission Test were commenced in terms of the Extra Ordinary Gazette No. 1533/17 dated 25th January 2008 and the Motor Traffic (Amendment ) Act No. 08 of 2009 effective from 17<sup>th</sup> November 2008, with a view to controlling the gas emissions from vehicles which lead to air pollution. Further, new standards were announced on 5-11-2014 which came into effect as from the 15<sup>th</sup> of September, 2016 of which the general public were made aware of them through newspapers.

In order to measure the air quality around us, three (03) air measuring units have been purchased through the Gas Emission Trust Fund to gauge the condition of air that circulates around. While two units have been installed at Kandy and Baththaramulla cities permanently, the Central Environmental Authority (CEA) will obtain data and attend for their maintenance. Other mobile unit is being maintained by the National Buildings Research Organization (NBRO) for this purpose. The data/information obtained from these units and the results of this programme are being used for study purposes.



**Unit to measure permanent air quality**



**mobile unit**



**Air pollutants such as CO<sub>2</sub>, O<sub>3</sub>, PM, SO<sub>2</sub>, NO<sub>2</sub> installed in the air quality measuring unit**

The data and recommendations given by the National Building Research Organization and the National Institute of Health Sciences as well as the results of researches done by the Senior Lecturers attached to the Peradeniya and Moratuwa universities will be utilized for future standard management programs through coffers of Gas Emission Trust Fund.

On-road and On-the-spot inspections are being carried out by teams to investigate vehicles plying on roads. Such 5,135 on-road inspections have been conducted during the period from January to the 31st of December 2019; while 4,182 on the spot inspections have been done. Also, 2,208 vehicles belonging to the Sri Lanka Army and Navy have been subjected to such inspections.

Under the supervision of the gas emission division of the Department of Motor Traffic, 191 centers out of 431 centers are run by Laugh Co and Cleanco Lanka who perform vehicular emission activities have been subjected to inspection. Out of those centers, some were ordered to be closed down due to the reasons that they have been opened without approval, Central Environmental Authority permits were not obtained, testing equipment not up to standards, and software being faulty.



**Inspection of centers**



**On-road Inspections**



**On the spot inspections**

## **2.6 Policy Compilation on Road Safety**

The Department, in addition to its main functions, conducts various joint programmes pertaining to road-safety, in collaboration with external institutions. Accordingly, several main pilot projects are presently in operation, viz;

- Conduct management courses for Motor vehicle Management/traffic control and road-safety
- Investigate into non road-worthy vehicles and provide sponsorships to assist in removing such unsuitable vehicles from running.
- Issue prohibition orders.
- Provide sponsorship to the courses conducted by the National Council for road-safety and provide direction.



Inspection of vehicles unsuitable for running

## PERSPECTIVE

- Operate E-monitoring project and parallel to it establish offices around Hambanthota and Colombo ports.
- Providing online facilities to all the district offices which do not have the online facilities to issue driving licenses up to now.
- Conduct all written tests for the issue of driving licenses through touch screen system in all district offices.
- Development of identified infrastructure facilities in the district offices.

## CHAPTER 03

Overall financial performance for the year ending 31<sup>st</sup> December, 2019

## 3.1 Financial Performance Statement

Financial performance for the year ending as at 31<sup>st</sup> December, 2019

ACA-F

Budget (current year)	Income	Factual Rs.		
		Note	2019	2018
	Income Tax	1		
	Local goods and services Tax	2	3,598,674,964.00	1,129,288,149.00
	Taxes on international trade	3		
	Non-tax revenue and other	4	10,303,007,093.00	10,472,489,559.00
	<b>Total income (a)</b>		<b>13,901,682,057.00</b>	<b>11,601,777,708.00</b>
	<b>Non-revenue receipts</b>			
	Treasury Imprest		14,359,970.00	24,629,105.00
	Deposits		1,946,451,261.00	2,641,737,751.00
	Advance accounts		35,985,794.00	35,138,48.00
	Other receipts		-	273,262,450.00
	Non-revenue total income (b)		1,996,797,025.00	
	Total Income Receipts and non-revenue receipts © =(a) +(b)		<b>15,898,479,082.00</b>	
	Reduced cost			
	<b>Recurring expenditure</b>			
	Wages, salaries and other employee benefits	5	479,304,309.00	433,044,297.00

ACA - 1

ACA - 3

ACA - 4

ACA- 5/5(A)

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	Other goods and service subsidies, subsidies	6	1,205,896,392.00	1,659,886,758.00	} ACA-2(II)
	Grants and transfers	7	-	-	
	Interest payments	8	7,293,287.00	7,284,239.00	
	Other recurring expenditure		-	-	
	Total incurring Expenditure ((b))		<b>1,692,493,988.00</b>	-	
	Capital Expenditure				
	Capital assets				
	Rehabilitation and Improvements	10	10,188,425.00	9,452,799.00	} ACA-2(II)
	Acquisition of Capital Assets	11	10,913,207.00	71,514,949.00	
	Capital assignments	12	-	-	
	Acquisition of Financial assets	13	-	-	
	Skills Development	14	1,015,915.00	1,680,570.00	
	Other Capital Expenditures	15	1,579,354,586.00	1,099,967,495.00	
	Total Capital Expenditures (e)		<b>1,601,472,133.00</b>		
	Chief Ledger Expenditure (f)		1,944,812,661.00	2,814,673,207.00	ACA – 4
	Deposit payments		1,907,825,915.00	2,766,988,662.00	ACA- 5/5(A)
	Advance Payments		36,986,746.00	47,684,545.00	
	Remittances to the Treasury		<b>3,646,102,902.00</b>		
	Total Expenditure G=(b+e+f)		<b>8,884,881,684.00</b>	6,097,504,314.00	
	Balance Impresent as at 31 <sup>st</sup> December 2019 H= (b+e+f)		<b>7,013,597,398.00</b>		

## 3.2 Statement of Financial Status:

ACA-P

Statement of Financial Status as at 31<sup>st</sup> December,2019

	Note	Factual	
		2019 Rs.	2018 Rs
<b>Non-financial Assets</b>			
Property, Supplies and Equipment	ACA - 6	2,323,971,920.00	2,146,269,826.00
<b>Financial Assets</b>			
Advance Accounts	ACA- 5/5(a)	130,267,131.00	129,083,883.00
Monetary and alike monetary	ACA- 3	1,102,904.00	46,544,011.00
<b>Total Assets</b>		<b>2,455,341,955.00</b>	<b>2,321,897,720.00</b>
<b>Net Assets/Mass</b>			
Net Assets		(115,335,847.00)	(77,893,749.00)
Property, Supplies and Equipment		2,323,971,920.00	2,146,269,826.00
Pool			
Rent, work Advance pool	ACA-5(b)		
<b>Mobile Liabilities</b>			
Deposit Accounts	ACA- 4	245,602,978.00	206,977,632.00
Imprest balance	ACA -3	1,102,904.00	46,544,011.00
<b>Total Responsibilities</b>		<b>2,455,341,955.00</b>	<b>2,321,897,720.00</b>

Notes and accounts details shown on formats from page No..... to page Nos.... are the notes, accounts of the same parts included this final accounts. As revealed by the statement of financial status, the most suitable accounting policies have been used. We

certify that the figures mentioned in the accounts and the relevant accounting notes and other details of accounts have been compared with the relevant Treasury account books and that they tally.

.....	.....	.....
Chief Accounting Officer	Financial Officer	Chief Accountant
Name	Name	Director (Finance)/Commissioner (Finance)
Position	Position	Name
Date	Date	Date

**3.3 Cash Flow Statements:**

ACA-C

Cash Flow Statements for the year ending as at 31<sup>st</sup> of December, 2019

	Factual	
	2019 Rs.	2018 Rs
<b>Cash Flows generated from operational activities</b>		
Total tax receipts	147,134,921.00	-
Charges, Surcharges, Penalties and Licenses	10,303,007,093.00	-
Profits	-	-
Non-revenue receipts	14,359,970.00	-
Added income under other headings	-	-
Imprest receipts	-	-
Cash Flows generated from operational activities (a)	<b>10,464,501,984.00</b>	-
<b>Reduced: Cash Expenditure</b>		
Individual salaries and operational cost	6,361,750,117.00	-
Subsidies and Transfer expenditure	-	-
Expenditure incurred for Other expenditure headings	-	-
Imprest paid to Treasury	3,646,102,905.00	-
<b>Cash Flows generated from operational activities (b)</b>	<b>10,007,853,022.00</b>	-

Net Cash Flow generated from operational activities (c)=(a) -(b)	456,648,962.00	-
<b>Cash Flow generated from Investment activities</b>		
Interest	-	-
Dividends	-	-
Removal of title, provisions and material assets sale	-	-
Recovery of sub-loans	-	-
Recovery of advances	491,848.00	-
<b>Cash Flow generated from Investment activities (d)</b>	<b>491,848.00</b>	-
<b>Reduced- Cash Expenditures</b>		
Acquisition of physical assets construction or purchases and other investments	393,432,000.00	-
Advance payments	24,129,703.00	-
<b>Total Cash Flow spent on investment operational activities (e)</b>	<b>417,561,703.00</b>	-
Net Cash Flow created from investment activities	(417,069,855.00)	-
Total Cash Flow spent on investment operational activities (G) =(b) + (h)	<b>39,579,107.00</b>	-
<b>Cash Flow created from Financial Activities (h)</b>		
Local Loans obtained	-	-
International Loans obtained	-	-
Grants received	-	-
Deposit payments	1,946,451,261.00	-
<b>Cash Flow created from Financial Activities</b>	<b>1,946,451,261.00</b>	-
<b>Reduced: Cash Expenditures</b>		
Repayment of Local Loans	-	-
Repayment of International Loans	-	-
Deposit payments	1,907,825,915.00	-
Total Cash Flow spent on Financial Activities	<b>1,907,825,915.00</b>	-
<b>Cash Flow created from Financial Activities (i)=(g)-(j)</b>	<b>38,625,346.00</b>	-

Net changes in the monetary (i)=(g)+(j)	953,761.00	-
Initial Cash Balance as at January 01	-	-
Final Cash balance as at December 31	953,761.00	-

### 3.4 Financial Statements

### 3.5 Revenue Collection Performance

Rs. ,000

Income Code	Description of the Income Code	Revenue Estimate		Collected Income	
		Original Estimate	Final Estimate	Amount (Rs.)	Final Revenue Estimate as a %
	<b>Tax on local goods and services</b>				
1003	License Fees and other				
1003.01.00	Luxury motor vehicle tax	1,100,000,000.00	850,000,000.00	1,859,524,152.00	218.77
1003.02.00	Transfer Tax				
1003.07.00	Other licensing fees				
1003.07.04	Taxes on Motor Vehicle sales	80,000,000.00	80,000,000.00	83,925,559.00	104.91
1003.07.09	Carbon Tax	2,000,000,000.00	140,000,000.00	1,655,225,252.00	1,182.30
		<b>3,180,000,000.00</b>	<b>1,070,000,000.00</b>	<b>3,598,674,963.00</b>	<b>336.32</b>
	<b>Non-Tax Income</b>				
2003.02.14	Fares charged under the Motor Traffic Act and other	11,500,000,000.00	9,500,000,000.00	10,288,597,976.00	108.30
2003.02.15	Fares charged at registration when transferring the motor vehicles	10,000,000.00	10,000,000.00	14,409,116.00	144.09

	under the concessionary issue of licenses				
	<b>Income from other sources (b)</b>				
	<b>Total Non-Tax Income (a) + (b)</b>	11,510,000,000.00	9,510,000,000.00	10,303,007,092.00	108.34
	<b>Total Income</b>	<b>14,690,000,000.00</b>	<b>10,580,000,000.00</b>	<b>13,901,682,055.00</b>	<b>131.40</b>

**3.6 Performance of Utilization of Allocated Provisions:**

Rs.,000

Type of Provision	Allocated Provisions		Actual Cost	Allocations utilized as % of finalized provisions completed
	Initial provisions	Final provisions		
Recurrent	2,315,000,000.00	2,067,731,000.00	1,692,493,988.00	81.85
Capital	1,814,000,000.00	2,067,932,000.00	1,601,472,133.00	77.44

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

Rs.,000

S/ No	Allocated Ministry / Department	Purpose of the provision	Provisions		Factual expenditure	Utilized provisions, as% of the final provisions given
			Initial Provisions	Final Provisions		
	-	-	-	-	-	-
	-	-	-	-	-	-

### 3.8 Performance of Reporting Non-financial asset

Rs.,000

Asset Code	Details of Code	Balance as per Goods Survey Report as at 31.12.2019	Balance as per Financial Status Report as at 31.12.2019	Scheduled to report in future	progress to accounting as%
9151	Buildings structures		213,177,045.00		
9152	Machinery		177,702,093.00		
9153	Lands				
9154	Intangible Assets				
9155	Biological assets				
9160	Work in progress		273,453,154.00		
9180	Leased assets				

### 3.9 Report of the Auditor General

Shown by Annexure 1

## CHAPTER 04.

### 4.1 Institutional Performance Indicators (Based on Action Plan)

Based on the Annual Action Plan of the Department of Motor Traffic while a number of programmes were identified, progress of each of these projects are indicated from the diagram hereunder:

Specific Indicators	Virtual output as a percentage (%) of the expected output		
	100% - 90%	75% - 89%	50% - 74%
Physical and financial progress of construction and repair under physical resource development			71%
Physical and financial progress of acquisition of hardware and software under the acquisition of fixed assets			60%
Number of programs implemented for Human Resource Development and its financial progress	95%		
The amount of driving licenses issued under capital investment and the cost incurred	100%		

- This department which has a long history among the government departments is armed with a system to functioning with its Head Office at Narahenpita and the district office located at Werahera.

Many of the buildings belonging to this department are of a status that needs to be repaired from time to time due to their antiquity and as a result more priority has to be given to essential constructions and repairs. Accordingly, priority was given to this in the Action Plan of last year and it was possible to achieve 71% physical and financial progress under it. Among the factors that contributed to this progress with some setbacks was the need to enlist the assistance of outside agencies for technical tasks such as estimating and the department not having the trained human resources to do so.

- Our Department being an A Grade Department, is an institution which carries out a large work capacity annually. Among the factors that contributed to this progress with some setbacks was the need to enlist the assistance of outside agencies for technical tasks such as estimating and the department not having the trained human resources to do so. Our department has to pay special attention to the purchase and repair of technical equipment needed to provide the required services to the large number of clients who turn to these services relating to motor vehicle registration and issuance of driving licenses.
  
- In analyzing the human resource development of the department, it has been identified that motivating the internal staff of the department and the staff attached through other services including integrated service through continuous training and development is very important to improve the quality of service delivery. In this regard, our Department has implemented several programs for this purpose during the last year and through this our department has been able to achieve a qualitative improvement in the service delivery. (This is also explained under 6.3.)
  
- The Department works in conjunction with a number of external agencies to enhance service delivery, the most important of which is the printing of driving licenses and the printing of number plates. The progress made through it is at an optimum level.

## CHAPTER 05

### Performance in achieving the Sustainable Development Goals (SDGs)

#### 5.1 Relevant Sustainable Development Objectives identified

Goal / Objective	Activities carried out by the department to achieve the target	Success Indicators	Progress on achievements so far		
			0%- 49%	50%- 74%	75%- 100%
Ensuring healthy lives and promoting the well-being of all ages	<p>To maintain the standard of vehicles running on the roads</p> <ul style="list-style-type: none"> <li>▪ Registration of standard vehicles only when importing vehicles</li> <li>▪ Carrying out emergency inspections while driving on the roads</li> </ul> <p>When issuing driving licenses for driving</p> <ul style="list-style-type: none"> <li>▪ Issuance of driving licenses after testing theoretical knowledge and practical training</li> <li>▪ Reconsideration of physical fitness when renewing driving license</li> <li>▪ Consider age limits when issuing driving licenses</li> </ul>	<p>Percentage difference in the number of injuries and deaths from road accidents annually</p> <p>Decrease in public complaints regarding toxic fumes from vehicles</p>			

<p>Reduce the number of injuries and deaths from road accidents by 2030.</p>	<ul style="list-style-type: none"> <li>▪ Adoption of a special procedure for persons with disabilities and special needs</li> <li>▪ Issuing driving licenses with special note for public transport</li> <li>▪ Implementation of system for giving negative points to drivers</li> <li>▪ Carrying out vehicle emissions tests to control vehicle emissions</li> </ul>	<p>Decrease in the number of complaints regarding discharge of untreated wastewater to water sources during garage registration</p>			
<p>Significantly reduce the number of deaths and illnesses caused by chemical, air, water and soil pollution and pollution by 2030.</p>	<p>Examine proper wastewater and waste disposal methods during garage registration</p>	<p>Decrease in public complaints regarding noise pollution</p>			
<p>Reduce emissions of toxic chemicals and other substances to improve water quality by reducing water pollution by 2030.</p>	<ul style="list-style-type: none"> <li>▪ Examine proper wastewater and waste disposal methods during garage registration</li> </ul>	<p>Decrease in the number of problems and shortcomings reported in the regulation of driving schools</p>			
<p>Reduce emissions of toxic chemicals and other substances to improve water quality by reducing water pollution by 2030.</p>	<p>Testing the standard of playing horns and loudspeakers to prevent noise pollution</p>				
<p>Reducing adverse environmental impact through air</p>					

<p>quality management by 2030</p> <p>Release of chemicals and wastes into the environment in an eco-friendly manner as per the international action plan agreed by 2020</p> <p>Ensuring a perfectly reasonable quality education and providing lifelong learning for all</p> <p>Increasing the number of youth and adults who have technical and vocational qualifications skills for lucrative jobs and entrepreneurship</p> <p>Significant reduction of the number of unemployed youth without education, training and employment by 2030</p>	<ul style="list-style-type: none"> <li>▪ Grading and regulation of institutions that can provide training for each vehicle class by introducing it</li> </ul> <p>Maintaining a system of issuing driving licenses through written and practical tests and giving the opportunity to the citizens above 18 years of age to do so.</p>				
<p>Building holistic institutions with effective responsibilities for</p>	<ul style="list-style-type: none"> <li>▪ Provide services with a greater inclination towards modern IT</li> </ul>				

<p>sustainable development.</p> <p>Significant reduction of all forms of bribery and corruption</p> <p>Establishment of institutions with effective transparency</p>	<p>technologies to reduce bribery and corruption-</p> <ul style="list-style-type: none"> <li>▪ Awareness campaigns have been conducted in the institute to take action against bribery and corruption and facilities have been provided to lodge complaints.</li> <li>▪ Develop a system to provide the required information to the public through information officers.</li> </ul>	<p>Decrease in the number of proven allegations of bribery and corruption</p>			
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## 5.2 Achievements and challenges in achieving the Sustainable Development Goals

The following are some of the factors that have hindered us from achieving the sustainable development goals and objectives identified by our department.

S/no.	Target	Factors that hinder the achievement of goals
1	Reduce the number of injuries and deaths from road accidents by 2030	<p>The number of emergency inspections to regulate the quality of vehicles has been reduced due to shortage of human and physical resources.</p> <p>Existing undeveloped conditions of the road system impede the proper maintenance of vehicles.</p> <p>Lack of quantitative introduction of modern technology to measure the quality of practical driving license issuance tests.</p>

		<p>Continuing formal training courses for drivers have not yet been planned.</p> <p>The mechanism for implementing the system of giving unfavorable marks to drivers is no longer active as it is affiliated with a number of institutions.</p>
2	<p>Significantly reduce the number of deaths and illnesses caused by chemical, air, water and soil pollution and pollution by 2030.</p>	<p>The temptation to pass the smoke test through fake methods.</p> <p>Failure to implement a methodology for supervision after garage registration.</p> <p>Problems identified by the general public in these areas, reluctance to complain to the responsible agencies.</p>
3	<p>Ensuring a perfectly reasonable quality education and providing lifelong learning for all</p>	<p>Attempts to obtain a driver's license without quantitative and quality training for trainees undergoing training.</p>
4	<p>Building holistic institutions with effective responsibilities for sustainable development.</p>	<p>Involvement in bribery and corruption due to negative attitudes between employees and clients.</p>

## CHAPTER 06

### Human Resource Profile

#### 6.1 Manpower Management

	Approved number of employees	Existing Number of Employees	Vacancies / (Excess) **
Senior	30	29	
Tertiary	23	06	
Secondary	821	713	
Primary	138	124	

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

- Due to non-deployment of officers with technical knowledge to carry out the maintenance of the existing institutions in the Department, disruptions occur even to the essential functions.  
For example, non-availability of a technical officer to prepare estimates and not having officers with quantitative knowledge to carry our repairs on machinery or equipment.
- Emergence of obstacles in providing the technical services provided by the Department due to the existing vacancies for vehicle inspectors.
- As an institution which is constantly engaged in the procurement process, impacts of obstacles occur due to not establishment of a separate unit under an Accountant.

## 6.3 Human Resources Development

Name of the Programme	No. of employees trained	Duration of the Programmes	Total Investment (Rs. ,000)		Nature of the Program Local/ Foreign	Outputs/ Knowledge gained
			Local	Foreign		
Training programme to increase staff satisfaction (HOW TO KEEP YOUR STAFF HAPPY)	30	26-01-2019	20,892.85		Local	70%
Miloda Academy	10	18-03-2019			Local	75%
Training Programme Regarding Procurement Management	1	5 days	26,000.00		Local	80%
Reduction of Accountability and Audit Problems and Stress Management of public officers	200	05-10-2019	379,698.00		Local	80%
Productivity, Positive attitudes & Stress Management	200	19-10-2019	395,935.00		Local	75%
Procurement of steel number plates and number plate stickers Inspect post qualifications- German Tour	3	16-01-2019 - 23-01-2019	2,830,416.00		Foreign	85%

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Sri Lanka Accountants Class 1 - Capacity Building Program- Malaysia	1	01-07-2019 - 07-07-2019	49,425.60		Foreign	90%
12 <sup>th</sup> Inter-Regional Environmental Sustainable Transport Forum in Asia- Vietnam	1	28-10-2019 - 31-12-2019	81,909.00		Foreign	80%
Conference on State Management & e-Government for Sri Lanka- China	2	09-11-2019 - 01-12-2019	331,200.00		Foreign	80%
Conference On Planning Infrastructure Development In Sri Lanka- China	1	09-12-2019 - 24-12-2019	116,134.00		Foreign	80%

## Chapter 07

## Compliance Report

No.	Requirement to be applied	Compliance Status (Compliant/ Not Compliant)	If Not Compliant, short explanation for same	To avoid Not Compliance in the future, accurate decision making process proposed
01.0	<b>The following financial statements/accounts have been submitted on the due date</b>			
01.1	Annual Financial Statement	Compliant		
01.2	Advance Account of Public Officers	Compliant		
01.3	Business & Product Advance Accounts (Commercial Advance Accounts)			
01.4	Stores Advance Accounts			
01.5	Special Advance Accounts			
01.6	Other			
<b>02.0</b>	<b>Maintenance of Books &amp; Documents (M R 445)</b>			
02.1	Updating & maintaining the Fixed Asset Register according to the Public Administration Circular No.267/2018	Not compliant	The Department does not yet have such an accurate document	In the process of preparing an Assets Register after obtaining information on all Fixed Assets
02.2	Updating & maintaining personal payroll documents/personal payroll cards	Compliant		
02.3	Updating & maintaining Audit Inquiry Documents	Compliant		

02.4	Updating & maintaining the Internal Audit Report documents	Compliant		
02.5	Prepare all monthly account summaries (CIGAS) and submit to the Treasury on the due date	Compliant		
02.6	Update & maintain the Cheque books and Cash Order Documents	Compliant		
02.7	Update & maintain the Inventory Document	Compliant		
02.8	Update & maintain wholesale (bulk) inventory	Compliant		
02.9	Update & maintain Damages & losses documents	Compliant		
02.10	Update & maintain the liabilities documents	compliant		
02.11	Update & maintain Sub Leaflets Books Documents (GAN20)	Compliant		
<b>03.0</b>	<b>Coordinating functions for final control (M.R.125)</b>			
03.1	Having delegated the financial power within the institution	Compliant		
03.2	Having educated the staff about delegation of financial powers with the institution	Compliant		
03.3	Delegate powers so that every transaction is authorized and approved through two or more officers	Compliant		
03.4	As per State Accounts Circular No.171/2004 dated 11-05-2014 when using the Government Payroll Software Package should act under the control of the Accountants	Compliant		
<b>04.0</b>	<b>Preparation of Annual Plans</b>			
04.1	Preparation of Annual Action Plan	Compliant		
04.2	Preparation of Annual Procurement Plan	Compliant		

04-3	Preparation of Annual Internal Audit Plan			
04.4	Prepare the Annual Estimate and submit it to the National Budget Department (NBD) on the due date	Compliant		
04.5	Annual Cash Flow Statement having been submitted to the Department of Operations, Treasury on the due date			
<b>05.0</b>	<b>Audit Inquiries</b>			
05.1	Having supplied answers to all the queries prescribed by the Auditor General.	Not compliant	Taking a long time to check documents	Such problems could be avoided in the future by implementing the e-motoring project
<b>06.0</b>	<b>Internal Audit</b>			
06.1	As per F R 134(2) DA/1-2019 preparation of the Internal Audit Plan after consultation with the Auditor General at the beginning of the year	Compliant		
06.2	Having responded to all Internal Audit Reports within a period of one month	Not compliant	Officials not showing any interest in this regard	Officials have been informed
06.3	In accordance with Sub-Section 40(4) of the National Audit Act No.19 of 2018, having submitted copies of all internal Audit Reports to the department of Audit Management	Compliant		
06.4	In accordance with F R 134(3) having submitted copies of all Internal Audit Reports to the Auditor General	Compliant		
<b>07.0</b>	<b>Audit Management Committees</b>			
07.1	According to DMA Circular 1-2019, at least 04 Audit and Management Committees should be maintained in the relevant category	Compliant		

<b>08.0</b>	<b>Assets Management</b>			
08.1	As per the 07th Chapter of Assets Management Circular No.01/2017, information pertaining to the purchases of assets and misappropriation of assets have been submitted to the Controller General's office.	Not compliant	Officers did not show any interest.	Officers have been informed
08.2	As per the 13th Chapter of the above mentioned Circular, appoint a suitable liaison officers to coordinate the execution of the provisions of the said circular and report the details of that officer to the Controller General's Office.	Not compliant	up to now such officer has not been appointed for that purpose.	I shall take action to appoint such an officer
08.3	As per Public Finance Circular No. 05/2016 the relevant reports have been submitted to the Auditor General on the due date.	Compliant		
08.4	Excesses, deficiencies and other recommendations revealed in the Annual Commodity Survey have not been complied with during the period specified in the circular.		Failure to act within the time frame due to various reasons	Officers have been informed
08.5	Having done the Disposal of despicable goods under F R 772	not compliant	Things have not been properly supervised	Officers have been informed.
<b>09.0</b>	<b>Vehicle Management</b>			
09.1	Preparation of daily running records and monthly summary reports for pool vehicles and submitting them to the Auditor General on the due date.	Compliant		
09.2	Having discarded the despicable vehicles within less than 06 months period	Compliant		

09.3	Upgrade and maintain vehicle Log books			
09.4	With regard to all traffic accidents act according to M.R.103,104,109 and 110	Compliant		
09.5	In accordance with the provisions mentioned in paragraph 3.1 of the Public Administration Circular No.2016/30 dated 29-12-2016, re-inspection of fuel combustion in vehicles	Compliant		
09.6	Having taken full ownership of the vehicle log books after the lapse of the lease period	Compliant		
<b>10.0</b>	<b>Bank Account Management</b>			
10.1	Prepare bank comparison statements on the due date and submit them audit	Compliant		
10.2	Carry forward the year under review or earlier, and having settled the non-performing accounts	Compliant		
10.3	Should have acted in accordance with the monetary regulations and settled the balance within a period of one month in respect of the balance disclosed and adjusted in the Bank Comparison Statement	Not compliant		The Bank has been instructed to submit bank statements properly.
<b>11.0</b>	<b>Utilization of Provisions</b>			
11.1	Spending so that the provisions provided do not exceed their limits	Compliant		
11.2	Receiving liabilities at the end of the year after utilizing the provisions of Section 94(1) so as not to exceed the remaining provisions limit	Not compliant	Not giving adequate attention	Steps have been taken to prevent same in the future
<b>12.0</b>	<b>Advance Accounts f Public Officers</b>			
12.1	Compliance with the limits	Compliant		

12.2	Conducting a time analysis of outstanding debt balance	Not compliant	Not giving adequate attention	
12.3	Having settled the arrears of debt outstanding for more than one year	Not compliant	Difficulty in confirming the debt balance	Officers have been informed
<b>13.0</b>	<b>General Deposit Account</b>			
13.1	Having acted in accordance with F.R. 571 with regard to matured deposits.	Not compliant		
13.2	Updating and maintaining the control account for public deposits	Compliant		
<b>14.0</b>	<b>Imprest Account</b>			
14.1	Having transmitted the balance in Cash Book to the Treasury Operations Department at the end of the year under review	Compliant		
14.2	As per F.R.371 the sub-imprest should have been settled within one month from the date of issue	Compliant		
14.3	Having issued sub imprest without exceeding the approved limits as per F.R.371	Compliant		
14.4	Monthly comparisons of Imprest balance account with the books at the Treasury.	Compliant		
<b>15.0</b>	<b>Income Account</b>			
15.1	Having made payments from the income collected in accordance with the relevant regulations	Compliant		
15.2	Not crediting the collected income to the deposit account, and having it credited straight to the Income account	Compliant		
15.3	Submission of Deficit Revenue Reports to the Auditor General as per F.R.176	Compliant		
<b>16.0</b>	<b>Human Resources Management</b>			
16.1	Maintaining the personnel within the approved carder	Compliant		
16.2	Having provided duty lists for all staff members in writing	Compliant		

16.3	Having submitted all reports to the Management Services Department as per Circular No.04/2017 dated 20-09-2017			
<b>17.0</b>	<b>Providing information to the public</b>			
17.1	As per the Right to Information Act and regulations appoint an information officer and update and maintain an information providing document	Compliant		
17.2	While information about the institution is provided through its website, either through the web site or through alternative means, facilitate public to express their accusations as well as praises	Compliant		
17.3	As per the 08 <sup>th</sup> and 10 <sup>th</sup> sentences of Right to Information Act, submit reports twice a year or once a year	Compliant		
<b>18.0</b>	<b>Implementation of Citizens' Charter</b>			
18.1	Having compiled and implemented a Citizen Charter as per Public Administration and Management Ministry Circular No.05/2008 and 05/2018(1)	Compliant		
18.2	According to the paragraph 2.3 of the said Circular, the Institute should develop a methodology for supervising and evaluating the activities of the Citizen Charter.	Compliant		
<b>19.0</b>	<b>Compilation of the Human Resources Plan</b>			
19.1	Having prepared a Human Resources Plan based on the Format given in Annexure No. 02 of the Public Administration Circular No.02/2018 dated 2018-01-24			
19.2	Ensuring not less than 12 hours of minimum training per year for each staff member under the above Human Resources Plan			

19.3	Having taken steps to signatures on Annual Performance Agreements for the entire staff based on the format given in Annexure 01 of the above Circular.			
19.4	Having appointed a senior officer as per the above Circular Paragraph 6.5 to assign responsibilities for preparing the Human Resources Development Plan, Capacity building programmes and to implement skills development programmes.			
<b>20.0</b>	<b>Respond to Audit Paragraphs</b>			
20.1	Having taken steps to correct the deficiencies pointed out in the audit paragraphs issued by the Auditor General for previous years.	Not compliant	Although some efforts have been taken, shortcomings still prevail	Expectation to take steps to correct those shortcomings in the future

June 26 ,2020

**Accounting Officer**

Department of Motor Traffic

**Auditor General's Summary Report regarding Financial Statements of the Department of Motor Traffic for the year ending as at 31<sup>st</sup> December, 2019 as per Section 11(1) of the National Audit Act No.19 of 2018**

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**1. Financial Statements**

**1.1 Status quo of opinion**

Financial Statements of the Department of Motor Traffic for the year ending as at 31<sup>st</sup> December, 2019 and the financial performances were audited under my command in accordance with the provisions of section 154(1) of the Constitution of the Democratic Socialist Republic of Sri Lanka read together with the Section 11(1) of the National Audit Act No.19 of 2018. Included in this report are my comments and observations regarding the financial statements presented by the Department of Motor Traffic as per Section 11(1) of the National Audit Act No.19 of 2018. The report of the Auditor General that should be presented according to the Section 10 of the National Audit Act of No.19 of 2018 read together with section 154(1) of the Constitution of the Democratic Socialist Republic of Sri Lanka will be resented to the Parliament in due course.

Chapter 1.6, it is my opinion that, except for the impact made from the matters indicated in the financial statements prepared as per the Government Accounts Circular No.271/2019 dated 03<sup>rd</sup> December, 2019 , the status of the financial situation of the Department of Motor Traffic as at 31<sup>st</sup> December, 2019 and financial performance and cash flow for the last year ended on that date, shows it is in keeping with the accounting principles are acceptable and reasonable.

## **1.2 Foundation for Status quo of opinion**

My audit was carried out in accordance with the Sri Lanka Audit Standards (S L A S). Responsibility of the Auditor, has been explained further under the statement -my responsibility with regard to the Financial statements. It is my belief that in providing a foundation for my opinion the audit evidence provided by me are adequate and appropriate.

## **1.3 Responsibilities of an Accounting Officer with regard to Financial Statement:**

It's commonly agreed factor that in compliance with accepted accounting principles preparation of financial statements as reflected in Government Accounts Circular No.271/2019 dated 03<sup>rd</sup> December, 2019 being able to prepare financial statements quantitatively free of falsehood and thus avoiding fraud and errors when preparing financial statements will be the responsibility of the Accounting Officer to have internal control in that behalf.

As per Section 16(1)of the National Audit Act No.19 of 2018 financial control of the department should maintain its books and reports pertaining to its income, expenditure, assets and liabilities in a proper order so as to enable preparation of annual and timely financial statements.

As per Sub- Section 38(1)(b) of the National Audit Act, the Accounting Officer should that the department has prepared and is maintaining an effective internal control system while as per an early review made with regard to the productivity of that system necessary changes should be made accordingly.

## **1.4 Auditor's responsibility with regard to financial statement audits:**

It is my aim to issue an Auditor General's report which includes my opinion and provide a reasonable confirmation that financial statements on the whole are free of falsehood and fraudulent activities which result in submitting quantitatively erroneous statements. Although reasonable confirmation is a high level of confirmation, when auditing is carried out according to Sri Lanka Audit Standards it may not always be a

confirmation to be free of disclaimers. As quantities disclaimers could up-rise due to fraud and errors individually or collectively, based on this financial statement users should pay attention to this matter when taking economic decisions.

I have done this audit according to the Sri Lanka audit standards with professional judgment and professional scepticism. Further, obtaining adequate and appropriate audit evidence to mitigate the risks fraud and errors by designing appropriate audit procedures in time to identify and assess the risks of quantitative misrepresentations in financial statements due to fraud and errors has been the basis of my opinion.

While fraudulent influences are more powerful than quantitative misrepresentations, fraudulent alliance, fraudulent documentation intentional evasion or evading of internal controls can be a reason to lead to fraud.

- Does not intend to express an opinion on the productivity of the internal control of the Department in order to design appropriate audit procedures.
- Evaluating the structure and content of the financial statements in which disclosures are included, as well as the appropriate and fair use of the financial statements in the financial statements.
- That, as a whole the financial statements have been included with appropriate and reasonable details in the structure and content of the financial statements.
- The Audit Officer was informed with regard to the important audit findings identified by my audit as well as the other major internal control weaknesses and other matters.

#### **1.5 Report on other legal requirements:**

As per Section 6(d) of the National Audit Act No.19 of 2018 I declare and state the following facts:

- (a) That the Financial Statement corresponds with last year.

(b) Regarding the observations shown in paragraph 2.1 (a) of this report the recommendations I made last year has not been corrected in the financial statement submitted for the year under review

## **1.6 Comments on Financial Status:**

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### **1.6.1 Financial Performance Statement:**

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#### **1.6.1.1. Income Receipts**

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Although the calculation of the revenue shortfall for luxury motor vehicle taxes from the year 1995 to the year 2014 had commenced in the year 2016, no action had been taken to prepare any reports on the revenue deficit and submit it with the financial statements for the year under review. Therefore, the audit could not confirm the amount of arrears for that period. However, the arrears of tax revenue collected for 13 years before the year 2009 was Rs.34,898,108/-.

## **16.2 Statement on Financial Status:**

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### **1.6.2.1 Statements on Non-Financial Assets**

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Although Rs.1,601,472,133/- were spent under ten (10) capital expenditure items, the statement of non-financial assets did not record any of those expenditure as transactions done in the previous year.

### **1.6.3 Cash Flow Statement**

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(a) The balance held in seven (07) account subjects as per the Cash Flow Statements, there was a difference of Rs. 2,172,994/-

- (b) The sum of Rs.1,859,524,152/- received from the Luxury Motor Vehicle Tax during the year had not been identified as cash generated during the year, in the preparation of the Cash Flow Statement.

As per the Cash Flow Statement, the Imprest payment to the Treasury and the Cash Book Balance as at 31<sup>st</sup> December, 2019 when compared with the cash book of the department, there was a difference not tallying.

## **Financial Review**

### **Imprest Management**

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The following facts were observed regarding the Adjustment Account which was prepared to settle the discrepancy between the Imprest balance of the amount as at 31<sup>st</sup> December, 2019 and the imprest balance of the statement of financial position as at that date:-

According to the Financial Performance Statement the imprest balance as at 31<sup>st</sup> December,2019 was analyzed by fifteen (15) different credit and debit notes. But, no detailed schedules were submitted to the audit showing how the cross note value of Rs. 286,438,141/- stated in that adjustment account was calculated.

Although only the revenue collected by other Ministries and Departments should be credited to the Adjustment Account, the Motor Traffic Department had also credited a sum of Rs.62,495,420/- collected as Carbon Tax within the year 2019 was also credited to the Imprest Adjustment Account.

In view of the above, a reasonable confirmation of the accuracy of the Adjustment Account could not be obtained during the audit.

## Income Management

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### **The following observations are made:-**

According to F.R 128 (2) (d) and paragraph 8 of the Government Financial Circular No.01/2015 dated 20<sup>th</sup> July, 2015, though the report should have been submitted one month after expiry of the period, delay-range in submitting the relevant deficit income reports of two half-yearly revenue reports for the year 2019 and two quarterly revenue reports four revenue indexes for the period is of twenty eight (28) to ninety eight (98) days.

Also, the delay in submitting the quarterly reports for the Luxury Vehicle Tax for the year under review was between 23 and 44 days.

Although the expected value of aggregation as Carbon Tax during the year under review was Rs. 1,400 Million, in the Financial Statements it was stated as Rs.140 Million.

Although as per the provisions of Motor Traffic Act the estimated revenue to be collected was amended by a sum of Rs. 2000 Million, it was not noted in the variations clarifying statement No. ACA 1 (ii) .

Form No ACA 1(iii) did not state the 13% variance between the revised income estimate of two (02) revenue codes and the actual income.

According to the 2019 revenue estimate in respect of one revenue index, the income and income statement showed an unmatched difference of Rs.7,750 million between the estimated revenue and the estimated income.

Although according to the Treasury Operations Circular No. 5/2007 dated 5<sup>th</sup> September,2007, all the mobile accounts of the Department should have been disclosed in the financial states; but no action has been taken to act accordingly with regard to a mobile account operated at the Bank of Ceylon

As per paragraph 04 (a) of the Government Financial Policy Circular No.01/2015 dated 20<sup>th</sup> July 2015 the deficit income was not clearly reported and as per paragraph 04(b) necessary steps were not taken to prevent further accumulation of areas of deficit income. That is, the increase in deficit revenue in 2019 compared to 2016 had a quantitative value of 208 per cent.

Due to the preparation of overestimation of revenue, the percentage reduction in the original estimate of those income codes during the year under review and for the last 03 years ranged from 17% to 90%.

### **Expenditure Management:**

Following observations are made:

Due to improper preparation of estimates, savings ranging from 35% to 100% of net expenditure were reported in six subjects. A sum of Rs.5,200,000/- obtained through a supplementary estate for one subject had been fully saved. Although the need to limit expenditure in accordance with the National Budget Circular Nos. 03/2019 and 05/2019 has been stated in the financial statements as the reason for the above provision savings, this circular had only advised to limit capital expenditure.

The cost of one subject is Rs.214,800,000/= that is, 98 % of the estimated value had been transferred to other spending subjects under F.R.66. Further, a percentage of the estimated value of nine (09) subject areas ranging from 12 percent to 73 percent had not been transferred from other subject areas under F.R. 66.

According to No.5/2019 and according to the National Budget Circular dated 24<sup>th</sup> September, 2019, although 25 percent of the capital expenditure was to be saved, the remaining allocation for these seven expenditure items were ranging between 37 to 100 percent even after the reduction of the 25 percent due to the preparation of high estimates. Out of which in two expenditure subjects provision savings was 100 percent.

### **Approaching liabilities and bonds:**

According to F. R.94(2) although liabilities could be bonded only for the recurrent expenditure liabilities, contrary to that a sum of Rs. 16,260,062/- capital expenditure had been bonded with liabilities as confirmed by the statement.

### **Non-compliance with Rules and Regulations:**

#### **Rules and Regulations**

Reference non-compliance

Section 42 of

National Audit Act

#### **Certifications to be done by the accounting officer**

Although according to the provisions of section 38 of the National Audit Act No.19 of 2018, the Accounting Officer was required to certify the following matters, it had not happened accordingly.

While the Accounting Officer should ensure that an effective internal control system is developed and maintained for the financial control of the department of Motor Traffic, and that its system should be reviewed from time to time and any changes needed to make the system to work it profitably, and those reviews should have been made available and submitted to the Auditor General, stating that such reviews had been made, in fact it had not been done.

Although the Accounting Officer should ensure that answers to all the audit queries are forwarded within a stipulated time requirement of the Auditor General, there were instances where the audit inquiries had not been answered.

## 2.6 Non-compliance with Rules and Regulations:

### Rules and Regulations:

Reference:	Non-compliance
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Section 42 of National Audit Act No.19 of 2018	There had been instances where vehicle registration and information requested for audit purposes had not been submitted for same.
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(a) Motor Traffic Act  
(Chapter 203)

(i) 6(a)

A proper document had not been prepared according to a specified format where all registered motor vehicle details could be entered so as to have a control over the false details being provided.

(ii) Section 08 No motor vehicle should be registered avoiding payment of the due fee. However, although the due fee and the approval for vehicle No.CBG - 2476 had been received on 07th March,2019 the transfer had been registered six (6) days before, that is, on the 1<sup>st</sup> of March, 2019.

(iii)18(8)(a) The Commissioner General had not maintained a record of cancelled vehicles. As a result, the public were unable to check or verify information regarding the canceled vehicles.

( Article 28 of the National Archives Act No.48 of 1973 and

The fact that the responsibility and custody of vehicle files has not been specifically assigned

Chapter XXVIII Sub-section 9(1) of the Establishment Code

to the officers, it was observed that a large number of Of vehicle files were being destroyed in the container yard at the Werahera Office premises and that documentation of detailed infuriation before they face destruction. It was also observed that the reason for not taking prompt action to submit the vehicle files to the audit was that the responsibility for these files had not been specifically assigned to the officers.

#### 2.4 Issuing and settling advances:

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The following observations are made:

- (a) Whiles action had not been taken to settle the total balance loan collection of Rs. 727,523/- which was over due five years after death, this was contrary to the Section 4 of Chapter XXIV of the Establishment Code.
- (b) According to F. R. (4) 485 and 89 and Public Enterprises Circular of 22<sup>nd</sup> of October 1993 the loans of the transferred officers should be settled within three months. However, though transferred and gone, there were four (04) such unsettled balance loans amounting to Rs.226,230/- were not settled and the delay in settlement had exceeded a period of five (05) years.
- (c) The loan balance of Rs. 302,722/- due from seven (07) officers whose pensions were suspended was older than five (05) years.
- (d) Steps had not been taken up to the 31<sup>st</sup> of December, 2019 to recover a balance loan amount of Rs. 1,330,463/- either from the nineteen (19) officers who were subjected to suspension of work or from the guarantors where more than 02 years had passed after payment of the final installment.
- (e) Steps had not been taken up to the 31<sup>st</sup> of December, 2019 to recover a balance loan amount of Rs. 234,042/- either from the seven (07) officers who had vacated their posts, or from the guarantors where more than 05 years had passed after payment of the final installment.

- (f) There was a difference of Rs.2,359,113/-between the balance according to the books of the department and the total as at 31<sup>st</sup> December, 2019 as per the balance in the classification summary of the individual balance. Although the accounting reports stated that the reason for this discrepancy is the accounting errors have been coming up for many number of years, there was an unmatched difference of Rs.162,597/- in respect of the year 2019.
- (g) According to the Treasury computer printouts , the debit and credit carried out during the year 2019, when compared with the balance in the Advance Account of that year, a total of Rs.142,569 difference was found.
- (h) However, in the statement which gave reasons for the discrepancy between the departmental books and the Treasury computer printouts were not noted in the statement.
- (i) Relating to the advance account of the public officers relevant administrative account credit and debits balances and the annual Comparison account there were inconsistencies of Rs.88,350/- and Rs.59,211 respectively.

## **2.8 Deposits:**

The following observations are done:

- (a) Action had not been taken under Monetary Regulation 571, in respect of 12 deposit balance of Rs.24,179,394/- which was in the 2year exceeded contract retention account as at 31<sup>st</sup> December, 2019.
- (b) As per F.R.571(1) lists of all expired deposits at the end of each half year had not been prepared.
- (c) According to the individual balance of three (03) Savings accounts the deposit amount of Rs.5,708,778/- found in the district offices as at 31<sup>st</sup> December, 2019 had not been submitted for audit. Therefore , as to which district office balances belonged to, or how old are the balances, could not be confirmed.
- (d) As per paragraph 4 (a) of the Fiscal Policy Circular No. 01/2015 of 2015 July 2020, revenues collected from Savings accounts should be settled within the first week of the following month .

- (e) A sum of Rs. 57,640,136/- revenue collected for the Western and Uva Provincial Councils in the month of November, 2019 remained in a public account without being remitted to the relevant Provincial Councils.

## **2.9 Bank Account Management:**

The following observations are done:

- (a) While in the Bank Reconciliation Statement prepared as at 31<sup>st</sup> December, 2019 in respect of a bank mobile account, a sum of Rs. 1,089,884/- unidentified payments and a sum of Rs.778,295/- unrecognized receipts were shown, steps have not been taken to prepare bank statements after correcting them.
- (b) As per the Financial Statement Note (iii) although as at 31<sup>st</sup> December, 2019, the value 06 months elapsed cheque payments not presented to the bank was shown as Rs.305,570/- the actual value of the cheques was Rs.1,210,771/-. While steps had not been taken to credit the expired cheques to the income as per F.R.396(d), among that value there were also cheques to the value of Rs.178,318/-.

## **3. Operational Review and Performance:**

With regard to the financial statements submitted, operational review, direct revenue, expenditure assets and liabilities and the performance review, sustainable development, good governance and human resources management the audit report observations were included in the report submitted as outlined in paragraph 1.1 and section 10 of National Audit Act of No.19 2018.

/s/

**R R M Abeysinghe Banda**  
Deputy Auditor General  
For Auditor General