



Ministry of Internal Transport

Performance Report - 2014

No.01

D.R.Wijewardana Mawatha

Colombo - 10

March 2015

VISION

Our singular vision is to make Sri Lanka the Country with the most comfortable and efficient Bus and Railway services in this region of the world.

MISSION

Our ambition is to use state of the art technology for the continuous improvement maintenance of all human resources and infrastructure facilities, so as to improve of life within the country by bringing a higher level of convenience and comfort to the transportation services used daily by Sri Lankans.

Contents

Section I

1. Overview	1
2. Functions performed by the Establishment Division	1
2.1 Functions performed by the Establishment Division (Administration) during the year 2014	1
2.2 Functions performed by the Internal Administration Division are as follows:	4
2.2.1. Functions performed by the Transport Division	8
2.3. Functions performed by the Land Division	9
2.3.1. Submitting Cabinet Memoranda and Observations	9
2.3.2. Other activities carried out by the Land Division	9
2.4. Functions performed by the Railway Administration Division during the year 2014	10
2.5. Functions performed by the Legal Division	11
3. Financial Management and Progress	11
3.1 Procurement Committees	11
3.2 Financial Management	11
4. Functions performed by the Planning Division within the year 2014...17	
5. Summary of the functions performed by the Internal Audit Division within the year 2014.....	21
6. New Rail Road Development Unit.....	21
6.1 Matara – Kataragama New Railway Line	22
6.2 Extension of the Kelani Valley railway line up to Hambantota.....	24
6.3 Kurunegala-Habarana Proposed Railway Line	24
6.4 Horana– Kottawa Proposed Railway Line.....	25
6.5 Medawachchiya – Trincomalee Proposed Railway Line	25
6.6 Wellawaya – Badulla via Bibile Proposed Railway Line	25
6.7 Proposed Railway Line to Puttalam via Mahawa (To connect Trincomalee, Mahawa, and Puttalam towns).....	26

7. National Council for Road Safety.....26
7.1 Introduction.....26
7.2 Functions of National Council for Road Safety:26
7.3 Functions Performed by the National Council for Road Safety during the year
201427

Section II

1. Department of Sri Lanka Railway	35
1.1 Introduction.....	35
1.2 Operating Indices	36
1.3 Development of Infrastructure Facilities	37
1.3.1 Railway Track Network.....	37
1.3.2 Signaling & Telecommunication System.....	37
1.3.3 Rolling Stock	38
1.4 Financial Progress.....	38
1.5 Challenges encountered within the year 2014.....	38
1.5.1 Finance.....	38
1.5.2 Infrastructure.....	39
1.5.3 International Challenges	39
1.5.4 Information Technology.....	39
1.5.5 Environmental Challenges.....	40
1.5.6 Employee Shortage.....	40
1.5.7 Limited Track Capacity	40
1.5.8 Construction of Railway Stations along Northern and Thallaimannar Railway Lines.....	41
2. Department of Motor Traffic	42
2.1. Introduction.....	42
2.2. Tasks of the Department	42
2.3 Performance (January- 31st December, 2014).....	43
2.4. Estimated Revenue and Actual Revenue in 2014 (January-December)	46
3. Sri Lanka Transport Board	47
3.1 Introduction.....	47
3.2 SLTB Contribution towards Social Benefits.....	47
3.3 Progress achieved in 2014	48
3.4 SLTB fleet of buses	50

3.5	SLTB Human Resources.....	51
3.6	Development of infrastructure facilities necessary for the SLTB.....	52
3.7	SLTB Progress - 2013 - 2014.....	52
3.8	Challenges to overcome in the year 2014.....	53
4.	National Transport Commission.....	56
4.1	Introduction	56
4.2	Activities undertaken in the year 2014 in order to provide a qualitative transport service.....	56
5.	National Transport Medical Institute	64
5.1	Introduction.....	64
5.2	Objectives	64
5.3	Functions of the Institute	64
5.4	Current Performance.....	65
6.	Lakdiva Engineering Company Ltd.....	70
6.1	Introduction.....	70
6.2	Progress of within the year 2014	70
6.3	Infrastructure.....	71
6.4	Productivity Programme.....	71

Section I

Performance of the Ministry

1. Overview

The present era in which a country's future social and economic path is directed towards a new approach blended with Good Governance concept, necessitates uplifting the entire transport sector for it significantly contributes towards functioning of all sections in the development process of the country. Ensuring facilitation of transportation to convey products to the market safe and efficient manner, to move raw material to the factories, enable the workforce to reach their service stations comfortably in time is highly vital. In Sri Lanka approximately 58% of the passenger transport demand is met by the public transport services. This report summarizes the information as to how the office of the Ministry of Internal Transport has functioned within the year 2014.

This summarized report includes the annual performance reports prepared by all the institutions functioning under the Ministry of Internal Transport such as Department of Sri Lanka Railways, Sri Lanka Transport Board, Department of Motor Traffic, National Transport Board, etc. Similarly, it contains the functions performed throughout the year 2014 by each division of the Ministry in view of the policy decisions arrived at and the programs rolled out in effective, efficient, and proper manner for development of human and physical resources in line with the functions being vested under the Ministry.

2. Functions performed by the Establishment Division

2.1 Functions performed by the Establishment Division (Administration) during the year 2014

1. Establishment Division (Administration) has received about 6821 letters within the year 2014 and they have been referred to relevant divisions and attended with necessary actions.
2. Have attended to and coordinated the establishment matters of the institutions coming under the purview of the Ministry.

I.) Department of Motor Traffic

- About 6 rounds of discussions have been held for revising the rules and regulations governing charging of traffic fines and, accordingly, the Department of Motor Traffic has drafted the relevant documents.
- A Cabinet Memorandum was submitted for registration of vehicles with the engine capacity of 500cc and tare below 500 Kg to be registered as motor cars and for which the Cabinet of Ministers has granted its decision.

- A Cabinet Memorandum dated 17.10.2014 was submitted to the Cabinet of Ministers for issuing of a private number plate at the instant of new registration of a vehicle in addition to the general number plate being issued.

II.) Sri Lanka Transport Board

- A Cabinet Memorandum was submitted to the Cabinet of Ministers for payment of arrears of salary to the employees of the Sri Lanka Transport Board who were politically victimized during 1997/1994 and approval has been received for the same.
- The Cabinet Memorandum on employees of Wesco Kesco was submitted to the Cabinet of Ministers on 26.12.2014.

III.) Establishment matters pertaining to Department of Sri Lanka Railways, National Transport Medical Institute, and Lakdiva Engineering Company were attended and duly coordinated.

1. Functions performed by the Establishment Division for development of human resources.

	No. of Training Programmes	No. of Officers Attended
Foreign	17	23
Local	49	155

2. Cabinet Memoranda submitted within the year 2014

Institution	No. of Cabinet Papers submitted														Total
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	
Ministry	01		02												03
Sri Lanka Railways			04		01	01	01			01	04				12
Department of Motor Traffic				01										04	05
Sri Lanka Transport Board		03			05		03								11
National Transport Medical Institute		01													01
New Rail Road Development Project	01										01		01		03
Total	02	04	06	01	06	01	04	-	-	01	05		01	04	35

- A – Building constructions, development of and improvements to assets / studies and consultations in respect of constructions,.
- B – Reports submitted to the Parliament.
- C – Appointments, promotions, extension of service, retirements, reinstatements, requests for reappointments, confirmation in service / appointment on contract basis.
- D – Formation of establishment structure, recruitments and absorptions.
- E – Purchases on large scale / payments to outside parties.
- F – Acquisition of lands / transfer of lands to other parties /collection of tax revenues.
- G – Removal of salary anomalies and granting other reliefs / requests pertaining to political victimizations / establish on salary steps / requests for overtime /requests for allowances.
- H – Matters related to accounts and finance and other administrative affairs.
- I – Sale and removal of assets, etc.
- J – Renewal of service agreements / extension of project contract periods.
- K – Obtaining additional financial provision.
- L – Discipline.
- M – Sale / supplying of scrap.
- N – Receiving government revenue under the Motor Traffic Act / assembling vehicles / conversion of vehicles / amendments to acts.

3. Functions performed in view of the matters arising from the Parliament.

- i. Number of Parliamentary questions answered – 28
- ii. Number of public petitions attended – 42

Public Petition Committee had met 04 times within the year 2014 and functions performed by the Division included submission of files required for the sessions, calling reports on public petitions received within the past years and forwarding them to the respective institutions, and coordination of meetings.

- iii. Consultation Committee questions attended – 34

One Consultation Committee meeting had been held within the year 2014 and functions performed by the Division included submission of files required for the sessions, calling answers from the relevant institutions with respect to the questions being raised by the Hon. Members of Parliament under the subjects being assigned to them, and coordination of meetings.

- iv. Submission of reports relevant to the debates conducted at the time of adjourning the Parliament.
- v. Coordination of all matters in view of the Budget Debate 2015.

2.2 Functions performed by the Internal Administration Division are as follows:

Programme	Activity
1. Mail	<ul style="list-style-type: none"> i. Accepting letters to be posted and receiving in. ii. Distribution of daily mail. iii. Maintenance of stamping machine and making relevant payments.
2. Maintenance of personal files: <ul style="list-style-type: none"> • Staff officers • Translators' Service • Drivers • Public Management Assistants' Service • Office Employees' Service • Casual Labourers • Development Officers 	<ul style="list-style-type: none"> i. Obtaining annual performance reports of the staff and granting approval. ii. Granting salary increments. iii. Granting promotions/appointments (covering duties and acting basis) iv. Matters related to retiring and transfers. v. Foreign leave. vi. Salary conversions. vii. Forwarding applications for Efficiency Bar Examinations and exam applications to the relevant authorities. viii. Issuing service letters.
3. Matters related to Hon. Minister's and Hon. Deputy Minister's office.	<ul style="list-style-type: none"> i. All matters inclusive of appointment of private staff to the Hon. Minister's and Hon. Deputy Minister's office. ii. Submit applications to Public Service Provident Fund.
4. Loans and advances of the employees of the Ministry staff.	<ul style="list-style-type: none"> i. Submit applications received on property loans for approval and forward to the banks for processing. ii. Submit applications received in connection with Distress Loans/Festival Advances/Special Advances for approval and forward for payment. iii. Revocation of Attorney Licences and releasing deeds.

5. Agrahara Insurance policy related matters.	<ul style="list-style-type: none"> i. Proceed with Agrahara applications received from the Ministry officers. ii. Certify the applications received in respect of claims for benefits and forward to the Insurance Trust Fund. iii. Forward the applications received from the officers for obtaining electronic insurance card to the Insurance Trust Fund and distribute such cards received among the relevant officers.
6. Election Duties	<ul style="list-style-type: none"> i. Attend to duties as per the directions given by the Elections Department in view of the Provincial Elections.
7. Disciplinary matters	<ul style="list-style-type: none"> i. Submit information/reports in view of the disciplinary matters to the Director General, Combined Service on his request. ii. Preparation of reports in terms of F.R. 104/ F.R.105 with respect to the accident of vehicles and prepare files obtaining the required documents. iii. Appointment of board of inquiries to look into vehicle accidents.
8. Settling bills of the Media Unit	<ul style="list-style-type: none"> i. Prepare vouchers in view of the photographs and videos covering the official events that the Hon. Minister and the Hon. Deputy Minister attended and submit to the Accounts Division for payment.
9. Telephone/water/electricity/ official residences/ rates	<ul style="list-style-type: none"> i. Settling down the Hon. Minister's and the Hon. Deputy Minister's office, residence, mobile and internet bills. ii. Settling down the Ministry Secretary's and the staff's direct official telephone, residential telephone, mobile and internet bills. iii. Making payment for new telephone connections. iv. Settling down the water bills.
10. Cleaning service matters	<ul style="list-style-type: none"> i. Making payments for cleaning services.

11. Photocopy machine and fax machine	<ul style="list-style-type: none"> i. Maintenance ii. Continue with payment of incentives.
12. Uniforms to the junior staff	<ul style="list-style-type: none"> i. Making arrangements to provide annual uniform materials to the relevant staff.
13. Identity card, travel pass of railway and buses	<ul style="list-style-type: none"> i. Issuing of identity card and administer them. ii. Attend to the matters relating to the travel pass of railway and buses.
14. Newspapers	<ul style="list-style-type: none"> i. Purchase of newspapers and settling bills.
15. Entertainment expenses	<ul style="list-style-type: none"> i. Payment of entertainment expenses of the Ministry.
16. Cooperation among external organizations.	<ul style="list-style-type: none"> i. Coordinate with external organizations on various matters. ii. Make aware the staff on the subjects and matters referred by the external bodies.
17. Leave	<ul style="list-style-type: none"> i. Obtain the monthly attendance reports of the staff. ii. Update the leave registry. iii. Recording duty-leave and maintain files to such effect. iv. Settling travel expenses, and issuing railway warrants and settling bills. v. Recording overseas leave and maternity leave and maintain files to such effect.
18. Holiday Bungalows	<ul style="list-style-type: none"> i. Reservation of Holiday Bungalows of the Department of Sri Lanka Railways and settle the money received as payment to the Department. ii. Maintain the relevant documents in view of the above.
19. Ministry buildings	<ul style="list-style-type: none"> i. Attend to the matters in respect of the maintenance of the Ministry buildings. ii. Maintain the documents relevant to the development of the new vehicle park.
20. Auditing	<ul style="list-style-type: none"> i. Furnish information necessary for preparation of audit review reports.

21. Inventory items	Maintain the inventories and related documents and update them.
22. 'DeayataKirula' Exhibition	<ul style="list-style-type: none"> i. Matters related to 'DeyataKirula' National Development Programme. ii. Submitting the progress of the projects being implemented under 'DeyataKirula' National Development Programme. iii. Attend to the matters in view of 'DeyataKirula' Exhibition 2014. iv. Settling payments with respect to 'DeyataKirula' Development Programme.
23. Driving licences for public officers on concessionary basis	Issuing driving licenses on concessionary basis to the entitled officers of the Ministry and the institutions coming under the purview of the Ministry.
24. Staff Officers' Meetings	Organizing staff meetings.
25. Training programmes for the staff of the Internal Administration Division	Make available the opportunities for training programmes for officers of the Internal Administration Division.
26. Recruitment Procedures	Obtained the approval from the Public Service Commission for the recruitment procedure for the post of Draftsman being approved for the Ministry while the recruitment procedure for the post of Mechanic has been forwarded to obtain the signature of the Secretary to the Public Service Commission.
27. Dengue Prevention Programme	Implementation of programmes for prevention of Dengue within the Ministry premises.

2.2.1. Functions performed by the Transport Division

- Number of vehicles the Transport Division possesses totals to 52.
- The two vehicles bearing the numbers 14-6722 and 32-2356 are to be provided for practical training under the Technological subject of the G.C.E. (A/L).
- Vehicle bearing numbers 16-4943 and 18-2047 are to be provided to the UNDP.
- Within the year 06 vehicles had been hired. At the end of the year 02 vehicles had been removed depending on the requirements and the number of hired vehicles had been, thus, reduced to 04.
- During the period from 01.01.2014 to 31.12.2014 about 11 emergency accidents had met. Currently those vehicles have been repaired under the insurance claim. Accordingly, the compensation claimed under insurance in the year 2014 totals to Rs.715, 519.25.

Vehicle No.	Date of Accident	Compensation claimed under Insurance
		Rs.
KR 7389	2014.02.26	15,300.00
KR 7388	2014.03.25	26,300.00
KR 7389	2014.04.09	21,650.00
GE 6487	2014.04.23	60,400.00
KR 5575	2014.06.12	164,349.92
KW 3038	2014.06.15	26,550.00
KI 2661	2014.07.10	56,750.00
16-4943	2014.07.25	13,183.33
NB 1430	2014.08.02	15,600.00
KQ 5515	2014.08.18	299,236.00
65-7293	2014.09.11	16,200.00
		<u>715,519.25</u>

- Approval from the Department of National Budget has been sought for the purchase of 07 Double Cabs and 03 Motor Cars for the year 2015. Request has been positively responded by the Department.

2.3. Functions performed by the Land Division

2.3.1. Submitting Cabinet Memoranda and Observations

Submitting Cabinet Observations on the Cabinet Memorandum being forwarded by the Ministry of Education with respect to the transfer of the Railway land which is about 01 acre in extent and lying between Kelani Valley railway line and Devi Balika Vidyalaya in Colombo 08 while retaining 7.5 metre stretch from the track for railway development activities.

2.3.2. Other activities carried out by the Land Division

- 458 letters received between the periods from 01st January to 31st December 2014 in respect of land matters had been attended duly.
- Initiatives were preceded for acquisition of lands for the construction of a railway line to facilitate direct accessibility to Batticaloa Line from Northern Line.
- Necessary actions were followed for acquiring lands for the construction of the platform at the southern end of the Liyanagemulla Railway station on Puttalam Line.
- Forwarding observations on the Cabinet Memorandum bearing No.අම/141/0833/533/088 submitted by the Ministry of Highways, Ports and Shipping.
- Vesting the power of management of the railway land of the Technical Engineering complex in Ratmalana to Dehiwala Municipal Council while retaining the ownership of the land with the Department of Sri Lanka Railways, for construction of a new maternity clinic in Kotalawarapura.
- A proposal dated 03.11.2014 was forwarded to the Secretary to the Ministry of Land and Land Development to acquire a land to the Ministry of Internal Transport for the construction of a bus stand at Lebima Junction in Kamburugamuwa. As the approval has been received for the request, currently actions are underway for requisition.
- A person named Mr. Weerasinghehad requested to occupy the railway land situated between Collin building and Cargills building in Bandarawela on lease basis to maintain a Lottery outlet. As per the discussion held on 25.03.2014 relevant officers were instructed to proceed with leasing out the land to all five partners inclusive of the aforementioned partner.
- Initiatives are in progress to convene the Land Sub Committee appointed under the “Formulation of a Common Policy on Railway Employees and Squatters Illegally Occupying the Lands of the Department of Sri Lanka Railways”

2.4. Functions performed by the Railway Administration Division during the year 2014

- Matters arising throughout the carrier from appointment until the retirement of employees such as transfer, promotion, disciplinary actions, appointment on contract basis, and reinstatement with respect to all staff grade posts and services of the Department of Railways are attended by the Ministry itself or through relevant other organizations or the Public Service Commission.
- Duties in respect of granting foreign leave, leave in respect of accidents, compensation after accidents, etc.
- Duties in respect of releasing relevant employees for trade union activities and attending to trade union requests and other complaints.
- Attending to the requests forwarded by various parties for purchase of discarded items including rails, sleepers etc. at concessionary rates.
- Attending to the requests made by those who were politically victimized and were interdicted under July strike while serving in the Department of Sri Lanka Railways.
- Approval for the new staff for the Department of Sri Lanka Railways was granted by the Director General of the Management Services on 30.04.2014. Currently, further revision to the cadre and salary scale is in progress.
- New recruitment procedures in respect of the following positions are framed in terms of the PA Circular 6/2006 and approval was received. Further revision to the new procedures is currently in progress.
 - Railway Station Masters' Service
 - Railway Supervisory Management Service
 - Railway Drivers' Service
 - Railway Guard Service
 - Railway Shunters / Driver Assistants
- Approval of the Public Service Commission was granted for the recruitment procedures, subject to revisions, for the posts of Legal Officer, Assistant Protection Superintendent / Deputy Superintendent / Superintendent, Assistant Transport Superintendent (Energy Conservation), and Assistant Transport Superintendent (Technical).
- Along with the recommendations of the Secretary to the Salary and Cadre Commission and the Director General of Establishment initiatives are underway to obtain the approval of the Public Service Commission for new recruitment procedures for other positions in terms of the PA Circular 06/2006.

2.5. Functions performed by the Legal Division

Legal matters attended within the year 2014

- New Court cases attended in 2014 - 13
- Human Rights complaints - 02
- Gazette notifications publishing the regulations imposed under the Motor Traffic Act - 04

3. Financial Management and Progress

3.1 Procurement Committees

		No. of Procurements Processed in 2014	No. of Procurements Completed in 2014
01.	Procurement Committees appointed by the Cabinet of Ministers	08	02
02.	Procurement Committees of the Ministry	16	09

3.2 Financial Management

01	Provision allocated for the year 2014 and the actual expenditure.	Relevant reports are attached
02	Expenditure Heads under which provisions were overspent.	No
03	Actions taken to enhance efficiency.	Officers are progressing efficiently and initiatives are underway for facilitating training opportunities for those who need training.
04	Preparation of accounting reports for the year 2014 and proceed reconciliation with the General Treasury.	All reports were prepared and reconciled with the books of the General Treasury

EXPENDITURE REPORT As At 31.12.2014

Head - **114** - **Ministry of Transport**
Programme - **01** - **Operational Activities**
Project - **01** - **Minister's office**

Sub Project	Object Code	Category/Object Title	Total Net Provision	Total Actual Expenditure end of December	%
0		Recurrent Expenditure	52,894,799.00	51,066,214.15	96.54
		Personal Emoluments	15,000,000.00	14,501,782.44	96.68
	1001	Salaries & Wages	7,650,000.00	7,366,747.96	96.30
	1002	Overtime and Holiday payments	2,850,000.00	2,691,946.26	94.45
	1003	Other Allowances	4,500,000.00	4,443,088.22	98.74
		Travelling Expenses	3,450,000.00	2,906,596.50	84.25
	1101	Domestic	2,450,000.00	2,081,761.38	84.97
	1102	Foreign	1,000,000.00	824,835.12	82.48
		Suppliers	14,200,000.00	13,835,592.41	97.43
	1201	Stationery & Office Requisites	1,100,000.00	937,315.20	85.21
	1202	Fuel	13,000,000.00	12,843,970.21	98.80
	1203	Diets & Uniform	100,000.00	54,307.00	54.31
		Maintanance Expenditure	11,244,799.00	10,955,836.74	97.43
	1301	Vehicles	9,844,799.00	9,830,041.78	99.85
	1302	Plant Machinery & Equipment	1,100,000.00	1,094,953.96	99.54
	1303	Building & Structures	300,000.00	30,841.00	10.28
		Services	9,000,000.00	8,866,406.06	98.52
	1401	Transport	3,000,000.00	2,882,339.00	96.08
	1402	Postal & Communication	2,500,000.00	2,497,714.15	99.91
	1403	Electricity & Water	0.00	0.00	
	1405	Other	3,500,000.00	3,486,352.91	99.61
		Capital Expenditure	5,800,000.00	4,475,845.32	77.17
		Rehabilitation and Improvement of Capital Assets	4,100,000.00	3,308,621.40	80.70
	2001	Building & Structures	1,000,000.00	898,588.00	89.86
	2002	Plant Machinery & Equipment	300,000.00	275,494.96	91.83

	2003	Vehicles	2,800,000.00	2,134,538.44	76.23
		Acquisition of Capital Assets	1,700,000.00	1,167,223.92	68.66
	2102	Furniture & office Equipment	500,000.00	262,264.00	52.45
	2103	Plant Machinery & Equipment	0.00		
		Media Unit Equipment	400,000.00	253,970.00	63.49
		Other Machinery	800,000.00	650,989.92	81.37
		Project Total	58,694,799.00	55,542,059.47	94.63

EXPENDITURE REPORT As At 31.12.2014

Head - 114 - Ministry of Transport

Programme - 01 - Operational Activities

Project - 02 - Administration & Establishment Services

Sub Project	Object Code	Category/Object Title	Total Net Provision	Total Actual Expenditure end of December	%
0		Recurrent Expenditure	109,191,201.00	106,111,257.98	97.18
		Personal Emoluments	56,600,000.00	55,250,871.61	97.62
	1001	Salaries & Wages	32,150,000.00	31,712,435.92	98.64
	1002	Overtime and Holiday payments	2,400,000.00	1,689,992.49	70.42
	1003	Other Allowances	22,050,000.00	21,848,443.20	99.09
		Travelling Expenses	2,250,000.00	1,900,605.40	84.47
	1101	Domestic	1,000,000.00	708,126.46	70.81
	1102	Foreign	1,250,000.00	1,192,478.94	95.40
		Suppliers	10,586,000.00	10,305,710.35	97.35
	1201	Stationery & Office Requisites	4,700,000.00	4,687,975.23	99.74
	1202	Fuel	5,686,000.00	5,497,735.12	96.69
	1203	Diets & Uniform	200,000.00	120,000.00	60.00
		Maintenance Expenditure	15,215,864.00	15,141,296.56	99.51
	1301	Vehicles	11,915,864.00	11,910,619.12	99.96

	1302	Plant Machinery & Equipment	2,700,000.00	2,691,767.10	99.70
	1303	Building & Structures	600,000.00	538,910.34	89.82
		Services	23,669,337.00	22,691,856.07	95.87
	1401	Transport	2,200,000.00	2,042,200.00	92.83
	1402	Postal & Communication	2,700,000.00	2,690,540.58	99.65
	1403	Electricity & Water	8,400,000.00	8,307,964.87	98.90
	1404	Rents and Local Taxes	180,000.00	179,200.80	99.56
	1405	Other			
		Dayata Kirula	1,385,000.00	1,009,535.88	72.89
		Other (Including Cleaning Service)	4,450,000.00	4,373,663.94	98.28
		"Better Air Quality (BAQ) - 2014" - Conference	4,354,337.00	4,088,750.00	93.90
		Transfers	825,000.00	820,917.99	99.51
	1506	Property Loan Interest to Public Servants	825,000.00	820,917.99	99.51
		Other Recurrent Expenditure	45,000.00	0.00	0.00
	1701	Losses And Write Off	45,000.00	0.00	0.00
1		Uthuru Mithutu Development Programme	0.00	0.00	
	1405	Other	0.00	0.00	
		Capital Expenditure	6,226,000.00	5,692,987.25	91.44
		Rehabilitation and Improvement of Capital Assets	3,076,000.00	2,612,175.00	84.92
	2001	Building & Structures	500,000.00	500,000.00	100.00
	2002	Plant Machinery & Equipment	376,000.00	376,000.00	100.00
	2003	Vehicles	2,200,000.00	1,736,175.00	78.92
		Acquisition of Capital Assets	1,550,000.00	1,542,387.00	99.51
	2102	Furniture & office Equipment	1,000,000.00	992,387.00	99.24
	2103	Plant Machinery & Equipment	550,000.00	550,000.00	100.00
		Capacity Building	1,600,000.00	1,538,425.25	96.15
	2401	Training and Capacity Building	1,600,000.00	1,538,425.25	96.15
		Project Total	115,417,201.00	111,804,245.23	96.87

EXPENDITURE REPORT As At 31.12.2014

Head - 114 - Ministry of Transport

Programme - 02 - Development Activities

Project - 03 - Development of Road Transport

Sub Project	Object Code	Category/Object Title	Total Net Provision	Total Actual Expenditure end of December	%
		Recurrent Expenditure	7,394,500,000.00	7,390,919,959.62	99.95
1		Sri Lanka Transport Board	7,373,500,000.00	7,369,919,959.62	99.95
	1503	Public Institution			
		School & Higher Education Season Ticket Subsidy	1,695,000,000.00	1,695,000,000.00	100.00
		Armed Forces - Bus Passes	280,000,000.00	276,419,959.62	98.72
		Grants to SLTB - Operating on Unremunerated Routes	4,770,000,000.00	4,770,000,000.00	100.00
		Financial Assistance to SLTB	628,500,000.00	628,500,000.00	100.00
3		Lakdiva Engineering Company (Pvt.) Ltd.	21,000,000.00	21,000,000.00	100.00
	1503	Public Institution	21,000,000.00	21,000,000.00	100.00
		Capital Expenditure	1,917,000,000.00	1,889,524,908.20	98.57
1		Sri Lanka Transport Board	1,897,000,000.00	1,877,280,549.00	98.96
	2201	Public Institution			
		Purchase of New Buses/ Engine kits	1,000,000,000.00	998,806,535.00	99.88
		Bus Fleet Augmentation, Institutional Development and Capacity Building	877,000,000.00	858,524,014.00	97.89
		Dayata Kirula	20,000,000.00	19,950,000.00	99.75
		Small Buses for Remote Villages	0.00	0.00	

5		Implementation of Strategic Plan for Traffic Management (TEC is Rs: 10bn)	20,000,000.00	12,244,359.20	61.22
	2502	Other Investments	20,000,000.00	12,244,359.20	61.22
		Project Total	9,311,500,000.00	9,280,444,867.82	99.67

EXPENDITURE REPORT As At 31.12.2014

Head - 114 - Ministry of Transport
Programme - 02 - Development Activities
Project - 04 - Development of New Railroad

Sub Project	Object Code	Category/Object Title	Total Net Provision	Total Actual Expenditure end of December	%
		Capital Expenditure	15,524,612,000.00	11,124,059,432.87	71.65
1		Matara - Beliatta-Kataragama New Railline	15,484,612,000.00	11,123,114,537.78	71.83
	2104	Building & Structures	15,291,512,000.00	11,117,846,072.71	72.71
			15,146,512,000.00	11,001,929,545.31	72.64
			145,000,000.00	115,916,527.40	79.94
	2105	Lands and Land Improvements	193,100,000.00	5,268,465.07	2.73
		Lands Acquisition & Payment of Compensation	100,000,000.00	4,898,465.07	4.90
		Detail design investigation & Collection of Base Line data	40,000,000.00	370,000.00	0.93
		Relocation of Infrastructure facilities & Clearing of Railway Trace	53,100,000.00	0.00	0.00
5		Kurunegala - Habarana Rail track project	5,000,000.00	508,160.52	10.16

	2105	Lands and Land Improvements	5,000,000.00	508,160.52	10.16
6		Colombo - Hambantota (kelanivally) Line Extention priject	5,000,000.00	0.00	0.00
	2105	Lands and Land Improvements	5,000,000.00	0.00	0.00
7		Madawachchiya - Trincomalee Rail Line Feasibility Study	15,000,000.00	0.00	0.00
	2105	Lands and Land Improvements	15,000,000.00	0.00	0.00
8		Wellavaya - Bibila - Badulla New Rail Line	10,000,000.00	436,734.57	4.37
	2105	Lands and Land Improvements	10,000,000.00	436,734.57	4.37
9		Trincomalee - Maho - Puttalam New Rail Line	5,000,000.00	0.00	0.00
	2105	Lands and Land Improvements	5,000,000.00	0.00	0.00
		Project Total	15,524,612,000.00	11,124,059,432.87	71.65
		HEAD RECCURENT TOTAL	7,556,586,000.00	7,548,097,431.75	99.89
		HEAD CAPITAL TOTAL	17,453,638,000.00	13,023,753,173.64	74.62
		HEAD TOTAL	25,010,224,000.00	20,571,850,605.39	82.25

4. Functions performed by the Planning Division within the year 2014

1. Conduct meetings and coordinate development activities with Department of Sri Lanka Railways, Sri Lanka Transport Board, Department of Motor Traffic, National Transport Commission, National Transport Medical Institute, Lakdiva Engineering Company and National Council for Road Safety.
2. Conduct pre seminars and coordinate the activities between the Ministry and the institutions coming under its purview for formulation of the Action Plan for the year 2014.
3. Contributed for formulation of the Action Plan for the office of the Internal

Transport Ministry and the Corporate Plan of the institutions coming under the purview of the Ministry for the year 2014.

4. Conduct monthly, quarterly, and annual progress review meetings of the Ministry and the institutions coming under the purview of the Ministry and proceed with reviewing.
5. Attending special District Progress Review meetings / inspection and other programmes and progress with the decisions taken in respect of the Ministry.
 - No. of total programmes attended in the year 2014 -10 (Colombo, Kalutara, Mannar, Jaffna, Monaragala, Matara, Kurunegala, Kandy)
6. Supporting the Accounts Division of the Ministry coordinated the activities and attended the discussions held relevant to formulation of Budget Estimates for the year 2015.
7. Monitoring the progress of over 50 Million projects being implemented under the Ministry, preparing project reports and presenting to the Ministry of Finance.
 - By the Ministry - 02
 - Department of Railways - 20
 - SLTB - 02
 - Department of Motor Traffic - 03
8. Prepare progress reports to be presented to the Parliamentary Committee Stage of the Budget and submit to the Parliament.
9. Performance Report for the Office of the Ministry for the year 2013 was prepared and submitted.
10. Coordinate and take part at discussions with the Department of National Planning, Department of External Resources, Central Bank, and special committees being appointed by the Cabinet of Ministers, with respect to the unsolicited proposals submitted by external parties relevant to the transport sector.
11. Attend Tender/Technical Committee meetings of the Ministry of Internal Transport and proceed with the relevant decisions.
12. Planning and coordinating the special studies granted to the Ministry by the Department of External Resources under the Technical Cooperation scheme as well as the special projects identified by the Ministry itself.
 - Urban Transport System Development Project for Colombo Metropolitan Region and Suburbs.
 - Feasibility study on Monorail project.

- Feasibility study to introduce a BRT system for Galle Road up to Moratuwa was conducted with the support of the University of Moratuwa.
 - Coordinated a workshop on Road Safety under Technical Cooperation.
 - Involved in formulation of a transport policy for the entire Island under Technical Cooperation.
13. Updating and maintaining the website of the Ministry.
14. Exchange of information pertaining to the Ministry with the Government Information Centre (1919) and the ICTA, and respond to public complaints speedily.
15. Attend and coordinate meetings and workshops conducted by the line ministries and various other organizations on development initiatives.
- Coordinated among the organizations such as Road Development Authority, Urban Development Authority, Colombo Municipal Council, Ministry of Environment, and many more. Number of programmes/workshops/discussions attended in 2014 totals to 156.
 - National Disaster Management Action Plan
 - National Action Plan for Ageing
 - Pre Preparedness Programme for Climate Change
 - Hospital Square Development programme.
 - Community based rehabilitation programme for differently-abled persons
 - Formulating a national policy framework for consumer welfare.
 - Results based management programme set out in terms of the national development policies.
 - Energy Labeling Enhancement Project
 - National Human Resource and Employment Policy Implementation Programme
 - Multi-Lateral Programme on Enhancing the Quality of Child Friendly School Education
 - Inter-Ministerial Steering Committee for Human rights.
16. Coordinated the initiatives to operate both SLTB buses and private buses under a coordinated timetable.
17. Outdated file ledger was renewed and files were revived.

18. Manage the library of the Ministry of Transport.
19. Coordinate with the respective Project Offices responsible for restoration of the Northern Railway Line and monitor the project implementation activities.
20. Initiated the Colombo Low Carbon Urban Transport Study in collaboration with the World Bank targeting minimizing green-house gases emitted by vehicles in urban and suburban areas in Sri Lanka.
21. Representing the Project Steering Committee of the Ministry of Highways on extension of the Southern Highway towards Colombo city.
22. Jointly implemented various programmes in collaboration with the Ministry of Environment.
 - Nationally Appropriate Mitigation Action Plan on Transport Sector (NAMAS)
 - International Conference on Better Air Quality and Regional Environmentally Sustainable Transport forum in Asia (BAQ & EST).
23. Coordinate the programmes hosted by the Sri Lanka Government.
 - Commonwealth Heads of Government Meeting (CHOGM)
 - His Holiness Pop Francis' visit to Sri Lanka
 - Attending to matters in view of Sri Lanka's representation in international organizations such as SAARC/UNESCAP, etc.
24. Maintaining a data base containing data relevant to the institutions coming under the purview of the Ministry.
25. Attending audit and management committee meetings conducted in respect of the Ministry and the institutions coming under the purview of the Ministry and monitoring follow-up actions.
26. Planning out and executing foreign study tours in connection with projects.
27. Prepare observations to the Cabinet of Ministers and Hon. Ministers' messages.
28. Coordinate the presentations made by the officers participating foreign training courses, on their return.
29. Coordinating presentations on the products/services of various organizations/ companies. (Coordinated about 56 numbers of presentations in the year 2014)

5. Summary of the functions performed by the Internal Audit Division within the year 2014

Institution	No. of Audit Inquiries Carried out
➤ Ministry of Transport	08
➤ Sri Lanka Transport Board	05
➤ Department of Sri Lanka Railways	01
➤ National Medical Institute	04
➤ Lakdiva Engineering (Pvt.) Company	03
➤ National Council for Road Safety	01

6. New Rail Road Development Unit

Recognizing the vitality of formulating a sustainable national policy in order to facilitate an efficient and economical transport service to the public and with the objective of attracting the passenger and goods transportation most of which are currently carried out through the main roads, to the railway service while prioritizing the public transport services, the Government has planned to expand the railway network covering all areas of the Island by way of constructing new railway lines while upgrading the existing network.

Following are the proposed new railway lines:

		Estimated Cost (US\$ Mill.)	Duration
01.	Matara-Kataragama (115 Km.)	600	2006-2019
02.	Kurunegala – Habarana (80 Km.)	225	2010-2016
03.	Awissawella – Habantota (225 Km.)	375	2009-2016
04.	Panadura – Horana (...Km.)	53	2013-2017

In addition to this financial provisions are granted as follows, for the year 2014, to conduct pre-feasibility studies in respect of construction of the following new railway lines:

1. Medawachchiya – Trincomalee - Rs. 10 Mill.
2. Badulla via Wellawaya and Bibile - Rs. 10 Mill.
3. Puttalam via Trincomalee and Mahawa - Rs. 05 Mill.

6.1 Matara – Kataragama New Railway Line

The 115 Km. long proposed line is to be completed in 03 Phases as follows:

Phase	Length (K.m.)
1. Matara - Beliatta	27
2. Beliatta - Hambantota	48
3. Hambantota - Kataragama	40

Activities completed under the project:

- A bridge, 100 m. in length, has been constructed across Nilwala River. The substructure of the bridge was constructed by the State Engineering Corporation and the superstructure was imported from Austria and fixed on to the substructure. The total cost incurred in the bridge was Rs.263 Mill.
- Environment Impact Assessment (EIA) Report has been prepared and the part of the report relevant to Matara – Beliatta section has been updated.
- Geological surveys and archeological evaluations are completed.
- Land extending 92.752 ha. is acquired for the construction of the new rail track, resettlement, and construction of alternative access roads. Number of houses removed from the location are 185.
- Land acquired (number of plots 1507) - 96.0017 ha.
- Land for laying the track - 83.6871 ha.
- Land acquired for resettlement - 8.6388 ha.
- Land acquired for construction of alternative roads - 3.6758 ha
(Diyagaha – Motagedara, Delgalla, and Dewananda roads)
- Land acquired for other constructions - 1.3609 ha.
- 10 alternative plots of land were acquired for resettlement and, of this, lands have been distributed among 179 persons. Construction of 39 houses is completed and 04 are still under construction.

Acquisition, development, and distribution of alternative lands

Name of the land	Number of Plots	No. of plots distributed	Development activities in process	No. of houses constructed	No. of houses under construction
PalliyagurugeWatta	35	27	a	13	01
Silverdale Watta	25	17	b	04	01
AacharigeWatta	43	25	b	-	-

Dangaha Watta	12	12	b	-	-
Paluwatta	53	53	b	18	01
Sannasige Watta	25	20	a	01	-
Karagahahena	26	10	a	03	01
Pansalagawa Watta	-	-	-	-	-
Maha Gedara Watta	09	09	b	-	-
Rukattanagaha Watta	13	06	b	-	-

- a - Roads concreted
- b - Preliminary works on access roads completed
- c - Lands cleared
- d - Development in progress
- e - Development works are not commenced

- Construction of alternative buildings to replace the public buildings and places of worship.

- a. Siripawara Wijayarama Temple - Rs.8.5 Mill.
- b. Walasgala Clay Factory - Rs. 9.0 Mill.
- c. Building at Wewdatta Junior School } completed
- Building at Wewurukannala Junior School } - Rs. 8.0 Mill
- d. Building for Samurdhi Bank, Wewurukannala - Rs. 9.6 Mill.

- A loan agreement was signed with the CMC Company of China on 19.02.2013 for the construction of the first phase for which the provision was granted under the preferential debts by the Exim Bank of China. Accordingly, the project has been commenced by the CMC Company of China and the works are in progress.

Work currently in Progress under the Project

Construction work from Matara to Beliatta (26.75 Km.) has been commenced. Physical progress of the project to be achieved by 31.12.2014 was 31.28%. Progress of the project, by section, is as follows:

Proposed Activities	Construction to be completed %	Construction completed %
(D.K. 0+044 – D.K.10+425)		
▪ Construction of Culverts	58%	58%
▪ Laying out foundation for the construction of the track	24%	24%
▪ Construction of the bridges	15%	15%

▪ Construction of Naketiya railway tunnel (D.K.10+425 – D.K.19+840)	25%	25%
▪ Construction of Culverts	63%	63%
▪ Laying out foundation for the construction of the track	14%	14%
▪ Construction of bridges	16%	16%
▪ Construction of Naketiya railway tunnel	35%	35%
(D.K.19+840 – D.K.26+461)		
▪ Construction of Culverts	65%	65%
▪ Laying out foundation for the construction of the track	25%	25%
▪ Construction of bridges	6%	6%

Financial Progress

Foreign funds granted for the project for the year 2014 was Rs. 15,146,512,000.00 while an amount of Rs. 338,100,000.00 was allocated under local funds. By 31.12.2014 an amount of Rs. 8,885,613,880.50 had been spent which is about 58% from the foreign funds being allocated. Meanwhile, by 31.12.2014 an amount of Rs.121,184,992.47 was spent from the local funds which is 35% from the amount that has been allocated.

6.2 Extension of the Kelani Valley railway line up to Hambantota

Length of the proposed railway line is 225 Km. University of Moratuwa was awarded with the contract for conducting the feasibility study on 08.04.2008 and currently the study is in progress. Long delay in conducting the feasibility study has prevented spending of Rs.5 Mill. allocated for the project.

6.3 Kurunegala-Habarana Proposed Railway Line

Feasibility studies of the proposed 80 Km. long railway line was conducted by the Central Engineering Consultancy Bureau (CECB). Initiatives have been taken to invite open tenders to prepare the Environmental Impact Assessment (EIA) report in order to get the approval of the Environment Authority for the project and the Technical Committee is already being appointed in this respect.

The centre line of the 100 metre wide land stretch being identified for the construction of the proposed railway track has been marked by the Survey Department enabling to proceed with the environment and social assessment studies.

Provision allocated for the year 2014 was Rs. 5 Mill. and, out of which, an amount Rs. 508,161 was paid to the Survey Department and the State Engineering Corporation for marking of the centre line of the proposed track.

The funds allocated for the preparation of EIA report is still remained unspent.

6.4 Horana– Kottawa Proposed Railway Line

The feasibility study on Horana-Kottawa proposed Railway line conducted by the University of Moratuwas completed and the report was submitted in November 2013. According to the report study was conducted on three identified alternative lines namely Horana – Panadura, Horana – Rathmalana, and Horana – Kottawa. Among the three alternative lines Horana-Kottawa is proved to be feasible. A cabinet Memorandum was submitted on 30.07.2013 for the construction of this proposed line. However, the decision of the Cabinet of Ministers was that, prior to construction of the proposed Railway line, a comprehensive transport master plan be designed while taking the highways running across the area into consideration, and be submitted to the Cabinet of Ministers. Accordingly, the Ministry of Transport in cooperation with Japan International Cooperation Agency (JICA) a comprehensive Transport Master Plan for Colombo city inclusive of the proposed Horana – Kottawa railway line has been compiled. In terms of the Master Plan it is proposed to build the connectivity to Horana town only via a highway.

For the year 2014, Rs.6 Mill. was been allocated. However, the entire provision was removed through a revised estimate as no initiatives under the project was proceeded as anticipated.

6.5 Medawachchiya – Trincomalee Proposed Railway Line

Feasibility study of the project for the 80 Km. long proposed railway line has been conducted by the Institute of Human Resource Advancement of the University of Colombo. Only the English copy of the final report of the study has been submitted. Environment Impact Assessment is to be commenced. In terms of the contract agreement the final payment of Rs.4.7 Mill. has been held up until the final report in Sinhala and Tamil languages is submitted. Further, Rs.10.3 Mill. from the provisions of Rs.15 Mill. being allocated for project for the year 2014 is remained unspent. In depth study in to the need for construction of this railway line as well as its environmental impact has to be conducted.

6.6 Wellawaya – Badulla via Bibile Proposed Railway Line

Upon the approval of the Cabinet of Ministers contract to conduct a pre-feasibility study for construction of a new railway network connecting Embilipitiya, Monaragala, Ampara, Batticaloa, and Kataragama was handed over to the Central Engineering Consultancy Bureau (CECB) and currently it has submitted an interim report with respect to the study. In terms of the report being submitted by the contractor a presentation was also made by them in December 2014 on the lines being identified under the study. At the presentation, a discussion was focused on identification of the center line of the proposed track. Currently, preparation of the final report of the study is in progress while drawing consideration on the issues being identified during the study. Upon the receipt of the final report study to assess the environment impact is to be conducted.

Provision allocated for the year 2014 was Rs.10 Mill. and, from which, Rs.436,735 had been paid for the preliminary report. File has been submitted along with the recommendations and certifications to the Secretary to the Ministry of Internal Transport for the approval for an amount of Rs.1.3 Mill. as payment for the Interim Report.

6.7 Proposed Railway Line to Puttalam via Mahawa (To connect Trincomalee, Mahawa, and Puttalam towns)

The pre-feasibility study for construction of the proposed line conducted jointly by the officials of the Ministry of Transport and the Department of Sri Lanka Railways has been completed. Initiatives are underway even to conduct a comprehensive feasibility study through the officials of the Ministry of Transport and the Department of Sri Lanka Railways. Request being forwarded to the Logistics Division to supply with the required equipment using the provision being allocated under the project, has so far not been responded with. Rs.5 Mill. was allocated for the year 2014 under the project and this amount has been remained unspent as the pre-feasibility study was conducted by the officials of the Ministry of Transport and the Department of Sri Lanka Railways.

7. National Council for Road Safety

7.1 Introduction

The National Council for Road Safety functions under the Ministry of Transport by the Motor Traffic (Amendment) Act No.5 of 1998. The National Council for Road Safety is the sole public organization functioning under the theme of “Safe Roads for everyone”. The Council consists of a Chairman and a group of representatives from 17 government and non-governmental institutions.

Functions of the Council are defined under the Section 213A of the Motor Traffic Act whereas the ‘Road Safety Fund’ is established under the Section 213B of the Act. Insurance companies contribute to the Road Safety Fund by 1% as their contribution from the third party insurance.

Vision

“Safe Roads for everyone”

Mission

“Creating a society free of road accidents”

7.2 Functions of National Council for Road Safety:

- Payment of compensation for victims of Hit and Run accidents.
- Formulation and implementation of projects on road safety.

- Coordination of activities in relation to road safety among government and non-governmental institutions.
- Secure both financial and other assistance for road safety activities.
- Advise the government on road safety policies and projects.
- Maintain relationship with similar international organizations and exchange their knowledge and experience.
- Collection of information on related subjects, and conduct researches and field inspections.
- Maintain a data base on road safety.
- Maintain a library with books and publications relevant to the subject of road safety.

7.3 Functions Performed by the National Council for Road Safety during the year 2014

1. Compensation Scheme for Hit and Run Victims.

- Under the Compensation Scheme which is a main function of the National Road Safety Council as defined in the Section 213A of the Motor Traffic Act, a person sustaining severe injuries in a Hit and Run accident is being paid Rs.75,000/= whereas legal dependents of a deceased is being paid Rs.100,000/= as compensation.
- During the year 2014, dependents of the deceased and injured were paid with Rs.16,95,000 as compensation.
- Displaying posters on compensation scheme at all police stations and Divisional Secretariats to enlighten the public on hit and run accidents.
- New forms of applications for claiming compensation were printed while revising the one that was being used previously.
- Banners to educate the general masses on compensation scheme for Hit and Run accidents were distributed at the District Secretaries' Meeting held at Sri Lanka Institute of Development Administration (SLIDA) on 15.08.2014 for displaying them at all District Secretariats.

2. Conducting Awareness Programmes on Road Safety

- School based Programme on prevention of traffic accidents
 - Programme to educate school children on minimizing traffic accidents was held at Bandarawela Central College on 31.01.2014.
 - Awareness programme on prevention of traffic accidents and

administering correct methods of first-aid immediately after an accident was conducted at Pollonnaruwa Royal Central College on 17.03.2014.

- Awareness programme was conducted at Sylvester College in Kandy on 31.03.2014.
- Awareness programme to educate the students at Law College in Colombo and school children was conducted on 11.06.2014.
- Road Safety Week in Central Province was launched on 21.07.2014 while on 24.07.2014 awareness programme for school children was conducted at Aruppola Technical College in Kandy.
- Awareness programme to educate school children was conducted at HingurakgodaRajarataMahaVidyalaya in Pollonnaruwa on 12.09.2014.
- Awareness programme to educate the school children engaged in traffic controlling in front of schools was held at St. Mary's College on 14.10.2014.
- Awareness programme was conducted at High School in Kandy on 20.10.2014 to educate the students.
- Awareness programme was conducted at Siddhartha School in Weligama on 30.10.2014 to educate the students.
- Awareness programme was conducted in the auditorium of the Technical College in Beliatta, Tangalle on 31.10.2014 to educate school children.
- Awareness programme was conducted at Sri Lanka Broadcasting Corporation on 21.11.2014 to educate school children.
- Awareness programme was conducted at Prathibha Education Institute in Enderamulla on 22.11.2014 to educate both school children and parents.

➤ **Awareness Programmes for Public Officers**

- A programme was conducted at Samurdhi General Assembly Auditorium in Horana on 23.01.2014 to educate Presidents of Samurdhi Village Societies and Samurdhi Officers.
- Awareness programme on prevention of traffic accidents and administering correct first-aid methods immediately after an accident was conducted at Main Auditorium for Training at Narahenpita on 12.02.2014 to educate drivers and conductors of the SLTB.
- Training programme on Road Safety for Traffic Police Officers was

conducted at the auditorium of the Civil Engineering in the University of Moratuwa on 29.04.2014.

- Awareness programme to educate drivers of Three Forces and drivers in the government sector was conducted at Cooperative School in Nawayalathenna in Kandy on 25.07.2014 to remark the Central Province Road Safety Week.
- Awareness programme on prevention of traffic accidents and administering correct first-aid methods immediately after an accident was conducted at the auditorium of Kalutara District Secretariat on 11.08.2014 to educate filed officers and senior citizens committee members.
- Awareness programme to educate social service officers was conducted at auditorium of Pasdumbara Vidyapeeta in Kalutara on 23.08.2014.
- A one day awareness programme to educate drivers of Sri Lanka Navy, Army, and Police officers was conducted at Presidents Secretariat at Temple Trees on 05.09.2014.
- Awareness programme on prevention of traffic accidents, administering correct first-aid methods immediately after an accident, and rules to be followed when driving vehicles was conducted at the Ministry of Public Administration and Local Government on 27.10.2014 to educate newly appointed drivers in all provinces.
- Awareness programme to educate Medical Officers of Health (MOH) was conducted at ITI in Cinnamon Garden in Colombo on 27.11.2014.

➤ **Awareness Programme for Three Wheeler Drivers**

Awareness programmes on minimizing traffic accidents were conducted on 03.01.2014 to educate three-wheeler drivers in Kalutara, Aluthgama, and Panadura Police Divisions in Kalutara District and lectures were conducted on the following themes.

- Nature of traffic accidents and significance of prevention
- An overview of traffic rules and how to follow them
- Correct first-aid methods to be followed after an accident

3. Awareness Programme on Traffic Accidents

50,000 leaflets on minimizing traffic accidents were printed and distributed by the National Council for Road Safety and displayed a video on road accidents.

4. Establishment of Road Safety Units

➤ Road Safety Units in Wayamba Province

- Preliminary Discussion on Establishment of Road Safety Unit in Wayamba Province – was held at Lichchavi Hall on 01.04.2014 under the patronage of the Provincial Transport Minister of Wayamba Province.
- Workshop on Formulating Road Safety Plan for Wayamba Province – was held at Mahagedara Holiday Resort on 11.07.2014 under the patronage of Hon.GunadasaDehigama, Wayamba Provincial Minister of Road Development, Transport, Power, Housing, and Construction.

➤ Road Safety Units in Western Province

Discussion on establishment of Road Safety units in Western Province was held at Western Provincial Council Head Office on 29.08.2014.

➤ Road Safety Unit in Central Province

Preliminary Discussion on Establishment of Road Safety Unit in Central Province was held at Chief Secretary's Office in the new Provincial Council Complex in Pallekele on 19.05.2014 and the workshop was conducted on 16.06.2014 at Provincial Council Training Centre in Nawayalathenne under the patronage of Central Provincial Minister of Transport, Power, and Energy.

Publishing advertisements in daily Lankadeepa and DailyMirror and providing videos in line with the inauguration ceremony for launching the Central Provincial Transport Week.

5. Island-wide Programme for Affixing Reflective Stickers

Programme for affixing reflective stickers on bicycles was conducted in 110 Police Divisions from Puttalam to Matara. The inaugural ceremony was held under the patronage of Hon. Kumara Welgama, the Minister of Transport on 11.04.2014 in Wadduwa Police Division in Kalutara District. In line with the island-wide sticker affixing programme 40,000 stickers, 15 and Flex banners were printed and distributed among police divisions. According to the Police Reports number of cyclists deceased in 2014 was lesser by 37 than that of the year 2013.

6. Special Meetings

- Media briefing on affixing reflective stickers was held on 09.04.2014.
- A special meeting to invite views on how the standardized helmets for bicycles and motor cycles should be was conducted at the Ministry of

Transport on 06.05.2014.

- Preliminary discussion on DSI tyres was held at the Ministry of Transport on 20.05.2014.
 - Discussion with all insurance companies was held at the Ministry of Transport on 07.08.2014.
 - Discussion headed by the Minister of Education was held with the participation of all stakeholders to include road safety into the school curriculum. (Plans are underway in 2015 to create safety zones around schools.)
 - Subsequent to a discussion held with Sri Lanka Broadcasting Corporation Rs.3 Mill. charged on advertisement on road safety was reduced to Rs.1 Mill.
- 7. International conference with UNESCAP and COTSA was held at Sri Lanka Institute for Development Administration (SLIDA) on 02.10.2014 and field visit for road inspection was conducted on 03.10.2014.**
- 8. International Victims Day was held at NelumPokuna premises in Colombo on 16.11.2014. (Sri Lanka became the 30th country of the United Nations to commemorate this day).**

Section II

Performance of the Institutes coming
under the purview of the Ministry

1. Department of Sri Lanka Railway

1.1 Introduction

Sri Lanka Railways, while engaging in a constructive mission within the national transport system together with other major transport modes, attempted, in the year 2014, to contribute towards economic growth by handling passenger and goods traffic. As an economical & efficient transport mode, Railway service fulfills its daily performances as an eco-friendly transport mode moving more passengers and freight during peak hours minimizing the traffic congestions on roads.

Vision

“To become the best efficient Rail Transport provider in South Asia.”

Mission

“Provision of a safe, reliable and punctual Rail transport service for both passenger and freight traffic economically and efficiently”.

Comparative to the year 2013, the total income in 2014 was increased from Rs.5423.29 million to Rs. 5909.31 millions & it indicates a growth of 8.9% in the revenue. Enhancing the passenger inclination further, the number of passengers which was 118.7 million in 2013 has increased up to 129.5 million in 2014 indicating a growth of 9%. The dominant factor for this is the opening up of train operations on the Northern Railway line for passengers.

In comparison to the year 2013 the Railway Department has achieved a satisfactory progress in 2014 through increased efficiency in train operations, development of infrastructure, implementation of better management policies etc. This trend was effected to increase the railway revenue and growth of punctual train service. Specially, the satisfactory growth in passenger revenue reveals further the growth of passenger attraction towards trains.

Regular maintenance and improvements to permanent track network, repairs, maintenance, and improvements to rolling stock, and maintenance and improvements to signaling and telecommunication system, etc. have contributed towards the notable progress achieved within the year 2014.

The development activities that took place in the following major areas owed to the progress.

- Deploying the engines and power sets imported from India and China over the last few years, in operation on all Railway lines.
- Efficient operation of recently added air conditioned trains in long distance passenger service.
 - Continuous operation of intercity trains between Colombo Fort – Kandy.
- Maintenance and upgrading Railway lines, Rolling Stock, Signaling & Telecommunication system on regular basis.

- Development works, implemented in the Railway Stations.
 - Beautification of Railway Platforms
 - Improving sanitary facilities at Railway Stations.
 - Enhancing efficiency in provision of train information. (website)
 - Installation of CCTV cameras at railway stations (Maradana/Colombo Fort)
 - Refurbishment of passenger rest rooms.
 - Installation of Automatic Teller Machines (ATM) at Railway Stations.
- Continuously proceed with Railway protection related inspections and charge the passengers who travel without tickets with a fine.
- Eviction of unauthorized occupants from the Railway reservation lands.
- Construction of the railway stations in Jaffna, Kodicamam, and Elephant pass which are the main railway stations along the Northern line, with the financial assistance of Bank of Ceylon, People's Bank & the Ministry of Education.

A summary of the current progress of the reconstruction projects in the Northern line is as follows.

Title of the Project	Estimated expenditure (U.S.D Mn)	Required Physical (Dis. Km)	Progress (%)	
				Physical
Reconstruction of the railway line from Madawachchi to Madu	81.30	43	Project Has been Completed	
Reconstruction of the railway line from Madu to Thaleimannar	164.06	63	80	94
Reconstruction of the railway line from Omanthai to Palei	195.75	91	Project Has been Completed	
Reconstruction of the railway line from Pallai to KKS	154.60	56	87	95
Installation of Signaling & Telecommunication system for the Northern Line	96.51	313	60	95

The following table shows the progress of the achieved operating indices.

1.2 Operating Indices

Index	2013 (Mn.)	2014*(Mn.)
Train Km	10.94	11.08
Passenger Train Km	10.2	10.3
Goods Train Km	0.35	0.32
Number Of Passenger	118.7	129.5
Passenger Km	6257.37	6,841.97
Goods Km	132.98	150.55
Goods Ton	1.91	2.12

*Estimated figures.

1.3 Development of Infrastructure Facilities

1.3.1 Railway Track Network

The entire railway track network in Sri Lanka comprises 1640 Km, of which, currently about 1447 Km are being used for operations. By the end of 2014, reconstruction of Pallai-Kankasanthurai and Madu-Thallaimannar sections on Northern Railway Line was in progress while Medawachchiya-Madu on Thallaimannar Line and Omanthai-Pallai on Northern Line had been completed and operations were in progress. Speed limits were lifted through maintenance to the permanent track network which were carried by using 65,532 Nos. of concrete sleepers, 64,552 Nos. of wooden sleepers, 79,093 rail feet and 21,636 Nos. ballast cubes.

Projects for double lining the sections from Kandy to Peradeniya and Kaluthara South to Payagala South are in progress.

1. Reconstruction of the railway line from Madawachchi to Thaleimannar

The Project which is being implemented under the Indian Line of Credit, will be completed in two phases. Section from Madawachchi to Madu (43 Km) was completed and opened for Train operations. Reconstruction of the section from Madu to Thallaimannar is in progress. The total estimated cost of the projects is US\$ 231 Mn.

2. Reconstruction of the railway line from Omanthai to Pallai

The estimated total cost for the project, which is implemented under the reconstruction project of the Northern Line, is US \$185.49 Mn. The project is completed and the track is being used for train operations.

3. Reconstruction of the railway line from Pallai to KKS

Estimated cost for the reconstruction of 56 Km. long track is US \$ 149.34 Mn. Reconstruction is currently completed and now the track is opened for train operation.

4. Project for Installation of a new signaling & Telecommunication system for the Northern and Thallaimannar lines from Anuradhapura.

Under the project Signaling & Telecommunication System is to be installed in line with the reconstruction of the Northern Line. The estimated cost for the project is US\$ 86.5 Mn. Currently, 95% of the project is completed.

1.3.2 Signaling & Telecommunication System

Signaling & Telecommunication system provides a magnificent contribution towards enhancing the efficiency of the railway service. It plays a vital role in keeping up proper functioning of the service by minimizing signal failures. Several development activities

are in progress under this project such as installation of telecommunication system for the Northern line, maintenance of the existing signaling system ,installation of protected railway crossings, etc. About 40% of the project for installation of signaling system for Ja -Ela- Seduwa double line is completed. Furthermore, about 70% of the installation of the new system for replacing the old system between Maradana and Colombo, 40% of installation of signaling system at Ahungalla Railway station, 60% of the installation of colour light signaling system on Kelani Valley line and 60% of the project for construction of level crossings are already completed.

1.3.3 Rolling Stock

From the fleet available 69 locomotives are deployed on daily operations.09 passenger carriages are engaged in operating after rehabilitation. Under the regular maintenance on Rolling Stock, 2755 Nos. of minor repairs and 740 Nos. major repairs were carried out.

With the import of new powersets,89 Nos. of Power sets were deployed for operations. Similarly, power sets engaged in short distance running were added to long distance operations. With the adding up of these power sets for the operation on upcountry line, the frequency of operations was expanded resulting to enhance the quality ofthe train operations on main line up to Badulla and Kandy. Further, the Department was able to render a more comfortable train service for the passengers through facilitation of dual power sets for office trains.

1.4 Financial Progress

Income / Expenditure (Rs. Mn.)	2013	2014
Ordinary Tickets	3,557. 21	3,942. 30
Season Tickets	930.44	1008.50
Parcels & Letters	134.50	140.20
Goods & Livestock	412.50	386.52
Others	388.64	431.78
Total	5,423.29	5,909.31
Expenditure		
Recurrent Expenditure(Rs. Mn)	10,586.47	16,943.26
Capital Expenditure(Rs. Mn)	20,248.99	34,601.35

1.5 Challenges encountered within the year 2014

1.5.1 Finance

1. Railway Revenue

- The annual railway revenue,despite its slight growth indicated, is not sufficient to meet the annual recurrent expenditure. The route cause to the fact lies mainly

in the increase in recurrent expenditure including increased personal salaries and wages and fuel cost.

- The Department has suffered a severe loss in revenue to the fact of poor management of Railway stations and Railway cafeterias.
- Non development of Railway lands and utilizing them for revenue generation.

2. Expenditure

Provision for operation of the Railway is granted by the Treasury. However, the funds so granted are usually less than the requested estimated figure and, this, in fact, has resulted the Department to confront with the challenge of meeting general maintenance and development initiatives. In particular, the salaries and wages and fuel cost which falls under the recurrent expenditures occupy an extensively high value.

1.5.2 Infrastructure

1. Rolling Stock

- About 65% of the current rolling stock is over 30-35 years old and this has resulted in high cost and extra time for maintenance and acquiring spare parts. In some cases, the Department confronts with difficulties in purchasing spare parts for certain engines even from the relevant mother company.
- Defects arising from the engines while in operation in passenger and goods transportation often lead to train delays and increased possibility for accidents and, further, for delays in long distance and intercity mail and goods transportation services.
- Higher cost to be borne on maintenance and services inclusive of overtime payment.
- Excessive cost to be borne in acquiring new engines.

1.5.3 International Challenges

As far as the International Railway Transportation Performance Index is concerned the position occupied by the Sri Lanka Railways is not satisfactory, with respect to the following aspects.

- Operation on time
- Adopting information technology
- Holiday Bungalows
- quality level of Coaches, sanitary facilities, etc.

1.5.4 Information Technology

Adopting information technology (IT) into Railways is indeed a challenge as the shortage

of human and physical resources, attitudes of employees, etc. have a direct impact on this initiative. However, adoption of IT in issuing tickets, reservation of seats, railway operations, land, property, and asset management, purchasing process, stock management, etc, would be an approach to establish an efficient railway system that would go parallel with the international standard.

1.5.5 Environmental Challenges

Railway track and signaling system are often adversely affected by landslides, floods, etc. resulting in delays and cancellation of operations. It is, thus, crucial that human and physical resources be kept ready before hand to encounter such natural disasters. However, in the face of the current shortage in employees and other physical resources this turns to be a hard task.

1.5.6 Employee Shortage

Routine operations of the Railways are adversely affected by the prevailing shortage of employees in the Sub Departments of Way and Works, Technical, and Motive Power as well as in Public Management Service.

Further, as far as the Department of Sri Lanka Railways is concerned a magnificent number of permanent employees are leaving the Department either on retirement or on some other reason.

Furthermore, payment of overtime on essential services (fleet maintenance, repairs, general administration, operations, track maintenance, signal maintenance and repairs, etc.) is increasing annually due to the existing vacancies in the relevant divisions.

1.5.7 Limited Track Capacity

Upon completion of reconstruction of Northern and Thallaimannar Lines the number of trains entering and leaving Colombo city has remarkably increased resulting in limited accessible track capacity. This very reason, in turn, has become a major hindrance to operate trains on time while increase the possibility for accidents. Identification of these bottlenecks and following appropriate actions to address them are, thus, very important and should be given priority. Ex: Minimized track capacity in the single line stretch between Polgahawela – Mahawa with the opening up of Northern and Thallaimannar Lines. Further, as far as the operations on Northern and Eastern lines are concerned significance of the fact comes to the forefront.

In addition, more often, delays occur along the coastal line between Panadura Railway Station and Colombo Fort owing to the fact that operation of notably a higher number of trains and resultant lower track capacity. Meanwhile, delays are frequently occurred within the 13 Km. long bottleneck between Ragama and Fort mainly due to the insufficient capacity of Railway yards and platforms. This has further aggravated with the

augmentation of the rolling stock by 20 numbers of S11 new power sets and 13 numbers of S12 new power sets which have fully commenced the operations recently.

1.5.8 Construction of Railway Stations along Northern and Thallaimannar Railway Lines

As the reconstruction of these lines was to be completed by mid 2014 priority was given to construct the Railway stations and other required buildings.

1.5.9 Increased fuel expenditure has resulted in increased operational expenditure. Non increase of train fare comparative to the increased operational expenditure is however an issue SLR has confronted with.

1.5.10 Issues concerning clearing up of Railway lands being occupied by illegal dwellers (about 10,000) have adversely affected the future plans for Railway track and property development. Railway development initiatives with respect to railway reservation lands are severely hindered by the constructions being erected by illegal dwellers of these lands. Resolving the issue is a challenge for the Department of Railways.

2. Department of Motor Traffic

2.1. Introduction

This office then known as the Office of the Registrar of Motor Vehicles, established on 1 January, 1928 for the purpose of registering motor vehicles, hitherto unregistered in Sri Lanka, was converted to be the Department of Motor Traffic by the Motor Traffic Act No. 14 of 1951.

Vision

“To earn highest public appreciation through optimum motor vehicle regulatory process”

Mission

" Devotion towards achieving highest public appreciation by optimum implementation of Motor Vehicles Act and other rules and regulations through overall participatory efforts of the motivated staff and deployment of modern technology"

2.2. Tasks of the Department

Tasks performed by the Department could be reviewed under 6 major components in the following manner:

1. New registration of motor vehicles in running condition

Total number of registrations in 2014 is 429,556

2. Registration of transfers of ownership of motor vehicles.

Total number of transfers effected in 2014 is 379,586

3. Services of issuing Driving licences.

Process of issuing Driving licenses through other district offices, centered on the Werahera Sub Office, is carried out in two ways, viz.

1. **On line**

at Hambantota, Anuradhapura, Gampaha, Kalutara and Kurunegala with pivotal functions at Werahera Office.

2. **Off line**

In all other district offices.

4. Motor vehicle related Technical services
5. Regulatory functions on air-emission (with a view to conserve environment)
6. Road safety related functions

2.3 Performance (January- 31st December, 2014)

Progress on department functions can be reviewed under three phases in the following manner:

1. Progress on Implementation of strategies contained in the Annual Action Plan.
2. Progress on capital projects
3. Statistical progress on public services

Requisite facilities for achieving more active and productive departmental performances are made available through the department.

1. Progress on Implementation of strategies contained in the Annual Action Plan.

- i. Implementation of a marking system for empowerment of drivers

Implementation of marking system with the objective of ensuring road safety consistent with the vehicle network driven in Sri Lanka and creating a disciplined force of drivers was proposed to be carried out Island wide in keeping with the Motor Vehicles Act No. 3 of 2011 and the pilot project thereof is being implemented, focused on the city of Colombo.

Requisite information is being collected and it is reported that 36.639 offences identified so far, have been computerized.

- ii. E-motoring project

This project, implemented as per ICTA Report, is presently carried out in several phases with the objective of a document-filming process to ensure preservation of files containing departmental documentation created in the process of rendering department services and also to facilitate departmental tasks.

In order to implement this project, the relevant files of correspondence has been re-constituted with due amendments with requisite consultancy services procured from the ICTA.

2. Progress on capital projects implemented under budgetary provisions.

- Head Office construction work
- Construction work at Werahera Sub Office
- Construction work at district offices
- Implementation of training programmes for human resources management
- Expenses incurred on printing driving licences can be regarded as projects with higher capital costs, implemented by the Department.

▪ Head Office construction work

Construction works at Head Office premises, reviewed under this project, are presently implemented in 03 phases, viz.

- i. Modernization at Motor Car Transfer Division
- ii. Modernization of building to be demolished
- iii. Construction work of drivers rest room and lavatory system

▪ Construction work at Werahera Sub Office

Although it was proposed to carry out project construction work at a cost of Rs. 236 Million, two activities are envisaged to be carried out during the year, depending on the availability of allocated annual provision.

- Driving track - Rs. 78.76 Million
- Vehicle park - Rs. 18.88 Million

▪ Construction work at district offices

The Department, running with the first and foremost objective of providing a wider and more efficient public service, has by now initiated action to provide basic services through its Island wide district office network.

Accordingly, driving licenses are printed and issued at district offices at Anuradhapura and Hambantota, while driving licenses are issued on line at district offices of Kurunegala, Gampaha and Kalutara.

As far as construction work at district offices are concerned, work at Tricomalee district office has commenced where as work at Jaffna district office is completed.

In addition, based on the requirements of providing a stream-lined office environment at district offices and improving the requisite infra-structure facilities

for rendering envisaged services, office modernization has been undertaken in district offices. Accordingly, relevant work is carried out in Kegalle, Kandy, Monaragala and Hambantota District offices.

▪ **Implementation of training programmes for human resources management**

Workers' motivation makes a significant contribution towards enhancing efficiency and productivity among the work force of the department. Motivation of workers provides a strong foundation for the department's trajectory towards optimum productivity and motivation process was accordingly accorded priority throughout the year of 2014 as well.

3. Statistical Progress of Public Services

	Task	31.12.2014
01	Written tests for obtaining driving licenses	87,149
02	Practical tests for obtaining driving licenses	77,030
03	Issue of Number plates (Colombo)	373,904
04	Issue of Number plates (out stations)	138,767
05	Inspection of garages and new trading agencies	29
06	Registration of garages and new trading agencies	677
07	Revalidation of garages and new trading agencies	108
08	Inspection of driving schools	26
09	Issue of Prototype	241
10	Issue of CMT Chassis Numbers	19
11	Issue of Trailer Chassis Numbers	1898
12	Issue of CMT Chassis numbers for custom auctioned vehicles	62
13	Inspection of Motor cycles	1444
14	Computerization of new motor cycles	275,832
15	Issues of weight certificates	8,075
16	Issues of Identity certificates	1514
17	Issue of Injunctions	2889
18	Removal of Injunctions	1808
19	Inquiries into accidents	4649
20	Participation in special duties	445

2.4. Estimated Revenue and Actual Revenue in 2014 (January-December)

Revenue

Details of Revenue/Vote	Estimated departmental revenue as at 31.12.2014 Rs. Million	Actual Revenue as at 31.12.2014 Rs. Million
Luxury Motor Vehicle Tax	2800.00	1114.85
Sales Tax on Motor Vehicles	68.00	51.93
Charges levied under Motor Vehicles Act	7450.00	8123.80
Total Revenue	10318.00	9290.58

Source : Department of Motor Traffic

When total revenue earned by the Department is taken into consideration, revenue collected through taxes levied under Motor Traffic Act shows a higher value of 86% while the veracity of taxes levied on sales of motor vehicles amounts to a lower rate of 0.57% of the total tax revenue.

Expenditure

Details of Expenditure	Estimated departmental expenditure as at 31.12.2014 Rs. Million	Actual expenditure as at 31.12.2014 Rs. Million
Recurrent expenditure	1446.05	1463.52
Capital expenditure	1048.25	922.54
Total expenditure	2494.80	2386.06

Source : Department of Motor Traffic

3. Sri Lanka Transport Board

3.1 Introduction

The SLTB is an Institution that makes a great contribution to the State sector through the provision of passenger transport services in Sri Lanka and plays a leading role among the State Institutions serving the public on all days of the year.

Vision

“To be the excellent provider of passenger transport”

Mission

“To provide the public a safe, dependable and comfortable road passenger transport at a reasonable fare system through a staff dedicated to service and obtain the optimum utilization of all resources functioning as a financially viable organization”.

3.2 SLTB Contribution towards Social Benefits

▪ Operation of early morning first and late night last trips

The SLTB is engaged in providing transport services to the workforce that helps to contribute to the economy of the country by operating the first early morning and late last night trips covering all the regions in Sri Lanka. This operation has caused immense loss to the SLTB from the past. However it provides these services treating them as a social obligation.

▪ Operation of rural buses

The contribution of the SLTB is such in linking the villages and cities to build up the rural economy it ignores the losses incurred in operating buses in less lucrative and unremunerative routes. Accordingly action is taken to augment the rural services by utilizing the 281 small buses procured last year. Action will be taken to augment these services further by procuring small buses as these services are essential services for the rural economic freedom .

▪ Operation of school bus services

The SLTB is taking action to create social benefits for a better tomorrow by bearing the brunt in issuing season tickets at concessionary rates. Accordingly sacrificing opportunities to earn revenue in popular and remunerative routes, with its limited resources available, it provides bus services to school children to their schools and homes at the specified times and is engaged in another national operation.

- **Bus operations during national festivals**

The SLTB operates bus services to religions related special days such as Sinhala & Tamil New Year, Wesak and Posen festivals, Kandy and Kataragama Esala Perahera festivals, annual Madhu and Talawila festivals, Sripada Pilgrimage and thereby provides relief to the people.

- **Season ticket Services**

The SLTB taking action to fulfill the transport needs at various levels by issuing season tickets to students of Schools, Universities and adults at concessionary rates, provides economic relief to the people

- **Transport service in expressways**

The SLTB has been successful in engaging in passenger transport activities in operating buses recommended for operation in the newly introduced expressways system in Sri Lanka. Accordingly currently our luxury buses operated in the expressways through the expressways system in Sri Lanka matches with the systems in the modern world.

- **Services rendered by SLTB when parallel passenger service fails**

When parallel transport services fail from time to time, it is the SLTB that provides special relief to the travelling public in distress. With the bus fleet available in the SLTB it provides transport services on various occasions to the people in distress by operating buses in rural areas and cities.

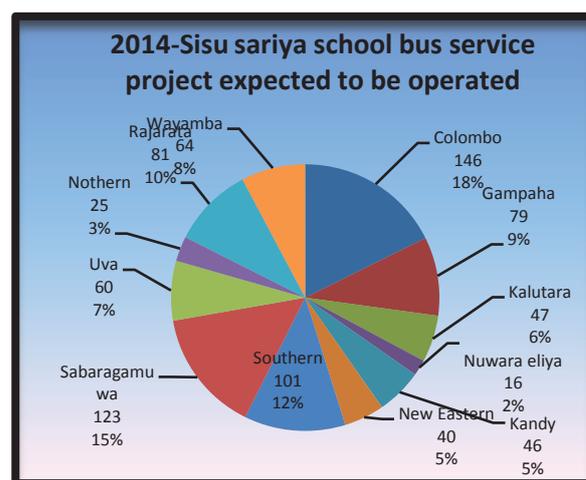
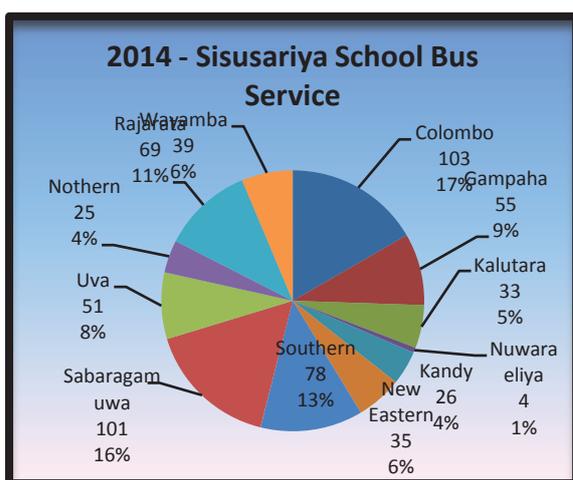
3.3 Progress achieved in 2014

During the year 2014 the SLTB was transporting about 2.53 million passengers a day. It is able to continue maintain this level through operation of about 5500 buses a day. The SLTB is dedicated to continue to serve throughout the Island by provision of public transport services such as operation of services in less lucrative and uneconomic routes and the early morning and late night last trips. In addition it operates dedicated bus services for officers and school children.

However even with the old bus fleet available it has been possible to maintain this level. This year it is expected procure 2200 new buses and it has already been planned to increase the number of buses released for operation to about 6000. Accordingly, in the future, it could have to be expected an increase in the number of passengers travelling in SLTB buses.

- The tendency in the SLTB to procure super luxury buses has been on the increase from time to time. Those buses are operated in the Southern and Katunayake expressways and thereby several intercity services are provided. Currently 42 buses procured on leasing basis are operated on expressways.

- In addition to the above buses, 68 super luxury buses were received after the Commonwealth Heads of Government Meeting (CHOGM) and these buses are operated by a Section established under the name of “SLTB Super Luxury Tourist Transport Service”.
- According to the other objective of the SLTB using the modern technological tools for raising the standards of the public transport service, installing electronic digital destination boards in three languages has begun. Under this project in addition to the buses available now, the 2200 new buses procured also will be installed with electronic digital destination boards. Decided to install electronic digital name boards to all the buses to be procured in future as well.
- The project of introducing electronic ticket machines has now been completed in in the Western Province, Yatinuwara depot, Southern Province and the Puttalam District. Accordingly currently the SLTB has provided 2800 electronic ticket machines and it is expected that in future these machines will be provided to all the buses.
- Making students accustomed to usage of electronic season tickets has begun. Currently this has been extended to 85 schools covering Colombo, Gampaha, Kalutara Districts, Southern Province and Katragama areas. The SLTB has now succeeded in making 12000 students accustomed to the use of these tickets.
- Under the project of sisusariya bus service 662 buses have been released for service and it is expected to operate at least 100 buses throughout the Island in the future through this Project. Accordingly at the end of 2014 with the buses expected to be operated under the total sisusariya project are shown below.



- When years 2012, 2013 and 2014 are compared, the SLTB was successful in enhancing its waybill revenue comparatively in 2014. It was revealed that it has been possible for the SLTB to increase the waybill revenue in 2014. Accordingly in comparison to 2013 the revenue has gone up by Rs. 2330.80 Mn.

3.4 SLTB fleet of buses

The SLTB has succeeded in operating a fleet of 5633 productive buses at the end of June 2014. Out of this 2996 buses are under 10 years old and at the end of 2014 it is planned to increase the fleet of buses which are under 10 years old to 5299.

2014 Productive bus fleet - age wise (as at 2014.12.31)	
	Total fleet
Less than 10 years	4110
More than 10 years	3350
Total productive bus fleet	7460

- 298 new buses were added to the fleet of the SLTB at the end of 2013 and during the year 2014 new buses numbering 2200 which were procured have now been received.
- Bus fleet is rehabilitated and through this action is taken to maintain the bus fleet.

Bus rehabilitation and repairs			
Bus repairs	2012	2013	2014 November
No. of buses subjected to full overhaul under the Rehabilitation Project	303	227	66**
Engines	632	820	629
Gear boxes	223	377	393
Bus bodies	203	217	207

** Only the number of buses for Rehabilitation project are shown.

- During the past period a proper procedure has been formulated to procure and supply spare parts according to requirements of engines, gear boxes and bus body repairs from Suppliers approved by the Tender Board on a tax free basis. As at now due to this process expenditure for spare parts has come down to an extent.

- When the last few years are compared the number of buses released for operation daily and the number of buses operated have gone up. The average number of buses operated in 2012 and 2013 is 4361. The same level of operations is being maintained in 2014 as well.
- The average number of kmm. operated per day at the end of July 2014 is 1,005,908. When compared with the past years the number of kilometers operated have gone up from time to time.

3.5 SLTB Human Resources

At the time of the establishment the SLTB had a heavy excess of workforce. However, a gradual decrease in the figure is seen today. However in future with the recruitment of drivers and conductors required for the 2200 buses to be procured, an increase in the number of employees is expected in 2014.

Employees structure from 2005						
Year	Regional offices and depots	Provincial Workshops	Driver Training Schools	Central Bus Station	SLTB Head Office	Total
2005.10.19	Individual breakdown of figures are not available					38,952
2006.12.31	35,252	1,121	55	370	834	37,632
2007.12.31	34,986	964	72	301	826	37,149
2008.12.31	33,821	917	80	284	1,028	36,130
2009.12.31	33,134	827	85	286	1,033	35,365
2010.12.31	32,601	782	84	263	1,042	34,772
2011.12.31	32,135	775	58	268	1,027	34,263
2012.12.31	31,761	757	57	273	958	33,806
2013.12.31	30,590	722	57	288	973	32,630
2014. 06.30	31,395	712	55	270	890	33,222

- In order to increase the productivity of the SLTB personnel Training Programmes are conducted. The following Training Programmes are being conducted.
 - Technical training for mechanics.
 - Tamil Language Certificate Course
 - Computer Certificate Course.
 - Training for drivers and conductors in the prevention of accidents.

- Training for Security Officers
- Training Programme for driver and conductor recruits.
- Training Programme related to administrative system.

3.6 Development of infrastructure facilities necessary for the SLTB

In spite of the prevailing financial constraints the SLTB has taken steps to develop the infrastructure facilities as shown below:

- Repairs and construction work to depots, Head and Regional offices and Bus stands belonging to the SLTB.
- Completing repairs to Kaludawela Circuit bungalow.
- Completing repairs and renovation to the Nuwraeliya Circuit bungalow.
- Completing repairs to Udubaddawa Provincial Workshop
- Establishing a Fuel Filling Station at Koggala (Rs. 20Mn. allocation is requested).
- Repairs to Medawachchiya Provincial Workshop.
- Completing repairs to Kurunegala Provincial Workshop.
- Driver Training School, Kalutara
- Driver Training School, Angulana.
- Construction of tourist depo at Angulana.

3.7 SLTB Progress - 2013 - 2014

Progress of the SLTB - 2013 - 2014			
Description		2013	2014
1	No. of passengers transported daily	2,452,807	2,532,177
2	No. of kmm. operated daily	941,644	1005,908
3	No. of employees	32,630	33,322
4	No. of luxury buses operated	102	108
5	No. of sisusariya buses	625	627
6	Using electronic ticket books	1,900	2,800
7	Using electronic season tickets	-	12800

3.8 Challenges to overcome in the year 2014

- **Payment of Outstanding to Employees Provident Fund**

At the beginning of 2014, the accumulated outstanding to Employees Provident Fund (EPF) to be paid over 460 SLTB employees was totaling to about Rs.6900 Mill. SLTB confronts with a severe challenge of looking out for alternative ways to settle down this during the year 2014.

- **Payment of Gratuity**

The outstanding of Gratuity to be paid to the employees by the beginning of 2014 was Rs. 382.2 Mill. Settling down this amount is a challenge to the SLTB.

- **Deploying the excess number of employees effectively in service.**

SLTB, at the dawn of the year 2014, had a staff comprising 32,630 employees who claimed for an excess of staff as compared to the number of buses available in SLTB. Generally, a private bus operating in passenger services have only 02 employees whereas a SLTB bus is burdened with 07 employees per bus. SLTB is, thus, confronted with the challenge of directing the employees towards effective employment within the Board and, thereby, to address the employee issue.

- **More than half of the daily revenue spends on fuel**

Daily revenue of the SLTB being generated at the beginning of the year 2014 was approximately Rs.53 Mill. which was about Rs.56 per Km. At the beginning of the year 2014, fuel cost borne by the SLTB was Rs.33 Mill.per day which is now about Rs.35 Mill. It is a challenge to the SLTB to look for various ways and means to enhance the fuel efficiency in order to minimize the fuel cost of buses.

- **Failure to update the current fleet on regular basis**

Given below is the structure of the SLTB's total bus fleet at the beginning of the year 2014

Effective Fleet – In terms of the age (as at 01.01.2014)				
Age Category	No. of Buses		Total Fleet	Total Fleet as a Percentage
	In operation	Not in Operation		
Less than 02 years	581	22	603	8%
Between 02-05 years	255	26	281	4%
Between 05-10 years	1,677	337	2,014	28%
Between 10-15 years	1,381	1,105	2,486	35%
Over 15 years	912	847	1,759	25%
Total	4,806	2,337	7,143	

It is, thus, apparent that about 60% of the fleet falls under the age category of over 10 years. SLTB, thus, confronts with the challenge of updating the fleet as the effectiveness of the fleet directly affects the operations process.

- **Excessive maintenance cost over old buses.**

At the beginning of the year 2014, from the total fleet of the SLTB 4245 number of buses were more than 10 years old. These old buses generally claims for a higher per kilometer cost. Under such circumstance, a higher portion of the SLTB revenue is to be allocated to meet the excessive maintenance cost associated with the buses. Higher maintenance cost over old buses is another challenge that has to be resolved by the SLTB.

- **Increased loss of revenue on season tickets and free bus passes**

Revenue loss of the SLTB at the beginning of the year 2014 over issuing of season tickets and free bus passes was about Rs.1506 Mill. In spite of the fact that fees are charged for 21 days per month on school season tickets, it allows the students to travel over 30 days and this, too, contributes towards losing certain revenue to the SLTB.

- **Duly payment of installments over 2200 buses to be purchased on lease basis**

2200 new buses are proposed to be purchased on lease basis within the year 2014. Amidst the challenges being confronted by the SLTB need for payment of instalments comes to the forefront.

- **Renovation of Regional Workshops and Ampara Tyre Factory**

No renovations have been done to regional workshops and tyre factory in Ampara since 2013. As a consequence, the buildings, machinery, and equipment are currently in need of renovation which associates with a massive cost.

- **Renovation of depots and improvements to infrastructure**

SLTB demands an excessive sum of money to acquire infrastructure for maintenance and renovation of its 106 depots. Some of these depots are already in a pathetic condition due to lack of regular renovations. Generating sufficient funds, however, to bring about renovations and improvements to the depots is a hard task to the SLTB.

- **Computer networking of the Head Office and Regional Offices**

SLTB intends at networking the organization adopting an appropriate networking system to facilitate faster accessibility to accurate information. However, SLTB in 2014 confronts with the challenge of purchasing resources and finding capable human resources to move ahead with the project.

- **Electronic Ticketing Machines**

Each SLTB bus need to be provided with an electronic ticketing machine intending at meeting up with legal requirements as well as minimizing loss of Way Bill revenue. However, as these machines are very expensive SLTB confronts with the challenge of initiating the purchase of machines.

4. National Transport Commission

4.1 Introduction

The National Transport Commission was established under the National Transport Commission Act no. 37 of 1991. The progress achieved in carrying out the duties and responsibilities assigned by the Act in the interim is noteworthy.

Transport has been assigned a major role in order to achieve a country's development goals in the current economic scenario. A country's transport provides a huge contribution towards its economic and social development.

The main function of the National Transport Commission is to formulate necessary constitutional acts to streamline the transport requirements in the country by establishing a regulatory framework necessary to ensure an efficient and productive passenger transport network.

Vision

“Ensure a quality, cost effective and safe integrated transport system and services that will provide for the socio-economic development across the country and the different mobility requirements of every individual and co-operate citizen of Sri Lanka”

Mission

“To advice the Government of Sri Lanka on the National policy relating to passenger transport and to establish the required regulatory framework in order to ensure an efficient bus transportation system which meets the transport needs of the public”

4.2 Activities undertaken in the year 2014 in order to provide a qualitative transport service

▪ ‘Sisu Seriya’ - School Bus Service Project

A regular bus service that is regulated and constitutes of reliable security that is exclusive for school children is implemented throughout the island as ‘Sisu Seriya’ by utilizing both the buses of the Sri Lanka Transport Board and of the private transport sector with a concessionary bus fares scheme that covers all routes and schools centered on cities in the island under the state patronage. The main objective of this project is to enable the growth of a wholesome future generation by creating a conducive environment that enables the school children to attend school on time devoid of any mental or physical inconvenience and return home safely due to the reliable service. The other objectives of this project are to provide economic relief to the families through the concessionary bus fares scheme, minimizing the consumption of fuel by deploying large buses instead of

several small vehicles and thereby saving foreign exchange, preventing environmental pollution and reducing the run time by minimizing the excess traffic prevalent in the roads and integrating the bus services of the private sector as well as the state sector into the national services of the country. This service is implemented on a pre-arranged concessionary rate per kilometer in order to minimize the loss incurred by the operators owing to the decrease in the revenue as only 50% of the normal charges are levied from students in school buses under this project.

The following Sisu Seriya services were operational by the 31st of December 2014.

Province	Number of Sisu Seriya bus service
Western	298
Southern	111
North Western	237
North Central	131
Sabaragamuwa	122
Uwa	67
Eastern	101
Central	35
Northern	23
Inter Province	10
Total	1135

This project had incurred an expenditure of Rs. 474.04 million by 31.12.2014.

▪ **‘Gami Seriya’ – Bus Service Project for Rural and Uneconomical Routes**

The transport service under the Gami Seriya project operates as a medium of linking the rural and urban areas. The objective of this project is to provide economical and reliable transport facilities to the people who are in rural areas and travel to the cities to fulfill their daily needs.

This project has identified the real uneconomical routes through a definite and reliable method, and carries out providing provisions in consideration of the loss in revenue of those who provide their bus services for the identified uneconomical routes.

While these services are implemented centered in the North Western, North Central, Eastern and Southern provinces, they are provided according to the requests received by the Commission. This project is the sole service provided in the routes requested, and they have no other passenger transport services operating in them. Therefore it is essential that this project is implemented in such routes and while all buses operating in such routes are installed with a G.P.S device for its supervision, the required supervisions are carried out through it and the provisions are paid accordingly.

21 Gami Seriya services were implemented by the 31st of December 2014 and the expenditure incurred during the year was Rs. 10.08 million.

- **‘Nisi Seriya’ –Night Bus Service**

The main objective of this project is to avoid the difficulties faced by passengers due to the lack of bus services during night time and early morning and provide them with reliable and secure public transport facilities in order to reach their destinations.

The number of services that were operational by 31st of December 2014 was 114 and the expenditure incurred is Rs. 11.75 million.

Province	Number of services
Western	44
Southern	15
Uwa	08
Central	22
North Central	06
North Western	13
Sabaragamuwa	03
Eastern	03
Total	114

- **Distribution of Bicycles for School Children**

With the aim of promoting the bicycle as an environmental friendly and economically profitable vehicle for the rural areas, the process of distributing free bicycles for school children in the rural areas under the Sisu Seriya project is an immense contribution to the society introduced by the National Transport Commission. School children in uncongenial areas with limited transport facilities and those students who reside in rural areas with limited public transport services and unfavourable road conditions for the Sisu Sariya service are provided with these bicycles under this project.

This project was introduced as a step of providing a medium of transport for school children in rural areas where public transport services are inadequate or not available at all. By the 31st of December 2014, 3364 bicycles were distributed among the students and total expenditure incurred was Rs. 39.84 million.

- **Preparation and Amendments of Timetables**

The prime objectives of this project are to uplift the quality of the public bus transport service by providing a reliable, safe and comfortable service and to protect the economic stability of the operators by preparing timetables that facilitate all operators with equal opportunities. In addition, this project also aims towards achieving other goals like, reducing the unfavourable competition that exists between the operators in the state and private sectors and maximizing the number of kilometers normally run by a bus per day.

Timetables were drafted for 416 buses out of the 454 inter provincial bus services, and 70 timetables were implemented with the total expenditure of Rs. 1.80 million by 31st of December, 2014.

▪ **Awareness Programmes on Road Safety**

As the recent years has seen an alarming increase in the percentage of road accidents involving school children, the National Transport Commission has identified the need to conduct awareness campaigns for school children on road safety, and has launched a special programme for students involved in traffic control in all the schools of Sri Lanka. Here, the objective of the National Transport Commission is to provide the students involved in traffic control with an extensive knowledge on road safety and thereby spreading the awareness on road safety to the other students in their respective schools.

By 31st December 2014, 05 workshops on road safety were conducted for school children. A number of 2550 students were instructed on road safety through the project. 08 more workshops were conducted for drivers and conductors and more than 750 drivers and conductors were provided awareness through the programme. An expenditure of Rs. 1.75 million was incurred by this project.

▪ **Monitoring the Private Inter-Provincial Buses through the GPS Based Vehicle Tracking System**

The National Transport Commission commenced and successfully operates the monitoring of the inter-provincial bus service by integrating the GPS and other technologies as a method of incorporating Information and Communication Technology into the public transport sector, in order to establish a qualitative and secure public transport service, focusing on resolving the challenging issues that have turned out in the service.

Under this project, 2095 inter-provincial buses were able to be installed with the GPS system by the 31st of December 2014 through expediting the process.

Activities have commenced to expand the currently operational monitoring system by expanding the control room with the objective of providing prompt solutions and taking the necessary measures to the complaints from passengers by integrating with the hotline section which is a part of the Public Complaints Unit.

The total expenditure for constructing the control room was Rs. 18.19 million and Rs. 24.38 million for purchasing GPS Units by the 31st of December 2014.

▪ **Bus Fare Rectification**

With the aim of charging a bus fare relative to the distance travelled by the passenger and establishing the fares according to a definite standard, the bus fare policy had recommended the average distances for determining the fares. This project was launched with the objective of implementing those recommendations and thus by the end of the year 2011 the bus fare anomalies in all the inter-provincial routes and the routes in the

Western, Central, Southern and North Western Provinces were rectified and standardized fare schemes were implemented. All the bus routes in the Eastern Province were measured and standardized fare schemes were prepared for 300 routes by the end of the year 2012. Likewise 574 bus routes in the Sabaragamuwa and 480 routes in the Uva Provinces were measured and standardized fare schemes were prepared for them. The expenditure incurred by this project during the year 2014 is Rs.0.95 million.

▪ **Registration and Training of Bus Crew**

Special training programmes are launched to improve the service conditions and the level of discipline of drivers and conductors engaged in inter-provincial passenger transport services. The bus crew who successfully complete these training programmes are issued proficiency identification cards and certificates under this project. Accordingly 872 drivers and 975 conductors have been trained through these programmes for the year 2014. The National Transport Commission has taken relevant steps to enhance the quality of these training programmes with the affiliation of the Sri Lanka Foundation Institute throughout the year 2014. In addition, steps had been taken to provide uniforms for the inter-provincial bus drivers under this project. The total expenditure incurred by 31.12.2014 is Rs. 4.95 million.

▪ **Public Complaints**

The Public Complaints Investigation Unit was established with the objective of providing a qualitative, efficient and courteous service to the public using the inter-provincial bus service. This has been developed enabling the public to lodge their complaints throughout 24 hours a day. The complaints can be lodged via a special hotline (0112595555) with the code number (1955), fax, e-mail and letters, by lodging them directly at the Commission Office or by presenting the complaints to the Bastian Mawatha Bus Terminal. This Unit carries out the functions of receiving and recording public complaints, carrying out enquiries and taking the relevant measures for such enquiries. The prime objective of the Public Complaints Investigation Unit is to provide the public with an efficient, qualitative and secure transport service. By the 31st of December, 2014, 4068 complaints were resolved out of the 5269 total number of complaints received by the Public Complaints Investigation Unit.

▪ **Mobile Inspections**

The Mobile Inspection Unit conducts inquiries on the violations of conditions that are assigned for buses issued with permits for inter-provincial passenger transport, in accordance with the power vested by the National Transport Commission Act [no. 37 of 1991](#) on the National Transport Commission. The Mobile Inspection Unit also carries out functions such as reporting to the Investigation Unit on the buses which run on the inter-provincial routes violating the conditions of the passenger transport service permits, providing support in taking judicial measures on buses which run on the inter-provincial routes without such permits and contributing towards providing a qualitative passenger transport service. Furthermore this Unit has been expended for the inspections of the

Sisu Seriya and the Nisi Seriya bus services that are operated by the National Transport Commission under the state patronage.

22,008 buses had been inspected by the Mobile Inspection Unit by the 31st of December 2014.

▪ **Surveys**

Surveys are conducted to provide the necessary data to formulate the policies of the National Transport Commission and to provide necessary information for formulating plans and timely decision making. As passengers using the public transport services and the bus operators are the main parties constituting the proceedings of the National Transport Commission, in order to treat both parties justly, the Survey Unit carries out its key role of compiling the required data in order to efficiently manage the demand and supply for public transport.

While the Unit mainly conducts surveys on passenger demands for this purpose, it also provides the required information to prepare timetables for inter-provincial buses, formulate plans and resolve problems that arise according to the situation, by supplying accurate data on passenger demand and supply.

This Unit has conducted 49 surveys by the 31st of December 2014 bearing a total expenditure of Rs. 1.67 million.

▪ **Construction and Improvement of Bus Terminals**

➤ **Constructing the Vavuniya Bus Terminal**

The National Transport Commission has taken a step towards improving the quality of the public transport service by constructing the Vavuniya Bus Terminal, and the construction of this bus terminal was launched in the 3 acres of land allotted by the Agricultural Research Centre.

There exists two buildings of 800 square meters and 1100 square meters in the plan prepared by the State Engineering Corporation, that will facilitate parking 34 buses at once as 13 long distance buses and 21 provincial buses.

Moreover, the terminal consists of the required facilities such as toilets, rest rooms and a canteen for having meals for all the passengers including the disabled. The construction of this terminal commenced on the 31st of January 2014. A progress of about 80% was achieved in the construction by the 30th of December 2014, and a total expenditure of Rs. 53.97 million was incurred by its first step by 31.12.2014.

➤ **Thalavakale Bus Terminal**

Construction of the Thalavakale bus terminal was commenced by the National Transport Commission under the provisions granted by the Ministry of Finance and the guidance

of the State Engineering Corporation, at the behest of the Municipal Council for the passengers who have been leading an arduous life without a bus terminal for many years.

The terminal facilitates housing 08 buses simultaneously and provides with toilet facilities for all passengers including the disabled. The total expenditure incurred by 31.12.2014 was Rs. 27.99 million.

➤ **Improving Bus Terminals**

The National Transport Commission has also undertaken to modernize the currently operational Bastian Mawatha and the Nuwara Eliya Bus Terminals with the aim of providing an efficient transport service to the public utilizing the public bus services.

▪ **Preparing the National Transport Data Collection**

The main objective of this project is to collect, store and analyze statistical data required by the institutions and authorities engaged in making policies and preparing plans on transport to identify and provide solutions for the problems pertaining to transport. This project was established in March 2010.

The scope of this project is to publish a Statistical Annual Report on National Transport Data collected from the relevant institutions under the Ministry of Transport and produce a formal analysis by means of the collected data. The Statistical Annual Report on National Transport Data for the year 2014 was completed by the 31st of December 2014.

This project incurred a total expenditure of Rs. 1.62 million.

▪ **Developing the Internal Information System**

The information pertaining to the inter-provincial passenger transport service directed through the relevant sections have been entered into the official website of the National Transport Commission according to state standards in order to provide access for the public and inform the permit holders. Convenient methods have also been introduced to ease the accessing and updating of the information given in the official website of the National Transport Commission.

A total expenditure of Rs. 10.73 million was incurred by the 31st of December 2014.

▪ **Physical Checking of Buses and Issuing Passenger Service Permits**

The National Transport Commission carries out functions such as conducting quality assurance on the noise level and other conditions (Length, Breadth, Height and the Space between seats) of the buses, recruiting drivers and conductors who have undergone formal training and are registered in the Commission and researching, surveying and introducing necessary criteria for relevant enforcements about the ability to issue regularized tickets and other conditions with the objective of improving the conditions of buses engaged in passenger transport services as the main medium of transport and providing a safe and comfortable service to the public until their destinations.

National Transport Commission has taken actions to issue passenger service permits by paying due consideration to the transport requirements of the public. The total number of inter-provincial buses owning road permits was 3221 by 31st of December 2014. 2055 out of this amount were general service buses while 444 were semi-luxury buses, 578 were luxury buses and 144 were super luxury buses.

▪ **Staff Training and Development**

The officers of the National Transport Commission were directed to national and international training workshops and courses that were required by the institution with the aim of enhancing the productivity of the officers through training and developing the staff of the institution.

The training given to the staff included road safety, human resource management, financial reporting in state institutions, certificate courses in English Language, Postgraduate degree on transport, customer service, state procurement system, standardized Sri Lanka financial reporting and scientific, economic and safe driving.

22 officers were given local training while 12 officers participated in foreign training during the year 2014. A sum of Rs. 4.07 million was spent for these programmes in the year 2014.

5. National Transport Medical Institute

5.1 Introduction

The National Transport Medical Institute has been established by the National Transport Medical Institute Act No.25 of 1997. Head office and twenty five (25) branch offices are established island wide for the purpose of achieving the prime objectives of the Institute.

The required services are facilitated by the Head Office and the branch offices to conduct qualitative medical examinations in high standard for heavy duty vehicle drivers and light duty vehicle drivers in Sri Lanka and issue medical certificates accordingly.

Vision

“Healthy driver behind each steering wheel”

Mission

“To be the leader in the transport medical field and to issue medical certificates after a qualitative medical examination to ensure the physical and mental condition of all driver applicants.”

5.2 Objectives

- i. To examine the physical and mental fitness of all candidates applying for driving licences.
- ii. Enhancement of the quality and the security stratagem of the medical certificate issued.
- iii. Achieve the quality of the service through effective human resource management.

5.3 Functions of the Institute

- a) To provide medical services and assistance to drivers and operators operating or driving all categories of vehicles including heavy-duty vehicles.
- b) To examine drivers and operators of all categories of motor vehicles including heavy-duty vehicles and furnish medical certificates of physical and mental fitness to such drivers and operators.
- c) To carry out medical examinations on drivers and operators of all categories of motor vehicles including heavy-duty vehicles and furnish recommendations regarding their suitability and fitness.
- d) To provide medical services and assistance in cases of accidents involving any category of motor vehicles.
- e) To ensure either by itself or in consultation with other organizations that motor

vehicles of all descriptions are operated or driven only by persons who are physically and mentally fit and competent.

- f) To appoint a panel of suitable medical officers to various districts and provinces for discharging its functions.
- g) To render medical advice and recommendations on industrial hygiene and industrial accidents.
- h) To set standards and prescribe parameters regarding transport medicine to be adopted and implemented by the relevant implementing authorities.

5.4 Current Performance

An overview of the primary functions of the Institute such as conducting medical examinations on candidates applying for driving licences and issuing medical certificates, performed on the guidance of the Chairman and the Board of Directors as the Chief Executive Officer within the year 2014 is given bellow:

Panel which conducted the Medical Examinations	Total No. of Medical Examinations conducted	Drivers failed at Medical Examinations on health grounds and the No. of candidates applied for Driving Licenses	Percentage of drivers failed at Medical Examinations and the candidates applied for Driving Licenses
Head office	77379	4296	5.55%
Kandy	35404	3950	11.16%
Galle	22860	3217	14.07%
Kurunegala	48802	2871	5.88%
Anuradhapura	26778	3539	13.22%
Hambantota	22318	1279	5.73%
Ratnapura	22076	1007	4.56%
Badulla	14945	1194	7.99%
Monaragala	10839	838	7.73%
Ampara	16262	763	4.69%
Batticaloa	20244	991	4.90%
Werahera	62151	5724	9.21%
Matara	17764	1314	7.40%
Vavuniya	7761	699	9.01%
Mannar	3162	189	5.98%
Trincomalee	11111	394	3.55%
Kilinochchi	5620	438	7.79%
Jaffna	19536	1396	7.15%
Gampaha	55932	4014	7.18%
Kalutara	22936	825	3.60%
Matale	12504	1103	8.82%
Kegalle	8133	489	6.01%

Mullaitivu	891	120	13.47%
NuwaraEliya	1955	208	10.64%
Polonnaruwa	1083	64	5.91%
Puttalam	299	15	5.02%
Total	548745	40937	7.46%

Note:

Note: Please consider that the total of the above medical examinations include only the medical examinations conducted in respect of the heavy-duty vehicles, light vehicles and issuing route permits.

- Out of 100 candidates applied for medical examinations 7-8 candidates were proved to be not suitable to drive vehicles on the ground of their health condition.

Number of medical examinations conducted during the year 2014 has increased by 47.57% as compared to that of the year 2013 as follows:

Year	As at 31.12.2013	As at 31.12.2014
No. of medical examinations conducted	371841	548745
No. of applicants failed	29593	40937
Percentage of applicants failed	7.96%	7.46%

- With the amendment to the Motor Traffic Act the validity period of the driving licence for heavy-duty vehicles has been extended from 3 to 4 years. Further, no candidate could apply for heavy-duty vehicle driving licence until he completes 2 years after having obtained the driving licence for light vehicles. In consequence of the so called fact, it was observed that the number of candidates applying for medical tests to our Institute was fallen short in the year 2013. However, by 31st December, 2014 a slight increase in the number was seen.

A policy decision, with effect from 21.03.2013, was arrived at for using of the new application for the light vehicle supported with the security stratagem and printed by the Institute itself, instead of using the MT31A used earlier and also to issue medical certificates only from the Institute except for Kegalle, Polonnaruwa, Puttalam, Mullaitivu, NuwaraEliya, and Matale districts. Branch offices covering all districts were established by 31st December, 2014. And, thus,, medical certificates are currently issued strictly by branch offices for heavy as well as light vehicle driving applicants. Accordingly, the customers seeking service at the Head Office and all other branch offices have been increased in the year 2014 as compared to the year 2013.

Month	No. of Medical Examinations Conducted in respect of Light Vehicle Driver Applicants	
	2013	2014
January	2908	29746
February	2556	27209
March	3089	28498
April	13285	20465
May	19196	25568
June	23304	26588
July	29507	31271
August	31215	34150
September	35902	44442
October	34189	38305
November	29313	37294
December	31468	41274
Total	255932	384810

- About 7%-9% of the persons referred by the Department of Police and the Courts to the Institute are identified to be not physically or mentally fit to drive a vehicle. Accordingly, we have contributed to minimize traffic accidents by way of ensuring that unhealthy or unfit drivers are not driving vehicles on roads.

Year	2014		
Month	No. of persons referred for medical examinations by the Department of Police and the Courts	No. of Candidates Failed	Percentage of the Failed Candidates
January	252	17	6.75%
February	196	17	8.67%
March	214	17	7.94%
April	196	10	5.10%
May	209	14	6.70%
June	245	33	13.47%
July	271	18	6.64%
August	250	27	10.8%
September	266	29	10.90%
October	269	21	7.81%
November	210	17	8.10%
December	195	17	8.72%
Total	2773	237	8.54%

- To ensure prevention of appearing the deceitful persons at medical examinations actions were initiated to affix a photograph of the candidate to the medical report effective from the year 2009. As a result, a studio was established within the Institute for effective discharge of the service and, furthermore, it was made compulsory that the photograph affixed to the medical report shall be taken from the studio established within the Institute itself. Meanwhile, studios have been established at branch offices too. Further, initiatives were taken to obtain photographs through Web cameras in order to ensure this is a safer system and the facility is currently available at Head Office and branch offices at Werahera, Gampaha, Kegalle, NuwaraEliya, Mullaitivu, Galle, Trincomalee, Batticaloa, Polonnaruwa, Puttalam, and Kurunegala. These branches are also facilitated with computers enabling to generate computerized medical certificates whereas the rest of the branches are to be computerized soon.
- With the objective of facilitating the customers with an efficient and effective service branch offices were established in Kegalle, NuwaraEliya, Mullaitivu, Polonnaruwa, and Puttalam districts on 01.07.2014, 17.10.2014, 10.10.2014, 11.11.2014, and 15.12.2014 respectively.
- District offices in Gampaha, Badulla, Kurunegala, Matara, and Batticaloa have been established at appropriate building with spacious premises while district offices in Kalutara and Mannar are established at District Secretariat buildings after renovations. Meanwhile, renovations to the first floor of the Head Office building is in progress.
- Awareness programmes were conducted at 'Deyata Kirula' 2014 national development exhibition to create awareness among the masses in Wayamba Province while centering Kurunegala District.
- In view of enhancing the quality of the service provided by the Institute an opportunity has been made available for a medical officer to follow the Diploma Programme on Professional Health conducted by the University of Colombo.
- A medical officer of the Institute is given the opportunity to follow the Post Graduate Diploma programme conducted by SLIDA / employees of the Institute were given the opportunity to participate at one day seminars and training programmes.
- Various welfare programmes were conducted targeting at motivating the employees of the Institute.
- Ensuring maximum utility of the land space of the Institute the customers have been accommodated vehicle parking facilities and, similarly, on the request of a private company parking facility was allocated for them this year too. This has contributed to generate an additional income to the institute.

- A special medical camp was conducted in Mullaitivu District where there is no branch office established, to issue medical certificates to the differently abled persons. At the medical camp 108 people were issued with medical certificates.
- Finger print machines were installed at all branch offices to ensure that employees are reported to duty on time as it is a vital factor in discharging an efficient service.

6. Lakdiva Engineering Company Ltd.

6.1 Introduction

The principle objective of the organization is to repair the SLTB buses at a low cost yet under high standard and add to the public service.

Vision

“Contribute towards facilitating a better and attractive service to the passengers”

Mission

“To repair the damaged buses belonged to the Sri Lanka Transport Board as well as to the individual operators under concessionary basis yet in high standard enabling to add them to the passenger service”

6.2 Progress of within the year 2014

Month	No. of Buses	Funds received from SLTB Rs. Mill.	Manufacturing Cost Rs. Mill.	Profit Generated Rs. Mill.
January	02	432,142	348,353	83,789
February	04	2,673,837	2,181,452	492,385
March	07	3,899,745	3,170,990	728,755
April	01	252,482	201,220	51,262
May	03	1,813,555	1,460,344	353,211
June	04	2,868,353	2,343,240	525,113
July	05	2,304,514	1,861,745	442,769
August	03	2,590,487	2,112,503	477,984
September	03	2,377,795	1,926,400	451,395
October	03	2,297,056	1,865,925	431,131
November	02	1,409,888	1,150,130	259,758
December	05	1,303,303	1,058,137	245,166
Total	42	24,223,162	19,680,440	4,542,722

6.3 Infrastructure

A number of workshop buildings are scattered over the 04 acre extent of premises of LakdivaEngineering Company. All repairs to the SLTB buses (excluding engines) were carried out in these workshop premises.

6.4 Productivity Programme

Previously, it took about 2 ½ or 3 months to carry out a full repair to a bus. However, currently, within 1 ½ months the Company enables to complete the repairs and hand over it to the respective Depot. Further, semi-repairs to buses, which took about 1 ½ months earlier, are now completed within 30 days while buses met with accidents are repaired within 10-15 days to minimum within 05 days.