



Performance Report -2018

Sri Lanka Railways

Contents

1.	Objectives	1
2.	Executive Summary	1
3.	Overview	5
4.	Financial and Physical Progress	6
5.	Operational Performance	8
6.	Motive Power supply and Rolling stocks	13
7.	Permanent ways and new constructions	16
8.	Signal and Tele-communication system	18
9.	Sri Lanka German Technical Training Institution (SLGTT)	20
10.	Railway Security Service	21
11.	Steps taken to improve efficiency & productivity.	22
12.	Challenges & Issues	23
13.	Major Capital Activities carried out during 2017	24
14.	Projects to be implemented in future	25

Vision

To be the most Efficient Transport Provider of Southern Asia.

Mission

To provide a safety reliable and punctual rail transport system for
passenger and goods transportation

1. Objectives

- Increasing the contribution of Railway Passenger transport and freight transport
- Ensuring the safety of train operations
- Enhancing the quality of passenger train services
- Increasing management efficiency
- Increasing Railway income
- Developing of human resources
- Enhancing the Railway infrastructure facilities

Services

- ❖ Suburban, Express & Inter –city train services
- ❖ Office Train services
- ❖ Freight Train services
- ❖ Tourist Trains services
- ❖ Facility to reserve seats through mobile phones
- ❖ Special Trains for religious activities
- ❖ Maintaining retiring rooms for pilgrims
- ❖ Providing accommodation facilities at selected Railway Stations
- ❖ Maintaining cafeteria services for passengers

2. Executive Summary

In the year 2018 also, Sri Lanka Railways (SLR), provided its continuous service contributing to the transport sector development of Sri Lankan Economy. During the year 2018, SLR showed a considerable development in transporting passenger and freight, as an environmental friendly and economical mode of transport. During this year, passenger revenue dropped marginally due to several strikes headed by some Railway Unions which affected railway operational activities. However, SLR could continued its services uninterruptedly.

In this year, SLR could attract more passengers by widening the train service introducing following new train services,

- Commencement of new weekend train service from Kandy to Ella
- Daily evening train service to Veyangoda extended up to Meerigama
- Daily morning train service to Moratuwa extended up to Panadura
- Saturday train service Maradana - Hikkaduwa extended up to Galle, Maradana - Galle train extended upto Matara and Sunday train service from Maradana to Galle starting from Matara.

Transportation of Petroleum and Cement were continued during the year 2018 and SLR initialized to procure 6 Nos. of Brake Van and 15 Nos. of Container Wagons for transportation of Prima productions. Letter of Credit will be issued in due course.

New Projects

Projects commenced in the year 2018 and some new projects commenced during the year 2018 as follows.

1. Procurement of new Rolling Stock

- i. Tender called & commenced evaluation process for Procurement 10Nos. of Locomotives, 6 Nos.of Power sets, 160 Nos. of passenger carriages, 30Nos. of Tank wagons & 20Nos. of container wagons under the India Line of Credit in 2016 and First DMU and Power Set received in December 2018.
- ii. Commenced the tender evaluation procedure for procurement of 9Nos. of Locomotives and 12 Nos. of Power sets for the Upcountry Service.

2. Procurement of 200Nos. of Protected Railway Crossings.

Under this project, it is expected to establish the Protected Level Crossings in prioritized basis. And 85 Nos. of level crossings were installed during the year 2018.

3. Rehabilitation of 200Nos. of carriages.

This project is implemented under an agreement signed with an external party. This project's objective is to increase the No. of passenger carriages for widening the service and the enhancement of passenger facilities. So far, 68 Nos ,of carriages were handed over to rehabilitate and 52 Nos. were completed and added to the service.

4. Construction of double line from Payagala South to Aluthgama

This project is implemented with the objectives of increase the track capacity and efficiency of the coastal line

5. Colombo Suburban railway project under the financial assistance with ADB

Under this project, it is expected to develop infrastructure facilities in suburban train service in all line such as Main Line, Kelanivelly Line, coastal line and Puttalam Line with purpose of enhance the efficiency and attraction of train service.

6. Continuing the rolling stocks procurement process
7. Initializing of rehabilitation project from Maho to Omanthai railway track
8. Commencement of double tracking from Polgahawela to Kurunagala railway line.
9. Double tracking from Kurunagala to Maho
10. Double tracking from Seeduwa to Kochchikade in Puttalam line.
11. **Installation of 200 Nos. of Protected Level Crossings under financial aid of Hungarian Government.**

This project proposed to install 200Nos. of protected level crossings in priority basis

covering the entire track network. Cabinet approval was given to this project.

12. Installation of new Kelaniya Bridge

Cabinet approval was given for installation of the Kelaniya Bridge under the financial assistance of Austrian Government.

13. Preparation of the Railway Master Plan

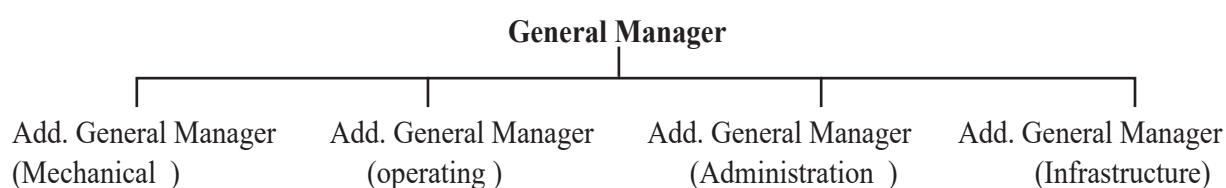
Preparation of railway master plan project up to 2035 under the financial assistance is implemented to enhance the efficiency of railway service and All the parties are involving in this project.

Sub Departments and Units Heads

#	Sub departments/Units	Sub departments/Units heads
1	General Manager's office	
2	Chief Mechanical Engineer's Sub Department	Chief Mechanical Engineer (Mechanical)
3	Chief Engineer Way & Works Sub Department	Chief Engineer (Way & Works)
4	Chief Engineer Motive power Sub Department	Chief Engineer (Motive Power)
5	Chief Engineer Signal & Telecommunication sub Department	Chief Engineer (Signal & Telecommunication)
6	Chief Accountant Sub Department	Chief Financial Officer
7	Commercial Superintendent Sub department	Commercial Superintendent
8	Operating Superintendent Sub department	Operational Superintendent
9	Superintendent of Railway stores sub department	Store Superintendent
10	Sri Lanka Railway Protection Service	Security Superintendent
11	Sri Lanka German Technical Training Centre	Deputy General Manager
12	Principal Costing Officer's office	Principle Costing Officer
13	Planning Unit	Director (Planning)
14	Data Processing Unit	Manager (Data Processing)

Table -01

The organizational structure of the Railway Department



Approved staff

Staff	Approved vacancies	Existing Staff
Executive	212	137
Secondary	11,215	6,385
Tertiary	415	146
Primary Level	8601	8,217
Total	20,443	14,885

Table -02

Rail Track Network

No.	Line	Distance KM	Railway Stations	Sub Railway Stations	Train Halts
01	Main Line From (Fort to Badulla)	290	45	33	26
02	Matale Line (Peradeniya Junction to Matale)	33	06	06	12
03	Puttalam Line (Fort to Puttalam)	157	19	25	0
04	Kelanively line (Fort to Avisawella)	59	11	19	7
05	Batticaloa Line (From Maho to Batticaloa)	207	14	17	05
06	Northern Line (Fort to Jaffna)	411	31	26	17
07	Trincomalee line (Galoya Junction to Trinco)	33	04	02	02
08	Coastal Line (Fort to Matara)	159	37	31	0
09	Thallaimannar line (Anuradhapura to Thallaimannar)	106	07	04	0
10	Mihintale Line (Anuradhapura to Mihintale)	10	01	0	2
Total		1,465	175	163	71

Table - 03

3. Overview

During the year 2018 also SLR as a main transport service supplier engaged in passenger & Freight Transport Service giving continuous maximum contribution to the Transport sector in the National Economy. Proper maintenance of Train Fleet and track, high efficiency in operational activities and upgrading the infrastructure & maintenance to the Signalling & Telecommunication system were continued in 2018 also. Continuation of procurement process of new train fleet and rehabilitation of 200Nos of Passenger Carriages, installation of 200 Nos. of level crossings, commencing the works of rehabilitation the track from Maho to Omathai and double tracking from Polgahawela to Kurunagala were among the new projects that implemented during the year 2018.

Total revenue was increased by 14% from Rs.6,477.11Mn. in 2017 to Rs.7,412.51Mn. in 2018. Number of passenger 136.60Mn in 2017 has increased up to Rs 137.52Mn in 2018 showing 0.7% growth and during this period No of freight tons and freight revenue decreased from 2.00Mn to 1.84Mn and from Rs.429.11Mn to Rs.418.22 respectively. Train strikes, cancellation of trains, minimizing the oil transport and coal transport, inefficient no. of train fleets were the main reasons for the above decrease. Number of passenger Kilometer 7,495.06Mn in 2017 increased to 7,709.52 in 2018 showing 2.8% growth. No of freight ton Km was decreased from 144.79Mn to 119.78Mn.

No. of Passenger Traveled and Passenger Revenue

Year	No. of Passenger traveled (Mn)	Passenger Revenue Rs.Mn)
2017	136.60	5,357.91
2018	137.52	5,933.28

Table - 04

No. of passenger increased by 0.6% from 136.60Mn. in 2017 to 137.52 in 2018 and Passenger Revenue increased by 10% from Rs. 5,357.91 Mn in 2017. to Rs. 5,933.28Mn. in 2018. Increasing number of passengers and fair increase from October 01 in 2018 were the main reasons for the above favorable condition.

Parcel & Mail revenue increased from Rs. 171.27Mn. in 2017 to Rs. 209.8 Mn. in 2018. Miscellaneous revenue also increased from Rs.518.81 Mn. in 2017 to Rs. 851.18Mn in 2018 and it is 64% increase. Selling of scraps, display of advertisements, Prima flour and coal transportation by train and increase in cement transportation were mainly contributed to the above favorable move.

Total expenditure in 2017 was Rs 26,969.53Mn and it included the recurrent expenditure of Rs. 14,080.65Mn. and Capital Expenditure of Rs. 12,888.87Mn. Total Expenditure in 2018 was Rs. 29,629.18Mn. and it included Rs. 14,380.54Mn.recurrent expenditure and Rs. 15,248.63Mn. Capital Expenditure. When compare these figures with last year. Capital Expenditure was increased by 18%. Advance payment for the procurement of train fleet and payment of retention money for Northern projects were main reasons for the above increase in capital expenditure. In 2018. And also, recurrent expenditure was increased by 2.1% due to increase in employees salaries and wages.

Performance Indicators

Following table No. 5 shows some performance indicators

No	Performance Indicator	Year	
		2017	2018
01	Total Revenue (Rs.Mn)	6,477.11	7,412.51
02	Number of passengers travelled (Mn)	136.60	137.52
03	Passenger KMs (Mn)	7,495.06	7,709.52
04	Number of freight tons (Mn)	2.00	1.84
05	Freight ton KMs (Mn)	144.79	119.78

Table 05

4. Financial and Physical Progress

Revenue

In 2018 total revenue was Rs. 7,412.51Mn. and it was Rs.6,477.11Mn. in 2017 increased by 14%.

Table 06 shows the comparative figures of revenue sources

No	Revenue section	Revenue (Rs.Mn)		Progress (%)
		2017	2018	
01	Passenger	5,357.91	5,933.28	10%
02	Parcels & Mails	171.27	209.82	22%
03	Freight & live stocks	429.11	418.22	-2.5%
04	Miscellaneous	518.80	851.18	66%
Total		6,477.11	7,412.51	14%

Table 06

Passenger revenue is the main source of income components and it increased by 10% from Rs.5,357.91Mn in 2017 to Rs. 5,933.28Mn. Meanwhile, Parcel & Mail income increased by 22% , Freight revenue decreased by 2.5% due to strikes and train cancellation in 2018 and miscellaneous income increased by 66%.

Expenditure

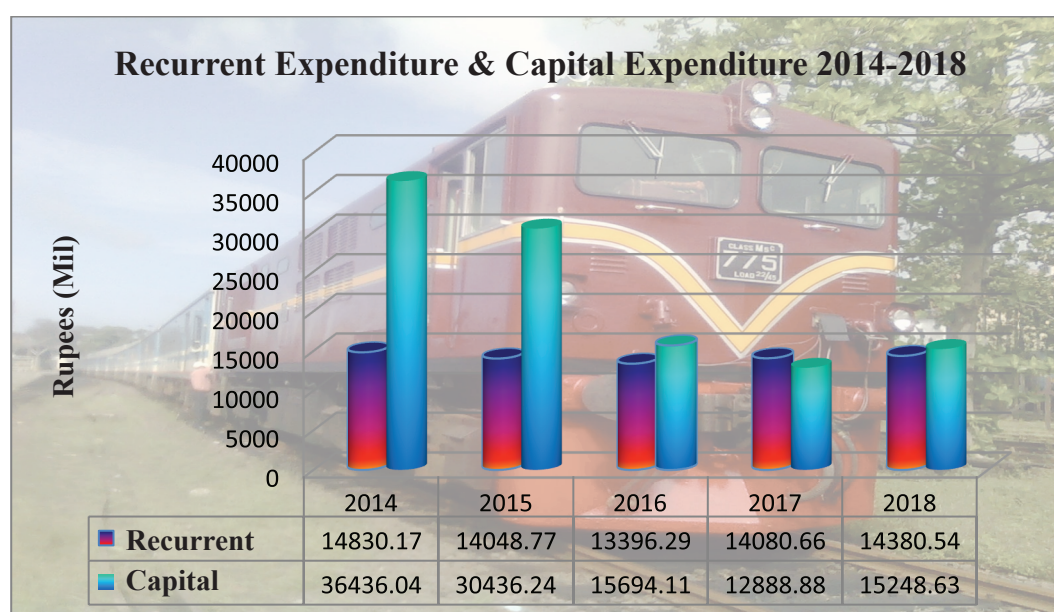
Total Expenditure increased by 9.8% from Rs. 26,969.53Mn in 2017 to Rs. 29,629.18Mn in 2018. Recurrent Expenditure was Rs. 14,080.65 in 2017 and it was Rs. 14,380.54Mn in 2018 and Capital Expenditure Rs. 12,888.87Mn in 2017 and it was Rs.15,248.63Mn in 2018. Capital Expenditure increased by 18% due to advance payment made for procurement of train fleet, releasing of retention money of Northern Projects.

Progress of financial expenditure and fund utilization is shown in table 07

Actual Expenditure and the Progress

No	Expenditure	Expenditure (Rs.Mn)		Progress %
		2017	2018	
01	Recurrent	14,080.65	14,380.54	2.1%
02	Capital	12,888.87	15,248.63	18%
Total Expenditure		26,969.53	29,629.18	9.8%

Table 07



Graph 1

Fund Utilization 2017

#	Fund	Recurrent Expenditure (RsMn)	Capital Expenditure (Rs.Mn)	Total (Rs. Mn)
01	Foreign Aid (F.A)	-	4,369.31	4,369.31
02	Foreign Aid/Loan Related Domestic Fund(FARD)	-	657.43	657.43
03	Consolidated Fund (C.F)	14,380.54	2,181.72	16,562.26
Total		14,380.54	8,040.15	21,598.00

Table 08

Following table no 09 shows the expenditure details of all sub departments in 2018.

Financial Progress in the Sub Departments – 2018

No	Sub Department	Provision (Rs.Mn)		Actual Expenditure (Rs.Mn)		Progress (%)	
		Recurrent	Capital	Recurrent	Capital	Recurrent	Capital
01	General Manager's Office (GM,CAR,SRS)	695.25	20.83	663.31	19.13	95.41	91.81
02	Sri Lanka German Technical Training Centre	28.47	5.70	27.75	5.32	97.49	93.49
03	Transportation	3,362.35	23.63	3,362.46	23.63	100	100
04	Commercial	59.41	4.13	57.36	4.13	96.55	100
05	Railway Protection Force	420.52	0.79	416.95	0.79	99.51	100
06	Chief Engineer Motive Power	6,036.51	1,446.01	6,026.23	1,442.97	99.82	99.79
07	Chief Engineer (Mechanical)	1,317.46	9,382.59	1,313.62	8,085.99	99.71	86.18
08	Chief Engineer (Way and Work)	2,165.94	4,510.64	2,166.56	4,453.95	100.03	98.74
09	Signal and Telecommunication	346.53	1,479.29	346.25	1,212.68	99.92	81.98
Total		14,432.48	16,873.65	14,380.54	15,248.63	99.46	90.37

Table 09

05.Operational Performance

Though the operational activities affected by the trade union strikes in 2018, SLR managed to continued its passenger and freight transportation. However, when compare with year 2017 there was a slight increase in operational performance.

Passenger Transport

During the year 2018, 117,189 Nos. of passenger trains were operated and 137.52Mn.Nos.of passengers were transported. In 2017 it was 136.66Mn. It is a 0.6% increase when compared with last year. No. of passenger Km increased by 2.8% from 7,495.06 in 2017 to 7,709.52 in 2018.

Introduction of new weekend train service from Kandy to Ella considering the commuters comfort extension of Moratuwa daily morning train to Panadura.and extension of Vayangoda daily train to Meerigama. Saturday train service Maradana - Hikkaduwa extended up to Galle,

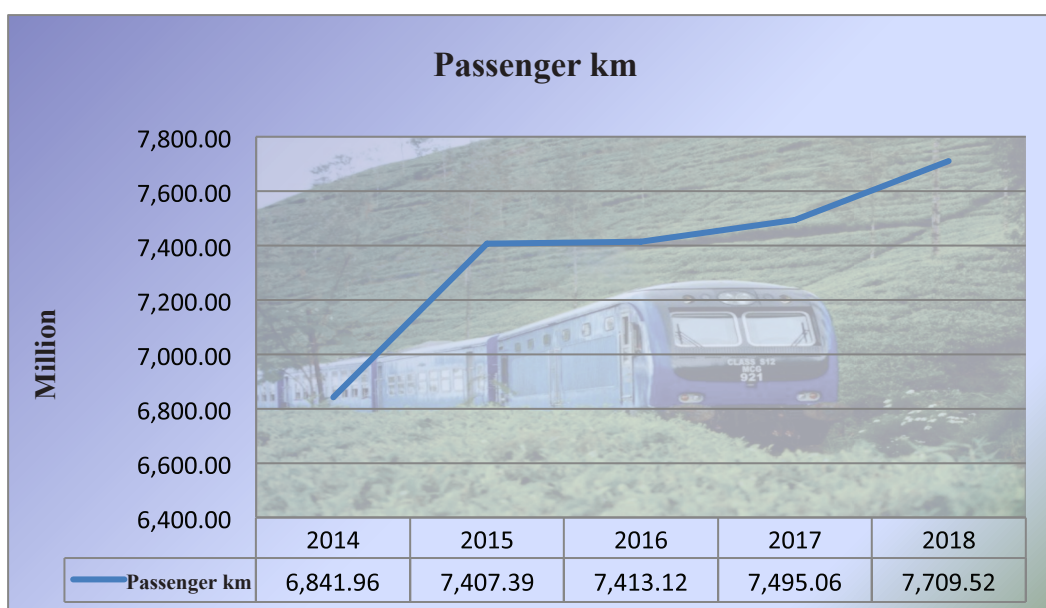
Maradana - Galle train extended upto Matara and Sunday train service from Maradana to Galle starting from Matara.

Renovation of railway stations, enhancement of sanitary facilities, extension and raising of plat forms were carried out to uplift the quality of the passenger transport service.

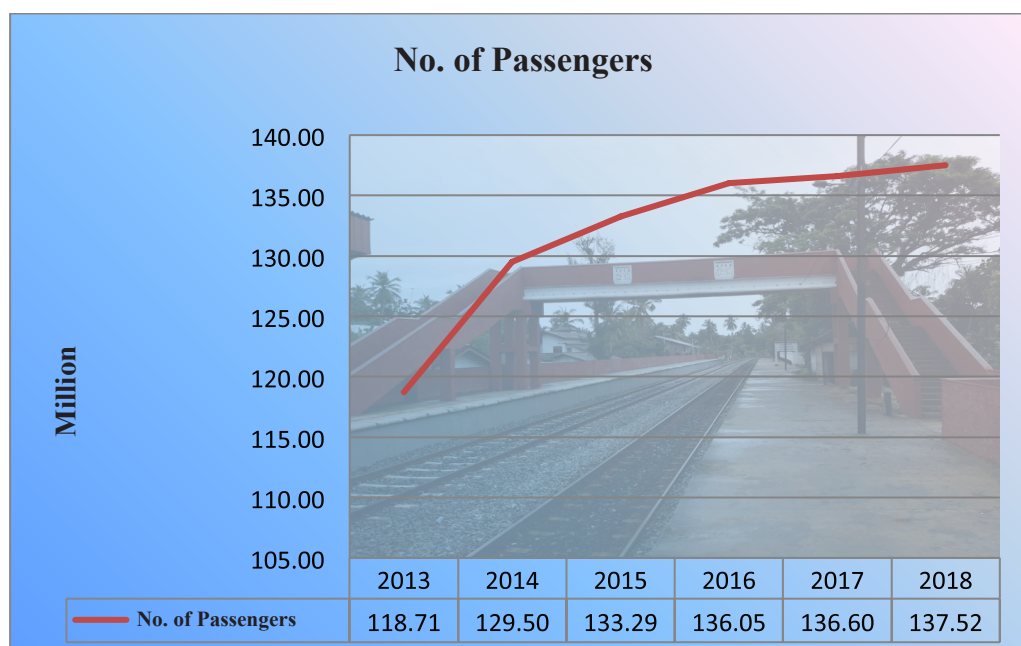
Following table 10 shows some data of passenger train operations.

#	Indicator	2017	2018	Progress %
01	Passenger Km	7,495.06	7,709.52	2.8%
02	No of passenger	136.66	137.52	0.6%

Table 10



Graph 2



Graph 3

Freight Transport

When compare with last year, freight ton slightly decreased from 2.00Mn to 1.84Mn by 8% and freight revenue decreased by 2.5% from Rs.429.11Mn to Rs.418.22Mn. Due to the railway strike August in 2018, many passenger and freight trains had to be cancelled. Because of this situation, less interest of the people to transport their goods via railway.

Following table shows the freight ton carried in 2018 in each category

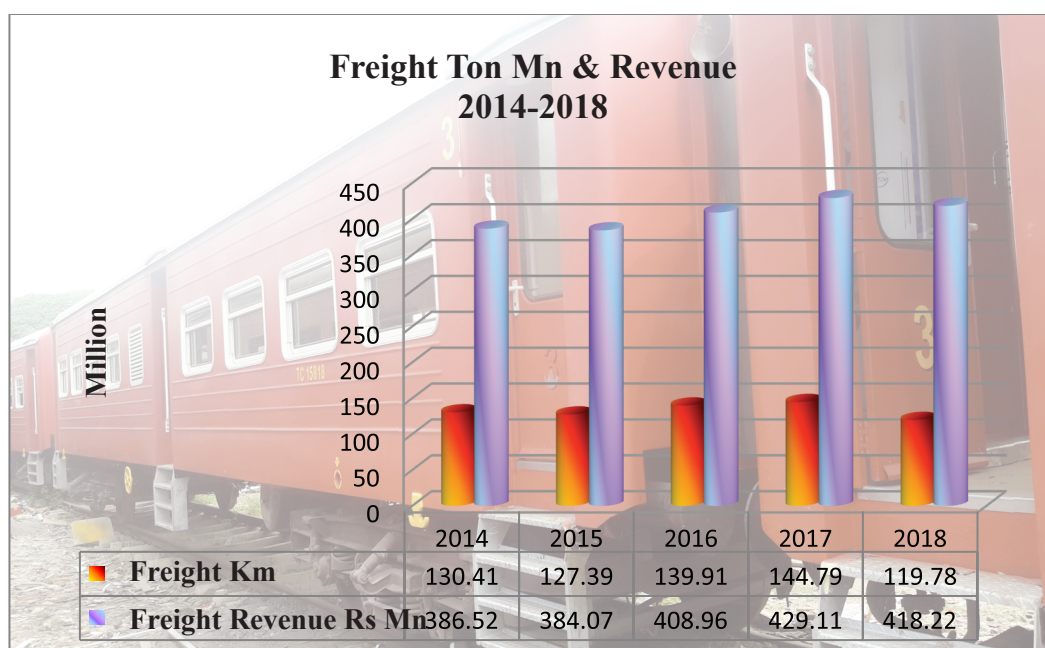
No	Category	Ton s
1	Agree cultural products	14,727
2	Mineral oil productions	676,087
3	Cements	1,140,540
4	Innovations	2,003
5	Coal	180
5	Other	3,488
Total		1,837,025

Table 11

Following table shows the Statistics of freight transport in 2017-2018

No	Indicator	2017	2018	%
01	Freight Km(Mn)	144.79	119.78	-17.27
02	Freight ton (Mn)	2.00	1.84	-8
03	No. of freight trains	6,590	6,845	3.8
04	Freight revenue (Rs.Mn)	429.11	418.22	-2.25

Table 12



Graph 4

Overall Train Operation

Train Service	Scheduled No. of Trains	No. of Train operated	The number of Trains operated punctually	Delay operations			The number of cancelled Trains
				Minutes 11-30	Minutes 31-60	Minutes over 60	
Suburban	68,124	66,977	43,759	19,444	3,184	590	174
Local	27,180	25,490	14,018	6,891	2,861	1,720	1,690
Distant and Intercity	21,441	21,267	6,180	7,167	5,279	2,641	1,147
Rail Buses	4,728	3,455	2,235	884	249	87	1,273
1.Passengers	121,473	117,189	66,192	34,386	11,573	5,038	4,284
11. Freight	8,911	6,845	1,131	369	638	4,707	2,066
Total	130,384	124,034	67,323	34,755	12,211	9,745	6,350

Table 13

According to the above table No. 13, No. of 121,473 train scheduled and 117,189 were operated. It is 96%. and out of operated trains, 66,192 Nos. of trains were operated punctually. It is 56%. And 8,911 No. of freight trains were Scheduled and 6,845 were operated. It is 76% as a percentage.

Train Operations in 2018 (Km)

Description	Running of power sets	Cancellation of power sets	running of diesel Trains	Cancellation of Diesel trains	Total of Runnings	Total of cancellations
Suburban	303,693.49	1,414.50	38,060.42	124.89	341,753.91	1,539.39
Distance, Intercity	151,336.19	84.43	296,056.03	76.05	447,392.22	160.48
Local	4,505	0	123,915.47	8,281.79	128,420.47	8,281.79
Rail Bus	0	0	12,970.50	277.85	12,970.50	277.85
I Passenger	459,534.68	1,498.93	471,002.42	8,760.58	93,0537.10	10,259.51
II Fright	0	0	43,057.75	16,836.59	43,057.75	16,836.59
III Empty Trains	3,729	0	1,846.00	0	5,575.00	0
IV Light Trains	0	0	10,524.34	0	10,524.34	0
V Special trains	0	0	0	0	17,905.21	0

Table 14

Damages occurred to the public due to train accidents

Accident Categories	2017		2018	
	Injuries	Deaths	Injuries	Deaths
Injuries & Deaths of train Passengers due to derailments	0	0	0	0
Injuries & Deaths of train Passengers due to Collision	0	0	32	0
Injuries & Deaths of train Passengers due to falling down from trains	70	04	102	05
Injuries & Deaths of train Passengers due to throwing stones to trains	17	0	17	0
Accidents occurred to the public due to trains clash with vehicles on railway level crossings	59	12	69	13
suicides occurred due to clash people with the train in the Railway line and careless behaviour	260	180	254	212

Table 15

When consider the above data, there is a slight increase in injuries and deaths. No death due to derailments and train collisions and only 32 injuries were reported due to train collisions. 254 Nos. of injuries and 212 deaths were reported in attempting to commit suicide. When compare to the last year, there was a slight increase in injuries. People walking carelessly on the rail track were the main reason for increasing of deaths.

Passenger Facilities and other Developments

In the year 2018, Following activities implemented to develop the railway stations in order to enhance the passenger comfort

- Development of the facilities for disables such as providing wheel chairs, sanitary facilities, corridors and ramps.
- Commencing new weekend train service from Kandy to Alla .
- Extending the daily Moratuwa train upto Panadura
- Extending the daily Vayangoda train upto Meerigama
- Saturday train service Maradana - Hikkaduwa extended up to Galle, Maradana - Galle train extended upto Matara and Sunday train service from Maradana to Galle starting from Matara.
- Renovation of rest rooms and introduction a system to reserve restrooms in a convenient way.
- Development of overhead bridges, station platforms and maintenance of station buildings, and raising platform.
- Opening of sales outlets in main station premises.

- Improvement of intercity train ticket reservation facilities.
- Opened canteens at railway stations in Vauniya, Panadura, Jaffan, Kadugannawa, Bandarawela, Veyangoda during the year 2018.
- Provided canteens, stalls, shops and parking facilities as extra service for passengers.
- New 8 Nos. of ATM machines were installed at railway stations in Rambukkana, Negambo, Ganemulla, Ragama, Kandy, Gampola, Nawalapitiya, and Kankasanthirai.
- Signing of a Memorandum of Understanding (MOU) with a private party to attach BLUE LINE Luxury compartment to Colombo –Kandy train in order to uplift the passenger comfort.

6. Motive Power supply and Rolling stocks

Railway Rolling Stock

The following table shows the No. of rolling stock used for the service in the year 2018.

No	Category	Number
01	Locomotives	84
02	Power sets	149
03	Passenger Carriages	825
04	Wagons	787

Table 16

With the difficulties of procuring spare parts for old engines, SLR continued repairs and improvements to the rolling stocks to maintain an efficient train service. SLR used 68 no. of engines and 149 nos. of power sets for service.

With continuous repairs and maintenance, 33,525Nos. of minor repairs and 1,842Nos. of major repairs were done and rehabilitated 52 carriages were put into service. In addition to that rehabilitated 3 engines also used for the service. In addition to that, rehabilitation was done for 3 nos. of tank wagons and rehabilitation is being done on 1 no. of tank wagon.



S8 Power Set rehabilitated in 2018 and added to the service

To strengthen the existing train fleet, commenced the procurement of new train fleet under the India Line of credit. First power set and Locomotive received in December 2018. In this project following procurements are included.

- Procurement of 06 Power Sets (One set received)
- Procurement of 10 Locomotives (one Locomotive received)
- Procurement of 30 Oil Tank Wagon (Advance payment made)
- Procurement of 20 container Flat Wagons (Advance payment made)
- Procurement of 9 Power Sets and 12 Locomotives for Up Country Train Service. Quotations were called and evaluation completed for the above procurements. First DMU will be reached July or August in 2019.



Newly received S 13 Power Set in 2018



Newly received Locomotive in 2018

Under the 200 Nos of unserviceable carriages rehabilitation project , 52Nos of carriages were rehabilitated and used for the service.



Rehabilitated Rumanian carriage and S8 Power set

Fuel Usage

The fuel used for railway engines and power sets are given in table .

Kind of fuel	2017	2018
Diesel liter (Mn)	37.80	37.57
Expenditure for Fuel (Rs. Mn.)	3,592.0	3,858.08

Table 17

The fuel usage in 2018 was 37.57Mn liters and the fuel expenditure was Rs. 3,858.08 Mn. When compare to last year, it decreased by 0.23 Mn. liters. Declining in no. of train runs due to strikes and other technical issues were the main reasons to decrease in fuel consumption. And also some weekend trains were not returned to yards and operated from destination itself to reduce the fuel consumption.

7. Permanent ways and new constructions

Upgrading and maintaining activities were done to the permanent way without interruption throughout the year. 94,907 Nos. of rails, 74,593 Nos. of Concrete sleepers and 40,290Nos.of wooden sleepers were laid and 13,913Nos.of ballast put into the track during the year.

Material utilized for Rail Line Maintenance.

Material	Quantity (Nos.)
Rails (feet)	94,907
Wooden Sleepers	65,026
Steel sleepers	3,654
Concrete sleepers	74,593
Ballast cubes	13,913

Table 18

Constructing of double line from seeduwa to Kochchikade in Puttalam line, rehabilitation of Maho to Omanthei railway line , rehabilitation works in Kandy-Peradenya –Kadugannawa railway line and double tracking from Kurunagala to Polgahawela were carried out during the year. And also, Construction of double line from Aluthgama to Galle, rehabilitation and maintenance of railway station buildings, Relevant documents were submitted to the selected bidders for installation of Kelaniya Bridge.which financed by Austrian Government.



Newly constructed loop line & plat form at Ella Railway Station

Renovation activities at Bandarawela Railway station were completed during the year 2018. Now SLR commuters can get satisfactory and efficient services from this station.

Railway track maintenance activities were carried out throughout the year. To provide efficient and excellent un interrupted service 65,026Nos .of wooden sleepers, 74,593Nos. of Concrete sleepers and 13,913Nos. of ballasts were put into the track during the year.

And also, continues the activities of double line the track from Polgahawael to Kurunegala . and initialized the rehabilitation works from Maho to Omanthei. In addition to that double tracking from Seeduwa to Kocchikade in Puttalam line was completed and feasibility studies continued to improve the Colombo suburban train service which financed by ADB loan.

Raising and extension of platforms at Kelaniya, Ella, Pannipitiya,Wellawatte , Maradana, Kaluthara South, Ganewatte, Muththettugala, Kanthley, Kakirawa, Wilwatte, Nugegoda railway stations were done and parallel to that construction of overhead bridges at Ella, Kosgoda, Kahawa, Wallawa, Ganegoda and Talpe railway stations were completed during the year.



Newly constructed Platform & overhead bridge at Wellawa

And also, following table shows the statistics of new constructions and developments of buildings during 2018.

Statistics of new constructions and development of buildings during the year are as follows.

No	Development Activities	Completed No.
01	Rehabilitation of Steel Bridges	06
02	Installation of Over Head Bridges	05
03	Minor repairs to CME office	01
04	Inspector Permanent Way (IPW) Quarters	02
05	Station Masters' Quarters	05
06	Minor Staff Quarters	04
Total		23

Table 19

The Speed restrictions, removed in 2018 and indicated in the following table

No	Line	Removed speed restrictions
01	Central district	21
02	Lower District	11
03	Upper District	17
04	Northern District	38
05	Eastern District	53
Total		140

Table - 20

140Nos.of speed restrictions were removed in 2018. In order to run a train at a constant speed to reach the destination on time. Thereby provide passengers with efficient and effective train service.

8. Signal and Tele-communication system

Proper function of Signaling and Telecommunication system is vital factor for maintaining an efficient and effective train service. The key responsibility of Signalling and Telecommunication sub Department is to maintain all signaling system installed at 175 railway stations placed along the rail track length 1450Km. More than 500 Nos. of protected level crossing systems have already being installed and those systems are being maintained at active level.

Continuous maintenance in railway signaling & Telecommunication system is a vital factor for providing uninterrupted and efficient train service. In 2018 also, maintenance works in railway signalling & Telecommunication system were done efficiently.

Following upgrading works were done in addition to the daily maintenance activities to the signalling system during the year 2018 and it effected to enhance the productivity of the service.

Installation of signalling system from Seeduwa to Katunayake railway track to provide quality and safety train service. It was a great achievement of SLR to complete this project before the scheduled time period.



Signalling system installed at Katunayake Railway station

Expedited the 2018 budget proposal of installation of colour light system all railway yards and attached all signalling systems from Maho to Polgahawela and installed electric alarm systems for following unprotected level crossings between Pothuhera and Polgahawela during the year 2018.

1. Wagolla Kadurukumbura level crossing.
2. Naileeya Pahalagama level crossing in the middle of the paddy field.
3. level crossing near the Naileeya railway station.



Installed signalling and alarm system near Nileeya railway station

Installed and renovated signalling system at following railway crossing from Katunayake to Seeduwa.

1. Temple road at Katunayake
2. Railway station road at Katunayake
3. Nugagaha road
4. Nayake road at Katunayake
5. Liyanagemulla church road
6. Railway crossing at Thalawattegedara
7. Wadduwa Bodhiraja Mawatha
8. Railway crossing at Katukurunda
9. Railway crossing at Palpolawatte
10. Samagi Mawatha

Attention has been drawn to installed mirrors at selected railway crossings

It was a great achievement in 2018 to introduce block sections and installed new block signalling systems to ease the morning office trains congestion from Maradana to Ragama .

Installed 85 Nos .of protected rail crossings in 2018 under the installation of 200Nos. protected level crossing project.

Year 2018 was a very fruitful year that SLR has taken many steps to enhance the efficiency of the Signalling system.

9. Sri Lanka German Technical Training Institution (SLGTT)

SLGTTI is involved dedicatedly to create quality technicians during the year 2018. Providing infrastructure, providing facilities to hold examinations, evaluate the students training at Engineering Technology Institute, examining the training workshops of University students are some of the activities performed by SLGTTI.

Training courses conducted by SLGTTI are implemented mainly as follows. Full Time Courses at the level of National Vocational Qualification (NVQ) are available

Nos.of students following courses and passed out in 2018 are shown by the following table .

Details of training Courses conducted by SLGTTI

No	Course	No of trainees	No of passed out
01	Diesel Engine Machanic	29	-
02	Machiners	20	-
03	Electrician	29	-
04	Welders	21	-
Total		99	-

Table - 21

In year 2017, 99 students have been trained. No student was passed out by the end of the year 2018.

On the job trainings are given to those Students of following institutions shown in the table No. 22.

#	Institution	No. of student
01	HNDE	05
02	Kothalawala Defense Academy	04
03	Institute of Engineering Technology	33
04	NDT	03
05	Open University	10
06	SLIIT	05
07	CINEC	02
08	University College	01
09	UNIVOTEC	02
10	Technical College	13
Total		78

Table 22

10. Railway Security Service

Railway security service has achieved a great progress in 2018 and following duties were performed during the year

- Railway security force escorted nearly 350 trains per week and In addition to that over 150 nos. of security officers were deployed in office trains without uniforms.
- Collected considerable revenue on behalf of the department by launching a special ticket checking in railway stations during the year.
- Taking into custody the beggars and unauthorized vendors who were annoying commuters by security officers attired in civilian clothing.
- Steps have been taken to issue weapons to all security officers who are engaging in patrol duties.
- Escorting long distance trains such as Colombo Fort – Kankasanthirei, Colombo Fort – Badulla, Colombo Fort – Baticoloa, Colombo Fort – Trinco, Colombo Fort – Thaleimannar and Colombo Fort – Kandy.
- Provide security to property belonging to Sri Lanka Railways as well as the commuters.
- Installing special crime detection units in Colombo and Peradeniya, 32 nos. of suspects were taken into custody under the Penal Code during the year. Golden chains, wallets, Laptops and Mobile phone were among the stolen items.
- Over 195 Nos. of unauthorized vendors were taken into custody and legal actions were taken against them during the year 2018.
- 24 Nos. of beggars were taken into custody and legal actions were taken against them during the year 2018.
- 221Nos. of people who attempted to cross over the rail track while gates were closed, taken into custody and legal actions were taken against them during the year 2018.
- 2713 Nos. were taken into custody due to not having tickets or traveling in irrelevant classes and Rs. 8,304,249.00 collected as fines.

Progress for the year 2018 is shown in the following table No. 22

#	The implemented tasks	2016		2017		2018	
		Nos.	Fine Rs.	Nos.	Fine Rs.	Nos.	Fine Rs.
1	Ticketless travel	1333	4,153,562.00	2248	6,820,483.00	915	2,666,918.00
2	Travel in classes irrelevant to their tickets	295	912,992.00	465	1,483,766.00	170	570,774.00
3	Over load transport	60	17,500.00	164	46,432.00	104	28932.00
4	Unauthorized vendors	141	154,420.00	195	188,850.00	54	34,430.00
5	Passing across the railway crossings regardless the signals	134	154,950.00	221	247,500.00	67	92,550.00
6	Beggars	7	advises	24	5,100.00	17	5,100.00

Table 23

11. Steps taken to improve efficiency & productivity.

- 1st power set and Locomotive of the procurement of 10 Nos. of locomotives and 06 Nos. of power sets under the Indian Line of Credits were received at the end of the year 2018
- Procurement of 160 Nos. of Passenger carriages, 30 Nos. of Oil Tanks and 30 Nos. of Container Flat Wagons under the Indian Line of Credit.
- Improvement of Kelani Valley Line & Railway stations.
- Installation of 200 Protected Railway Crossings
- Recruited new stations masters and Railway Guards to make the train service efficient .
- Raiding of ticketless passengers & fine them.
- Regularization & widening the security affairs of the Railway stations & the passengers.
- Regular of self employees for mobile sales at the Railway stations & in the trains under the programme “ Divi Neguma “ implemented by the Economic Development Ministry
- Procurement of 07 Nos. of Bridges under the Belgium Line of Credit.
- Regular maintenance in rail network, rolling stock and signal & telecommunication system were done.

- Steps taken to initiate a computer programme to collect revenue of railway reservations efficiently & decentralization of the activities of railway lands division.
- Developments in main railway stations
- Taking steps for rehabilitation of 200 Passenger Carriages. and 52 nos. of rehabilitated carriages were put into service.
- Rehabilitation of 03 nos of Locomotives and 01 no. of power set.
- Doubling the rail track from Polgawela to Kurunegala.
- Survey works were completed to double line the track from Payagala South to Aluthgama.
- Introduced new train runs.
- Installation of new signalling system from Seeduwa to Katunayake.

12. Challenges & Issues

One of the biggest challenge facing SLR is the earning an income that is commensurate to set off the annual financial provisions granted by the treasury. Therefore ,To overcome this situation in 2018, SLR has identified following challenges to be solved.

01. The gap between Recurrent expenditure and the revenue continued this year also ,due to the salaries and fuel expenditure. in recurrent expenditure.
02. Budgetary provisions were not sufficient due to high cost of capital projects. Therefore these projects have to implemented on foreign funds . Specially, procurement of rolling stock and getting approval for the rehabilitation of rail track. take long period and it creates main issues.
03. 65% of current engine fleet is over 30 years and it takes long period to purchase spare parts for maintenance works.
04. Issues in future developments due to encroachments in railway reservations
05. Long process of procurement procedure
06. Taking long period to finalize the technical matters on construction of rail lines, procurement of rolling stock and installation of signaling system etc.
07. Take long time period to rehabilitate old carriages in order to release for passenger Transport.

In addition to the above challengers, following challengers , have also identified by SLR.

■ Information Technology

Conform to information technological procedures & to encourage to use them is a challenge due to the lack of human & physical resources & attitudes of the employees.

However applying of information technology for issuing tickets, reservation seats, railway operations, management of lands, property and, assets, procurement procedure, stocks controlling will be an access for an efficient & internationally accepted rail transport service.

■ **Environmental Challenges**

Environmental challenges such as landslides, floods are influential to the rail track & signaling system & they cause for the cancellation & delays in the service. It is very important to make ready human & physical resources in such natural disasters or an emergency. Although it is not an easy task with lack of employees & physical resources.

■ **Dearth of Employees**

It has to be faced some problems in providing daily services due to lack of employees in all sections.

As a whole, a large number of employees out of the permanent employees in the Railway Department resign on retirement or on any other reasons.

Lack of the employees in sections such as Railway maintenance, repairs, general administration, operations, track maintenance, maintenance and repairs in the signal & Telecommunication system effect to increase the overtime expenditure annually.

13. Major Capital Activities carried out during 2017

No	Major Capital Activities	Expenditure(Rs.Mn)
01	Minor repairs to the Train Fleet	784.01
02	Major repairs to the Train Fleet	2,441.09
03	Purchasing of spare parts & rehabilitation of engines	119.98
04	Maintenance of rail track & developments	2,410.94
05	Building & structures	144.23
07	Development of Railway stations & buildings	199.08
08	Procurement of Concrete Sleepers	194.93
09	Rehabilitation of Carriages	617.95
11	Installation of protected rail crossings	464.51
12	Development & maintenance of Signalling system	227.46

Table - 24

14. Projects to be implemented in future

Following are the prioritized projects to be implemented according to the Railway Corporate Plan prepared by Sri Lanka Railways.

01. Electrification of railway Line from Veyangoda to Panadura
02. Upgrading of railway Line from Maho to Omanthei
03. Construction of Kurunegal to Habarana railway line.
04. Double lining from Peradeniya to Kandy
05. Double lining from Polgahawela to Kurunegala
06. Double lining from Peradeniya to Gampola
07. Double lining from Peradeniya to Kadugannawa
08. Replacement Kelani Bridge with new bridge
09. Enhancement of train fleet and development. Under this new power sets, Passenger carriages, oil tanks & container flat wagons will be procured.
10. Installation of protected rail crossings
11. Rehabilitation of 200 passenger carriages.
12. Upgrading the workshops, running sheds and yards facilities
13. Rehabilitation of carriages
14. Upgrading the Kelanively line
15. Installation of electronic ticketing system
16. Installation of new 200Nos. of railway crossings