

# **Annual Performance Report**

# **2019**

**Ministry of Roads and Highways**

## *Forward*

This Annual Performance Report – 2019 of the Ministry of Roads & Highways is prepared in keeping with the instructions given by the Public Finance Circular no.402.

This report shows physical and financial performance of the Ministry of Roads & Highways

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## *Chapter 1*

# Ministry Profile

## 1.1 INTRODUCTION

During the past fifteen years, the Road Sector which comes under the purview of Ministry of Roads & Highways has contributed significantly for the economic and social upliftment of the country. In the year 2019, also similar to recent years the Ministry was able to carry out several nationally important development projects successfully. Further, actions were taken during the year 2019 to commence few new projects as significant initiatives in the social and economic development of the country.

The road network of a country is the most valuable and one of the largest community assets which are fundamental to the economic, social, cultural and environmental well-being of the community. Sri Lanka with a total area of 65,510 km<sup>2</sup> and about 21 million population ( Central Bank Annual Report -2019), is having a road density of about 1.76km/km<sup>2</sup> which is much higher than the road density values in most of the south Asian countries. Further in Sri Lanka road transport has become the dominant mode of transport it has many technical and economic advantages over rail transport under the present set-up resulting in 94% of passengers and 98% of freight are carried over by roads. The Road Development

Authority (RDA), Road Maintenance Trust Fund (RMTF), Maganeguma Construction Company, Maganeguma Consultancy Company and Maganeguma Emulsion Company and Expressway Transport Company (Private) Ltd are the main institutions which come under the purview of the Ministry of Roads & Highways. Off those, the Road Development Authority (RDA) is incorporated as a statutory body under the Ministry by the RDA Act No. 73 of 1981, became successor to the Department of Highways in 1986. RDA is the premier highways authority in the country and responsible for the maintenance and development of National Highways network consists of approximately 12,438 km of roads which can be categorized as 'A' class (Trunk) roads (4,215 km), 'B' class (Main) roads (8,005 km), Expressways (217 km) and 4,662 of bridges (span of more than 3m) as at the end of 2019.

In this report, it is expected to present detailed performance of the Highways & Road Development Sector and development activities carried out by The Ministry and the Road Development Authority & Project Management Units which come under the purview of the Ministry.

## 1.2 VISION, MISSION, OBJECTIVES

### 1.2.1 Vision

*“Be the excellent service provider in building and maintaining efficient, safe and world class road infrastructure”*

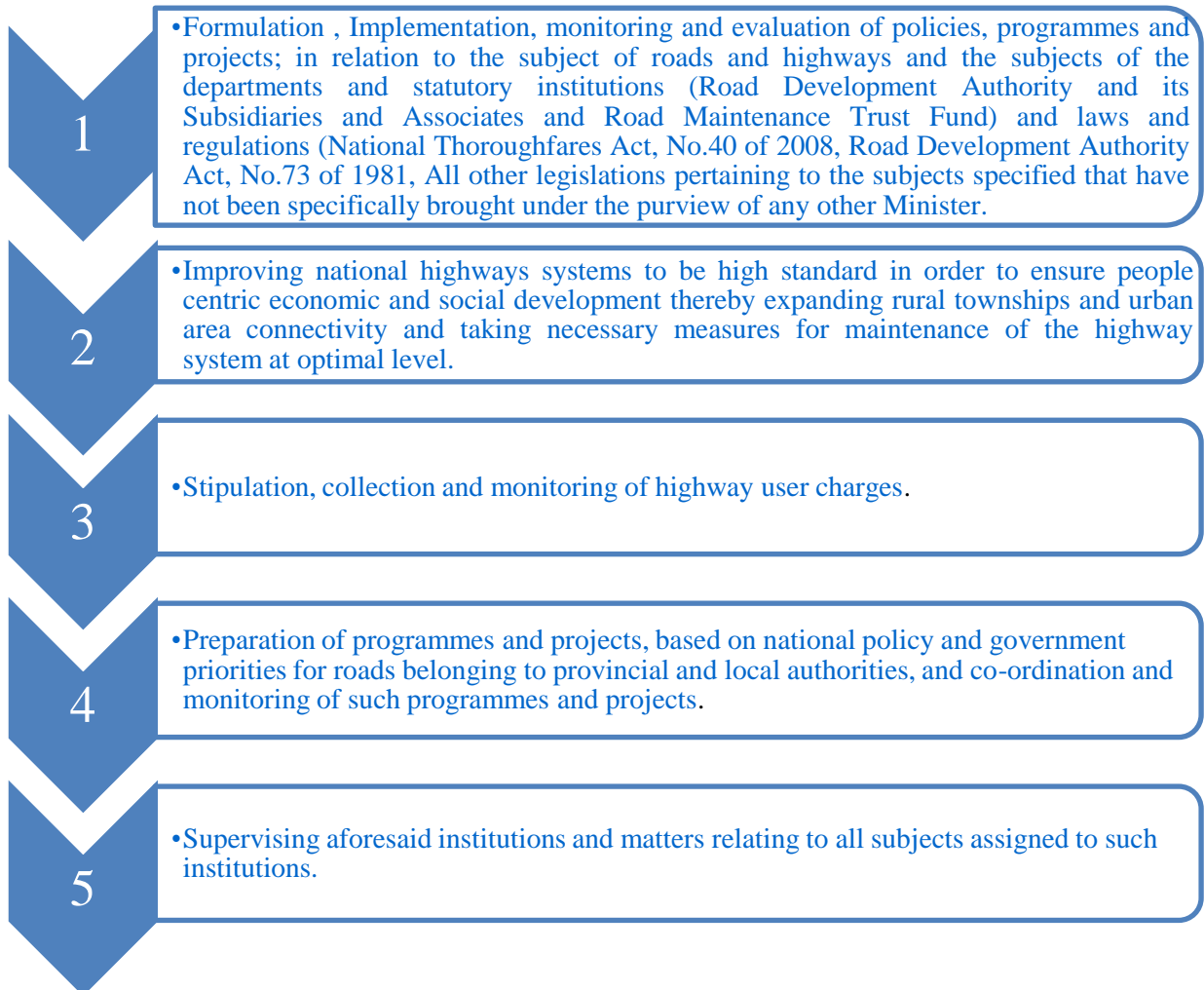
### 1.2.2 Mission

*“Develop, manage and maintain the highway network according to citizen’s requirements and national development goals by using expert knowledge, state of the art technology and optimal use of resource”*

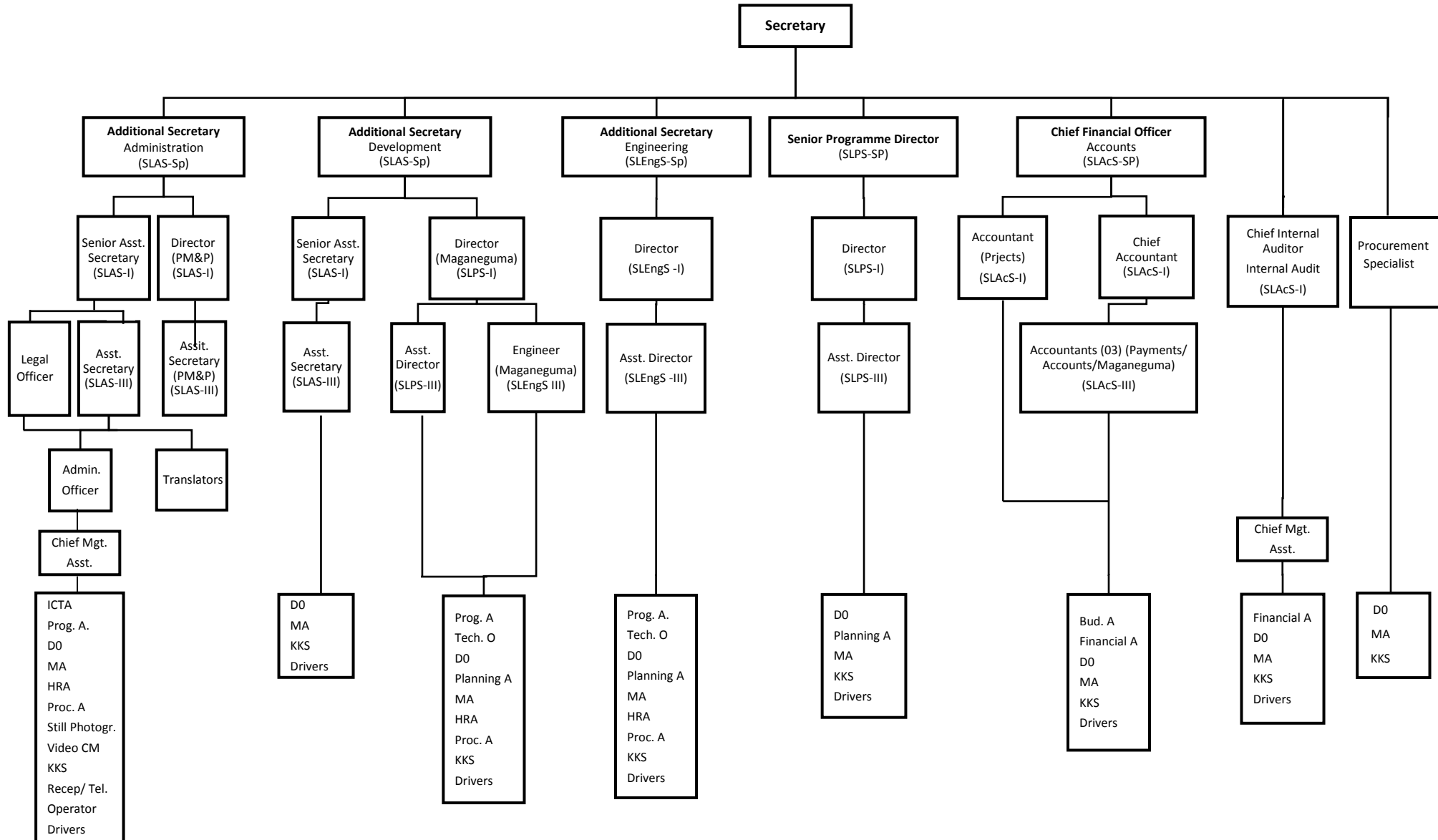
### 1.2.3 Objectives

- *Formulating national policies for highway sector in achieving national development goals*
- *Providing high mobility among townships, efficient connectivity among economic centers and improving accessibility for rural areas*
- *Maintain the road network in excellent standards to contribute sustainable development.*
- *Providing Intelligent Transport System (ITS) for efficient traffic management.*
- *Investing on capacity enhancement of road sector to ensure high level service and user friendly roads*
- *Invest in research and development for enhancement of the road sector*
- *Enhance road safety measures for road users*

### 1.3 KEY FUNCTIONS



1.4 Organizational Structure



## 1.5 OVERVIEW OF HIGHWAYS SECTOR

### 1.5.1 Functional Divisions of the Ministry

The Ministry of Roads and Highways is headed by Secretary along with the State Secretary assigned for the Ministry under 8 Functional divisions headed by 6 divisional heads as stated below.



#### • State Ministry of Roads and Highways

The State Ministry of Roads and Highways is established by the powers vested in extra ordinary gazette no.2154/55 dated 21.12.2019 and the State Ministry is headed by the State Secretary.

#### 1.5.1.1 Administration Division

The Administration division of Ministry of Roads and Highways headed by Additional Secretary (admin) and associated executive officers works under stated as Senior Assistant Secretary, Assistant Secretary and Administration Officer. Other than that the Project Management and Procurement Division is also functioned under the direct supervision of Additional Secretary (admin) where Director (Project management and Procurement) and Assistant Secretary (Project Management and Procurement) are assigned to complete the tasks. This division is responsible for all administrative activities of the ministry by establishing physical environment required to improve quality of activities carried out by all divisions.

#### Evaluation within the year 2019

1. Training Programmes (Local and Foreign) were conducted for all staff with the aim of establishing an efficient and productive public service via boosting capacities of officers in relevant fields during 2019 successfully as planned.
2. Further, an effective and qualitative service has been done for the general public by provision of information timely and accurately within the year and an information officer has been nominated separately to coordinate and responsible to implement such activities. Accordingly, the progress of efficiency of provision of information was again evaluated by the Additional Secretary if any appeals were submitted.
3. Necessary actions were taken to fulfill the functions of the Ministry

more accurately and effectively in order to achieve National Development Goals and guided the divisions of the Ministry to fulfill the assigned duties pertaining to each to accomplish annual targets.

4. Administration division has been able to mainstream and complete the tasks assigned appropriately by maintaining efficient and continuous coordination with institutions under the purview of the Ministry as well as with other institutions (public and private) throughout the year.
5. Other than those, the capacity building of the staff has been boosted within the reporting period in computer applications by facilitating optimum work environment to do so.

### 1.5.1.2 Procurement Division

The Procurement Division (Procurement Cell) of the Ministry of Roads and Highways has been established as per the instruction of then, National Procurement Agency (NPA), and functions the role of coordinating all activities relevant to the procurements fallen under the financial threshold of the Ministry and Cabinet level procurements. Road Development Authority (RDA), which is the Executing Agency (EA) of the Ministry, has formulated several Project Management Units (PMUs) in respect of each project. Such PMUs prepare their Annual Procurement Plan (APP) for each year and send them to the Procurement Division of the Ministry. This division consolidates all such procurement plans including internal divisions of RDA and

prepares the Master Procurement Plan of the whole Ministry.

This division facilitates for the implementation of the said Master Procurement Plan coordinating with the relevant other stakeholders such as, the General Treasury, other Line Ministries, National Procurement Commission (NPC) and Procurement Appeal Board (PAB) etc. The human resources of this division include a procurement specialist, one procurement assistant, three development officers, and one office Assistant.

List of cabinet and Ministry level procurement which were included in the procurement plan and 44 no. of procurements were awarded during 2019.

**(Annex 01)**

### Problems and Challenges

Following issues have been identified as problems and challengers in implementing the Annual Procurement Plan of the Ministry.

- a) Preparation of BOQs based on preliminary designs, where the accuracy of estimates is not completed prior to appointment of evaluation committees
- b) Procurement preparedness activities such as preparation of designs, BOQs, land acquisition, environmental studies have to be completed prior to appointment of evaluation committees.
- c) The scope changes after the project is started and inclusion of entirely new items to the procurement plan.
- d) Lack of procurement knowledge of staff (this could be resolve with capacity building programmes)

- e) Deficiencies in the bidding documents/specification lead to delays in the process resulting non adherence to Procurement Time Schedules (PTS).

### 1.5.1.3 Accounts Division

Finance division is responsible, as a custodian for handling, controlling and monitoring the budget allocation of the highways sector of the Ministry of Roads & Highways the annual budget. Management of the allocation, imprest and expenditure efficiently and effectively to ensure maximum economic benefit to the government can be stated as one of the major functions of the division. It comprises coordination roll between all the projects come under the highways sector and Road Development Authority with the Treasury and facilitating these projects and RDA to receive their imprest duly and subsequently.

Furthermore, the financial performance of each & every unit is closely monitored and reported by adhere to regulations stipulated in financial regulations and other governing rules.

### 1.5.1.4 Development Division

The Development Division of the Ministry of Roads and Highways is a collection of 2 divisions as Land Division and Rural Road Development Division.

#### ➤ Land Division

Land Division of the Ministry of Roads and Highways is responsible for facilitation of all the related activities adhered with land acquisition process of newly construction/rehabilitation of highways sector projects and maintaining a proper level coordination with the institutions where relevant stakeholders involved.

### Role of the division within the year 2019

- Submission of Hon. Minister's recommendations to the Ministry of Lands and Land Development in relation to the Acquisition Proposals as per the section -2 of the Land Acquisition Act. And obtaining the vacant possession under interim order 38 (a), in order to acquire lands for the implementation of new road projects and road development activities.
- Performing further activities related to the acquired lands in accordance with the Land Acquisition Act..
- Taking actions on paying compensation for the lands acquired.
- Coordination with the Ministry of Lands and Land Development , Road Projects , Department of Valuation, Department of Survey, Divisional Secretariats, Government Press etc.
- Holding of the meetings of the Land Acquisition and Resettlement Special Committee (Super LARC), preparation of committee decisions and inform the same.
- Submission of Reports asked by the Presidential Secretariat, Prime Minister's office. Parliament Committees etc.
- Assisting to resolve Public Grievances.
- Make necessary arrangements through the Land purchasing committee to purchase lands to resettle the persons who are affected due to the acquisition of lands to

construct new roads or road development activities.

- Revocation under section 39(I) of the Land Acquisition Act. But later identified that they are not required for the road development activities and submission of Hon. Minister's recommendations on divesting under section 39(a) (I) to the Ministry of Lands and Land Development.
- Submission of recommendations on the revocation under section 50 of the Land Acquisition Act for the lands which are identified that they are not required for road development activities, after issuing the order under section 2 of the Act.

#### **Achievement of the year**

- 92 Acquisition proposals under the Land Acquisition Act has been submitted to Ministry of Lands & Land Development.
- In order to obtaining the vacant procession under Land Acquisition Act, 73 recommendations of Hon. Minister has been submitted/forwarded to Ministry of Lands & Land Development.
- 27 number of meetings of land acquisition & resettlement special committees held and accordingly committee decisions taken for 325 land lots.
- Hon. Minister's 13 recommendations on divesting under section 39(a)(1) of the Land Acquisition Act and six recommendations on the revocation

under section 50 has been submitted to Ministry of Lands & Lands Development.

- Four land purchasing committees has been held to purchase lands to resettle the persons who are affected due to the acquisition of lands for construction of new roads or road development activities.
- Submitted solutions for issues forwarded from Presidential Secretariat.
- Given solutions to 467 issues / problems forwarded directly by the general public.

#### **➤ (Maganeguma) Rural Road Development Division**

Maga Neguma Rural Road Development Program which was commenced in 2004 with an allocation of Rs. 500 Million and expanded as an Island wide program. It is currently functioning under the purview of the Ministry of Roads and Highways with a Staff officers including Additional Secretary (Development), Director, Assistant Director, Assistant Director (Engineer), and subordinate staff including Development Officers, Management Service Officers, Management Assistants (RDA) and Office Assistants.

#### **Issues and Constraints faced in 2019**

- Inadequate imprest received from the Treasury, directly resulted for low progress of the program
- Low progress due to bad weather conditions in remote areas where access facilities are lower.

- Inadequate human resources capacity and technical capacity to implement Rs. 10,000 Million worth program within a short period of time
- Lack of proper method of contract awarding for projects
- Lack of proper monitoring mechanism to monitor the progress of the program.

#### 1.5.1.5 Internal Audit Division

Internal Audit Division has been established in this Ministry as per F.R. 133 which stipulates that Internal Audit Division should be established by the Chief Accounting Officer in his Institution in order to perform the duties and responsibilities stated in F.R. 128.

#### Audit Activities and Special Investigations carried out within the year 2019

Audits under the following audit fields have been carried out in the Ministry and projects on the risk evaluations identified within the year.

- Performance Audit
- Financial Audit
- Institutional Audit
- Physical field Inspections

Continuous audits and independent evaluations related to that, have been done as per the Audit Plan prepared by the Division and activities of the Development Projects implemented within the Highways and Road Development Section under the ministry have been audited to ascertain whether the anticipated objectives and targets have been achieved and necessary guidance has been given.

As per the instructions given by the Secretary, special investigations have been

done outside the Audit Plan in year 2019 and inspection reports on those incidents have been submitted. Through these internal audit inspections and special investigations, observations on internal controlling issues which directly affect the Ministry, have been submitted.

#### Achievement of targets and the Review

Audit activities have been implemented successfully as per the Audit Plan 2019. The Internal Audit Division was able to give effective audit Clarifications, Observations and recommendations through each audit inspection and special investigation and thereby eliminate the deficiencies in internal control systems in relation to the cadre management, Assets management, administrative and accounting deficiencies, improper use of vehicles, procurement activities and other matters and to submit proposals to strengthen the internal control system.

#### 1.5.1.6 Engineering Division

The Engineering Division bears all responsibilities of constructing highways within Sri Lanka on behalf of the Ministry of Roads and Highways. Supervision of implementing projects, reviewing of progress and conducting technical audits in projects are solely carried out by the Engineering Division.

#### Goals and Review – 2019

- Progress and quality of constructed highways and bridges and their performance reports are supervised by Additional Secretary (Engineering) and parallel participation for Project Steering

Committee (PSC) meetings were taken place.

- Highway Scheduled of Rates (HSR) – 2019 was completed and issued on February.
- Public complaints on construction work of highways received to the Secretary of Ministry in 2019 were supervised with relevant site reviews. And remedial actions taken were monitored.
- The roads were taken over as National Highways during the year as follows:
  1. Andarawewa – Hambantota Road
  2. Barawakubuka – Mattala Road
  3. Outer Circular Highway

#### 1.5.1.7 Planning & Monitoring Division

Planning & monitoring division of the Ministry of Roads and Highways is the main division responsible for formulating policies and supervision & Coordination of planning, implementing, monitoring and evaluation of all development projects comes under highways sector.

During 2019, the major tasks planned by the division have been completed successfully as expected and the progress achieved by each task can be stated as follows;

- Annual Work programme- 2019 was submitted to the department of national planning on 28<sup>th</sup> December 2018 and the revised annual work programme -2019 was submitted to the national
- audit office on 20<sup>th</sup> November 2019.
- Annual Performance Report – 2018 was submitted to the Parliament on 25<sup>th</sup> June 2019.
- Progress Report prepared for the budget debate was not prepared in 2019, since it was not required to be prepared, as informed by the Parliament.
- Altogether there were, 61 Project Steering Committee meetings were scheduled and conducted successfully representing 23 Project Management Units as at end of 2019.
- Other than that , the division has organized and guided the Road Development Authority for five Exhibitions/ Expositions conducted by Ministry of finance (V 2025-enterprise Sri Lanka), Ministry of Science, technology and Innovation (Shilpasena) and by Institute of Engineers Sri lanka (Techno Sri Lanka) within the year.
- Further, division has forwarded 14 project proposals to Department of National Planning and Department of External Resources after a thorough evaluation done scientifically.
- Other than those, quarterly progress reports of 2019, monthly progress reports and reports to be submitted to the department of national budget providing updated financial and physical progress of projects

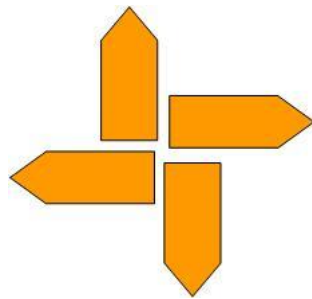
were submitted efficiently with evaluating the progress. further evaluation of progress reports submitted by project directors and conductance of activities mentioned under the functions of the division, were carried out efficiently and effectively as planned during 2019 also.

## 1.6. OTHER STATUTORY INSTITUTIONS

### 1.6.1 Road Development Authority

#### *Vision*

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



#### *Mission*

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

Road Development Authority is one of the Institutions under the Ministry of Roads and Highway which is the apex organization in Sri Lanka for highways sector. The Road Development Authority ( RDA) , incorporated as a statutory body under the Ministry of Highways by the RDA ACT No. 73 of 1981, became successor to the Department of Highways in 1986. Since then, the RDA has become responsible for the maintenance and upgrading the National Highway Network.

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

## 1.7 HIGHWAY SECTOR INVESTMENT

As the Government of Sri Lanka expects to maintain the economic growth in a higher rate, it has been identified as keeping the road network in a proper condition is vital to achieve this development target. In spite of the heavy investment on uplifting the living standards of the people in all over the country, the government has allocated a substantial amount of provisions to this sector to cater to the demands arisen within the Transport needs of the country. Further, it is highly noted that the investment in highway sector is very important due to reasons such as passengers can easily access to their destinations, saving fuel, reduce travel cost and vehicle cost and traffic volume. A summary of utilizations of investments made in Highways Sector since 2007 up to 2019, can be stated as follows.

**Table 1.7.1 – Highway Sector Investment (2007-2019)**

Year	Budgetary Allocation (Rs.Bn)	Expenditure (Rs.Bn)	Cumulative Expenditure (Rs.Bn)
2007	44.8	37.6	37.6
2008	63.2	56.8	94.4
2009	88.9	76.1	170.5
2010	89.5	84.7	255.2
2011	121.1	100.9	356.1
2012	136.0	134.1	490.2
2013	133.3	131.1	621.3
2014	148.0	148.0	769.3
2015	196.8	178.0	947.35
2016	172.6	141.7	1,089.08
2017	206.3	192.0	1,281.11
2018	196.4	166.7	1,448.03
2019	256.6	156.8	1,604.58

From the investment data given above, the highest value of investment was observed in 2019 since 2007 and the least was observed in 2007. Within the time period of reporting the investment was shown a rapid growth except in 2016 due to the implementation of major nationally important development projects as Expressways, National Highways and Flyovers & Bridges constructed on National Highways to improve the mobility, connectivity and accessibility within the country.

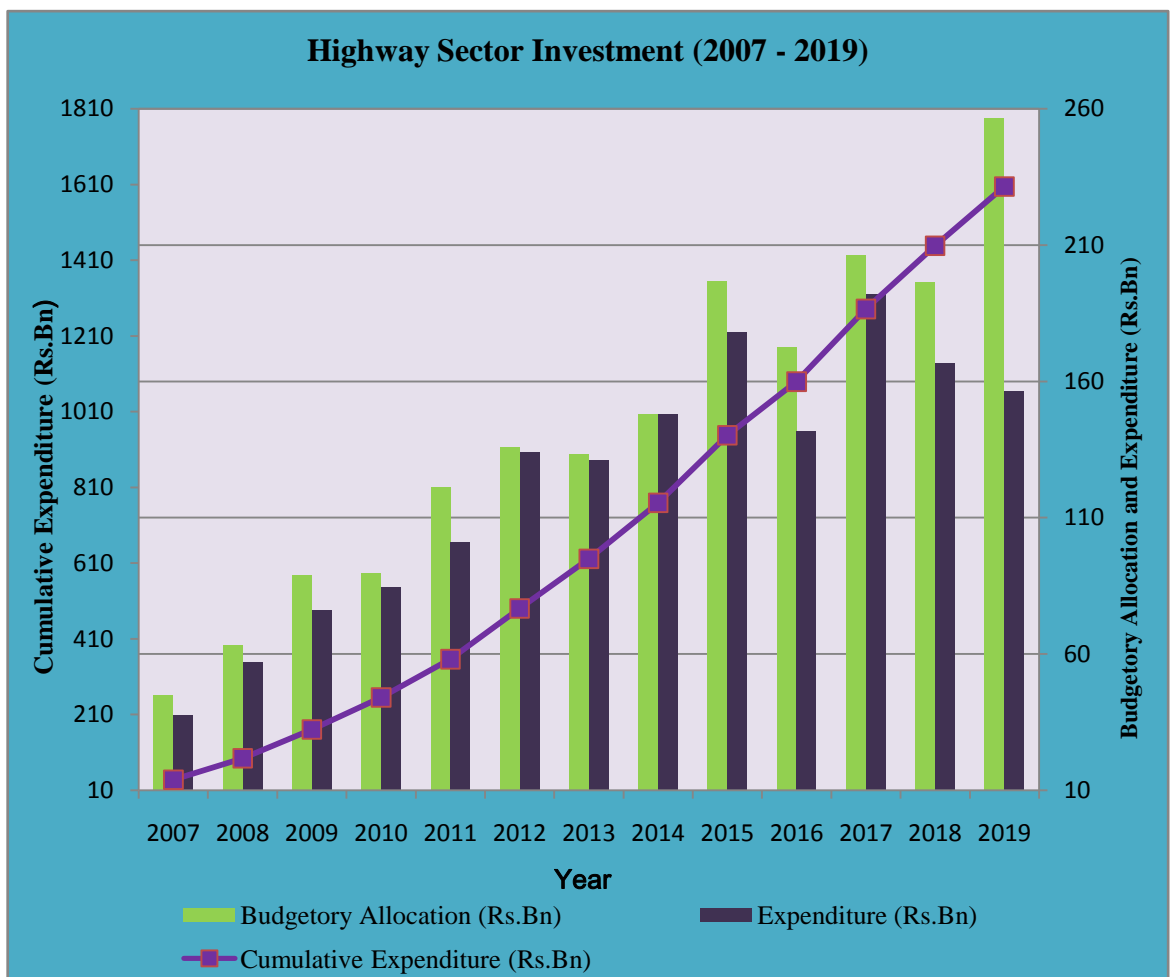
Construction of Southern Expressway, Colombo Katunayaka Expressway, and Outer Circular Highway radiating the traffic along were initiated and completed successfully releasing the demands within townships and facilitated the connectivity of rural areas with economic centers of the country. Accordingly, regional development of those areas was also been augmented with time. Thus the provincial contribution of those areas to the National Gross Domestic Production has uplifted within the recent years.

After the conclusion of the civil war against LTTE terrorist in 2009, the demands and the investments made to the development works in Northern and Eastern Provinces were upgraded and increased drastically. Thus restoration of damaged road infrastructure within those provinces were considered and taken as prioritized work to be done. This fact has affected the demands for highway sector investment in an exponential manner.

In 2019, the original allocation of Rs.185,280 million, was revised up to Rs. 256,584 million by additional allocation and supplementary budget for the Ministry of

Roads & Highways in 2019 under the budgetary head 117 to accomplish this endeavor. Although the investment was increased the expenditure reported was less than 3 quarters due to the fact that most of the bills of work done were not accounted within the expenditure since the delays occurred within the preparation of final accounts for the sector within the year and due to the limitations made by the

Department of Treasury Operations for Foreign funded projects where provisions needed to be released.



## 1.7.1 Details of Foreign Funded Projects

No	Project	Donor Agency	Total Estimated Cost (Rs.Mn)	Project Duration
<b>Expressway Development Programme</b>				
1	Central Expressway Project Section 1	EXIM Bank of China	171,405	2016-2022
2	Central Expressway Project Section 2	Local Banks	148,520	2017-2021
3	Central Expressway Project Section 3	Not Finalized	148,767	2018-2021
4	Central Expressway Project Section 4	Not yet finalized	165,383	42 months
5	Extension of Southern Expressway Project – Section 1	EXIM Bank of China	113,589	2016-2020
6	Extension of Southern Expressway Project – Section 2		55,200	
7	Extension of Southern Expressway Project – Section 3		31,574	
8	Extension of Southern Expressway Project – Section 4		52,156	
9	Outer Circular Highway Project Phase III	EXIM Bank of China	78,700	2016-2020
10	Ruwanpura Expressway Project	Not yet finalized	286,000 (Tentative)	Not yet finalized
11	Elevated Highway from New Kelani Bridge to Athurugiriya	BOT Basis	134,506 (Not Finalized yet)	Not yet finalized
12	Port Access Elevated Highway	Asian Development Bank (ADB)	55,915	2019-2025
<b>Highways Development Programme</b>				
13	Base Line Road Phase III (Land Acquisitions Only)	Local Banks	3,500	
14	Peradeniya – Badulla Road from Badulla to Chenkalady	Saudi Fund for International Development (SFD) & OPEC Fund for International Development (OFID)	21,000	2017-2021
15	Road Network Development Project -SFD	Saudi Fund for International Development (SFD)	9,055	2018-2020
16	Northern Road Connectivity Project ADB (Supplementary Loan)	Asian Development Bank (ADB)	12,026	2019-2020

No	Project	Donor Agency	Total Estimated Cost (Rs.Mn)	Project Duration
17	Road Network Development Project -OFID	OPEC Fund for International Development (OFID)	6,625	2017-2020
18	Colombo District Road Development (GOSL – OFID) II	OPEC Fund for International Development (OFID)	13,526	2017-2021
19	Rehabilitation & Improvement of Priority Road Project 3 Phase I	China Development Bank (CDB)	52,500	2014-2020
20	Western Province National Highways Project	OPEC Fund for International Development (OFID)	6,046	2017-2020
21	Southern Road Connectivity Project (ADB Loan No. 3027 – SRI)	Asian Development Bank (ADB)	13,400	2014-2021
22	Integrated Road Investment Programme I	Asian Development Bank (ADB)	120,000	2015-2024
23	Integrated Road Investment Programme II	Asian Development Bank (ADB)	135,000	2017-2027
24	Widening & Improvement of Roads and Bridges in Central and Uva Provinces	EXIM Bank of Hunan	14,000	2018-2020
25	Rehabilitation & Improvement of Priority Road Project 3 Phase II	China Development Bank (CDB)	20,000	2016-2020
26	Transport Project Preparatory Facility	Asian Development Bank (ADB)	1,697	2017-2023
27	Transport Connectivity & Asset Management Project	World Bank	2,610	2018-2023
<b>Construction of Bridges and Flyovers</b>				
28	Regional Bridge Project – Phase II	HSBC in UK	12,042	2013-2020
29	Reconstruction of 25 Bridges	Kuwait Fund for Arab Economic Development (KFAED)	5,070	2015- 2021
30	Reconstruction of 46 Bridges (GOSL – France)	Govt. of France (NATIXIS Bank)	7,721	2015-2019
31	Major Bridges Construction Project	Japan International Cooperation Agency(JICA)	14,900	2013-2021
32	New Bridge Construction Project over Kelani River	Japan International Cooperation Agency(JICA)	55,313	2014-2020
<b>Emergency Assistance Programme</b>				
33	Landslide Disaster Protection Project	Japan International Cooperation Agency(JICA)	16,201	2012-2020



*Chapter 2*

**Progress  
and  
Future Outlook**

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# **Volume I**

# **Progress of Foreign Funded Projects**

## 2.1 New Initiatives

Under the new initiatives following 3 projects have been designed to be implemented.

### 2.1.1 Improvement of Central Expressway Connectivity roads in Kandy and its suburbs

Due to Kandy District is located in a hilly terrain and surrounded by many mountains, construction & maintaining required expressway standards is very costly and it is not financially viable. Therefore, through extensive studies the RDA has decided to construct the Expressway up to Galagedara on Katugastota- Kurunegala - Puttalam Road ( A10 Road ) and improve some of existing major roads to required standard in order to connect Kandy City and major link roads connecting to the Kandy City with the Expressway network.

Under this project following 6 roads have been selected to improve.

#### Package 1

Widening & improvement of Katugastota - Kurunegala - Puttalam Road (A10) from Katugastota to Galagedara ( from Ch.0+30-13+500 ( Four Lane)

#### Package 2

- Construction of By-pass road at Katugastota town connecting A009 Road and A010 Road ( Four Lane new road )
- Widening and improvement of Aladeniya - Iriyagama Road ( B 005)

#### Package 3

- Widening and improvement of Barigama - Haloluwa Road, ( B 537) ( From Ch. 0+000 to Ch.5+750)
- Widening & Improvement of Arambakade - Bokkawala - Ambatenna Road, (B015) From Arambakade - Bokkawala - Pujapitiya Section
- Widening & improvement of Alawathugoda - Pujapitiya Road ( B377)

Although this project was not given budgetary provisions for 2018, initial activities have been done during 2018. The cabinet approval and approval of Department of National Planning have been received for this project to carry out the feasibility study.

### 2.1.2 Construction of 2 flyovers at Kohuwala and Gatambe

The RDA has identified the requirements to improve the capacity of many strategically important intersections and levels crossing with the aim of increasing the capacity of the overall road network. Accordingly, Ministry and RDA has taken many actions to improve those intersections So, Kohuwala and Getambe are the newest flyovers which are going to be constructed in near future under Hungarian funds.

Kohuwala flyover is located at Kohuwala Junction, along Colombo - Horana (B84) road which is a one of the main artery roads leading to Colombo city and connecting densely populated suburban areas. When consider about this junction, it can be seen most of the traffic goes straight through the junction along the B84 Colombo - Horana Road.

And that flow mainly disturbed by the vehicles coming along Etulkotte – Mirihana- Kohuwala road (B120) and Kohuwala- Dehiwela road (B229) and vehicles turning to (Colombo – Horana road) B84 roads from Kohuwala-Dehiwela road (B229) road. Therefore, construction of a flyover that can take all this straight traffic through the junction will resolve most of the conflicts in the junction while free flow of straight traffic along B84 road.

Two of the main artery roads leading to Kandy are William Gopallawamawatha (AB42) and A1 intersections at Getambe Junction. The existing level crossing is located on AB42 William Gopallawa Mawatha at Gatambe around 120m from the Gatambe intersection.

The proposed flyover spans over the A1 road leading to City of Kandy and the level crossing across AB 42 road. In addition the proposed flyover has branching extending over the level crossing facilitating traffic coming on AB42 from Kandy to bypass the level crossing without being disturbed by railway gate closure.

The financing will be provided 100% through Hungarian Concessional Financing Scheme for

Infrastructure Development in Sri Lanka where the frame work agreement for financing has been signed on 22<sup>nd</sup> December 2017 between Government of Sri Lanka and Government of Hungary. The Hungarian government will facilitate the financing via a loan from EXIM Bank.

Accordingly, the contract was signed with M/s Betonupitepito PLC on 20<sup>th</sup> June 2019 and the loan agreement was signed on October 2019.

**Table 2.1.2.1- Proposed flyovers**

Name of the flyover	Length of the flyover	Ramp length	Span configuration	Flyover Width
Kohuwala	229 m	97.6m	3spans - 132m	9.4m
Gatambe	Main flyover - 396.7m	Main flyover 116.7m	Main flyover 8 spans	3 lane section 13.4m
	Branching to A1 - 432.4m	Branching 147.4m	Branching 8 spans	2 lane section - 9.4 Single lane branching 5.4 m

### 2.1.3. Construction of Kokilai Bridge

The Road Development Authority has identified the requirement for construction of a new, 1050m long composite bridge across the Kokilai Lagoon on Mullativu - Kokilai- Pulmudai Road so as to provide continuous land connectivity on the coastal belt between the Eastern Province and the Northern Province.

In the national road network, there is no continuous land connectivity beyond Pulmoddai along the coastal belt. In order to

address this problem, with the extension of Mullativu –Kokilai road (B297) up to Pulmudai, 42.4km long Mullativu – Kokilai - Pulmudai road had been improved under China Exim Bank funded Northern Road Rehabilitation Project. This road is a major trunk road connecting Trincomalee district with Northern province. This is the shortest route to north bound traffic from eastern province linking Trincomalee and Batticaloa to Mullaitivu, Kilinochchi and Jaffna districts. This road has two main sea crossings namely Nayaru lagoon and Kokilai lagoon.

Although, a bridge across Nayaru lagoon has been constructed under the same road project, construction of bridge across Kokilai was not included for that contract due to fund limitation.

There is about 1,025m water way gap at the Kokilai lagoon during monsoon and it reduces to 800m during dry season. The traffic on this road has been increased and at present this traffic has to ply detour more than 25 km along local and Pradeshiya Saba roads. These detour roads are gravel roads which are in very dilapidated conditions and most of them are impassable during rainy season.

Further, the costal stretch from Pulmoddai to Kokilai contains an estimated 4 million tons of heavy mineral sand concentrates. With the implementation of this project these sources can be explored more efficiently and more economically.

The Kokilai bird sanctuary is also located in the area around Kokilai lagoon. Therefore, construction of Kokilai bridge project will facilitate the tourism industry as well as the development of heavy industries in the area. To get the maximum benefit of the ongoing Mullativu-Kokilai-Pulmudai road improvement project construction of bridge across Kokilai lagoon is vital.

Although, RDA has done all basic activities for implementation of this project in 2013 & 2014, it was suspended in 2014 due to change of priorities. It was taken up for consideration again in 2018.

A project proponent, Bilfinger MCE Slanys.r.o. of CZECH Republic has submitted an unsolicited project proposal on a turnkey basis for the implementation of this project, to the RDA.

The Ceskoslovenskaobchodnibanka,a.s (CSOB) has offered finance up to the Contract value of Euro 48.8 million. Out of this Contract Value Euro 41.5 million will

be provided by CSOB and the balance Euro 7.3 million by Hatton National Bank (HNB).

Although the contract agreement for the project was signed on June 2019 between RDA and MCE Slany s.r.o, Department of Auditor General has requested to make few amendments to loan agreements &the bank has resubmitted the revised agreement with proposed changes.

The Location Map of Kokilai Bridge can be illustrated by *annexure 02*.

## 2.2 EXPRESSWAYS DEVELOPMENT

An efficient transport system is a pre-requisite for the rapid economic development of any country & for improving the quality of life of people. Although the road network is extensive, in Sri Lanka most of the national & provincial roads were built more than 50 years ago to cater to the traffic volume, which the vehicle type & vehicle speeds existed at that time. Therefore, requirement of a high mobility network which connects all parts of the country has been identified as a must. Thus an expressway network to augment the national highway network which intends to develop about 800 km covering almost all economic centers has been identified to cope with the issues.

Presently, following expressways have been identified as components of the proposed high mobility expressway network. The map of proposed expressway network can be illustrated by *annexure- 03*.

### 2.2.1 Operation, Maintenance and Management of Expressways

Expressways Operation, Maintenance and Management Division of the Road Development Authority are responsible for smooth functioning of expressways under the purview of Ministry of Roads and Highways.

Basic Planning, Management and Operation of traffic activities, tolling activities and maintenance activities together with budgeting and auditing activities of the expressways were conducted by this division.

### Status of Traffic Volume

Details of traffic volume of the Southern Expressway, Colombo- Katunayake Expressway and Outer Circular Highway are shown in table 2.2.1

A graphical illustration of average daily traffic volume of the expressways mentioned above was shown in *annexure 4(A)*.

**Table 2.2.1.1 – Average Daily Traffic Volume of Expressways**

Year	Average Daily traffic Volume of Southern Expressway & Outer Circular Highway	Average Daily traffic Volume of Colombo Katunayaka Expressway
2011	8,531	-
2012	9,458	-
2013	11,737	15,194
2014	19,095	18,401
2015	27,736	20,782
2016	44,384	23,974
2017	52,977	25,844
2018	60,524	27,971
2019	65,246	27,640

From the data revealed in table 2.2.1.1 it can be expressed that average daily traffic volume of Southern Expressway and Outer Circular Highway were increased more than 8% in 2019 than in 2018 due to the fact that the commuter usage of those expressways has increased.

But the percentage increased in 2018 compared with 2017 was 14%. Therefore, although the average daily traffic volume has increased, the % of increase was low in 2019 than in 2018.

**Table 2.2.1.2 – Monthly performance of Traffic Volume within 2019**

Month	Traffic Volume	
	Southern Expressway & Outer Circular Highway	Colombo Katunayaka Expressway
January	1,968,851	938,744
February	1,829,626	818,175
March	2,065,081	902,457
April	1,881,299	721,590
May	1,825,645	669,836
June	1,859,452	743,355
July	1,944,818	833,049
August	2,142,340	890,506
September	1,948,019	851,603
October	1,958,877	869,221
November	1,939,430	846,093
December	2,451,272	1,003,973
Total	23,814,710	10,088,602

Average daily traffic volume of Colombo Katunayaka Expressway has increased nearly 8% in 2018 with respect to 2017. But in 2019 the trend has reversed a bit pertaining to a 1% of drop within the traffic volume. The commuter usage of this expressway has decreased in the year due to the alteration of commuter routes with the opening of Outer Circular Highway section III for general public and due to the drop of commuter usage after the Easter day attack happened in April 2019.

The highest monthly traffic volume was recorded in December for all expressways mentioned above while the least was observed in May during 2019.

As for the year 2018 the months which showed the highest and the lowest traffic volumes were remained similarly. Thus a similar pattern can be observed in every year in monthly traffic volume for the above 2 expressways.

A comparison of monthly traffic volume of Southern expressway & Outer Circular expressway with Colombo - Katunayaka expressway in 2019 is given in *annexure 4 (B)*.

#### Status of Toll Revenue

The toll revenue of Southern Expressway & Outer Circular Highway has increased by 13% during the year 2018 with respect to 2017. In 2019, the percentage of increase of the value was only 5%.

The toll revenue of the expressways mentioned above has increased drastically in 2012 with respect to 2011 since the section 1 of Southern Expressway was opened for general public in end of November 2011.

The toll revenue obtained in 2012 was contributed only from Southern Expressway until December since the Outer Circular Highway Section 1 from Kottawa to Kaduwela was opened for general public in December 2012.

Although the toll revenue of Colombo Katunayaka expressway has increased 8% with respect to 2017 during 2018 it has reversed by 5% in 2019 compared to 2018. Then reasons affected were mentioned within the explanation paragraph of traffic volumes of the Colombo Katunayaka Expressway as above.

**Table 2.2.1.3 – A comparison of Toll Revenue Southern Expressway & Outer Circular Highway with Colombo Katunayaka Expressway**

Year	Toll Revenue of Southern Expressway & Outer Circular Highway (Rs.Mn)	Toll Revenue of Colombo Katunayaka Expressway (Rs.Mn)
2011	83.19	-
2012	1,017.02	-
2013	1,256.65	282.16
2014	2,141.35	1,887.73
2015	3,128.89	2,163.27
2016	4,550.89	2,496.81
2017	5,214.20	2,606.75
2018	5,893.92	2,821.78
2019	6,192.18	2,744.82

The toll revenue of Colombo Katunayaka Expressway was increased drastically in 2014 since the expressway was opened for general public at October 2013.

A further illustration of the above revenue data can be illustrated in *annexure 4(C)*.

When considering the monthly toll revenues, the highest toll revenue was recorded in December while the least was recorded in June during the year 2019 for Southern Expressway & Outer Circular Highway from Kottawa to Kadawatha while the highest value of revenue was reported in December whereas the least was reported in May for Colombo Katunayaka Expressway.

Further illustration of monthly toll revenues of the above expressways during 2019 can be shown in *annexure 4(D)*.

**Table 2.2.1.4 - Monthly Earned Toll Revenues of Expressways in operation during 2019**

Month	Toll Revenue of Southern Expressway & Outer Circular Highway (Rs. Mn)	Toll Revenue of Colombo Katunayaka Expressway (Rs. Mn)
January	520.09	258.65
February	490.32	226.65
March	550.50	249.90
April	508.21	198.88
May	466.06	182.10
June	470.94	202.05
July	499.06	227.58
August	566.15	244.17
September	499.93	233.27
October	497.21	237.86
November	487.96	221.91
December	635.75	261.79
<b>Total</b>	<b>6,192.18</b>	<b>2,744.82</b>

## 2.2.2 Outer Circular Highway Project

The Outer Circular Highway (OCH) to the city of Colombo is a new expressway connecting Southern Expressway, Colombo – Katunayake Expressway & also the other National Highways (A1, A3, A4) radiating from the city of Colombo. Total length of this expressway is 29.1 km. It has been designed for speeds of 80km/h - 100 km/h. Construction works of OCH has been divided into three phases as given below.

- Phase 1 - Kottawa to Kaduwela Section (11 Km)
- Phase 2 – Kaduwela to Kadawatha Section (8.9 Km)

- Phase 3 – Kadawatha to Kerawalapitiya Section (9.3 Km)

Phase 1 & 2 of this expressway have been already completed and opened for general public respectively in 2014 & 2015.

Although section 2 of Outer Circular Highway has been physically completed in 2015, bill settlement process of the section was completed in 2018.

### Phase III - Kadawata to Kerawalapitiya Section (9.63 km)

Construction work of Phase III of Outer Circular Highway Project was commenced in January 2016 & the original construction period of the project was 42 months. Total length of this expressway section is 9.63 km. This project is being financed by Export & Import Bank of China and the total loan amount is US \$ 494.03 Mn.

The physical progress of this section with the commencement of civil work can be summarized as follows.

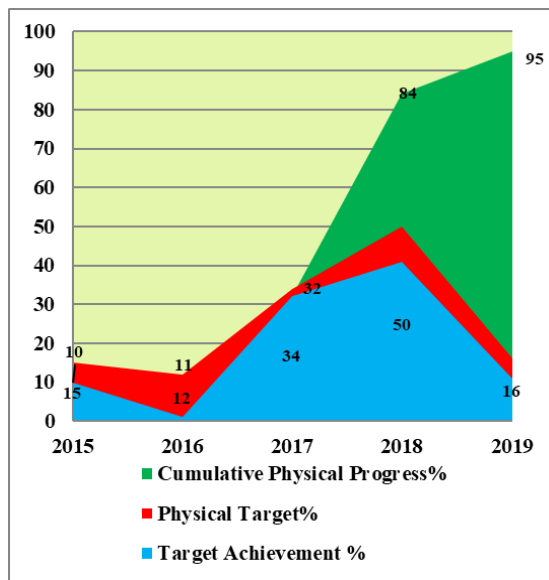


Figure 2.2.2.1 – Physical Progress of section III

Table 2.2.2.1– Physical Progress of Civil Work

Year	Physical Target (%)	Actual Progress (%)	Target Achievement %
2015	15	10	67
2016	12	1	8
2017	34	32	94
2018	50	41	82
2019	16	11	95

Although the civil work was planned to be completed within 2019, the achievement was 95% and the expressway was opened for general public on 9<sup>th</sup> November 2019. The balance work pertaining to 5% of share has to be completed in 2020. The 500m road section in Central Expressway Section 1 side is not completed whereas some frontage works, Right of Way fence works and electronic toll system work were remained to be completed within 2020.

Further the resettlement works of the project were all completed as at the end of 2018 including the construction of internal roads to those locations selected. Financial progress as at end of December 2019 can be stated as follows.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision (Rs. Mn.)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-03-10	2105 Land & Land Improvements	650.0	650.0	389.6
	2506 Infrastructure Development	14,795.0	31,019.7	15,007.9
	<b>Total</b>	<b>15,445.0</b>	<b>31,669.7</b>	<b>15,397.5</b>

Financial progress of the project in 2019 was 48% with respect to the revised allocation where as it has attained nearly 100% with respect to the original plan. Although the provision has been increased the expenditure reported is low due to the delays occurred in the Interim Payment Credits (IPC) bills approval process by Treasury. The total value of IPCs for the project was approximately Rs. 15,504 Mn by the end of 2019.

Similarly, the Financial progress with respect to the revised provisions is 76% for 2018. Original budgetary provision given for the project was fully utilized during first half of the year. Therefore, the project was given further allocations for 2018 also.

Location Map of Outer Circular Highway Project - phase III is given in *annexure 05*.

### 2.2.3 Central Expressway Project

Central Expressway Project is a combination of previously proposed two expressways; Colombo – Kandy Alternative Highway (CKAH) trace & the Northern expressway project (NEP) trace. This new arrangement is named as Central Expressway.

Construction works of Central Expressway have been divided in to 4 sections as follows.

Economic Feasibility Study for entire trace has been completed & it is carried out by University of Moratuwa. As well as, approval for Environment Impact Assessments (EIA) has been received for entire trace.

#### Section 1: Kadawatha to Mirigama

Total length of this four lane expressway section is 37.09 km & it is included 4 interchanges at Kadawatha, Gampaha,

Veyangoda & Mirigama – South. There are two contract packages in this section.

- I. Contract package 1 - Construction of section from Kadawatha - Kossinna
- II. Contact package 2 - Construction of section from Kossinna to Meerigama

Contract agreement was signed on July 2016 for package 1 & August 2015 for package 2 with Metallurgical Cooperation of China (MCC).

86 % of land acquisition works were completed at the end of December where 6% of it was obtained within 2018. 30% of target achievement was recorded for land acquisition in 2018 with respect to action plan 2018.

Although, the land acquisition process was planned to complete during the year 2018, it was unable to complete because of various reasons such as delay in payment of compensation & public protests.

And also, land acquisition process got delayed until design finalized at some sections to accommodate required curve widening to achieve 110 km/h speed.

In 2019, although the land acquisition was planned to be completed the overall progress which could be achieved was only approximately 88%. Therefore, the physical target achievement of the process was only 14% with respect revised action plan. The major reason affected was the lack of interest given for the process.

Civil work of this section has been commenced in September 2016 and the project has shown a progress of 5.21% at the end of 2019.

Similarly, the cumulative physical progress achieved was approximately 5%, due to the fact that the loan agreement of this section was not signed within the respective year.

The overall target achievement with respective to revised action plan 2019 for this section was 11% and it was 16% in 2018.

The main reason for the depletion of physical progress was that although the loan agreement of this section has signed on March 2019 it has not activated until end of the year due to the delay in submitting bank guarantee by the contractor.

However, construction of the pilot road was completed up to 50% including the construction of the temporary bridges.

The total length of the pilot road completed by the end of 2019 was 14.676 km and the details of the construction of the pilot road at the end of 2019 can be stated as below.

**Table 2.2.3.1 – Progress of Pilot Road Construction**

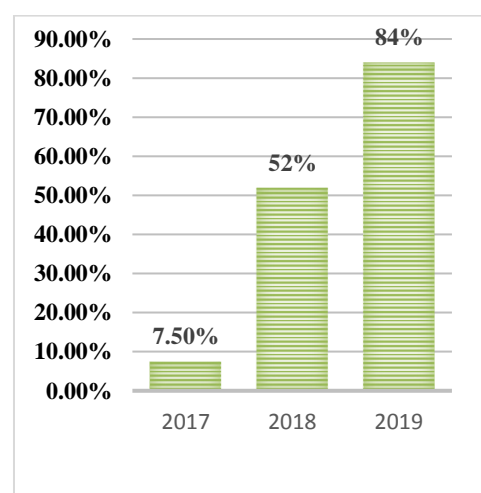
Location	Chainage		Length (m)
	From	To	
Kaluwala	5+600	7+100	1,500
Gampaha	9+400	10+740	1,340
Gampaha	11+030	11+333	303
Gampaha	11+377	13+680	2,303
Bemmulla	15+520	16+550	1,030
Magalegoda	17+690	18+400	710
Magelegoda	18+530	18+880	350
Magelegoda	19+600	19+750	150
Wadurawa	22+950	25+200	2,250
Ganegoda	29+400	32+070	2,670
Idiparape	32+210	34+280	2,070
Completed length			14,676

### • Section2: Mirigama – Kurunegala

Total length of this four lane expressway section is approximately 39.7 km & it is included 5 interchanges at Mirigama – North, Nakalagamuwa, Pothuhera (system interchange), Dambokka & Kurunegala. Government of Sri Lanka provides loans through Local Banks in Sri Lanka for this section.

The overall progress of land acquisition for this section was 87% as at end of 2018. The target achievement of land acquisition with respective to revised action plan 2018 was approximately 60% for this section of the expressway.

The physical progress achieved at the end 2019 for land acquisition process was 90% whereas the target achievement within the year with respective to revised action plan 2019 was 33%. The major reason for this low progress was the delays of gazetting section 38 and the delays occurred in valuation of some land lots of the project.



**Figure 2.2.3.1 – Overall Physical Progress since commencement**

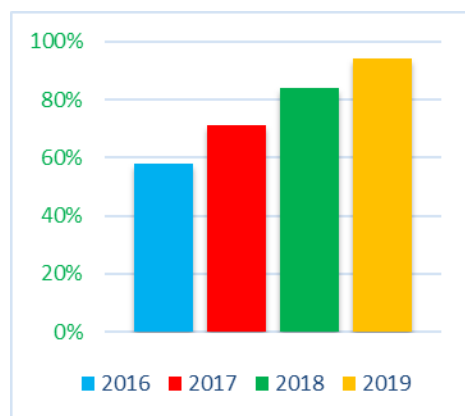
The civil work activities of the project have achieved 76% of target achievement with respective to revised action plan in 2019, whereas the progress attained within the year was 32%.

As displayed in the figure 2.2.3.1, a rapid & effective performance of section 2 has shown during 2018 than 2017 where similar amount of performance was attained in 2019 with 2018. If there is not any financial constraints & unavailability, the project could have been performed even better during the 2019 & would have been completed in August 2019.

- **Section 3: Pothuhera to Galagedara**

Total length of this four lane expressway section is 32.5 km & it is included 4 interchanges in Pothuhera, Polgahawela, Rambukkana & Galagedara.. Construction period of this project is 3 years.

Land acquisition process of this section is currently in progress with 94%.



**Figure 2.2.3.2 – Overall progress of Land Acquisition Process**

The overall physical target achievement of land acquisition was 43% in 2018 expected target for land acquisition process was

unable to achieve because of various reasons such as financial constraints. Similarly, in 2019 the target achievement was 63% far better than previous year.

Civil works of this section is not commenced yet and the financing is not finalized yet where a Memorandum of Understanding (MOU) was signed with M/S Thaisei Corporation of Japan for construction.

For the construction supervision of the section, M/s Katahira & Engineers International of Japan but the contract was not awarded yet.

Both contracts are planned to award in March 2020.

Resettlement Action Plan and Detailed Hydrology Study of this section of the project have been completed already.

- **Section 4: Kurunegala – Dambulla**

Total length of this four lane expressway section is 60.3 km & it is included 5 interchanges in Ridigama, Melsiripura, Galewela, Dambulla (A009) & Dambulla (A006).

Feasibility study is completed for this section, approval for the Environmental Impact Assessment Report (EIA) has been received.

In 2018, the Land acquisition process has achieved a physical progress of 16 % although it was targeted as 40 % in the action plan of 2018. Therefore, the target achievement of the project was 40%. The cumulative physical progress of land acquisition process for this section is 64% as at end of December 2018.

For the year 2019, the target achievement for the land acquisition process was 44%

although the target was 20%. Therefore, as at end of 4<sup>th</sup> quarter of 2019, the cumulative physical progress attained by the process was approximately 75%.

The overall financial progress of Central Expressway Project achieved at the end of 2018 was 97% whereas 86% was observed to be reported as at 31<sup>st</sup> December 2019. Although the project has showed financial target achievement more than 3 quarters, the achievement was lower than that of 2018.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision (Rs.Mn.)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-03-7	2105 Land & Land Improvements	3,000.0	2,850.0	2480.0
	2506 Infrastructure Development	10,180.0	476.0	394.19
	<b>Total</b>	<b>13,180.0</b>	<b>3,326.0</b>	<b>2,874.19</b>

A map of Central Expressway is given in *annexure 06*.

#### 2.2.4 Extension of Southern Expressway Project

Extension of Southern Expressway from Matara to Hambanthota has been identified as one of the key activities in the development of the road network within the Southern Province.

The main objective of the project is to link Hambanthota Port & Mattala International Airport with the commercial capital of Sri Lanka.

This project was commenced in 4<sup>th</sup> July 2015 with the financial assistance by Export and Import (EXIM) Bank of China and the total loan amount of this project is Rs.171.52 Billion.

The total length of this expressway section is 96 km and there are 10 interchanges at Godagama – Nagoda, Aparekka, Beliatta, Kasagala, Angunukolapelessa, Barawakumbuka, Sooriyawewa, Mattala, Hambantota & Andarawewa. The extension of Southern expressway has been divided into four sections as follow.

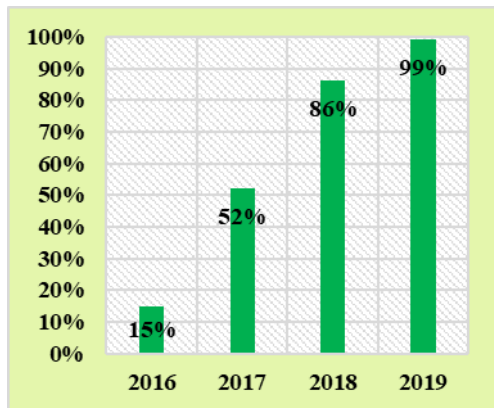
- **Section 1: Matara – Beliatta (0.0 km - 30.0 km)**

Construction works of this section were commenced in January 2016 and expected to be completed in April 2020. Project duration of the project was revised up to 42 months. Total length of this section is 30 km.

The overall cumulative physical progress of the section in 2018 was originally reported as 82 % where as it was revised simultaneously with the revised BOQ up to 86% as at the end of December 2018.

At the end of 2019, the civil work of this section has completed up to 99% where the target achievement with respective to revised action plan was reported as

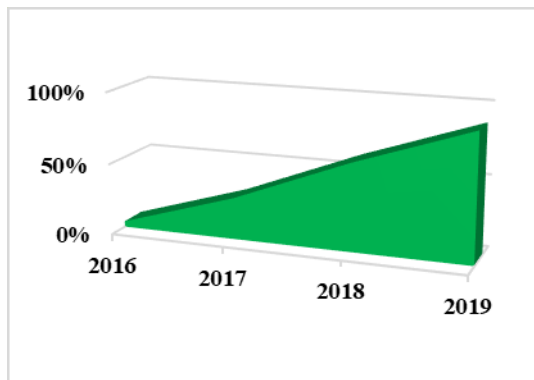
94%. Similarly, it was 70% with respect to the revised action plan 2018.



**Figure 2.2.4.1 – Cumulative physical progress of Civil work of Section I**

- **Section 2 : Beliatta - Wetiya (30.0 km - 56.0 km)**

Section two of the Extension of Southern Expressway extends from Beliatta with a total length of 26 km up to Wetiya. Civil work of this section was commenced in October 2016 where the overall physical progress achieved is 89% as at the end of December 2019. The project is expected to be completed on April 2020.



**Figure 2.2.4.2 – Cumulative Physical Progress of the project since commencement**

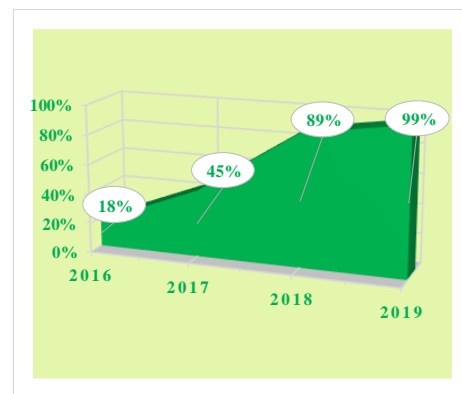
Land acquisition process is also in progress with the 99 % of progress as at the end of 2018 whereas it was completed by 2019.

- **Section 3 : Wetiya – Andarawewa (56.0km - 71.0 km)**

Construction works of this section were commenced in January 2016 and expected to be completed in 2020. Total length of this section is 15 km.

Overall physical progress is 45% as at the end of December 2017. For year 2018 the project has achieved 44 % of physical progress as at 31<sup>st</sup> December. Therefore, the overall physical progress achieved for this section was 89% as at end of December 2018. According to the revised Action Plan - 2018, civil work target was 51%. So; target achievement for 2018 is 86%.

By the end of 2019, the project has completed its civil work activities up to 99% pertaining to 100% of target achievement with respect to revised action plan.

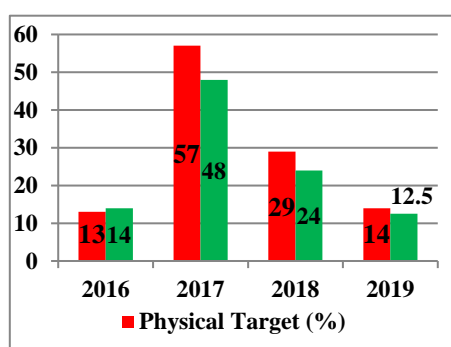


**Figure 2.2.4.3 - – Cumulative Physical Progress of the project since commencement**

#### Section 4: Mattala to Hambanthota via Andarawewa (71.0 km - 96.0 km)

Construction works of this section were commenced in January 2016 and originally expected to be completed in January 2019. But, it has taken Extension of Time up to 2020. Total length of this section is 25 km.

The overall physical progress was 98.5 % as at the end of December 2019 where it has achieved 12.5% within the year. Accordingly, in year 2018 the actual physical progress achieved within the year was 24% whereas the cumulative progress achieved was reported as 86%. Therefore, the target achievement with respect to the revised action plans in these two consecutive years were 83% and 89% respectively.



**Figure 2.2.4.4 – Target Achievement with respect to Revised Action Plan**

Other than that all the main physical activities of the section were completed except following two activities.

Further the land acquisition work of the project was already completed in 2017.

Activity	Actual Progress (%)
ABC Laying	99.9%
Asphalt Work	99.8%

The financial progress obtained by the project in 2019 was 46% since the IPCs

of the all 4 sections of the project has not approved all by the reporting time.

Thus an amount of approximately Rs.39 Bn of IPCs has not included within the above expenditure amount. Therefore, although the project has functioned smoothly during the year, the financial progress reported was severely low.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary provisions (Rs. Mn.)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-03-09	2105 Land & Land Improvement	850.0	850.0	729.9
	2506 Infrastructure Development	31,850.0	79,631.0	36,213.4
	<b>Total</b>	<b>32,700.0</b>	<b>80,481.0</b>	<b>36,943.3</b>

A map of Extension of Southern Expressway is given in *annexure 07*.

#### 2.2.5 Elevated Highway Project from New Kelani Bridge to Athurugiriya

Elevated Highway Project from New Kelani Bridge to Athurugiriya via Rajagiriya has been designed with the main objective of improving the connectivity in between Colombo City, sub-urban regions adhered with and existing expressway network. Reduction of existing traffic congestion within the Colombo metropolitan region can be stated as another purpose of the above project. The road users will be able to access the elevated road through Dematagoda, Rajagiriya, Parliament Complex Entrance at Battaramulla and

Koswatta interchanges. The project will be implemented as a Public Private Partnership (PPP) Project on BOT (Build-Operate-Transfer) basis.

The project was designed to be implemented under 2 sections. The first section of the project is a 4 lane road section with the total length of 6.9 km originated from New Kelani Bridge and ends up at Rajagiriyia whereas section 2 of the project extends from Rajagiriyia up to Athurugiriya (10.4 km) which connects with the Outer Circular expressway.

As the expressway is designed for the speed limits of 80km/hr – 100km/hr, the road users will be able to travel within 18 minutes from New Kelani Bridge to Athurugiriya ultimately.

Feasibility study for Phase I is completed whereas land acquisition process is in progress. As at the end of 2019, progress of the land survey activities is completed whereas it has achieved only 20% at the end of 2018.

Progress of Procurement of Investor for phase I is 52% and has remained same as at 31<sup>st</sup> December 2019. The reason affected for this was that although the investors were shortlisted after the Expressions of Interest has called, Request for Proposal has not issued as it has not approved by the Cabinet Appointed Negotiation Committee.

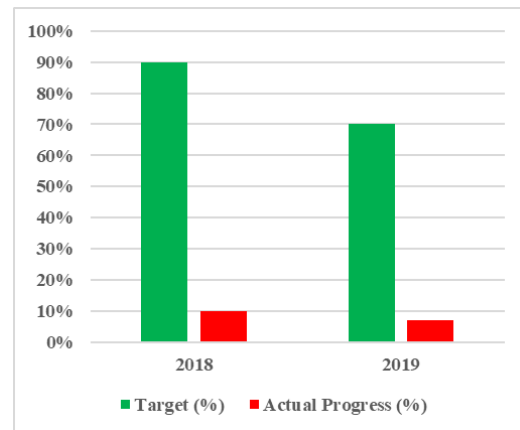
According to the Action Plan 2018, land acquisition process completion target was 90%, but, achieved progress is less than the target. So, target achievement is 22% only.

In 2019, the land acquisition target was 70% with respect to the revised action plan. Thus the target achievement was 10% where the progress was reported as 7% as at the end of the year. The main reason behind the low progress was the delays occurred in the

gazetting process of section 38 due to lack of imprest.

In addition to that the Resettlement Action Plan and Land Acquisition proposal for phase I has been submitted to Ministry of Land & Land Development.

A summary of target achievement of the Phase I of the project can be stated as follows graphically.



**Figure 2.2.5.1 – Summary of Progress of Land Acquisition**

Procurement of consultants for Feasibility study - Phase II was 20% and 100% as at end of 2018 and 2019 respectively. Feasibility Study - Phase II have been completed as at end of 2019 pertaining 100% target achievement with respect to revised action plan 2019.

**Financial progress as at 31/12/2019**

Budget Code	Object / Item Description	Budgetary provisions (Rs. Mn.)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-03-15	2105 Land & Land Improvement	100.0	16.0	12.0
	2506 Infrastructure Development	125.0	112.0	107.2
	<b>Total</b>	<b>225.0</b>	<b>128.0</b>	<b>119.2</b>

The financial progress achieved for the project during 2018 was 47% where it was reported as 93% during 2019. According to the action plan - 2019, Expenditure target was Rs.225 Mn, but, that provision was reduced at the last few months as land acquisition works were unable to carry out as per planned. In 2018 also, the similar performance was reported due to the delays occurred in Land Acquisition process.

## 2.2.6 Port Access Elevated Highway Project

The port access highway which can be stated as an elevated highway was designed with the objective of providing an efficient and an intensive service for the road users.

The Asian Development Bank has agreed to provide the financial assistance for the project with an investment of Rs.36, 500Mn. The expected outputs of the project will be,

- The Elevated Road section starts at New Kelani Bridge and ends at Galle-face.
- Relocation of buildings within the Colombo Port.
- 6 lane road section running at ground level parallel to Elevated Road section.

Through the proposed highway the freight transportation as well as transport facilities of commuters will get more efficient and get ease with the reduction of traffic congestion within the occupied regions of the Colombo Metropolitan area.

Furthermore, the marine services and the distribution of maritime goods in between peripheral regions with Colombo and navy bases of Colombo port will be enhanced as a result of the improvement of connectivity.

Procurement of Contractor & Procurement of Consultant were respectively 40% & 35% as at the end of 2018. In 2019, procurement of consultant has completed by the end of 3<sup>rd</sup> quarter whereas procurement of

contractor has completed by the end of the year.

**Table 2.2.6.1 - Physical progress of major activities carried out under the project as at 31/12/2019**

Activity	Planned Target	Actual Progress
Construction of Port Access Elevated Highway	10%	3%
Piling works for Maritime Facilitation Center (Piling)	100%	84%
Construction Supervision of PAEH	10%	3%
Design of Building & Construction Supervision of Port Building	100%	70%

The contract for civil work was awarded in August 2019 where Civil work was commenced in September 2019.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provisions (Rs. Mn.)	Revised Provisions as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
2506	Infrastructure	3,550.8	7,050.8	4,302.6
	Development			
117-02-03-16	<b>Total</b>	<b>3,550.8</b>	<b>7,050.8</b>	<b>4,302.6</b>

The financial progress of the project was 95% for year 2018 whereas in 2019, the financial progress reported by the Project Management Unit was shown as above. The composition of the above value includes advanced payments of Rs. 3.89 Bn for civil works, advanced payments and progress work payments of piling work of around Rs. 0.36 Bn which were not accounted by the Department of Treasury Operations although the above were completed prior to the end of the year.

### 2.2.7 Ruwanpura Expressway Project

The length of proposed expressway from Kahathuduwa to Pelmadulla is approximately 74 km. The purpose of construction of this expressway is to enhance the connectivity in between Sabaragamuwa province with Western and Southern Provinces to improve the transport facilities, accessibility and connectivity within the provinces described above.

The project has designed to complete under 3 sections and the details of each section can be stated as follows.

#### **Section 1 – Road section from Kahathuduwa to Ingiriya (0.00km-26.30km)**

The total length of this expressway section is 26.3km and the proposed section was designed with 3 interchanges located at Kahathuduwa, Horana and Ingiriya respectively.

#### **Section 2 – Road section from Ingiriya to Rathnapura (26.30km -52.50km)**

Section 2 of the expressway will be constructed from Ingiriya to Rathnapura with a total length of 26.2 km. Construction of 3 interchanges (located at Kiriella, Kuruwita and Rathnapura) and 6 tunnels will be included under this expressway road section.

#### **Section 3 – Road section from Rathnapura to Pelmadulla (52.50km - 73.9km)**

The third section of the Ruwanpura expressway which will be the final road

section will extend from Rathnapura to Pelmadulla with a total length of 21.4 km.

#### **Economic Benefits:**

The construction of the proposed expressway will enhance industrial development of Gem industry, export industrial products such as tea, as well as exploration of new industries also. The living standards of the community will also get enhanced via the high scaling of the valuation of lands.

By the end of December 2019, the feasibility study report has been completed and the environmental impact assessment report have achieved 99% of progress as it has to be approved by Central Environment Authority whereas 70% of procurement work for section 1 has been finished. The figure reported for procurement process remained constant since 2018, due the arrangements for funding has not being finalized even by the end of 2019.

The land acquisition process of the project has been commenced in late 2016 whereas 20% has been achieved as at 31<sup>st</sup> December 2018. Target achievement of land acquisition process was 5% with respective to action plan 2018.

The land acquisition process has achieved 74% of target achievement for the year where the process has attained approximately 4.5% of physical progress. Therefore the cumulative progress of land acquisition was 27% as at end of 2019.

Although, PMU was accepting to carry out land acquisition process for the all 3 sections, only land acquisition process for section 1 was carried out as funding was not finalized for the project.

Civil works of the project has not commenced yet.

**Financial progress as at 31/12/2019**

Budget Code	Object / Item Description	Budgetary Provisions (Rs.Mn.)	Revised Provisions as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-03-13	2105 Land and Land Improvement	50.0	15.0	9.35
	2506 Infrastructure Development	50.0	36.0	35.0
	<b>Total</b>	<b>100.0</b>	<b>51.0</b>	<b>43.35</b>

Financial progress obtained by the end of the year for the project was 93% in 2019, whereas it was reported as 84% in 2018. Thus the financial target achievement with respect to revised action plan was considerably satisfied for 2019 than 2018. The map of the proposed expressway can be illustrated by *annexure - 08* .

### *Summary of Progress of Expressways Development Programme Vs Targets in 2019*

*The existing expressway network by the end of 2018 network consists of 169.13 km where Colombo – Katunayake Expressway, Southern Expressway & Outer Circular Highway from Kottawa to Kadawatha are already in operation providing an efficient transport network.*

*During 2019, the civil work of Port Access Elevated Highway has commenced in September and the main trace of 9.63 km of Outer Circular Highways section from Kadawatha to Kerawalapitiya has been opened for general public in November.*

*Although the road section of Outer Circular Highway has opened remaining few road works were remained to be completed during 2020.*

*Although the civil work of Central Expressway Section 2 was planned to be completed with 2019 it was lagged due to the treasury guarantee for obtaining local bank loans has temporarily suspended for few months and due to lack imprest for land acquisition works to be completed.*

*Other than that few road sections of Southern Expressway Extension was opened for traffic in the latter part of the year around 38 km. Thus the expressway network has upgraded up to 217 km by the end of the year.*

Physical Progress of Expressway Development Program							
No	Project Name	Cumulative Physical progress as at 31/12/2017	2018		2019		Cumulative Physical Progress as at 31/12/2019
			Overall Physical Target	Overall Physical Progress	Overall Physical Target	Overall Physical Progress	
1	Central Expressway Project	Land Acquisition Process					
		Section 1-80%	Section 1-20%	Section 1-06%	Section 1-14%	Section 1-2%	Section 1-88%
		Section 2-64%	Section 2-45%	Section 2-23%	Section 2-09%	Section 2-03%	Section 2-90%
		Section 3-71%	Section 3-30%	Section 3-13%	Section 3-16%	Section 3-10%	Section 3-94%
		Section 4-8%	Section 4-40%	Section 4-15%	Section 4-20%	Section 4-8.75%	Section 4-74.75%
		Civil Work					
		Section 1 -01%	Section 1 -25%	Section 1 -4%	Section 1 -20%	Section 1 -0.21%	Section 1 -5.21%
		Section 2-07%	Section 2-50%	Section 2 -45%	Section 2 -42%	Section 2 -32%	Section 2 -84%
2	Extension of Southern Expressway	Section 1 -52%.	Section 1-42%	Section 1-34%	Section 1-14%	Section -13%	Section 1-99%
		Section 2-29%	Section 2-46%	Section 2-25%	Section 2-39%	Section 2-28%	Section 2-89%
		Section 3-45%	Section 3-51%	Section 3-44%	Section 3-11%	Section 3-10%	Section 3-99%
		Section 4-43%	Section 4-50%	Section 4-41%	Section 4-16%	Section 4-15.86%	Section 4-98.5%
3	OCH Section from Kadawatha to Kerawalapitiya (GOSL-China)	43%	50%	41%	16%	11%	95%
4	Colombo-Rathnapura - Pelmadulla Expressway	Land Acquisition Process-18%	Land Acquisition Process -40%	Land Acquisition process -2%	Land Acquisition -8%	Land Acquisition Process -7%,	Land Acquisition Process -27%,

No	Project Name	Cumulative Physical progress as at 31/12/2017	2018		2019		Cumulative Physical Progress as at 31/12/2019
			Overall Physical Target	Overall Physical Progress	Overall Physical Target	Overall Physical Progress	
5	Elevated Highway from New Kelani Bridge to Authurugiriya		Land Acquisition Process- 10%	Land Acquisition Process - 90%	Land Acquisition Process - Section I - 10%	Land survey section I- 70%	Land acquisition process- 7%
		Procurement of Investor Section I – 50%	Procurement of Investor Section I – 50%	Procurement of Investor Section I - 02%	Procurement of Investor Section I- 48%	Procurement of Investor Sec.I -0%	Procurement of Investor Sec.I - 70%
6	Port Access Elevated Highway Project			Detail design -70%	Civil works 10% Detail design – 30%	Civil works - 3% Detail design – 30%	Civil Works - 3% Detail design - 100%

## 2.3 HIGHWAYS DEVELOPMENT

### 2.3.1 National Road Network

Ministry of Highways and Road Development Authority (RDA) are responsible to maintain and develop Expressways, 'A' and 'B' class highways which are included as the National Highways network in Sri Lanka. Road length of each road category is given below.

**Table 2.3.1.1 National Highway Network in Sri Lanka**

Road category	Total Length (km)
'A' Class Highways	4,215
'B' Class Highways	8,005
Expressways	217.8
<b>Total</b>	<b>12,437.8</b>

**Table 2.3.1.2 – Provincial Distribution of 'A' Class & 'B' Class Highways of National Road Network by end of 2019**

Province	National Roads (km)		
	A' Class Highways	B' Class Highways	Total
Western	374.48	1,229.82	1,604.30
Central	408.57	1,338.41	1,746.98
Southern	346.88	1,154.36	1,501.24
Northern	734.49	524.97	1,259.46
Eastern	619.55	551.13	1,170.68
North Western	352.43	1,002.75	1,355.18
North Central	492.04	701.74	1,193.78
Uva	471.04	693.19	1,164.23
Sabaragamuwa	415.57	808.58	1,224.15
<b>Total</b>	<b>4,215.05</b>	<b>8,004.95</b>	<b>12,220.0</b>

The highest road length of A Class highways was located in Northern Province while the least was located in Southern Province. Similarly, the highest road length of B class highways was located in Central Province while the least was located in Northern Province.

The national Road Network can be further categorized according to the type of surface used for the construction/reconstruction.

**Table 2.3.1.3 - Percentage of Surface Type Distribution**

Surface Type	Length (km)	Percentage Contribution
Asphalt Concrete	8272.3	72.1%
Surface Dressing	141.7	1.2%
Penetration Macadam	2896.5	25.3%
Concrete	98.2	0.9%
Gravel	60.2	0.5%

As described the above, highest surface type used can be stated as Asphalt Concrete whereas the least surface type used was Gravel.

#### Status of National Road Network:

Improvement/rehabilitation of 47.73 km has been completed and about 1,050 km of road length were in progress at the end of 2018 under foreign & local bank funded projects. In addition, reconstruction of 12 bridges was completed during the year under foreign funds and 10 bridges were completed under the local funded weal bridge programme.

Similarly in 2019, improvement work of 267.2 km on National Highways has been

completed and the rural road length improved was 167.2 km. Other than that 24 bridges on National roads were improved as at end of the year.

Further the expressway network has been upgraded up to 217.8 km from 169.8 km during the latter part of 2019. Thus the national road network has upgraded in to 12,347.8 km as at end of 2019.

‘A’ class highways and ‘B’ class highways length has not been changed during 2019 and functioned accordingly within the reporting period of time.

The length of ‘B Class’ roads has upgraded in approximately 10 km in 2018 and the roads added can be stated as follows (Table 2.3.1.4)

Item no. 01 of the list was a newly constructed road whereas the remaining 2 items were non-RDA before those were taken over by RDA.

**Table 2.3.1.4 - Details of newly added roads to the ‘B Class’ road network in 2018**

Item No	Name of the Road	Length (km)
1	Access road to Defense Headquarters Pelawatta (B642)	1.255
2	Kegalle Bypass Road (B643)	4.400
3	Kelanimulla – Angoda – Koswatta Road (B 644)	4.567

The map of completed and ongoing roads in Sri Lanka is given in *annexure 09*.

### 2.3.2 Maintenance of Roads & Bridges (RMTF)

The Road Development Authority (RDA) maintains approximately 12,220 km of national highways and 4,660 bridges & 12 flyovers all over the country. The Provincial Directors, Chief Engineers and Executive Engineers of Road Development Authority are carrying out routine, periodic and urgent improvement works under the annual road maintenance programme. Under this programme, wide range of maintenance activities such as sand sealing, pot hole patching, shoulder construction structures, road improvement, signal light and road markings etc. are being attended island wide.

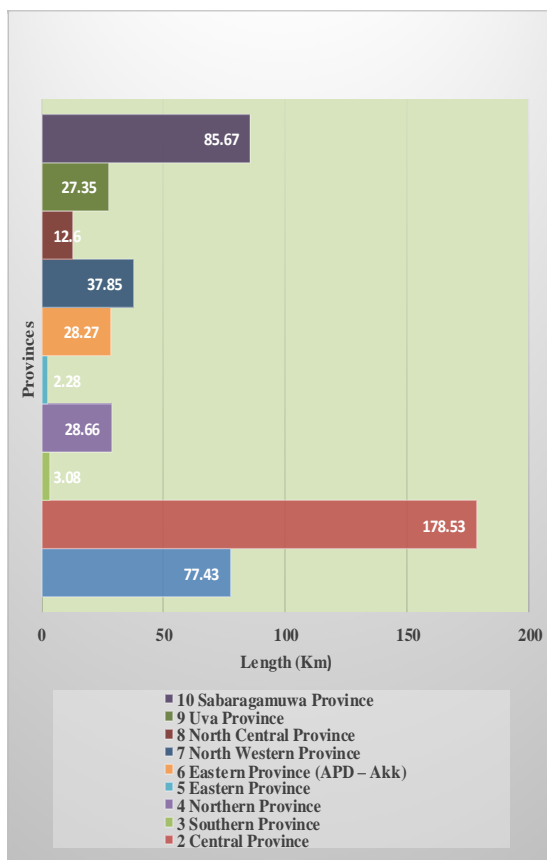
About 227.2 km of roads have been sand sealed from January to end of December 2018 through direct labors and Institute for Construction, Training and Development (ICTAD) registered contractors. Other than that 130.45 km of road length was resurfaced by asphaltting. Thus the total length rehabilitated under this programme in 2018 was 357.65 km.

**Table 2.3.2.1 – Physical Progress of maintenance of roads - 2019**

Province	Sand sealed, Road length up to 31 <sup>st</sup> Dec. 2019 (km)
Western Province	77.43
Central Province	178.53
Southern Province	3.08
Northern Province	28.66
Eastern Province	2.28
Eastern Province.(Akkaraipattu)	-
North Western Province	37.85
North Central Province	2.00
Uva Province	1.35
Sabaragamuwa Province	26.45
<b>Total</b>	<b>357.63</b>

In 2019, the total length sand sealed, rectified and resurfaced was 481.72 km where 357.63 km of that was rehabilitated using sand sealing method.

From the reported length of rehabilitation, the highest road length sand sealed, rectified and resurfaced was recorded in Sabaragamuwa Province at the end of 2018, where in 2019 the highest was reported in Central Province.



**Figure 2.3.2.1 – Province wise Summary of Sand sealed road length in 2019**

Similarly, the lowest road length rehabilitated, sand sealed, rectified and resurfaced was reported in eastern province for the both reporting years where the length was reported a lower value in 2019 than in 2018.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-01	2506 Infrastructure Development	5,000.0	5,000.0	4,961.3
	<b>Total</b>	<b>5,000.0</b>	<b>5,000.0</b>	<b>4,961.3</b>

Financial Progress obtained by this programme as at 31<sup>st</sup> December 2018 was 81% while for 2019 it was 99%. Therefore, the programme has achieved financial progress as it was originally planned and had been able to accomplish more than 3 quarters with respect to the revised action plan 2019.

### 2.3.3. Network Planning & Road Safety

This is an annual program which is carried out with the purpose of improvement of road safety & better network planning. Under this programme, major consideration has given to the road safety due to the road accidents occurred in the highways network.

The network planning and road safety unit under the planning division of Road Development Authority is the key implementing body for this programme. Thus drives all its efforts to see the road network is free of safety hazards and continually contrives to improve the safety of road users both passengers and motorists.

Under this several types of activities have been carried out on annual basis depending on the priorities immersed within the national road network and the requests made

by both Traffic Police and General Public regarding road safety matters.

The number of activities carried out were restricted due to the limited amount of budgetary allocation received each year by the National Budget as well as lack of the human resource within the Road Development Authority.

Progress of the activities carried out under this programme during 2019 can be shown as follows.

**Table 2.3.3.1 Major Activities under Network Planning & Road Safety Programme**

Item No.	Activity	achievement	%
01	provision of safety apparatus to the identified locations in the national highways	Fixing 100 Nos.of flexible bollards	100%
02	Hazardous locations and black spot improvement	Meepe – Ingiriya Road	100%
03	Installation of Advance Traffic Warning system	Jayawardhanapura Hospital Road	100%
04	improvement of road safety near school & industrial zones	Five school zones were selected and Fixing sign boards were completed.	100%
05	Installation of Pelican crossings	Near Kaluthara Maha Vidyalaya	100%

Other than those major activities, few activities as Cover slab rehabilitation & pedestrian safety improvement, Supply & Installation of Hand Rails, Safety improvements & Road markings as well as topographic survey at Mathugama underpass were conducted and were able to complete during 2019.

Financial progress of this project was 31% for year 2019 whereas it was recorded as 86% as at end of 2018. Although the expenditure reported was observed as Rs. 7.73 Mn, the value of work done was around Rs.17 Mn. Thus the programme has achieved its targets more than expected. But due to the delays occurred in bill reporting process the above difference has arisen.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-4-21	2506- Infrastructure Development	25.0	25.0	7.73
<b>Total</b>		25.0	25.0	7.73

#### 2.3.4 Traffic Management

This project is implemented as an annual program to minimize traffic conflicts at junctions in national highways & to avoid accidents and for the safety of pedestrians near hospitals, schools, public places. This was carried out by Traffic management unit

which comes under Highways Design Division of Road Development Authority. Following two major activities are carried out by this unit;

- Design , review of traffic signs and markings
- Design, installation and maintenance of signalised intersections.

Activities completed in 2019 under this project can be listed as below.

- Traffic Light System at Kattankudy Junction in Eastern Province
- Pelican Crossing at Kattankudy
- Traffic Light System at Galle bus stand Junction
- Traffic Light System at Kadana Junction
- Pelican Crossing at Base Hospital Akkaraipttu in Eastern Province
- Pelican Crossing at Kalmunai Asroff Memorial Hospital, Eastern Province
- Traffic Light System at Airport Junction,Ratmalana in Colombo Galle Road
- Improvement to the Traffic Light System at Angulana Zoysapura Junction in Colombo Galle Road
- Pelican Crossing near Mount Lavinia High Courts
- Pelican Crossing at Horana Bus stand

Improvement work of Pelican Crossing at University of Kelaniya was completed up to 1% since it has been started in 4<sup>th</sup> quarter of the year.

Although 12 activities were planned to be implemented by this programme only 11 were commenced since the allocation was not sufficient to implement all. Thus establishment of traffic light system at Polduwa junction and Ehul Kotte Junction was not commenced within 2019.

This project has achieved 31% financial progress by the end of 2019. During 2019, the original provision was transferred to other projects due to the less no of activities planned to be conducted under this programme. Thus a depletion of provision was occurred. From the amount of work done bills in hand was reported as around Rs. 20 as at end of the year.

In contrast, during 2018 the original budgetary provision was 25.0 Mn and it was upgraded by 66% by the revised action plan for the settlement of previous bills of recent years.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-4-22	2506 Infrastructure Development	100.0	64.0	20.0
	<b>Total</b>	<b>100.0</b>	<b>64.0</b>	<b>20.0</b>

### 2.3.5 Rehabilitation of Peradeniya – Badulla – Chenkaladi (A5) Project

The Government of Sri Lanka has proposed to rehabilitate and improve 147 km of Peradeniya- Badulla- Chenkaladi Road (A5) from Badulla in Uva province to Chenkaladi in Eastern province in two lane highway.

Total loan amount of this project is US \$ 140 million. The Saudi Funds for Development (SFD) and OPEC funds for International Development (OFID) will grant equal loan amount of US \$ 60 million for the above project. The balanced amount of US \$ 20 million is funded by Government of Sri Lanka.

This is a 3-year project. Badulla - Chenkaladi road project consist six no's of contract packages under two components as follows.

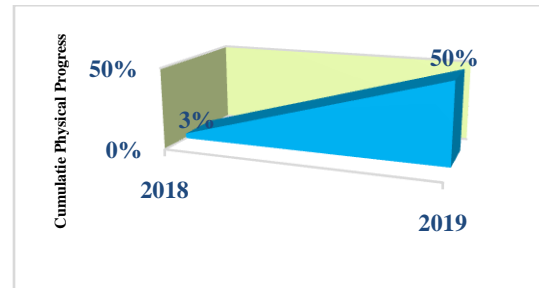
**Table 2.3.5.1 Contract packages rehabilitated under Peradeniya – Badulla – Chenkaladi Project**

<i>Contract packages rehabilitated under SFD (Component 'A')</i>		
Package 1	Bibile – Padiyathalawa road	29 km
Package 2	Padiyathalawa – Thampitiya road	30 km
Package 3	Thampitiya – Chenkaladi road	27.8 km
<i>Contract packages rehabilitated under OFID (Component 'B')</i>		
Package 1	Badulla – Passara road	20 km
Package 2	Passara – Lunugala road	21 km
Package 3	Lunugala – Bibile road	19 km

#### Progress of Contract packages rehabilitated under SFD:

Civil works for Contract package 1 and 2, rehabilitated under SFD has commenced on July 2018 attaining approximately 3% of physical progress as at the end of 2018.

The civil works of contract package 3 has not commenced in 2018 although the contract has been awarded. By the end of 2019, all the 3 packages were at the implementation stage pertaining to an overall progress of 50%.



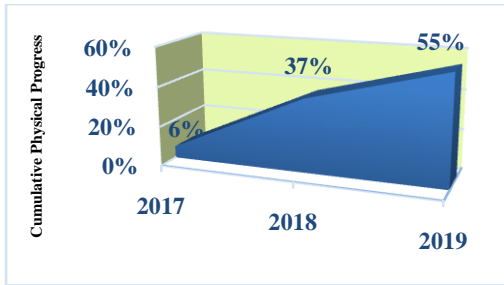
**Figure 2.3.5.1 – Cumulative Physical Progress of SFD Package**

Similarly, land acquisition process was carried out in the year 2018 corresponding to 90% of cumulative physical progress whereas it has achieved 93% by the end of 2019. Thus the target achievement of land acquisition process was 33% for 2019.

#### Progress of Contract packages rehabilitated under OFID:

For 2018 all 3 packages have achieved 37% of physical progress at the end of 2018 whereas it was reported as 55% as at end of 2019.

Land Acquisition works of Civil works for Contract packages rehabilitated under OFID were commenced in June 2017 and it has achieved 89% cumulative physical progress for all three packages as at the end of 2019. Thus the target achievement for the year was 45%.



**Figure 2.3.5.2 – Cumulative Physical Progress of OFID Package**

For the SFD section this project has achieved 54% financial progress for 2019 while 57% of progress has recorded at the end of 2018. Thus the financial target achievement was depleted by 3% in 2019.

Although the expenditure was reported as Rs. 1013.3 Mn, the value of work done has exceeded even the revised allocation during the year.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-23 (SFD)	2105 Land & Land improvement	200.0	25.0	9.0
	2506 Infrastructure Development	2,000.0	1,867.0	1,004.3
<b>Sub Total (SFD)</b>		<b>2,200.0</b>	<b>1,892.0</b>	<b>1,013.3</b>

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-41 (OFID)	2105 Land & Land improvement	300.0	100.0	100.0
	2506 Infrastructure Development	1,250.0	1,888.0	1,089.3
<b>Sub Total (OFID)</b>		<b>1,550.0</b>	<b>1,988.0</b>	<b>1,189.3</b>

For OFID section 60% and 81% of financial progress have attained for 2019 and 2018 years respectively. Around Rs. 99 Mn was reported as bills to be settled as at 31<sup>st</sup> December 2019.

According to that the overall financial progress for this whole project was 57% for 2019 while it was 72% as at 31<sup>st</sup> December 2018.

The location map of the project is illustrated in *annexure 10*.

#### 2.3.6 Road Network Development Project (SFD)

Government of Sri Lanka has received US \$ 60 million from the Saudi Fund for Development (SFD) to rehabilitate and to improve six no's of road sections with approximately 79 km of total length.

The primary objective of the project is to upgrade the National Highway Network by

rehabilitating and improving selected road sections on a priority basis.

Construction works were commenced in June 2013 and project was totally completed in end of December 2015 & **bill settlement process is carried out during theyear since 2016 for the roads which were completed by the end of 2015.**

**Table 2.3.6.1 Rehabilitated Roads under Road Network Development Project.**

Description of Project	Length (km)
Katugasthota - Alawathugoda road section of A 09 Highway	10.9
Alawathugoda - Palapathwela road section of A 09 Highway	16.9
Palapathwela - Naula road section of A 09 Highway	21.6
Thambalagamuwa - Kinniya road section of B 541 Road	8.5
Dehiowita - Deraniyagala road section of B 93 Road	14.0
Peliyagoda – Kiribathgoda road section of A 01 Highway	7.2
<b>Total</b>	<b>79.1</b>

Other than to those road sections completed, following activities were initiated utilizing the load balance of the above project in December 2018, although it was originally planned to commence at the first quarter of the year.

- Rehabilitation/improvement of Kandy – Jaffna road section from 53+740 km to 58+ 000 km including Naula town development
- Reconstruction of Bridge 4/3 on Orugodawatta - Ambathale Road
- Reconstruction of Bridge 6/1 on Orugodawatta - Ambathale Road

- Reconstruction of Bridge 6/2 on Orugodawatta - Ambathale Road

Therefore, by the end of 2018, the physical targets have not been met as planned thus the target achievement was considerably low with respect to revised action plan 2018.

At the end of 2019, rehabilitation/Improvement of A009 Kandy – Jaffna road section with township development mentioned above has attained 63% of physical progress. The activity has achieved more than 100% of progress with respect to revised action plan where the revised target was only 42%.

Other than the above the reconstruction of the above 3 bridges on Orugodawatta Ambathale Road has achieved 11%, 12% and 0.2% of progress respectively for Bridge no. 4/3,6/1 and 6/2 during 2019.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-29	2506 Infrastructure Development	260.0	500.8	225.4
	2105 Land & land improvement	0.0	7.8	7.8
<b>Total</b>		<b>260.0</b>	<b>508.5</b>	<b>233.2</b>

Financial progress of this project was 46% for year 2019 whereas it was recorded as 27% as at end of 2018. Thus the financial target achievement of the project was higher than that of 2018. The value of work done reported by Project Management Unit as at end of 2019 was around Rs. 502 Mn. Therefore, the project has achieved its financial targets as planned within the year.

### 2.3.7 Northern Road Connectivity Project (NRCP) Additional Financing

After the completion of Northern Road Connectivity project the Asian Development Bank (ADB) has provided the additional financing to this Project.

With additional financing, the up-scaled project outputs are approximately 118 km of national highways consists of 61.2 km of Class 'A' roads and 56.2 km of Class 'B' roads in Northern Province and North Central Province.

The overall project performance is satisfactory. All the contracts of civil works were completed at the end of the year 2015 for 9 packages and are in the period of Defects notification and Performance based maintenance.

**Table 2.3.7.1 Road Sections rehabilitated and in progress under Northern Road Connectivity Project (NRCP) Additional Financing**

Name of the Road	Length (km)
Vavuniya – Horowupathana Road (A029) (24+000 km – 34+950 km)	10.95
Medawachchiya – Kebithigollewa Road (B 283) (0+000 km – 12+600km)	12.60
Medawachchiya – Kebithigollewa Road (B 283) (12+600 km – 25+400 km)	12.80

Name of the Road	Length (km)
Kebithigollewa – Padaviya Road ( B211) (0+000 km – 15+500 km)	15.50
Kebithigollewa – Padaviya Road (B211) (15+500 km – 31+35 km)	15.85
Medawachchiya – Mannar – Thalaimannar Highway ( A014) (47+100 km – 62+100 km)	15.10
Medawachchiya – Mannar – Thalaimannar Highway (A 014) (62+100 km – 76+500km)	14.40
Jaffna – Pannai – Kayts Road ( AB 019) (0+000 – 10+000 km)	10.00
Jaffna – Pannai – Kayts Road ( AB 019) (10+000 km – 20+27 km)	10.27
Kandy to Jaffna A09 (In Progress)	9.3

Due to savings from the loan, Rehabilitation / improvement of A 09 Kandy- Jaffna (141+100 km-150+400km) was started March in 2017 and it has completed up to 100 % as at end of 2019. By the end of 2018, it has almost completed where only 1% was remained to be completed.

Other than that rehabilitation of another 2 sections of Madawachchiya – Horowpathana Road (B 282) has initiated in March 2019 and by the end of the year the above road sections from 10+000-23+000 km has achieved 58% of from 23+000-37+000 km has achieved 64% of progress. Since the physical targets of the above 2 sections were 58% and 64% respectively the target achievement as attend of 2019 was 100% for both sections.

By the end of the year road section from 10+000 -23+000 km has achieved 58% of progress whereas road section from 23+000-37+000 km has achieved 64% of progress.

Financial progress for 2019 was 54 % & for the 2018 it was 86%. The original budgetary allocation of the project was revised up to Rs. 1011.5 Mn during the year and the PMU has reported the value of work done as

around Rs. 809 Mn for the reporting period, of time.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-30	2506 Infrastructure Development	306.0	1,011.5	545.9
<b>Total</b>		<b>306.0</b>	<b>1,011.5</b>	<b>545.9</b>

### 2.3.8 Expressway Connectivity Improvement Plan

Expressway Connectivity Improvement Plan (ECIP) is a component of Southern Road Connectivity Project (SRCP) which is for enhancing RDA capacity in planning expressway connectivity improvement and ensuring implementation readiness. Project period is from 2014 to 2019.

US \$ 5 million of loan has been approved to the Government of Sri Lanka to conduct the above tasks. The impact of the project will be an efficient road transport network in south region & the outcome of the project will be the improved connectivity between the expressway network and the local road network in southern region.

Following are the activities which were carried out under this project.

1. Consultancy service for Screening, Feasibility study and Detailed Engineering Design of national highways linking the Expressway

- Network Consultant KCI-KECC JV associated with RDC
2. Individual consultant –SHETC ICS-001 Transport Planner(International)
3. Individual consultant –SHETC ICS-002 Highway Engineer (International)
4. Individual Consultant – SHETC ICS-003 Bridge & Structural Engineer (International)
5. Individual consultant -CEP ICS 004 - Highway Engineer (International)
6. Individual consultant - ICS 006-Bridge/Structural Engineer(International)
7. Individual consultant - ICS 007 - Traffic Planning and forecast analyst
8. Individual consultant - ICS 008 – Transport Planning Consultant ( International)

Activity No. 01 – 05 was completed 100% progress as at the end of 2016. By the end of 2018, activity no. 7 has completed where activity no. 6 and 8 have attained 90% of physical progress as at end of 2018. In 2019, the remaining work of the above 2 was completed by the end of 2<sup>nd</sup> quarter.

Financial achievement for 2018 & 2019 were respectively 61% & 96%. Although the budget has revised by approximately 3 quarters the expenditure has not reported as expected 2018 than in 2019.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-42	2506 Infrastructure Development	54.0	19.0	18.25
<b>Total</b>		<b>54.0</b>	<b>19.0</b>	<b>18.25</b>

### 2.3.9 Road Network Development Project (OFID - I)

The OPEC fund for International Development (OFID) has provided US \$ 40 million for this project and it is included rehabilitation and improvement of approximately 37 km of national highways and the reconstruction of bridge No.3/2 across Ma - Oya on Polgahawela- Kegalle road.

The objective of the project is to reduce vehicle operating cost to enhance the Highways capacity and to enhance level of service provided to community for the development in the areas. This will thereby contribute to the socio economic development of the country.

Four contract packages were awarded for immediate implementation and all the contract packages were completed.

At the year 2017, rehabilitation & improvement 2.63 km of A005Peradeniya – Badulla – Chenkaladi road (Contract Package 5) was commenced using the savings of the loan.

The physical progress achieved for the above road package was 5% in 2017 and 35% at the end of 2018. The target achievement of the project with respective to revised action plan was 55% in 2018, whereas it has achieved only 7% of target achievement in 2017.

By the end of 2019, the same package has attained 57% of physical progress pertaining to 22% of progress achieved within the year. Thus the target achievement with respective to revised action plan was 40%.

**Table 2.3.9.1 Rehabilitated Road & Bridge packages under Road Network Development Project**

Description of Project	Length (km)	Physical Progress as at 31/12/2019
Rakwana -Madampe road section	14.0	Completed
Eheliyagoda - Dehiowita road section	17.0	
Ethul Kotte - Kohuwala road section	6.0	
Reconstruction of Bridge no. 3/2 on Polgahawela- Kegalle road	120.4 m (1 bridge)	
Peradeniya - Badulla – Chenkaladi Road	2.63	57%

Although the project has achieved 63% of financial progress for 2019, it has attained a bit lower progress for year 2018 and it was 53% according to the revised budgetary provision. The main reason for the depletion of financial progress was the poor performance of the contractor.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-31	2506 Infrastructure Development	225.0	146.0	84.7
	2105 Land & land improvement	25.0	25.0	23.2
<b>Total</b>		<b>250.0</b>	<b>171.0</b>	<b>107.9</b>

### 2.3.10 Colombo District Road Development Project

The Government of Sri Lanka has received US\$ 50 million from the OPEC fund for International Development (OFID) to develop national highways in Colombo District.

The main objective of the project is to upgrade the national highway network in Colombo District. This will help to minimize time wastage on the road especially in high traffic corridors in urban areas of the Colombo District and then by contribute to growth of the National Economy.

Under the package I of this project, widening of Nawala Bridge on Nawala-Nugegoda Road was completed in May 2015.

Item no 01 to 05 mentioned in the following table were completed by the July 2016.

Land Acquisition is in progress for the road sections in item no.08, 10;stage II of 11, 12, and 13 during the year 2018 as well as 2019.

There was a delay on land acquisition and project commencement dates were delayed accordingly.

**Table 2.3.10.1 Road sections selected to be rehabilitated under Colombo District Road Development Project**

I/N	Road Name	Length(km)
01	Sri Jayawardanapura Hospital approach road	1.4
02	Dematagoda – Wellampitiya road	1.9
03	Welikada – Kohilawatta road	6.0
04	Kollonnawa – Yakbadda road	2.4

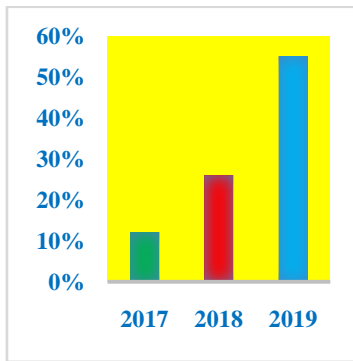
I/N	Road Name	Length(km)
05	Mattakkuliya center road	1.0
06	Kottawa – Talagala road	14.4
07	Kotte – Bope road	11.3
08	Moratuwa – Piliyandala road	2.62
09	Nawinna – Boralasgamuwa road	2.41
10	Piliyandala – Maharagama road	5.38
11	Orugodawatta – Ambatale road	7.7
12	Walgama – Diyagama road	7.06
13	Pelawatta access road	0.83

Item no 09 was decided to not implement due to road conditions.

For the stage I of Orugodawatta – Ambatale road, the physical progress achieved at the end of 4<sup>th</sup> quarter 2018 was 23% as it was initiated in 2018.

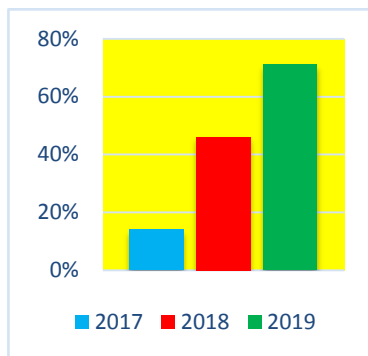
By the end of 2019 it has achieved 29% of overall progress. Thus it has not completed its targets as planned initially. The reason for the low performance of the project due to the poor performance of the contractor.

Improvement of Orugodawatta – Ambathale Road (Stage II) from 0+000 km – 2+300 km and 4+200 km -5+440 km has been commenced in October 2019, where it has achieved 0.2% of physical progress by the end of the year. The low progress reported for the above road sections was due to issues raised in utility shifting and land acquisition process.



**Figure 2.3.10.1 – Overall Progress of the rehabilitation of Kottawa – Thalagala Road**

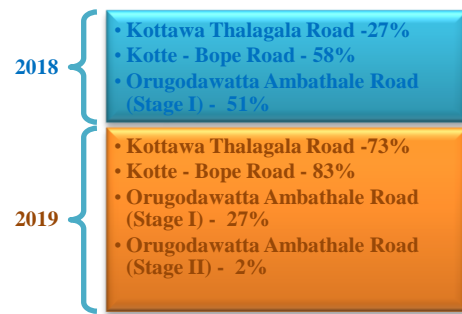
Similarly item no 06 has reported 55% and 26% of progresses as at end of 2019 and 2018 respectively



**Figure 2.3.10.2 – Overall Progress of the rehabilitation of Kotte – Bope Road**

For item no. 07 (Kotte – Bope Road) the rehabilitation works were attained 71% of physical progress as at 31/12/2019 where it was reported as 46% as at end of 2018.

Target achievement of the project with respective to revised action plan 2019 Vs 2018 can be summarized as below.



**Financial progress as at 31/12/2019**

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-32	2506 Infrastructure Development	950.0	850.0	330.1
	2105 Land & land improvement	400.0	950.0	807.5
<b>Total</b>		<b>1,350.0</b>	<b>1,750.0</b>	<b>1,137.6</b>

This project has achieved 65 % financial progress in 2019 & 87% financial progress in 2018.

### 2.3.11 Priority Road Project Extension (PRP III) - Phase 1

Chinese Development Bank (CDB) has provided further US \$ 300 million for this phase of the Priority Road Project. Stage I of PRP III, is implemented under twelve contract packages & the total length of this stage is 248.96 km.

This project is implementing with the purpose of development of infrastructures with great significations to economic and social development of Sri Lanka. As at the

end of December 2018, all the original contract packages were completed except contract package 13 which completed in 2019.

Therefore, since the fact that 99% of the original road packages designed was completed and following road packages have been initiated during 2018 using the savings of the original contract packages. (Table 2.3.11.1)

From those initiated, 3 were completed in 2019 and the only the road improvements made using the savings of contract package 8 has been able to complete consisting 16.6 km of road length by end of 2018.

**Table 2.3.11.1 - Roads rehabilitated from the savings of the original contract packages of PRP3 – Phase I**

Road name
04 Road sections in Bingiriya Electorate savings from PRP 3 –Ph1/C8 VO12 (16.60km)
Savings of C4 ,VO-17 Balagolla Jummah Mosque Circular Road (4.6 km)
Savings of C10, VO - 8 Minigamuwa - Siyurupitiya Road (5.5 km)
Savings of C 7 , VO - 09 Gadaladeniya - Paranapattiya Road (3.5 km)

In 2019, another 7 roads were initiated utilizing the savings of contract packages and those can be stated as follows with the physical progress achieved as at end of 2019.

**Table 2.3.11.2 – Roads initiated during 2019 from the savings of contract packages**

Road Name	Physical progress as 31/12/2019
Anwarama - Kondeniya - Veganthale road	98%
Paragamma - Dikella-Atugoda-Waduradeniya Road	55%
Meedeniya - Hapuwita Road	55%
Alawathuara- Yatapana Road	22%
Nelundiniya Alawwa	15%
Ganethanna- Mahantheagama-Kovilkanda Road	98%
Naduwatta- Puranpotta Road	21%

From those 7 roads initiated, 3 roads have achieved physical targets more than 100% with respective to action plan where the rest has performed more than 50% of their physical targets at the end of the year except road section of Naduwatta – Puranpotta Road.

**Financial progress as at 31/12/2019**

Budget Code	Object / Item Description	Budgetary Provision 2019(Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-39	2506 Infrastructure Development	2,000.0	4,969.0	2,528.4
	<b>Total</b>	<b>2,000.0</b>	<b>4,969.0</b>	<b>2,528.4</b>

Financial Progress for 2019 was 51 % whereas it was reported as 99% as at end of 2018. Although the value of completed road

work shows approximately more than Rs.4,000 Mn, it was not accounted within the above expenditure.

### 2.3.12 Southern Road Connectivity Project (ADB)

Asian Development Bank (ADB) has provided a loan worth with US \$ 70 Mn for rehabilitation and improvement of national highways linking with the expressway network under this project.

The main outputs of this project are improved capacity of 31.2 km of key national highway linking the expressway network in southern region, and enhanced capacity of RDA in planning expressway connectivity improvement and in ensuring implementation readiness.

Further to that, thenationalhighwayimprovementcomponent was designedtoimprovesix(6)sections offive(5)priority nationalhighwayswhichprovideconnectivity tothreeinterchangesoftheSouthernExpressway.

Thesepriorityhighwayshavebeenselectedaccordingtothecurrentroad condition andcapacity,travel demands,and readinessforimprovement.

Rehabilitation & Improvement of the Rathmalana - Mirihana and Moratuwa - Piliyandala road (package I) was commenced in April 2015 and wascompleted in 2017.

Rehabilitation & Improvement works of road section from Kesbewa to Pokunuwita & Kirulapona – Godagama (package II) & road section from Southern Expressway to Madurugoda (package III) are commenced in 2016 and the overall progress of package

II is 80% and package III is almost completed at the end of December 2018.

By the end of 2019, the above package no. II has achieved 97% of physical progress pertaining to 85% of physical target achievement. Package IV Ambatale to CINEC Junction was commenced in July 2017 & the overall progress is 66% & 98% respectively as at the end of December 2018 & 2019.

**Table 2.3.12.1 Road packages selected to be rehabilitated under Southern Road Connectivity Project**

C · P ·	Road Name	Length (Km)
CP01	B389 Ratmalana – Mirihana Road 5+700Km to 7+840Km	2.14
	B295 Moratuwa Piliyandala Road Km2+620 to 5+120	2.55
CP02	B084 Kesbewa – Pokunuwita Road Km13+800 to 28+180	14.4 0
	A004 Kiriulapana – Godagama Road0+130 to 1+000, plus Km17+260 to 18+200	1.79
CP03	B157 Matugama – Southern Expressway Km42+372 to 32+000	10.3 7
CP04	CINEC-Ambatale Junction Road	1.88

For the year 2018, CP 2 has achieved morethan 100% of target achievement whereas CP3 has achieved 100% of physical target achievement with respective to action plan 2018. Although the CP4 has targeted 95%, the resulted achievement was only 66% of progress reflecting 70% of target achievement.

## Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-43	2506 Infrastructure Development	1,420.0	1,753.0	1,058.6
	2105 Land & land improvement	300.0	350.0	350.0
<b>Total</b>		<b>1,720.0</b>	<b>2,103.0</b>	<b>1,408.6</b>

Financial progress was 87% & 67% respectively for 2018 & 2019. For the reporting period of time, the expenditure reported by the PMU was around Rs. 1900 Mn.

### 2.3.13 Integrated Road Investment Programme (iRoad) – Stage I

The Integrated Road Investment Program (iRoad Program) has been initiated to rehabilitate and to maintain the selected Rural and National Roads in selected Provinces with an objective of enhancing road accessibility between rural communities and socio economic centers. The long term impact will be the improved connectivity and the outcome will be the increased transport efficiency on selected Roads.

Accordingly, about 3,131km of Rural Roads belongs to Local Government Authorities (Provincial Councils and Pradeshiya Sabha) and about 265km of National Roads under the RDA within the above project are intended to be designed, improved and maintained over a period of five years and seven years respectively on completion of

procurement of works in complying with the ADB Guidelines and safeguard policies.

Asian Development Bank (ADB) has agreed to provide financial assistance of US\$ 800 million and Government of Sri Lanka will provide US \$ 106 million for improvement and rehabilitation of Provincial as well as National Roads under this project.

This project was started in May 2015 and will be completed in 2024. But, the construction period of rural roads will be completed in 2019 and following with a 3 years of Performance Based Maintenance (PBM). Road Management Contraction (RMC) of national roads goes up to 2024.

**Table 2.3.13.1 Selected Rural Road packages to be rehabilitated under Integrated Road Investment Programme – 2019**

Province	District	No of Roads	Length (Km)
Southern	Galle	66	197
	Matara	67	218
	Hambantota	51	167
Sabaragamuwa	Rathnapura	38	255
	Kegalle	63	217
North Central	Anuradhapura	60	330
	Polonnaruwa	55	170
Central	Kandy	50	221
	Matale	51	194
	Nuwara-Eliya	43	180
North Western	Puttalam	38	220
	Kurunegala	76	485
Western	Kalutara	83	276
<b>Total</b>		<b>741</b>	<b>3,131</b>

As at the end of December 2018 the overall progress of the project is 82% and by end of 2019, it was upgraded to 88%.

For the year 2018, the overall physical target of the project was 28% where the results achieved were nearly 3 quarters (71%) with respective to revised action plan 2018.

The progress achieved by each road packages province wise as at end of 2019 can be stated as follows.

**Table 2.3.13.2 progress of the road packages by province wise**

Province	Physical progress as at 31 <sup>st</sup> December 2018	Physical progress as at 31 <sup>st</sup> December 2019
<b>Southern Province</b>	<b>96%</b>	<b>98%</b>
<b>Central Province</b>	<b>91%</b>	<b>95%</b>
<b>Sabaragamuwa Province</b>	<b>69%</b>	<b>78%</b>
<b>North Central Province</b>	<b>97%</b>	<b>100%</b>
<b>North Western Province</b>	<b>59%</b>	<b>67%</b>
<b>Kaluthara District (Western Province)</b>	<b>46%</b>	<b>62%</b>

Similarly, in 2019, the project has achieved 6% of progress within the year against the 55% of target achievement with respect to revised action plan 2019.

**Table 2.3.13.3 Proposed National Road packages to be rehabilitated under Integrated Road Programme**

No.	Name of the Road & No.	Length (Km)	District covered	Current Status
1	Maradank adawala – Habarana –(A011)	25	Polonnaruwa Anuradhapura	17.9%
2	Colombo-Kandy Road (Ambepussa - Kadugannawa section)	40	Kegalle, Kandy	Contract has not awarded yet.
3	Palmadulla– Ambilipitiya– Padanangala Road (A018)	66	Ratnapura Hambanthota	
4	Karapitiya-Nagoda Road B248, B454, Udugama Bar Junction - Thavalama Road B129, B429,B156	51.7	Galle	1%
5	Thalawa-Kekirawa-Ganewalpola-Galenbidunuwe wa-Dachchihalmille wa Road	90	Anuradhapura	Contract not awarded.
<b>Total</b>		<b>272.7</b>		

### 2.3.14. Second Integrated Road Investment Program ( I Road 2)

This project will improve the accessibility of the road network in rural areas of Sri Lanka and thereby increase the involvement of the rural population in nationwide economic and social development.

It will upgrade and maintain about 3,404 km of rural roads & rehabilitate and maintain at a good condition about 343km of national roads in Northern, Eastern, Uva and Western Provinces; and improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction. The Implementation period is 2018- 2027.

Rehabilitation and improvement works will be completed within the first two years of each contract and thereafter 3 and 5 years **Performance Based Maintenance** period for rural and national road respectively.

**Table No.2.3.14.1. – Proposed Roads under I Road 2**

Province	District	National Road(km)	No.of National Roads	Rural Roads (km)	No.of Rural Roads	No.Of Roads ( Total)	Total Length (km)
Northern	Jaffna	114.89	1	260.24	127	128	1057.77
	Kilinochchi		.	181.78	47	47	
	Mannar		1	137.74	67	68	
	Vavuniya		2	221.78	62	64	
	Mullativu		.	141.34	36	36	

Province	District	National Road(km)	National Roads	Rural Roads (km)	No.of Rural Roads	No.Of Roads ( Total)	Total Length (km)
Eastern	Batticaloa	155.76	1	184.99	123	124	845.83
	Ampara		14	319.45	144	158	
	Trincomalee		1	185.63	123	124	
Uva	Badulla	72.9	6	494.53	147	153	1044.51
	Monaragala		1	477.08	95	96	
Western	Colombo	.	.	247.21	149	149	799.98
	Gampaha			307.37	183	183	
	Kalutara			245.4	102	102	
Total		343.55	27	3,404.54	1405	1432	3,748.09

As this project is programmed to implement during year 2018, in 2017 loan agreement was signed & bids for civil works contracts were invited on June 2017 for Uva Province.

Progress of the project as at the end of December 2019 as follows,

- Civil works of rural roads rehabilitation for Uva province has been awarded in 2018 and has achieved 39% of physical progress as at end of 2019.
- Civil works of rural roads rehabilitation for Eastern province has been awarded in 2019.
- Civil works of rural roads rehabilitation for Northern province is in the process of contract awarding.
- Civil works of rural roads rehabilitation for Western province is expected to be awarded in February 2020.

As for the year 2018, the target achievement was relatively lower than in above two consecutive years corresponding to 84%. During 2019, the financial progress observed was 75% and it was depleted by 9% within the year than in 2018. In contrast, the Facts reported by PMU shows 99% of financial target achievement as at end of 2019.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-44	2506 Infrastructure Development	15,400.0	19,344.8	11,514.5
<b>Total</b>		<b>15,400.0</b>	<b>19,344.0</b>	<b>11,514.5</b>

### 2.3.15 Government Guaranteed Local Banks Funded Road Rehabilitation Project

This project was established to manage the contracts for the rehabilitation / up gradation of roads which are funded by the local commercial banks.

This project is consulted by Road Development Authority & some of the roads were constructed by Central Engineering Consultancy Bureau (CECB).

All the contracts are awarded to the local contractors. Total of 64 roads are awarded to rehabilitate/ upgrade under this project.

Out of 64, 62 no. of contract packages have been completed as at end of December 2018.

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Only 02 packages were reported as in progress at the end of 2018 and the physical progress gained by each as at end of 2019 can be listed as follows.

**Table 2.3.15.1 Progress of ongoing road sections**

Item No.	Road Name	Road Length (km)	District Location	Physical Progress up to 31/12/2019(%)
01	Colombo - Kandy Road (Kadawatha - Nittambuwa)	23.00	Gampaha	100%
02	Lunugamwehera-Katharagama Road	13.82	Monaragala	100%
03	Nittambuwa – Pasyala Road	4.0	Gampaha	1%

Other than those, another package (Item No.03) was initiated in 2019 pertaining to approximately 1% of physical progress at the end of the year as described above.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-51	2506 Infrastructure Development	43,700.0	39,672.0	39,671.3
<b>Total</b>		<b>43,700.0</b>	<b>40,102.0</b>	<b>39,671.3</b>

The overall financial progress achieved as at end of both 2018 and 2019 was reported as 99%. Thus the financial target achievement of the project was excellent.

### 2.3.16 Transport Connectivity & Asset Management Project

The project was restructured during 2018 as per the cabinet decision 18/1682/805/051 dated 15.08.2018 where the loan agreement was signed on 29<sup>th</sup> September 2017.

After restructuring the Road Development Authority's component of the project, the scope has limited to "Institutional Strengthening and Capacity Building for Asset Management".

The main objectives of developing and operationalizing Road Assets Management System in the RDA are;

- To optimize the economic benefit by minimizing the road maintenance costs and road user cost,
- To determine timing & cost of interventions to reduce life cycle cost
- To monitor and track performance of completed work.

In 2019, following activities were implemented under this project.

1. Operationalizing Road Asset Management system and unit within RDA.
2. Capacity building, training and consultancies
3. Purchasing Equipment

Accordingly, activity 01 has achieved 25% of target achievement with respect to revised action plan reflecting 2% of progress vs the planned amount of 8%. Further for the

activity no.2, the target achievement was observed as more than 100% following 12% of physical progress with respect to the target amount of 10% for the accounting year.

Under purchasing equipment, documentary part is ongoing where preparation of specifications, preparation of documents and getting Technical Evaluation Committee's approval has been implemented.

As the project was restructured in 2018, some activities mentioned in the action plan were not implemented within the year. Therefore, the target achievement with respect to action plan 2018 was lower than expected.

In 2019, except the Consultancies for Asset Management System and other activities, all the planned items were implemented and the progress achieved were described above. Since most activities were initiated in 2019, the progress attained cannot be compared with the previous year.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-48	2506 Infrastructure Development	376.0	71.0	70.5
	<b>Total</b>	<b>376.0</b>	<b>71.0</b>	<b>70.5</b>

Financial progress of the project is 99% in 2019 while it was 34% in 2018. Thus the financial target achievement of the project was excellent.

### 2.3.17 Improvement and Rehabilitation of Priority road Projects-3, Phase II (PRP 3- Phase II)

The China Development Bank (CDB) has provided US \$ 100 Mn loan for improvement of the link roads to main cities. Project duration for this project is 18 months and total cost estimate is Rs. 16,000 Mn. Under this project 20 road sections with total road length of 131.85 km in Kandy (13 road sections) & Kegalle districts (7 road sections) were selected to improve & rehabilitate.

During the year 2016, all 20 contract packages have been initiated except one contract package. Thus during 2018, all the road packages have been completed achieving more than 100% of physical target achievement with respect to revised action plan of 2018.

Other than those 20, packages another 2 packages has been initiated within 2018 from the savings of contract package 24 and 28 and were completed as at end of 2019.

**Table 2.3.17.1 – Road packages initiated in 2018**

Road Name	Length (km)	District/Location	Physical Progress at 31/12/2018	Physical Progress at 31/12/2019
Hedeniya – Medawala road (C24 Vo)	3.3	Kandy	57%	Completed.
Pussellawa – Ulotha Road (C28 Vo)	2.9	Kandy	65%	

During 2019, another 4 road packages have been initiated in Kegalle utilizing the savings of contract packages and those can be stated as follows with the progress obtained as at 31<sup>st</sup> December 2019.

**Table 2.3.17.2 – Road packages initiated in 2019**

Road Name/Improvement at work	Length (km)	Physical Progress as at 31/12/2019
Debathgama – Kalugala Road (C 38 VO)	5.0	70%
Kannaththota – Ihalagama Road (C 39 VO)	2.1	94%
Improvement of Bulathkohupitiya Town ( C40 VO)	1.5	12%
Improvement of Mawanella Town	2.0	10%

From the above 2 road packages, Kannaththota – Ihalagama road has achieved more than 100% of target achievement whereas Debathgama – kalugala road has achieved 79% of target achievement with respect to revised action plan 2019.

The financial progress achieved during 2019 was 73% while it was reported as 82% in

2018. Therefore, in 2019, the financial target achievement was lower than that with 2018.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-46	2506 Infrastructure Development	1,300.0	4,167.5	3,027.1
<b>Total</b>		<b>1,300.0</b>	<b>4,167.5</b>	<b>3,027.1</b>

#### 2.3.18 Base line Road Extension Project – Phase III

Original proposal of Baseline Extension Phase III is Kirulapana junction to Maliban Junction at Ratmalana. But, the original proposal was limited up to Dutugemunu Street by Cabinet Memorandum. According to that the road length is 0.86 km. The proposed road is going to be constructed with 3 lane dual highways including an overpass at Kirulapana junction and an underpass over Balapokuna Road.

The project temporarily stopped land acquisition work for Stage I, from 7<sup>th</sup> December 2016 due to Appeal Court order and judgment was given on 23<sup>rd</sup> May 2018 as all cases were dismissed without cost.

Land acquisition is in progress with 50% progress for Kirulapana Junction to Dutugemunu Street section. The progress of land acquisition was 14% and 31% in 2018 and 2019 respectively.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-10	2105 Land & land Improvements	192.0	418.4	220.5
	2506 Infrastructure Development	30.0	10.0	9.9
<b>Total</b>		<b>222.0</b>	<b>428.4</b>	<b>230.4</b>

The financial progress achieved as at end of 2019 was 54 % whereas it was reported as 1% at the end of 2018. Insufficient amount of imprest received was the affected to the law financial progress as reported as above. Since the court order was given in the mid of 2018, the land acquisition work was just initiated which lead to very low financial progress as at end of 2018.

#### 2.3.19 Western Province National Highways Project

The OPEC funded for international Development (OFID) has provided US \$ 17.00 million for the improvement of selected road sections in Western province, especially in Colombo & Kaluthara district.

It is included rehabilitation and Improvement of approximately 25.81 km of national highways.

Under this project following four road sections have been selected for widening & improvement under two contract packages.

**Table 2.3.19.1 - Selected road packages to be rehabilitated under the project**

No	Road sections	Length (Km)	Progress as at 31/12/2019
1	Kaduwela-Athurugiriya Road B174 (0+000km-9+500Km)	9.50	Civil work – 29%
2	Walgama – Athurugiriya road B451 (0+000Km-1+210Km)	1.21	
3	Wadduwa– Moronthuduwa road B449 (1+000K-5+300Km)	5.30	Civil work – 90%
4	Bellana–Maragalla Road B 544 (0+000Km-9+800Km)	9.80	

Civil works for the no.1 & 2 road sections were recommenced in 2018 and it has achieved 11% of progress as at 31<sup>st</sup> December 2018. The physical target achievement of the 2 roads with respective to revised action plan 2018 was 44%.

Similarly, in 2019 the above package has achieved 29% of progress by the end of the year. The target achievement of the package with respective to revised action plan was 33%. The major problem occurred in the implementation of the two road packages was delays occurred in the land acquisition process. Since compensation payments of approximately Rs. 500 Mn has to be settled; utility shifting & the remaining work has been temporarily stopped until the problem is solved affecting the physical progress of the project in negative way.

Civil works for no.03 & 04 projects were started on 05<sup>th</sup> Oct. 2017 & it has achieved 2% overall progress as at the end of 2017. The physical progress of these 2 roads was 50% at the end of 2018, where it has

achieved 48% within 2018. Therefore the target achievement of the no. 03 & no. 04 roads was 87% with respective to revised action plan 2018.

In 2019, the above 2 road packages have achieved 90% of overall progress pertaining to 71% of target achievement. Although according to action plan 2017, the civil works for all 4 road sections were planned to commence during 2017, it was unable to do due to the delay in land acquisition process.

Land acquisition progress was item 1 & 2 were just more than 3 quarters whereas for item 3 & 4 those were 26% and 35% respectively. By the end of 2019, the progress attained in land acquisition process of the above roads was 55%, 40%, 95% and 88% respectively.

For the year 2018, the overall financial progress obtained was 84% where the initial provision has been revised by nearly 50%. During 2019, it was depleted by 15% resulting 69% of financial target achievement.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-40	2506 Infrastructure Development	200.0	744.0	519.1
	2105 Land & land improvement	800.0	340.0	228.0
<b>Total</b>		<b>1,000.0</b>	<b>1,084.0</b>	<b>747.1</b>

### 2.3.20 Widening & Improvement of Roads & Bridges in Central & Uva Provinces

The government of Sri Lanka has received a loan from Export - Import Bank of China (Hunan Branch) & People's Bank of Sri Lanka for widening & improvement of 64.31km roads and reconstruction of 13 bridges in Central & Uva Provinces.

This project will be implemented under 2 contract packages. Construction period for two packages will be 24 months & 18 months respectively for Road package (C1) & Bridge package (C2).

Loan agreement was signed on June of 2018 and the project has achieved overall progress of 43% at the end of 2019. Thus the target achievement with respective to revised action plan 2019 was 89%.

**Table 2.3.20.1 - List of Roads & Bridges Improved under this project in Central & Uva Provinces**

Contract No.	Road Package	Length (km)/ No. of Bridges
C1	Kandy – Kirimatiya Road	7.64
	Ampitiya – Gurudeniya (Pichchamalwatta) Road	2.25
	Nuwara Eliya – Ragala – Udapussellawa Road	27.00
	Welimada – Kirkless Road	17.83
	Avissawella – Hatton – Nuwara Eliya Road	9.59
C2	Reconstruction of Bridge Nos. 24/3 and 42/1 on Tennakumbura – Rikillagaskada – Ragala Road	02
	Reconstruction of Bridge No. 3/2 on Kandy – Kirimatiya Road	01
	Reconstruction of Bridge Nos. 23/3, 27/2, 30/4, 31/5, 34/8, 37/1 and 38/5 on Nuwara Eliya – Ragala – Udapussellawa Road	07
	Reconstruction of Bridge Nos. 1/1, 2/5, and 7/7 on Welimada – Kirkless Road	03

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-45	2506 Infrastructure Development	1,720.0	1,877.5	1,035.3
<b>Total</b>		<b>1,720.0</b>	<b>1,877.5</b>	<b>1,035.3</b>

The project has achieved 55% financial progress in 2019 whereas it was reported as 100% in 2018. Since the loan agreement was signed on the 2<sup>nd</sup> quarter, the work implemented was 50% than expected resulting a low financial progress.

### 2.3.21 Transport Project Preparatory Facility Project

The project is funded by Asian Development Bank with the purpose of improving the startup efficiency of priority transport projects in road, railway and port subsectors by

- Preparing the feasibility study, detailed design and procurement documents, and
- Providing implementation support during the inception stage of project implementation.

Under this project 3 activities are already implemented as follows.

**Table 2.3.21.1 Progress of activities under TPPF project as at 31.12.2019**

Item No.	Project Name/ RDA Division	Commencement Date	Completion Date	Physical Progress
1	Consultancy Services for Detail Design at Port Access Elevated Highway Project	20-02-2017	19-02-2018	Completed
2	Consultancy (Individual) - Financial Advisor for Peliyagoda Rajagiriya Elevated Highway (ICS 01)	16-Oct-17	10-Feb-19	
3	Consultancy (Individual) Transaction Advisor for Peliyagoda Rajagiriya Elevated Highway (ICS 03)	10-Oct-17	10-Feb-19	

Item no. 01 was completed in 2018 and the target achievement of the activity with respect to revised action plan 2018 was 100%.

Item no.02 and 03 were completed 80% & 90% respectively in 2018 and completed fully in 2019. The physical target achievement with respect to revised action plan of 2018, was 60% for item no. 02 and similarly for item no.03 the value reported was 80%. Since the above 02 were completed within 2019 as planned the target achievement of those were 100% during 2019.

The financial progress of the project with respect to revised provision of 2018 was 75% whereas it was 32% for 2019. Therefore, the financial progress of 2018 was higher than that of 2019.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04- 47	2506 Infrastructure Development	345.0	128.5	41.6
<b>Total</b>		<b>345.0</b>	<b>128.5</b>	<b>41.6</b>

#### 2.3.22 Marine Drive Extension up to Panadura

In late 90's the Marine drive was identified as an alternative road to reduce traffic congestion on Colombo - Galle Road. Construction of the Marine Drive (section 2) commenced in 1998 and implemented under different stages from Ranmuthu Hotel to Dehiwala urban side (0+520 km to 8+420 km).

To enhance connectivity and the accessibility with the proposed port city development, the existing Marine Drive has been proposed to extend up to Galle face. Due to the traffic volume on Colombo - Galle road is increasing rapidly and at present even beyond Dehiwala traffic congestion can be experienced during peak hours. One main reason for present traffic congestion is non-availability of an alternative route. In view of this, Marine drive has been proposed to extend up to Panadura.

The activities conducted under this project were categorized under the following stages and the progress achieved by each can be stated as follows.

Stage	Progress as at 31/12/2019
Marine Drive Stage I( From Ramakrishna road to Melbourn Avaneue)	70%
Marine Drive Stage II (Melbourn Avaneue to Glen Arbar Place)	80%
Marine Drive Stage III (Glen Arbar place to Kolpity railway Station)	95%
Marine Drive Stage IV( Ramakrishna Road to Frazer Avaneue)	90%
Marine Drive Stage V-Road Works	50%
Marine Drive Stage V -Design & Construction of Railway Quarters at Kollupitiya Railway Station	5%
Marine Drive Stage VI - Road Works	Has not commenced in 2019

The financial progress of the project as at end of 2018 was less than 50% where most of the activities were still at their preliminary stages. The financial progress achieved at the end of 2019 was 55%

Other than that land acquisition was carried out in 2019 pertaining to 36% of physical progress as at end of the year.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2018 (Rs. Mn)	Revised Provision as at 31/12/2018 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-04-49	2506 Infrastructure Development	200.0	84.0	43.5
	2105 Land & land improvement	100.0	140.0	80.2
<b>Total</b>		<b>300.0</b>	<b>224.0</b>	<b>123.7</b>

*Summary of Progress of Highways Development Projects & Programmes  
Vs. Targets during 2019*

*During 2019, new road sections under Rehabilitation & Improvement Priority Road Project-3-Phase II has commenced due to the savings of road packages conducted and the details and progress obtained by each said package is illustrated with the project description below. Other than that improvements works of 2 road sections has initiated under Northern Road Connectivity Project and the details were embedded within the table below.*

Physical Progress of Highway Development Program							
No	Project Name	Cumulative Physical progress as at 31/12/2017	2018		2019		Cumulative Physical Progress as at 31/12/2019
			Overall Physical Target	Overall Physical Progress	Overall Physical Target	Overall Physical Progress	
1	Baseline Extension	Land Acquisition Process - 48%	Land Acquisition Process - 50%	Land Acquisition Process - 2%	Land Acquisition Process - 48%	Land Acquisition Process - 31%	Land Acquisition Process - 81%
2	Peradeniya - Badulla Road from Badulla to Chenkalady(SFD) & (OFID)	SFD – 0%	SFD – 08%	SFD- 03%	SFD – 35%	SFD- 23%	SFD- 26%
		OFID –6%	OFID –35%	OFID- 31%	OFID – 50%	OFID- 11%	OFID- 55%
3	Northern Road Connectivity Project-Supplementary (GOSL-ADB)	Completed 9 contract packages.					
		Rehabilitation of Kandy Jaffna Road( A009 ) Section (141+100-150+400)km					
		49%	50%	50%	1%	1%	100%
		Rehabilitation of Madawchchiya – Horowpathana Road (B 382) sections Section I – 10+000 km – 23+100 km Section II – 23+100 km – 37+000 km					
				Section 1 – 58%	Section 1 – 58%	Section 1 – 58%	
				Section II- 64%	Section II – 64%	Section II – 64%	
4	Road Network Development Project (GOSL-OFID)	CP I,II,III, IV - 100%,CP V- 5%	CP V- 55%	CP V - 30%	Cp V-55%	CP V - 22%	CP I,II,III, IV - 100% CP V - 57%.

No	Project Name	Cumulative Physical progress as at 31/12/2017	2018		2019		Cumulative Progress as at 31/12/2019
			Overall Physical Target	Overall Physical Progress	Overall Physical Target	Overall Physical Progress	
5	Colombo District Road Development Project (GOSL-OFID)	Kotte - Bope Road-14%,  KottawaThalagala Road - 12%	Kotte - Bope Road-55%,  KottawaThalagala Road - 51%  Orugodawatta -batale Road Stage I -45%,	Kotte - Bope Road-32%,  KottawaThalagala Road- 14%  Orugodawatta -batale Road- Stage I - 23%,	Kotte - Bope Road-30%  ,KottawaThalagala Road-40%  Orugodawatta - batale Road- Stage I - 25%,  Stage II – 10%	Kotte - Bope Road-25%  ,KottawaThalagala Road-29%  Orugodawatta - batale Road- Stage I - 06%,  Stage II- 0.2%	Kotte - Bope Road-71%  KottawaThalagala Road- 55%  Orugodawatta -batale Road- Stage I -29%,  Stage II- 0.2%
6	Priority Road Project-Extension (GOSL-CDB)	*84%	6%	5%	11%	6%	95%
7	Western Province National Highways(GOSL-OFID)	CP II- 2%	CP I -25% ,  CP II - 55%	CP I -11% ,  CP II - 48%	CP I -54% ,  CP II - 56%	CP I -18% ,  CP II - 38%	CP I -29% ,  CP II - 88%
8	Southern Road Connectivity Project (GOSL-ADB)	CP01-100%  CP02-22%  CP03-42% CP04-17%	-  CP02-47%  CP03-49% CP04-83%	-  CP02-58%  CP03-56% CP04-49%	-  CP02-20%  CP03-02% CP04-34%	-  CP02-17%  CP03-02% CP04-32%	CP01 - 100%  CP02-97%  CP03-100%  CP04-98%
9	Integrated Road Investment -(I Road)(GOSL-ADB)	62%	28%	20%	11%	06%	88%
10	Rehabilitation & Improvement Priority Road Project-3-Phase II	4%	77%	72%	24	24	*100%
11	Widening & Improvement of Roads and Bridges on Central &Uva Provinces	Civil work initiated in 2018.	1%	1%	47%	42%	43%

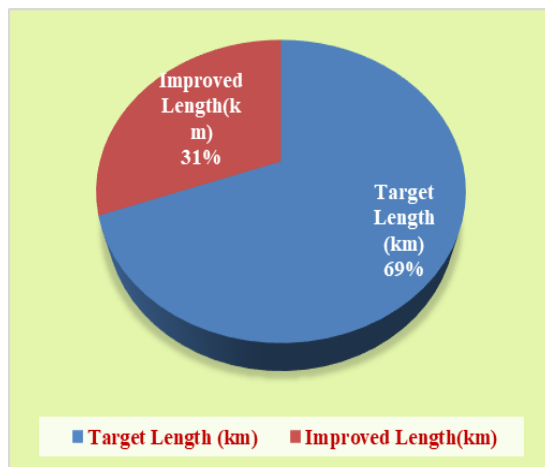


## 2.4 WIDENING AND IMPROVEMENT OF ROADS

### 2.4.1 Widening & Improvement of Roads

Important road links that connect main roads and smaller road sections that need attention but cannot be offered to donor funding and small weak bridges are being rehabilitated and reconstructed under the widening and improvements programme.

During 2018, improved road length under this programme was 364.78 km and 337.32 km of road length was reported as under improvements by the end of the year. The target length for the year was 825.87 km where 31% of the target was improved during the reporting period of time.



**Figure 2.4.1.1–Improved Road Length in 2018**

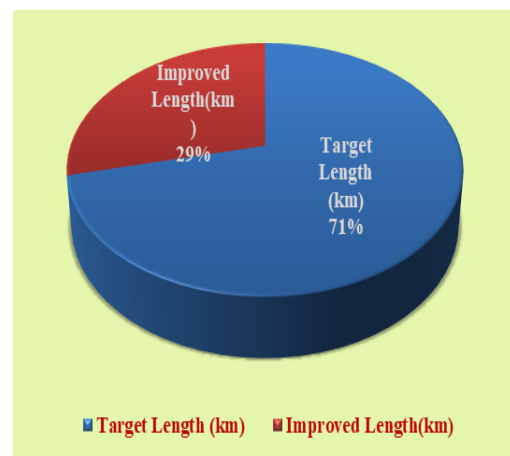
Other than the road improvement works, reconstruction of 8 bridges were initiated whereas 6 were completed as at end of

2018. out of those 5 bridges were located within the Southern Province.

During 2019 this improved road length was reported as 209.01 km and improvement work of another 309.4 km is in progress as at the end of the year. The targeted length to be improved in 2019 was 518.41 km where only 29% of it has been able to fully complete at the end of the year. Further improvement work of 453.54 km was initiated during 2019.

For the year 2019, reconstruction of 20 bridges was initiated whereas only one bridge was completed and another 04 bridges is in progress as at end of December.

Both completed and one ongoing bridge is located in Badulla district and other ongoing bridges are located in Kalutara, Matara, and Ratnapura Districts.



**Figure 2.4.1.2–Improved Road Length in 2019**

A summary of overall Physical and Financial progress of Widening & Improvement of roads in each district as at the end of 2019 can be stated as follows;

Table 2.4.1.1 Physical &amp; Financial Progress of Widening &amp; Improvements of Roads in 2019

Budgetary Code	Name of the District	Physical Progress		Financial Progress			
		Overall physical target as at 31 <sup>st</sup> Dec.2019 (%)	Progress up to 31 <sup>st</sup> Dec.2019 (%)	Budgetary Allocation 2019	Revised Allocation (Rs.Mn)	Expenditure as at 31 <sup>st</sup> Dec.2019	Financial Progress (%)
117-02-05-01-2104-11	Colombo	100	47	300.0	300	270.5	90%
117-02-05-02-2104-11	Gampaha	100	38	300.0	300	268.1	89%
117-02-05-03-2104-11	Kalutara	100	75	275.0	142	109.36	77%
117-02-05-04-2104-11	Kandy	100	15	275.0	275	236.1	86%
117-02-05-05-2104-11	Matale	100	6	175.0	51.2	39.57	77%
117-02-05-06-2104-11	Nuwara Eliya	100	3	130.0	80	76.33	95%
117-02-05-07-2104-11	Matara	100	3	150.0	650	202.1	31%
117-02-05-08-2104-11	Galle	100	5	150.0	97	79.5	82%
117-02-05-09-2104-11	Hambanthota	100	0	150.0	160	160	100%
117-02-05-10-2104-11	Jaffna	100	84	120.0	176.1	176	100%
117-02-05-11-2104-11	Killinochchi	100	87	120.0	320	313.2	98%
117-02-05-12-2104-11	Mannar	100	38	120.0	3	1.1	37%
117-02-05-13-2104-11	Vavuniya	100	78	120.0	71.9	63.78	89%
117-02-05-14-2104-11	Mullativu	100	40	120.0	6	2.8	47%

Budgetary Code	Name of the District	Physical Progress			Financial Progress		
		Overall physical target as at 31 <sup>st</sup> Dec.2019 (%)	Progress up to 31 <sup>st</sup> Dec.2019 (%)	Budgetary Allocation 2019 (Rs.Mn)	Revised Allocation 2019 (Rs.Mn)	Expenditure as at 31 <sup>st</sup> Dec.2019 (Rs.Mn)	Financial Progress (%)
117-02-05-15-2104-11	Batticaloa	100	100	120.0	60	43.57	73%
117-02-05-16-2104-11	Ampara	100	39	120.0	90	72	80%
117-02-05-17-2104-11	Trincomale	100	58	100.0	82.6	61.15	74%
117-02-05-18-2104-12	Kurunegala	100	71	125.0	473	470	99%
117-02-05-19-2104-13	Puttalam	100	93	125.0	125	118.8	95%
117-02-05-20-2104-14	Anuradhapura	100	51	150.0	267	262.1	98%
117-02-05-21-2104-15	Polonnaruwa	100	20	100.0	44	43.9	100%
117-02-05-22-2104-16	Badulla	100	45	125.0	55	54.4	99%
117-02-05-23-2104-17	Monaragala	100	17	100.0	50	41.7	83%
117-02-05-24-2104-18	Kegalle	100	92	130.0	71	46.13	65%
117-02-05-25-2104-19	Ratnapura	100	25	100.0	137	135.6	99%
117-02-05-26-2104-20	Tax Component	-	-	700.0	560	438.9	78%
117-02-05-29-2104-21	National Savings Bank Funded Projects	-	-	3000.0	300	270.5	90%
<b>Total</b>				<b>7,500.0</b>	<b>4646.8</b>	<b>3786.69</b>	<b>81%</b>

### Summary of Physical Progress during 2019 Vs 2018.

Although out of 25 districts, 4 districts have achieved 100% of physical progress at the end of 4<sup>th</sup> quarter of 2018, there was only one

district has achieved 100% of target achievement as at 31<sup>st</sup> December 2019. It was Batticaloa District.

As at the end of both years 2018 & 2019 two districts have achieved more than 90% of

physical progress. Kalutara, Jaffna, Killinochchi, & Vavuniya districts have achieved physical progress of widening and improvement works in between 75% - 90% as at the end of year 2019. In contrast 18 out of 25 districts have achieved less than 75% of physical progress within the year.

Out of 25 districts Hambanthota District was not recorded any physical achievement during the year and the least physical performance was observed to be achieved in Matara district corresponding to 3% of progress, whereas Badulla district has reported as the least performer as at the end of 2018.

From the Financial progresses obtained 6 districts have achieved more than 100% of financial progress within 2018 whereas 4 districts have recorded more than 80% of financial progress as at end of 2018. The least financial progress was achieved in Mannar district whereas another 5 districts have achieved less than 20% of financial progress.

### Summary of Financial Progress during 2019 Vs 2018.

With respect to revised action plan 2019 the progress achieved by the programme was more than 3 quarters ahead and it was reported to be higher than that of 2018.

#### Financial Progress as at 31/12/2019

Budget Code	Object/Item Description	Budgetary Provision 2019 (Rs.Mn)	Revised Provision as at 31/12/2019(Rs.Mn)	Expenditure (Rs.Mn)
117-2-5-1-25	2506-Infrastructure Development	7500.0	4646.8	3786.7
	<b>Total</b>	<b>7500.0</b>	<b>4646.8</b>	<b>3786.7</b>

During 2019, the highest financial progress was observed in 3 districts pertaining to 100% of financial target achievements. (Hambanthota, Jaffna and Polonnaruwa.)

The least financial progress was observed in Matara district whereas 8 districts were obtained more than 90% of financial progress during 2019.

Although the financial progress was achieved by each province in 2019 and 2018 can be illustrated as follows, the values obtained for each cannot be compared since the allocation was made for each district was based on the annual priority requirements.

**Table 2.4.1.2 - A comparison of Provincial Financial Progress attained during 2019 vs. 2018**

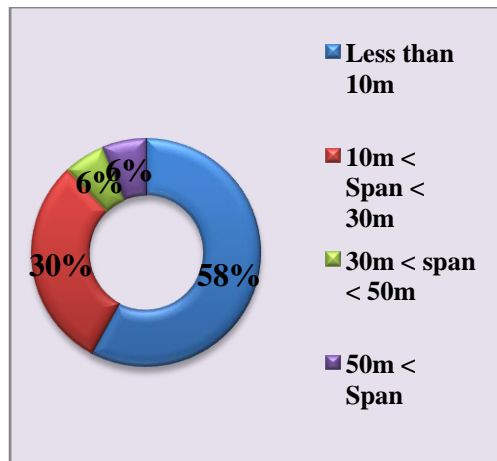
Name of the Province	Financial Progress (%) as at 31st Dec.2018)	Financial Progress (%) as at 31st Dec.2019)
Western	34%	87%
Central	46%	87%
Southern	61%	49%
Northern	72%	96%
Eastern	95%	76%
North Western	92%	98%
North Central	71%	98%
Uva	77%	92%
Sabaragamuwa	100%	87%

Since widening and Improvement Programme was conducted as an annual programme, both physical targets and financial targets were planned with respective to requirements made and with respective to provisions of budgetary allocations made for each year.

## 2.5 BRIDGES AND FLYOVERS

As an integral part of the Road Network, most bridges are being reconstructed or rehabilitated with enhanced safety features parallel to road development where 100 – 150 bridges are to be reconstructed annually (permanent bridges are being constructed for existing ferries as well as weak and narrow bridges). Flyovers also have to be constructed in location with intersections with the easing traffic congestion, reducing delays, minimizing accidents, lowering the operational cost of vehicle and finally ensuring the safe and efficient transportation. Accordingly, this ministry is engaged in rehabilitation, improvement, reconstruction and construction of new bridges through no of projects to ensure easy and safe transportation.

There are around 4662 bridges in the National Road Network(A class & B class Highways) and the bridge classification according to span can be stated as follows.



**Figure 2.5.1– Summary of Bridges on National Highways**

The highest group of bridges located in the National Road Network were consisted with less than 10m span where the least no. of bridges were with 30m < Span < 50m and 10m < Span < 30m. Since these bridges were

located in A Class Highways and B class highways of the National road Network, the bridges constructed in Expressways were not included within these values.

### 2.5.1 Reconstruction of Damaged /Weak Bridges on National Highways

Under this programme, 86 no's of bridges improvement was proceed during year 2018 where 67improvement works were conducted in 2019. Out of 67, 12 were completed as at the end of 2019. Physical works for 46 bridges are ongoing while all together 09 bridges were remained under tender stage. During 2019, 09 projects were initiated and all of those were at tender stage as at 31<sup>st</sup> December 2019.

**Table 2.5.1.1 The physical performance of Projects initiated during 2019**

Province	Completed	On going	Tender Stage	Total
Western	00	09	02	11
Central	05	13	02	20
Southern	00	01	01	02
Northern	00	01	00	01
Eastern	00	03	00	03
Eastern Province(AP D - Akp)	00	01	00	01
North Western	02	04	00	06
North Central	02	07	01	10
Uva	02	02	03	07
Sabaragamuwa	01	05	00	06
<b>Total</b>	<b>12</b>	<b>46</b>	<b>09</b>	<b>67</b>

Financial progress as at the end 2018 was 61% where as 100% of financial progress was achieved by the project in 2019. Therefore, the financial target achievement with respective to

revised action plan 2019 excellent in 2019 than in 2018.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-08	2506 Infrastructure Development	300.0	325.3	325.3
	<b>Total</b>	<b>300.0</b>	<b>325.3</b>	<b>325.3</b>

### 2.5.2 Construction of Rural Bridges using Old Bridge Components

Construction of low cost bridges in rural areas and quick construction of temporary bridges in RDA roads under emergency situation such as flood damages are main responsibilities of Rural Bridge Construction Division. Basically the bridges are constructing in rural areas with re-using old steel components removed from RDA bridges.

During the year 2019, reconstruction of 31 no. of bridges has been newly initiated and 17 no's of bridges have been completed. Construction works of 11bridges are ongoing stage and the no of bridges continued from the previous year were also counted under this number. From those 31, 10 no of projects were in tender stage. Project details of ongoing bridges during 2019 are given in *annexure – 11*.

This project has achieved 65% financial progress during year 2018 where for the year 2019 it was 68%. Thus the financial target achievement of the project is far better in 2019 than the previous reporting year.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-14	2506 Infrastructure Development	300.0	262.7	178.8
	<b>Total</b>	<b>300.0</b>	<b>262.7</b>	<b>178.8</b>

### 2.5.3 Regional Bridge Project (Phase II)

Total estimated cost for the project is £ 45 million and it was funded by HSBC Bank in UK. Under this project 80 bridges are being reconstructed. Project period is 4 years from 2013 to 2017. During the year 2017, 10 bridges have been completed and 16 numbers of projects are remained in ongoing status as at end of 2017.

From the list of bridges selected some were used temporarily used for the reconstruction of 66 permanent bridges. Almost 65bridges out of all have been completed by the end of 2017. Overall physical progress achieved during 2019 was 1% & the cumulative physical progress as at end of 2019 is approximately 99%.

During the year 2019, 08 bridges have been completed and 04 numbers of projects are initiated and remained in ongoing status as at end of December 2019. Overall progress for project is 99.7% as at the end of December 2019.

The Physical progress of projects ongoing during the year 2019 can be stated as follows.

**Table 2.5.3.1 The physical performance of projects ongoing during 2019.**

Name & the No of bridge	District	Length (m)	Physical Progress as at 31 <sup>st</sup> Dec.2019 (%)
Reconstruction of Bridge no. 284/1 on Colombo-Ratnapura-Wellawaya-Batticaloa Road	Monaragala	63	96%
Reconstruction of Bridge no.14/6 on Lindula to end of Agras Road	Nuwara Eliya	21.34	50%
Reconstruction of Bridge no. 1/7 on Ratnapura-Wewalwatta Road	Ratnapura	15.24	95%
Reconstruction of Bridge no.13/10 on Malwala Carney Road	Ratnapura	24.38	91%

Financial progress achieved at the end of 2019 can be shown below.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-16	2506 Infrastructure Development	25.0	250.0	157.0
	<b>Total</b>	<b>25.0</b>	<b>250.0</b>	<b>157.0</b>

The financial progress achieved in 2018 for this project was 100% where 63% was reported for the year 2019. Therefore, the project has fully achieved its financial targets with respective to revised action plan

2018 where as in 2019 it has unable to achieve the targets to a desirable level.

#### 2.5.4 Reconstruction of 25 bridges on National Highways

Under this project 25 bridges are being constructed on A & B class roads. Project is financed by Kuwait Funds for Arab Economic Development (KFAED) and the total loan amount is Kuwait Dinar 10 million (Rs. 4,460 million). This project is being implemented under three packages. Out of these, 8 bridges were awarded under contract package 1. Civil works of package 1 was commenced in 2015& completed in 2019. It has achieved 67% of cumulative physical progress as at end of 2018 corresponding to completion of another 33% within the year. The cumulative physical progress attained for each bridge reconstructed under package 1 can be stated as follows. (Table 6.4.1)

**Table 2.5.4.1- Overall Physical Progress of Bridges Selected under Package 1**

Item no.	Bridge Name & No.	Length (m)	Cumulative physical progress (31 <sup>st</sup> Dec. 2018)	Cumulative physical progress (31 <sup>st</sup> Dec. 2019)
1	Bridge No.1/1 Kaduwela-Biyagama Road (AB004) (B1)	92.76	75%	100%
2	Bridge No : 14/3 Galagedera – Horana Road (B123)(B2)	11.5	56%	100%
3	Bridge No14/8 Galagedera – Horana Road (B123) (B3)	11.5	95%	100%
4	Bridge No. 11/4 Kegalle-Bulathkohupitiya road (AA021) (B4)	31.6	63%	99.8%
5	32/1 Veyangoda –Ruwanwella road(B445) (B5)	19.3	60%	98.5%

Item no.	Bridge Name & No.	Length (m)	Cumulative physical progress (31 <sup>st</sup> Dec. 2018)	Cumulative physical progress (31 <sup>st</sup> Dec. 2019)
6	Bridge No.2/2 Tangalle – Weeraketiya road (B410) (B6)	6.92	99%	100%
7	Bridge No. 2/3 Tangalle – Weeraketiya road (B410) (B7)	13.9	46%	100%
8	Bridge No. 10/2 Ampilanthurai- Veramunai raod (B018) (B8)	50.4	46%	94%

Under the package II & III, of this project, altogether 17 bridges will be constructed. Consultancy contract was awarded in September 2018 for this package whereas designs & tender documents were still under preparation for package.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-18	2105 Land & Land Improvement	3.0	3.0	0.0
	2506 Infrastructure Development	20.0	20.0	19.5
	<b>Total</b>	<b>23.0</b>	<b>23.0</b>	<b>19.5</b>

Financial progress of 2018 for this project was 81%, where Progress for 2019 was recorded as 85%. Therefore, the financial targets were fulfilled by 4% of increase in 2019 than 2018.

#### 2.5.5 Reconstruction of 46 bridges

The Government of Sri Lanka received € 22.05 million as a loan from the French Government to the reconstruction of 46 very old and narrow steel bridges. This project was commenced in May 2013. Under this project 50 bridges have been selected for reconstruction.

Since the Project was able to utilize total funds allocated for 2018, nearly 100% of financial progress was attained. The original budgetary provisions has upgraded within the year for the settlement of bills of the completed activities.

Since the project has completed all its reconstruction works of bridges in 2017, physical targets were not needed to be included either in the action plan or in the revised action plan of 2019. In 2019, the bill settlement process was carried out and the financial progress observed to be only 33%. The vote for land acquisition was utilized nearly 100% since some payments were settled within the year.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-17	2105 Land & Land Improvement	50.0	19.1	19.0
	2506 Infrastructure Development	680.0	600.0	181.9
	<b>Total</b>	<b>730.0</b>	<b>619.1</b>	<b>200.9</b>

#### 2.5.6 Major bridges construction project of the National Road Network

The scope of the project is to improve the part of the high-priority national road infrastructure, such as construction and replacement of the bridges on the National Highways. As these bridges are on 'A' class and 'B' class roads the whole island is

benefited by construction of these bridges by reducing travel time, vehicle operating cost & increasing average speed of the vehicles.

This project is funded by Japan International Cooperation Agency (JICA) and the total loan amount of the project is J. Yen 12,381 million. Construction works were commenced in February 2015. Initially 37 bridges have been selected under this project and finally it was come down to 21 bridges due to financial status. Civil works for 10 bridges under contract package I in southern province were commenced on March 2015.

Cumulative physical progress of this package is 100% as at the end of December 2018 whereas all the civil works were completed by March 2018. Out of these 10 bridges Polwatta & Koledanda bridges were completed in 2016. Another 7 bridges were completed within 2017.

Since this package of the project has completed 100% within 2018. Physical targets were not included within the action plan prepared for 2019.

Under contract package II, 08 bridges were selected to reconstruct in Northern Province. Contractor was mobilized to the site & preliminary works were done in 2016. The physical progress of this package as at 31<sup>st</sup> December 2018 was 100% and it has achieved 100% of target achievement with respect to action plan 2018. As targeted the contract package II of this project has completed all the construction activities by October 2018 attaining 100% of cumulative physical progress.

Similar to contract package I, for this package also physical targets were not included in revised action plan of 2019, since all the civil work activities were completed in 2018.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-06-19	2105 Land & Land Improvement	185.0	38.4	38.3
	2506 Infrastructure Development	2,095.0	1,286.1	1,251.7
<b>Total</b>		<b>2,280.0</b>	<b>1,324.5</b>	<b>1,290.0</b>

This project reports 97% financial progress 2019 whereas 98% was reported at the end of December 2018. Therefore, the financial target achievements for both years were nearly similar with respect to their revised action plans.

### 2.5.7 Construction of Second New Kelani Bridge

Japan International Cooperation Agency (JICA) has provided J. Yen 35,020 million as a loan for this project. This project was commenced in January 2014 & expected to be completed in 2020. The objective of the project is to mitigate & disperse traffic congestion specially in existing new Kelani Bridge and thereby to give high mobility link to improvement of transportation network in Colombo city specially from Colombo Katunayake Expressway, Baseline and Port Access roads and promoting economic development.

With the opening of Colombo- Katunayake Expressway, there is a considerable increase in the volume of traffic entering the Colombo city along the expressway, therefore New Kelani Bridge will construct with six traffic lanes, interchanges and elevated road to the port access road, to cope with the traffic demand.

Reconstruction and relocation of building for Sri Lanka Atomic Energy Board (SLAEB) at Orugodawatta has completed in 2017 and Reconstruction and relocation of building for Auto Mobile Training Institute (AETI) has also completed and handed over to NAITA in September 2017.

Consultancy contract for the main civil works was awarded to Oriental Consultant Company Ltd & to Katahira & Engineers International. Time duration for Design, tender assistance & construction supervision is from January 2015 to December 2019.

Design works and tender assistance stages were completed. Main civil work contracts have been awarded and construction works were commenced for package 1 and package 2 in December 2017 and September 2017 respectively.

Affected people due to construction of New Kelani Bridge have been resettled in Salamulla Laksada Sewana Housing Scheme in April 2017. Land acquisition work of the project has completed more than 90% by the end of 2018 where issuance of section 44 is still in progress, resulting 99% of physical progress by the end of 2019. Cumulative progress of civil works of contract package 1 was reported as 56% as at the end of December 2019 whereas the contract package 2 has attained 56% of cumulative physical progress.

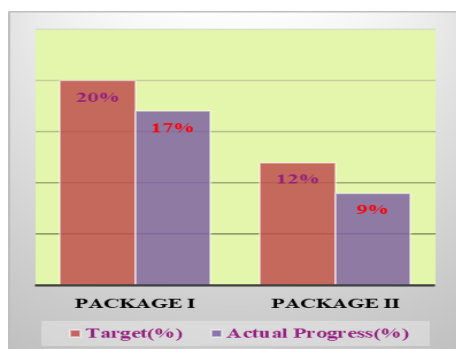


Figure 2.5.7.1 – Target Achievement of Civil Work of Contract package I and II with respective to Revised Action Plan 2019

### Financial Progress as at 31.12.2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-06-21	2105 Land & Land Improvement	100.0	62.0	41.2
	2506 Infrastructure Development	9,170.0	12,365.3	6,947.4
	<b>Total</b>	<b>9,270.0</b>	<b>12,427.3</b>	<b>6,988.6</b>

Although the financial progress achieved in 2018 was reported as 93%, as per the above illustration it shows the financial progress of the project as 52% by the end of the year. But the actual percentage of expenditure reported by the Project management Unit was not appeared above due to Interim Payment of Credit (IPC's) to be settled in foreign financing pertaining to approximately Rs.5,162.33 Mn.

### 2.5.8 Establishment of Bridge Maintenance System (BMS) & Bridge Assessment Unit (BAU)

The Government of Sri Lanka has made a formal request to the Government of Japan to establish a proper Bridge Maintenance & Assessment System, as the available system having a lot of shortcomings. The Government of Japan agreed to provide the Technical Assistance through JICA to develop a proper Bridge Maintenance & Assessment System in Sri Lanka. This is a three-year project commencing from February 2015.

The major objective of the project is management of bridges based on their structural soundness & other important factors for repairs /rehabilitation / reconstruction. Thus this project will enhance the economic development by minimizing the maintenance cost by timely

maintaining and identifying the weak bridges in advance.

Inspection of bridges in sample provinces (Western, Central & Southern Province) was conducted with technical assistance of JICA where for the remaining provinces it was conducted by the engineers of Road Development Authority. Inspection of bridges in sample provinces has completed 2017.

Inspection of bridges in other provinces was completed within 2018 by the Road Development Authority. Data feeding process has been completed approximately for 4662bridges as at the end of 2019.

Since the JICA financing component of this project is already being completed this programme is being continued as an annual programme from 2018 under Bridge Design Division of Road Development Authority. It has achieved 100% of physical progress as at 31<sup>st</sup> December 2019.

#### Financial Progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-06-22	2506 Infrastructure Development	5.0	5.0	0.3
<b>Total</b>		<b>5.0</b>	<b>5.0</b>	<b>0.3</b>

The financial progress achieved as at end of 2018 was 82% whereas 8% was achieved as at 31st December 2019. Although the bills of the previous year remained to be settled the financial progress observed is very low due to the shortcomings of the imprest releasing process for the programme. Thus the financial target achievement was reported as above.

#### 2.5.9 Construction on Kochchikade Bridge on Peliyagoda puttalam Road

Raiffeisen Bank International of Austria has provided € 8.7 Mn as a loan for rehabilitation and reconstruction the old narrow bridge no 38/3 on Peliyagoda - Puttalam road (A 003). The main objective of construction of this bridge was to rehabilitate and reconstruct the old narrow bridge to reduce travel time and to ensure the safe passage for the road users.

Length of this bridge is 105 m with three spans and it is planned to construct as a 4 lane bridge. Physical works were commenced on July 2016&completed in 2019 with another one year period for defects notification period. (Till January 2020)

The revised physical target was 35% where it has achieved 100% of target achievement as at end of 4<sup>th</sup> quarter of 2018. Therefore, civil works progress attained as at the end of December 2018 was 100%.

According to the revised budget, this project has achieved 99% financial progress as at the end of both consecutive reporting years resulting a better performance than the previous years of the project. Since the bill settlement process was remained to be carried out within 2019 also, above achievement could be obtained easily.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-6-20	2506 Infrastructure Development	210.0	131.2	131.1
<b>Total</b>		<b>210.0</b>	<b>131.2</b>	<b>131.1</b>

### 2.5.10 Construction of 3 flyovers at Rajagiriya, Polgahawela & Ganemulla

The project was designed to cope with the prevailing heavy traffic congestions experienced at 3 major locations which accounts for a huge economic loss by travel time & the vehicle operation cost as well as the reduction of safety of road users. The total duration of the project can be considered as 32 months (2016 -2018).The project is funded by Spain. Details of the 3 flyovers constructed under this project can be stated as follows;

**Table 2.5.10.1 Detailed Summary of 3 Flyovers**

Flyover	Suspended Length (m)	Total length (m)	No. of lanes	Project Period (months)
Rajagiriya	363	533.2	4	32
Polgahawela	233	353.0	2	16
Ganemulla	204	275.3	2	14

The physical progress achieved as at 31<sup>st</sup> Dec. 2018 for each Flyover can be stated as follows.

As at the end of December 2018, all three flyovers are 100% completed & opened for general public.

The overall financial progress achieved for the year 2019 was 67% where it was 99% for the year 2018. The original budgetary allocation has revised within the year in order to settle the bills of the completed activities and was been able to complete more than 3 quarters with respective to the original action plan for the year.

### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-2-6-24	2506 Infrastructure Development	30.0	85.0	67.0
	2105 Land & LandImprove ment	100.0	68.0	51.5
<b>Total</b>		<b>130.0</b>	<b>153.0</b>	<b>118.5</b>

Physical Progress of Construction of Bridges & Flyovers Vs. Physical Targets

*Although the projects carried out under the above programme were described individually with the progresses attained each of the project can be stated as follows with the comparisons of physical targets and achievements obtained by the end of 2019.*

*During 2019, 3 bridge projects funded by foreign funds were remained at ongoing stage with 3 annual programmes funded through GOSL funds. From those foreign funded projects, Package 2 of Rehabilitation of 25 Bridges has completed up to 99% within the year pertaining to almost 100% of physical target achievement. The other 2 ongoing projects will be completed within next 2-3 years as planned.*

*Other than those there were 2 annual programmes conducted by Road Development Authority named as Reconstruction of Damaged /Weak bridges on National Highways and, Construction of Rural Bridges using Old Bridge Components. By the end of the year those 2 were been able to complete the physical targets at a satisfactory level with respective to their revised programmes.*

*Further the annual programme named as Bridge Maintenance System is currently updating the weak bridge data in to their system inspecting the details of island wide bridge related data along the national highways and it has completed it's physical targets as planned in the Revised Action Plan prepared for 2019 efficiently.*

No	Project Name	Cumulative Physical progress as at 31/12/2017	2018		2019		Cumulative Progress as at 31/12/2019
			Overall Physical Target	Overall Physical Progress	Overall Physical Target	Overall Physical Progress	
1	Regional Bridge Project UK-11	97%	3%	2%	1%	1%	99.7%
2	Bridge Rehabilitation -25 Bridges- Kuwait	40%	38%	27%			67%
3	Reconstruction of 46 Bridges (GOSL-French)	100%	100% as at end of 2017.				
4	Major Bridges Construction Pro. Of National Road Network (JICA)	Package 1- 98% Package 2 - 43%	Package 1 - 2% Package 2- 57%	Package 1- 2% Package 2- 57%	100% as at end of 2018 for package 1 and 2		Package 1- 100% Package 2 -100%
5	Construction of Kochchikade Bridge on Peliyagoda-Puttalm (Austria)	66%	35%	35%	100% completed		100%
6	Second New Kelani Bridge (GOSL-JICA)	Civil works of bridge construction has commenced in 2017	S I- 25, S II - 32%	S I -10% S II - 28%	S I- 20%, S II – 12%	S I- 17%, S II – 9%	S I -56% S II - 56%
7	Construction of 03 Fly Overs at Rajagiriya, Polgahawela&Ganemulla	99%	1%	1%	-	-	100%

## 2.6 NATURAL DISASTER AFFECTED ROADS REHABILITATION

### 2.6.1 Landslide Disaster Protection Project of National Road Network

One of the major goals of the development plans is to establish a safe and comfortable road network, by protecting it from natural disasters and strengthening its management capacity against disasters such as slope disasters including landslides in the mountainous and hilly region, the most vulnerable regions against slope disasters due to heavy rains.

The Road Development Authority (RDA) & the National Building Research Organization (NBRO), under the aegis of the Ministry of the Disaster Management, jointly began to develop guidelines for Slope Management and Slope Protection (technical guidelines) & decided to enhance their ability to manage slope along the roads and to issue landslide warnings at appropriate timings.

The RDA intended to apply the guidelines developed by the NBRO to national road projects in hilly regions in seven districts.

The total project cost was estimated as Japanese Yen 9,590 million. This project commenced on July 2013 and will be completed in July 2020.

The project is being implemented in the Central Highland covering 'A' class roads in Kandy, Nuwara Eliya, Badulla, Rathnapura and Kegalle districts.

Within this project introduction of Japanese technology for landslide countermeasures is being implemented.

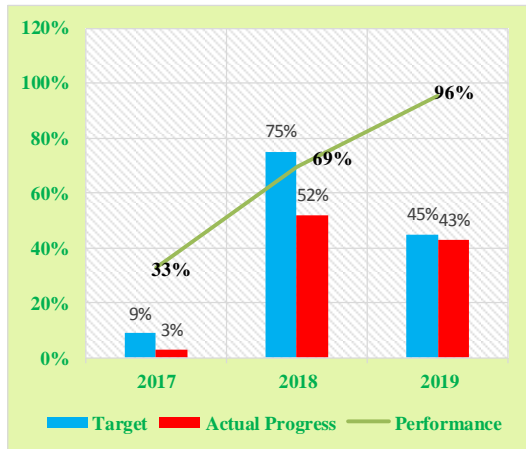
The aim of the Project is to mitigate Landslide disaster targeting for 'A' class national roads as basic infrastructure through implementing appropriate countermeasures in highland areas thereby contributing to enhance the security of the road network and save the line of residents.

Landslide Disaster Protection project consists with 06 consultancy activities and 2 civil work contracts.

Civil work of contract package 1 has been awarded to State Development & Construction Cooperation (SD & CC) and package 2 has been awarded to RR-Soltec Joint Venture, covering 16 sites in 5 districts.

Progress of civil work contract packages can be summarized as follows.

- Contract Package 1 –
  - Package 1 is aimed to cover 10 sites located in Nuwara Eliya, Badulla, Kandy and Kegalle. Of those 7 sites were located in Nuwara Eliya district.
  - Civil work was commenced in March 2017 for this package. The physical progress attained for 31<sup>st</sup> December 2019 since commencement for the package can be illustrated as follows. (Figure 7.1)



**Figure 2.6.1.1 –Physical Performance of the civil work of Contract Package I**

- Contract Package 2 –
  - Package 2 of the project is aimed to cover 6 sites located in Badulla, & Ratnapura districts. Of those 6 sites, 5 were located in Badulla district.
  - Civil work for this package was also commenced in March 2017 and the progress attained for 31<sup>st</sup> December 2019 since commencement for the package can be illustrated as follows. (Figure 7.2)
  - In 2019, although the package was targeted to be completed by the end of the year due to savings of the loan, additional 5 locations were added resulting a scope change of the entire package. Thus the physical progress attained at the end of the year was reported lower than the anticipated value.
  - The new locations added can be stated as below.

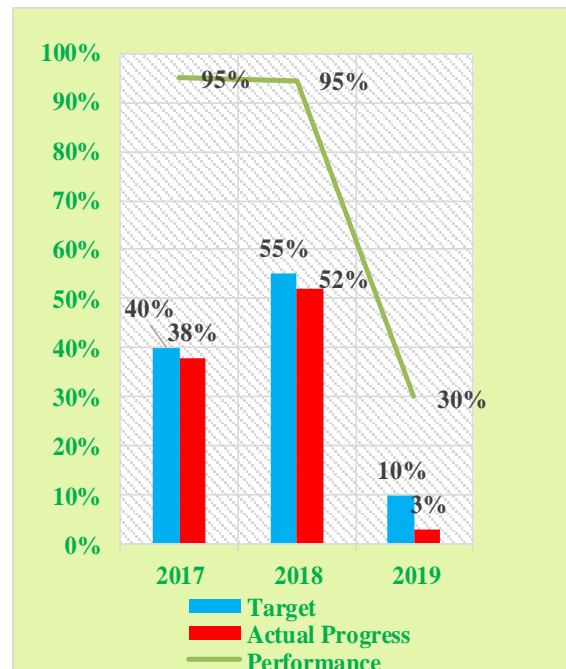
**Ambepussa (A 006 )**

**Haputhale (A 016)**

**Bandarawela (A016)**

**Uduwara (A016)**

**Ella (A 023)**



**Figure 2.6.1.2 – Physical Performance of the civil work of Contract Package II**

Scope of consultancy services with summary of physical progress of each activity as at 31<sup>st</sup> December 2019 can be stated as follows.

- Establishment of Early Warning Systems, Tender Assistance process &Investigation,

Monitoring and Analysis of Landslide were completed by the end of 2017.

- Construction supervision for Landslide protection & Capacity development were still at ongoing stages and planned to be completed in 2020.

The percentage of financial progress achieved as at 31<sup>st</sup>December 2018 was 99% whereas 79 % of financial progress was reported for 2019. Therefore, the project has achieved relatively higher financial progress with respect to revised action plan 2018 than in 2019.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-07-13	2506 Infrastructure Development	1,600.0	3454.0	2726.3
	<b>Total</b>	<b>1600.0</b>	<b>3454.0</b>	<b>2726.3</b>

## 2.7 RURAL ROAD DEVELOPMENT PROGRAMME

Rural Road Development programme which was earlier named as “Maganeguma Rural Road Development programme” has become an important feature in road sector in Sri Lanka during last few years. This programme has started in 2004 with a proper understanding of rural roads requirements in the country and following new methodologies.

Under this programme, rural roads will be developed in a well organized manner considering priority rural development requirements. When selecting rural roads, high priority is made to rural roads which provided access for more by-roads as well as more public places and providing more benefits for more families in rural areas. Since the road development projects through approved Community Based Organizations in respective GramaNiladari Divisions, the rural community is directly benefited from the project.

### 2.7.1 Physical Progress of Rural Road Re-awakening Programme

In 2019, the Rural Road Re-Awakening Programme has been implemented under the following major components as:

- I. Block Paving
- II. Concreting
- III. Construction of side drains & retaining walls
- IV. Construction of Culverts, in recent years.

For year 2018 a number of 2585 projects has been approved where 1333 of those were being able to complete within the year. From the targeted length of 250 km of road length, improved length as at end of 2018 was

167.33 km pertaining the 67% of target achievement.

In 2019, a number of 1129 projects has been implemented where 1019 of those had been able to completed by the end of the year. Although the targeted road length for improvements was 100 km it has upgraded up to 120.64 km during the year pertaining to more than 100% of target achievement.

The structures constructed under this programme can be stated as follows.

**Table 2.7.1.1 A Comparison of Structures Constructed within 2019 & 2018**

Year	Side Drains (km)	Retaining Walls(m <sup>2</sup> )	Culverts
2018	0.43	516.32	13
2019	0.03	369.94	1

Construction of all the structures mentioned in the above table were decreased in 2019 than in 2018 although the physical target achievement was higher in 2019 than the previous year.

### Target achievement as per Action Plan (revised) 2019

With respective to action plan 2019, the highest target achievement was recorded within the 2<sup>nd</sup> quarter which can be stated more than 100%. The least target achievement was shown for 1<sup>st</sup>quarter which can be attained as 49%.

For the year 2018, the highest target achievement was observed within the 1<sup>st</sup> quarter of the year whereas the least performance was observed within the 3<sup>rd</sup> quarter.

### 2.7.2 Financial Progress of Rural Road Re-awakening Programme

The original budgetary provision of the programme was revised up to Rs. 1200 within the year pertaining to 20% of increase of provisions in November 2019. The programme has been able to utilize the financial targets up to 99% as at end of December 2019.

#### Financial progress as at 31/12/2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs. Mn)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
117-02-07-13	2506 Infrastructure Development	1000.0	1200.0	1197.5
	<b>Total</b>	<b>1000.0</b>	<b>1200.0</b>	<b>1197.5</b>

### 2.7.3 Ran Mawath Rural Road Maintenance & Construction Programme (Budget Proposals -2019)

Rs. 10,000 Mn has been allocated to “Ran Mawath” Program as a budget proposal in 2019 by the Ministry of Finance and it was initially proposed to implement under 5 proposals with an estimated cost of around Rs. 65 Bn. The details of the proposals were stated as follows.

No	Budget Proposal	Estimated Cost (Rs. Bn)
1	“Gami Pivisuma” Road Development Project	3.0
2	“Sambandiyawata Magak” Road Development Project	4.0
3	Wathukara Dirimaga Road Development Project	10.0
4	Marga Sathiya Road Development Project	6.0
5	Maga Saviya Road Development Project	42.0
	<b>Total</b>	<b>65.0</b>

Under this program following road improvement works were implemented.

- Asphalt Concreting (Carpeting) – 394.81 Km
- Concreting – 109.45 km
- Metalling & Tarring – 29.52 km
- Block Paving – 110.37 k
- Graveling – 0.75 km

Under this program altogether 2,421 of projects were implemented where the number of projects completed was reported to be by the end of the financial year was 1,975 only. Thus the target achievement was 82%.

From the targeted length of 810 km approximately 80% was completed within the year pertaining to 645 km of improved

road length. A summary of improved road work can be shown as follows.

### Financial Progress as at 31/12/ 2019

Budget Code	Object / Item Description	Budgetary Provision 2019 (Rs.Mn.)	Revised Provision as at 31/12/2019 (Rs. Mn)	Expenditure (Rs. Mn)
2506	Infrastructure Development	10000.0	10.000	2784.0
	<b>Total</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>2784.0</b>

The financial target achievement of the programme as at end of 2019 was 28% where bills needed to be settled for the amount of work done. Thus although the work has been carried out the expenditure was not shown at a higher value.



## 2.8 Financial Progress Review

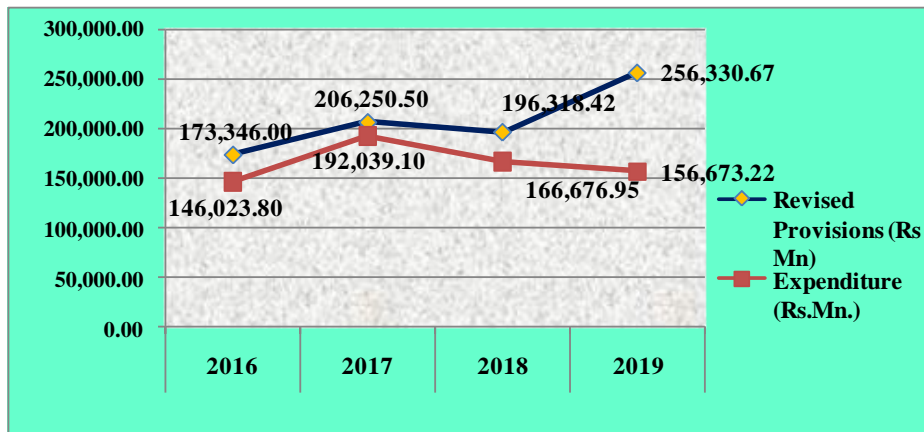
When considering the last decade, Highways sector has been allocated highest budgetary provision for the year 2019 after 2017.

Overall progress reviews of Highways Sector in 2019 with respect to the provisions given to each can be summarized as follows.

The Ministry of Roads & Highways has conducted 6 major development programs

from the utilizations of the Capital budgetary allocation 2019 as Expressway Development programme, Highways Development Programme, Construction of Bridges & Flyovers, Widening & Improvement of Roads, Emergency Assistance Programme and Rural Road Development programme. Other than those 6 major programmes an amount of Rs. 10 Bn was given through Budget Proposals for the improvements of rural roads also.

**Figure 2.8.1 Overall Financial Progress - Highways Sector**

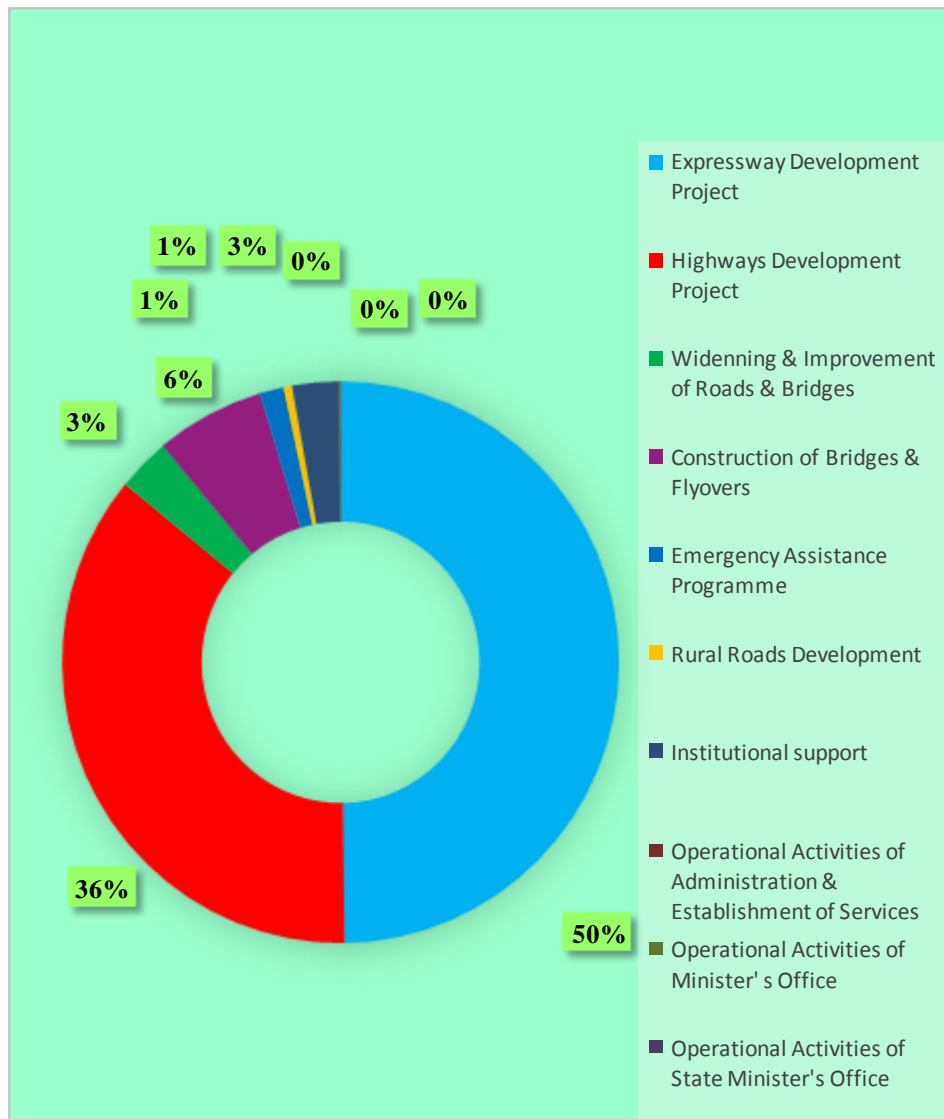


The Ministry has allocated Rs. 256,330.67 Mn of revised allocation for the year 2019 where the financial progress resulted by the end of the year was Rs. 156,673.22 Mn pertaining to 61% of performance.

In contrast, during 2018 although the Ministry was allocated Rs. 196,318.42 Mn. (Revised allocation) 85% of the provision was utilized during the year. Further 93% of revised budgetary allocation has been utilized in 2017 where total expenditure was reported as Rs. 192,039.10Mn.

When, we consider the last decade, year 2019 has the highest provision & year 2017 has the highest expenditure. Although the provision was increased, the expenditure was not increased simultaneously due to imprest releasing delays and Interim Credit Payment delays reported. Further, although the physical work were done, the financial values of those were not accounted at the period of preparing the final accounts by the Department of Treasury Operations

Figure 2.8.2. Composition of the Revised Budgetary Allocation 2019 - Highways Sector



From the composition summary as expressed above, the highest amount of composition consists of provisions

allocated for the Expressway Development Programme whereas the least was provided for the operational activities of the Ministry.

### 2.8.1. Operational Activities

There are 3 categories/ Items under operational activities. They are,

- Operational Activities of Minister's office
- Operational Activities of state Minister's office

- Operational Activities of Ministry General Administration

Financial progress for operational activities during 2019 & 2018 can be stated as follows.

**Table 2.8.1.1. Financial progress of Operational Activities**

Vote Particular	Item	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %
117-1-1	Minister's Office	27.82	24.79	89%	60.29	55.22	91%
117-1-11	State minister's Office	25.79	23.85	92%	26.94	21.97	81%
117-1-2	Ministry General Administration	220.63	188.31	85%	203.94	186.78	92%
	<b>Total</b>	<b>274.24</b>	<b>236.95</b>	<b>86%</b>	<b>291.17</b>	<b>263.97</b>	<b>91%</b>

These are the provisions which are used for operational activities of Minister's Office, State Minister's Office and Ministry General Administration to operate these three offices effectively throughout the year. These Provisions are consisted with two main categories as Capital & Recurrent. Generally, Capital Provisions are given for Rehabilitation, Improvement & Acquisition of Capital Assets where Recurrent Provisions are given for Personal

Emoluments, Travelling Expenses, Supplies, Maintenance & for other recurrent expenditures arise within the year

Always, ministry has been given larger portion of operational activities for smooth, effective & efficient functioning of the ministry & its' programs & projects. The Provisions for 2019 for operational activities were higher than that of 2018 and the percentage of utilization has shown a similar pattern.

### 2.8.2. Development Activities

There are 7 categories/ Items under development activities. They are,

- Expressways Development
- Highways Development
- Widening & Improvement of Roads
- Construction of Bridges & Flyovers
- Natural Disaster Affected Roads rehabilitation
- Institutional Support
- Rural Road Development

#### A. Expressways Development

During year 2019, budgetary allocation was provided for 06 projects under expressways development program where budgetary provisions were utilized for 07 projects during 2018. Overall financial progress obtained by expressways development program were 78% & 45% as at end of 2018

and 2019 respectively. Utilization of budgetary provision as a percentage has been reduced by 33% in 2019 due to pending Interim Payment Credits to be settled, in foreign financing. Although allocation was given, imprest wasn't received on time, where there was

considerable amount value of bills in hand reported as at the end of 2019. If there was sufficient imprest & Interim Payment Certificate (IPC) clearance within the year financial progress would have been reported higher value.

**Table 2.8.2.1. - Overall Financial Progress of Expressway Development Program**

Program	2018 Financial Progress			2019 Financial Progress		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %
<b>Expressways Development</b>	78,627.25	61,454.94	78%	122,706.4	55,488.55	45%

Out of 6 projects which were given financial provisions, All projects were at ongoing stage and the section 3 of Outer Circular Highway Project was opened for traffic in November 2019, and in addition some sections of Southern Expressway extension were opened for general public simultaneously but due to remained work to

be completed those were not totally opened until the entire trace would be completed.

**Table 2.8.2.2. - Financial Progress of Expressway Development Program**

Vote code	Project Name	2018			2019		
		Revised Provision (Rs. Mn.)	Expenditure (Rs. Mn.)	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs. Mn.)	Progress %
<b>117-2-3-7</b>	Central Expressway Project	7,907.00	7,676.00	<b>97%</b>	3,326.00	2,874.19	<b>86%</b>
<b>117-2-3-9</b>	Extension of Southern Expressway	52,709.5	40,019.94	<b>76%</b>	80,481.00	36,943.45	<b>46%</b>
<b>117-2-3-10</b>	OCH Section from Kadawatha to Kerawalapitiya (GOSL-China)	17,385.0	13,223.59	<b>76%</b>	31,669.67	15,397.62	<b>49%</b>

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure (Rs.Mn).	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn).	Progress %
117-2-3-13	Colombo-Rathnapura - Pelmadulla Expressway	90.00	75.30	84%	51.00	44.35	87%
117-2-3-15	Elevated Highway from New Kelani Bridge to Authurugiriya	111.75	53.03	47%	128.00	119.20	93%
117-2-3-16	Port Access Elevated Highway Project	32.00	30.45	95%	7,050.80	109.74	2%
	<b>Total</b>	<b>78,627.25</b>	<b>61,454.94</b>	<b>78%</b>	<b>122,706.47</b>	<b>55,488.55</b>	<b>45%</b>

From the reported data, the highest financial progress was observed in Elevated Highway Project and the least was observed in Port Access Elevated Highway Project. Since the

advance payments were not counted within the expenditure, it was reported as relatively lower value than expected, for Port Access Elevated Highway Project.

## B. Highways Development Program

Under highways development program budgetary provision was allocated for 24 projects in 2019 and for 2018, it was for 26

projects. Total allocation for highways development has been increased in 2019 than in 2018, but the utilizations showed an inverse pattern.

**Table 2.8.2.3- Overall Financial Progress of Highways Development**

Program	2018 Financial Progress			2019 Financial Progress		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
<b>Highways Development</b>	79,201.60	72,218.51	91%	89,010.80	71,779.78	81%

Out of all 24 projects 4 projects have been utilized all the provisions given for the year where another 15 projects were performed financial progress more than 50% during 2019. From the remaining, 4 projects were

continued with financial performance lower than 50%.

Least financial progress was reported by the two annual programmes conducted by the

Planning Division and Highway Designs division of Road Development Authority, pertaining to 31% of share.

The major reason affected for the lower progress of the 2 programmes was due to the imprest receiving issue. Thus if there was sufficient imprest were released for each the progress would be higher than reported.

Similar to 2018, in 2019 6 annual programmes were carried out under Highways Development Program. They

were maintenance of roads and bridges( RMTF),Traffic Management and Road Safety, Traffic Management in Greater Colombo area, Government Guaranteed Local Bank Funded Road Rehabilitation Project, Land Acquisition for Completed & Ongoing Projects&Machinery, R & D, Survey & Invest, TrainingProvisions as well. From those, as described by the above paragraph for 2 programmes the financial target achievement was almost 100% and for the other 4 it was not so good.

**Table 2.8.2.4- Financial Progress of Highways Development Projects**

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-4-1	Maintenance of roads and bridges( RMTF)	5,385.00	4,360.00	81%	5,000.00	4,961.32	99%
117-2-4-10	Baseline Extension – phase 3	105.00	10.85	10%	428.40	230.42	54%
117-2-4-13	Padeniya Anuradhapura Road	1.00	1.00	100%	2.24	2.24	100%
117-2-4-15	Road Sector Assistance Project – World Bank	-	-	-	1,150.00	1,150.00	100%
117-2-4-18	Hatton - NuwaraEliya Road - EDCF	30.60	30.60	100%	16.00	10.74	67%
117-2-4-21	Traffic Management and Road Safety	19.00	16.36	86%	25.00	7.73	31%
117-2-4-22	Traffic Management in Greater Colombo area	41.50	37.44	90%	64.00	20.01	31%

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-4-23	Peradeniya - Badulla Road from Badulla to Chenkalady(SFD)	1,215.00	694.58	57%	1,892.00	1,013.38	54%
117-2-4-29	Road Network Development Project (GOSL-SFD)	163.25	47.70	29%	508.56	233.06	46%
117-2-4-30	Northern Road Connectivity Project-Supplementary (GOSL-ADB)	828.00	708.57	86%	1,011.50	545.95	54%
117-2-4-31	Road Network Development Project (GOSL-OFID)	275.00	145.51	53%	171.00	107.90	63%
117-2-4-32	Colombo District Road Development Project (GOSL-OFID)	1,661.00	1,461.06	88%	1,800.00	1,137.50	63%
117-2-4-39	Priority Road Project-Extension (GOSL-CDB)	3,465.00	3,420.91	99%	4,969.00	2,528.34	51%
117-2-4-40	Western Province National Highways(GOSL-OFID)	1,222.70	1,022.50	84%	1,084.00	747.08	69%
117-2-4-41	Peradeniya - Badulla Road from Badulla to Chenkalady(GOSL-OFID)	1,765.00	1,437.26	81%	1,988.00	1,189.32	60%
117-2-4-42	Expressways Connectivity Improvement Plan Project	99.50	60.39	61%	19.00	18.26	96%
117-2-4-43	Southern Road Connectivity Project (GOSL-ADB)	2,829.05	2,473.37	87%	2,128.00	1,431.13	67%
117-2-4-44	Integrated Road Investment -(I Road)(GOSL-ADB)	16,559.00	13,933.00	84%	19,344.80	11,514.52	60%

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-4-45	Widening & Improvement of Roads & Bridges in Central & Uva Provinces (GOSL, CDB-Hunan Branch)	1,902.00	1,901.42	100%	1,877.50	1,035.30	55%
117-2-4-46	Rehabilitation & Improvement Priority Road Project-3-Phase II (GOSL-CDB)	4,470.00	3,654.21	82%	4,167.50	3,027.11	73%
117-2-4-47	Transport Project Preparatory Facility (GOSL-ADB)	279.00	208.04	75%	128.50	41.53	32%
117-2-4-48	Transport Connectivity & assets Mgt Project (GOSL - WB)	92.00	31.22	34%	71.00	70.53	99%
117-2-4-49	Marine Drive Extension up to Panadura	200.00	76.2	38%	224.00	123.70	55%
117-2-4-51	Government Guaranteed Local Bank Funded Road Rehabilitation Project	35,200.00	35,194.90	100%	39,672.00	39,671.34	99.9%
117-2-4-52	Land Acquisition for Completed & Ongoing Projects	1,145.00	1,089.44	95%	1,185.00	889.87	75%
117-2-4-53	Machinery, R & D, Survey & Invest., Training	149.00	101.98	68%	83.80	71.50	85%
	<b>Total</b>	<b>79,201.60</b>	<b>72,218.51</b>	<b>91%</b>	<b>89,010.80</b>	<b>71,779.78</b>	<b>81%</b>

There were few projects which were physically completed & only bill settlement process is remained during 2019 as follows.

- Road Sector Assistance Project
- Padeniya – Anuradhapura Road

Rehabilitation Project

- Hatton – NuwaraEliya Road–EDCF

## C. Widening & Improvement of Roads

The overall financial progress obtained for the programme for 2019 can be summarized as follows

**Table 2.8.2.5 Overall Financial Progress of Widening & Improvement Program**

Program	2018			2019		
	Revised Provision Rs. Mn.	Expenditure Rs. Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
<b>Widening &amp; Improvement</b>	10,865.00	7,558.99	70%	7,647.20	6,523.36	85%

Although this program has allocated less funds in 2019 than in 2018, the utilization of funds was reported as increased from 15% of Value. Thus the target achievement was higher in 2019, than the previous reporting year.

**Table 2.8.2.6. Provincial Financial Progress of Widening & Improvement Program**

Vote code	Province	2018			2019		
		Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %
117-2-5-01,2,3	Western Province	2,217.00	756.99	34%	742.00	647.98	87%
117-2-5-04,5,6	Central Province	1,018.00	473.51	47%	406.20	352.04	87%
117-2-5-07,8,9	Southern Province	914.00	559.25	61%	907.40	442.01	49%
117-2-5-10,11,12,13,14	Northern Province	807.00	592.88	73%	577.00	556.94	97%
117-2-5-15,16,17	Eastern Province	318.00	284.27	89%	232.60	176.76	76%
117-2-5-18, 19	North Western Province	759.10	595.35	78%	598.00	588.90	98%
117-2-5-20,21	North Central Province	587.90	494.13	84%	311.00	306.86	99%
117-2-5-22,23	Uva Province	319.00	177.83	56%	105.00	96.14	92%
117-2-5-24,25	Sabaragamuwa Province	425.00	335.04	79%	208.00	181.76	87%
117-2-5-26	Tax Component	800.00	589.74	74%	560.00	438.97	78%
117-2-5-29	NSB funded Projects	2,700.00	2,700.00	100%	3,000.00	2,735.00	91%
	<b>Total</b>	<b>10,865.00</b>	<b>7,558.99</b>	<b>70%</b>	<b>7,647.20</b>	<b>6,523.36</b>	<b>85%</b>

## D. Construction of Bridges &amp; Flyovers

Table 2.8.2.7. Overall Financial Progress of Construction of Bridges&amp; Flyovers Program

Programme	2018			2019		
	Revised Provision (Rs. Mn.)	Expenditure Rs.Mn.	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %
Construction Of Bridges & Flyovers	14,333.0	13,311.00	93%	15,521.10	9,410.1.0	61%

Under this program 09 projects were allocated budgetary provisions in 2019. Although budgetary provisions for the

programme were increased in 2019 for this programme, Financial progress was depleted from 32% as at the end of 2019.

Table 2.8.2.8. Financial Progress of Construction of Bridges&amp; Flyovers Program

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-6-8	Reconstruction of Damaged / Weak bridges	400.00	243.68	61%	325.30	325.30	100%
117-2-6-14	Construction of Rural Bridges using Old Bridges	343.00	221.20	64%	262.70	178.79	68%
117-2-6-16	Regional Bridge Project UK-11	346.00	346.00	100%	250.00	157.00	63%
117-2-6-17	Bridge Rehabilitation -25 Bridges- Kuwait	345.00	279.21	81%	619.10	201.02	32%
117-2-6-18	Reconstruction of 46 Bridges (GOSL-French)	119.00	118.50	100%	23.0	19.54	85%
117-2-6-19	Major Bridges Construction Pro. Of National Road Network (JICA)	2,247.00	2,212.24	98%	1324.5	1290.0	97%
117-2-6-20	Construction of Kochchikade Bridge on Peliyagoda-Puttalm (Austria)	437.00	435.60	100%	131.2	131.1	99%
117-2-6-21	Second New Kelani Bridge (GOSL-JICA)	9,160.00	8,525.39	93%	12,427.3	6988.6	52%

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-6-22	Establishment of Bridge Maintenance System in RDA	15.00	12.27	82%	5.00	0.25	5%
117-2-6-23	Rehabilitation of Thattuthurai Causeway & Road (SFD)	5.00	2.73	55%	-	-	-
117-2-6-24	Construction of 03 Fly Overs at Rajagiriya, Polgahawela&Ganemulla	916.00	914.18	100%	153.0	118.5	67%
	<b>Total</b>	<b>14,333.0</b>	<b>13,311.00</b>	<b>93%</b>	<b>15,521.1</b>	<b>9,410.10</b>	<b>61%</b>

Under this program, there were 3 Annual projects ;Reconstruction of Damaged / Weak bridges , Construction of Rural Bridges using Old Bridges&Establishment Of Bridge Maintenance System & (BAU) in the RDA. Only bill settlement process of construction of 03 Fly Overs at Rajagiriya, Polgahawela&Ganemulla project was carried out during 2019.Rehabilitation of

Thattuthurai Causeway Project was not funded in 2019, since the bills settlement of the aforesaid project was completed in 2018.

Out of all projects conducted in 2019, 2 bridge construction projects have achieved higher financial progress during 2019 than 2018. All other showed a lower progress in 2019 than in 2018.

### E .Emergency Assistance Programme

Under this program only one project was implemented during 2019.That was “Landslide disaster protection program for national roads”. Although budgetary

provisions were allocated for two projects in 2018.“Pro-poor Eastern” project was a completed project where bill settlement process was remained to be completed in 2018.

**Table 2.8.2.9. Overall Financial Progress of Emergency Assistance Program**

Program	2018			2019		
	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %	Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Progress %
Emergency Assistance Program	3,805.0	3,780.75	99%	3,454.0	2,726.3	79%

For the year 2019, the provision for Landslide Disaster Protection project was increased by Rs. 372 Mn. But the performance was depleted by 20%. Thus the

project has shown a higher performance in 2018 than in 2019.

**Table 2.8.2.10. Financial Progress of Emergency Assistance Program**

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Financial Progress %
117-2-7-8	Pro- Poor Infrastructure Development Project	723.0	722.52	99%	-	-	-
117-2-7-13	Landslide Disaster Protection Project of National Road Network	3,082	3,058.22	99%	3,454.0	2,726.3	79%
	<b>Total</b>	<b>3,805.0</b>	<b>3,780.75</b>	<b>99%</b>	<b>3,454.0</b>	<b>2,726.3</b>	<b>79%</b>

## F. Institutional Support

Under institutional support only one item has been allocated for 2019 similarly than in

2018. Therefore financial progress of the programme was attained with respect to the financial progress of Operational cost of Road Development Authority (Capital).

**Table 2.8.2.11. Financial Progress of Institutional Support Program**

Vote code	Project Name	2018			2019		
		Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %	Revised Provision Rs. Mn.	Expenditure Rs.Mn.	Progress %
117-2-8-1	Operational cost of RDA - Capital	6,112	6,112	100%	6,500.0	6,500.0	100%
	<b>Total</b>	<b>6,112</b>	<b>6,112</b>	<b>100%</b>	<b>6,500.0</b>	<b>6,500.0</b>	<b>100%</b>

The overall financial progress achieved by the programme during both consecutive years was 100% respectively. Since the budgetary provisions were used to fulfill the

operational cost of Road Development Authority, it has fully utilized as at end of reported period.

## G. Rural road re-awakening program

Although budgetary provision for this program was 50% less than that of 2018 financial progress attained for 2019 was 99% while 65% was obtained for 2018.

**Table 2.8.2.12. Financial Progress of Rural road re-awakening program**

Vote code	Project Name	2018			2019		
		Revised Provision (Rs. Mn.)	Expenditure (Rs.Mn.)	Financial Progress %	Revised Provision (Rs.Mn.)	Expenditure (Rs.Mn.)	Financial Progress %
117-2-9-1	Rural Road Re-awakening Programme	3,100.0	2,003.81	65%	1200.0	1,197.5	99%

Although the total expenditure for 2019 is less than 2018, the projects were committed

in an effective manner and there were few bills to be settled as at the end of the year.

### 2.8.3. Local Bank Loans

There are few road development projects which were taken Local Bank financial support with General Treasury Guarantee. This financing method specially occurred when there weren't foreign donor for some projects. As well as, Local Bank loans were taken for the projects which are funded by foreign agencies, when there were financial shortage specially for land acquisition & other components which are generally funded by Government of Sri Lanka.

RDA has borrowed local bank loans for the first time for "Local Bank funded project" at 2011.

Since, then more than 10 projects have been financed by Local Banks. From those, Local Bank funded project and Central Expressway II projectis funded through Local Bank Loans without any foreign financing.

During 2019, an amount around Rs. 37Bn has been disbursed through local bank loans for the smooth functioning of the projects by the Road Development Authority. These

loans were utilized by Central Expressway – Section II project, Outer Circular Highways Project and by Local Bank Funded Roads Rehabilitation Project.

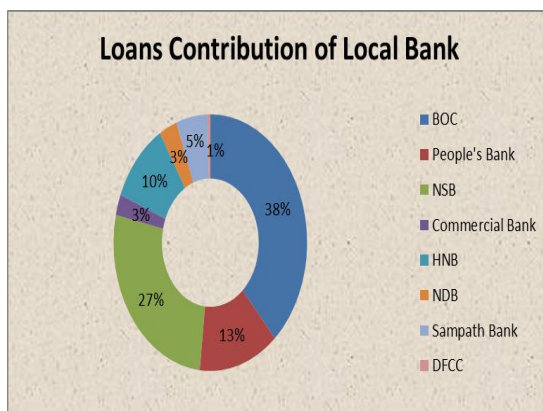
A summary of disbursement of loans by each project can be stated as follows.

**Table 2.8.3.1 - Disbursement of Local Bank Loans according to project wise during 2019**

Project Name	Amount Disbursed (Rs. Mn)
Local Bank Funded Roads Rehabilitation Project	197.878
Central Expressway Section II	36,594
Outer Circular Highway Section III	276.91
<b>Total</b>	<b>37,068.788</b>

Largest portion of local bank loans was disbursed for Central Expressway II project where the least was disbursed Local Bank Funded Roads Rehabilitation Project.

From 2011 to end of 2019, approximately Rs. 277,125.3 Mn has been borrowed from Local Banks for road development projects. Those Contribution of Local Banks can be shown in figure 2.8.3.1.& Table 2.8.3.2. given below.



**Figure 2.8.3.1 Contribution of Local Banks  
for Loans**

According to above figure, Bank of Ceylon has lent highest loan facility the least was given by DFCC Bank PLC. States Banks have provided more loans. But, there is few private owned banks which had provide loans.

**Table 2.8.3.2 - Contribution of local banks  
for loans**

Bank Name	Loan Amount (Rs.Bn.)
<b>Bank Of Ceylon</b>	<b>106.3</b>
<b>People's Bank</b>	<b>37.06</b>
<b>National Savings Bank</b>	<b>74.07</b>
<b>Commercial Bank of Ceylon PLC</b>	<b>7.21</b>
<b>Hatton National Bank PLC</b>	<b>28.26</b>
<b>Natinal Development Bank PLC</b>	<b>8.35</b>
<b>SampathBank PLC</b>	<b>14.5</b>
<b>DFCC Bank PLC</b>	<b>1.33</b>
<b>Total</b>	<b>277.1</b>

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# Volume II

# Future Outlook

## 2.9 Way forward to future

All Line Ministries and Government bodies are responsible to implement the Government Manifesto that prepared focusing its policy framework towards beyond 2020. In achieving of these objectives, each and every organization should have to plan their projects and programmes in line with the Government policy direction in line with the Government Manifesto.

“Vistas of Prosperity and Splendour” is the new policy direction, which was introduced by the newly elected Government and it clearly indicates the directions for next 5 year of period.

As a leaner organization for country’s infrastructure development, the Ministry of Roads and Highways, together with the Road Development Authority (RDA) intends to implement following new mega road development projects and programmes in addition to periodic and routing works under Road Development Sector in the country.

Pursuant to the chapter 07 of the “Vistas of Prosperity and Splendour” of the Manifesto, it introduced the de-urbanization Strategy to eradicate the existing social economic gap between rural and urban areas in the country.’

In achieving of this target, the Ministry of Roads & Highways intends to give high priority to execute following development projects and programmes focusing with the Sustainable Development Goals that the internationally accepted developing concept in the world progress.

- Construction of Colombo – Kandy Expressway

The Ministry of Roads & Highways together with the Road Development Authority (RDA) planned to complete to this expressway under three (03) sections and currently civil works construction of section I & II are in progress .The Ministry expects to complete all these 03 section within next couple of years and provide speedy travel facilities for the public.

- Extension of Colombo – Katunayake Expressway up to “Port city” and this network will be connected to Athurugiriya via Ballaramulla.

This facility could be provided by completion of;

- I. Port Access Elevate Highways
- II. Construction of New Kelani Bridge
- III. Elevated Highway from Orugodawatte Athurugiriya via Battaramulla.

- Road network will be resurfaced and modernized

This existing road network would be resurfaced and modernized on priority basis.

- Introducing of Advance Traffic Management System.(ATMS)

An Advance Traffic Management System would be introduced aiming to ease the traffic congestion and ensure the road safety.

- Construction of overtaking lanes at 3.5 Km intervals.

Necessary actions have been taken to construction overtaking lane at 3-5 km intervals on highways to ease traffic congestion in areas identified as bottlenecks and to minimize the road traffic crashes.

- Improvement of “Alternative Road network”

Identification and improvement of “Alternative road network” would be

implemented aiming to facilitate higher level of access to main highways and expressway.

## *Chapter 3*

# Overall Financial Performance

Note: The Financial Performance has reported for the both sectors of the Ministry. (Highways Sector and Petroleum Resources Development Sector)

All the expenditure has reported as per the treasury printout which was published at the 07/02/2020 by the Department of Treasury Operations

Statement of Financial Performance  
for the period ended 31<sup>st</sup> December 2019

Rs.

Budget 2019		Note	Actual		
			2019	2018	
-	<b>Revenue Receipts</b>				
-	Income Tax	1			} ACA-1
-	Taxes on Domestic Goods & Services	2			
-	Taxes on International Trade	3			
-	Non Tax Revenue & Others	4			
-	<b>Total Revenue Receipts (A)</b>				
	<b>Non Revenue Receipts</b>				
	Treasury Imprests		67,887,468,424	78,518,563,897	ACA-3
	Deposits		1,351,879,462	2,164,250,411	ACA-4
	Advance Accounts		13,220,824	9,038,450,129	ACA-5
	Other Receipts				
	<b>Total Non Revenue Receipts (B)</b>		<b>69,252,568,710</b>	<b>89,521,264,437</b>	
	<b>Total Revenue Receipts &amp; Non Revenue Receipts C = (A)+(B)</b>		<b>69,252,568,710</b>	<b>89,521,264,437</b>	
	<b>Less: Expenditure</b>				
-	<b>Recurrent Expenditure</b>				} ACA-2(ii)
250,195,000	Wages, Salaries & Other Employment Benefits	5	217,243,803	262,482,315	
124,535,000	Other Goods & Services	6	116,508,982	153,646,387	
94,120,000	Subsidies, Grants and Transfers	7	77,389,793	1,319,112,581	
-	Interest Payments	8			
150,000	Other Recurrent Expenditure	9	126,868		
<b>469,000,000</b>	<b>Total Recurrent Expenditure (D)</b>		<b>411,269,445</b>	<b>1,735,241,283</b>	

**Statement of Financial Performance**  
for the period ended 31<sup>st</sup> December 2019

Rs.

Budget 2019	Note	Actual		
		2019	2018	
	<b>Capital Expenditure</b>			
9,080,000	Rehabilitation & Improvement of Capital Assets	6,486,934	10,900,219	
8,137,243,000	Acquisition of Capital Assets	6,502,306,044	14,155,694,060	
6,553,100,000	Capital Transfers	6,510,588,883	6,990,365,000	ACA-2(ii)
-	Acquisition of Financial Assets	-	-	
4,877,000	Capacity Building	2,461,057	615,978,903	
241,410,700,000	Other Capital Expenditure	143,410,483,910	155,012,984,180	
<u>256,115,000,000</u>	<b>Total Capital Expenditure (E)</b>	<u>156,432,326,828</u>	<u>176,785,922,363</u>	
	<b>Main Ledger Expenditure (F)</b>	<b>1,698,232,642</b>	<b>11,409,108,260</b>	
	<b>Deposit Payments</b>	1,661,942,323	2,357,379,829	ACA-4
	<b>Advance Payments</b>	23,674,180	9,050,219,696.00	ACA-5
	<b>Payments for Other Department</b>			
	<b>Revenue Refund</b>	12,616,139	1,508,735	
	<b>Total Expenditure G = (D+E+F)</b>	<b>158,541,828,915</b>	<b>189,930,271,906</b>	
	<b>Imprest Balance as at 31<sup>st</sup> December 2019</b>			
	<b>H = (C-G)</b>	<b>(89,289,260,205)</b>	<b>(100,409,007,469)</b>	

ACA-P

**Statement of Financial Position**  
As at 31<sup>st</sup> December - 2019

	Note	Actual	
		2019	2018
		Rs	Rs
<b>Non Financial Assets</b>			
Property, Plant & Equipment	ACA-6	619,409,582	8,279,201,969
<b>Financial Assets</b>			
Advance Accounts	ACA-5/5(a)	48,553,409	31,430,872,767
Cash & Cash Equivalents	ACA-3	136,985	3,375,868
<b>Total Assets</b>		<b>668,099,976</b>	<b>39,713,450,604</b>
<b>Net Assets / Equity</b>			
Net Worth to Treasury		(157,294,181)	(464,298,123)
Property, Plant & Equipment Reserve		619,409,582	8,279,201,969
Rent and Work Advance Reserve	ACA-5(b)		31,379,260,439
<b>Current Liabilities</b>			
Deposits Accounts	ACA-4	205,847,590	515,910,451
Imprest Balance	ACA-3	136,985	3,375,868
<b>Total Liabilities</b>		<b>668,099,976</b>	<b>39,713,450,604</b>

Detail Accounting Statements in ACA format Nos. 1 to 6 presented in pages from 7 to 81 and Notes to accounts presented in pages from 82 to 199 form and integral parts of these Financial Statements. The Financial Statements have been prepared in complying with the Generally Accepted Accounting Principles whereas most appropriate Accounting Policies are used as disclosed in the Notes to the Financial Statements and hereby certify that figures in these Financial Statements, Notes to accounts and other relevant accounts were reconciled with the Treasury Books of Accounts and found to in agreement.

.....  
Chief Accounting Officer

Name :

Designation :

Date : 25/02/2020

**R. W. R. Pemasiri**

Secretary

Ministry of Roads & Highways  
08<sup>th</sup> Floor, "Maganeguma Mahamedura"  
No. 216, Denzil Kobbekaduwa Mawatha,  
Battaramulla.

.....  
Accounting Officer

Name :

Designation :

Date :

.....  
Chief Financial Officer/ Chief Accountant/  
Director (Finance)/ Commissioner (Finance)

Name :

Date : 25/02/2020

**J.K. Nilupul S. Perera**

Chief Financial Officer

Ministry of Roads & Highways  
07<sup>th</sup> Floor, "Maganeguma Mahamedura"  
No. 216, Denzil Kobbekaduwa Mawatha,  
Koswatta Battaramulla.

**Statement of Cash Flows  
for the Period ended 31<sup>ST</sup> December - 2019**

	Actual	
	2019 Rs.	2018 Rs.
<b><u>Cash Flows from Operating Activities</u></b>		
Total Tax Receipts	-	-
Fees, Fines, Penalties and Licenses	-	-
Profit	-	-
Non Revenue Receipts	-	78,245,703,038
Revenue Collected from the Other Heads	-	-
Imprest Received	67,887,468,424	-
<b>Total Cash generated from Operations (a)</b>	<b>67,887,468,424</b>	<b>78,245,703,038</b>
<b><u>Less - Cash disbursed for:</u></b>		
Personal Emoluments & Operating Payments	321,605,796	389,469,813
Subsidies & Transfer Payments	77,389,793	19,811,424
Expenditure on Other Heads	28,781,939	-
Imprest Settlement to Treasury	136,985	3,375,868
<b>Total Cash disbursed for Operations (b)</b>	<b>427,914,513</b>	<b>412,657,105</b>
<b>NET CASH FLOW FROM OPERATING ACTIVITIES(C)=(a)-(b)</b>	<b>67,459,553,912</b>	<b>77,833,045,933</b>
<b><u>Cash Flows from Investing Activities</u></b>		
Interest	-	-
Dividends	-	-
Divestiture Proceeds & Sale of Physical Assets	-	-
Recoveries from On Lending	-	1,013,035
Recoveries from Advance	1,230,582	-
<b>Total Cash generated from Investing Activities (d)</b>	<b>1,230,582</b>	<b>1,013,035</b>
<b><u>Less - Cash disbursed for:</u></b>		
Purchase or Construction of Physical Assets & Acquisition of Other Investment	67,404,503,961	77,673,185,044
Advance Payments	23,674,180	-
Payments On Lending	-	25,131,492
<b>Total Cash disbursed for Investing Activities (e)</b>	<b>67,428,178,140</b>	<b>77,698,316,536</b>
<b>NET CASH FLOW FROM INVESTING ACTIVITIES(F)=(d)-(e)</b>	<b>(67,426,947,558)</b>	<b>(77,697,303,501)</b>

**Statement of Cash Flows  
for the Period ended 31<sup>st</sup> December - 2019**

	2019 Rs.	Actual 2018 Rs.
<b>NET CASH FLOWS FROM OPERATING &amp; INVESTMENT ACTIVITIES (g)=( c) + (f)</b>	<b>32,606,354</b>	<b>135,742,432</b>
<b><u>Cash Flows from Financing Activities</u></b>		
Local Borrowings	-	-
Foreign Borrowings	-	-
Grants Received	-	-
Deposit Received	1,351,879,462	-
<b>Total Cash generated from Financing Activities (h)</b>	<b>1,351,879,462</b>	<b>-</b>
<b><u>Less - Cash disbursed for:</u></b>		
Repayment of Local Borrowings	-	-
Repayment of Foreign Borrowings	-	-
Deposit Payments	1,384,485,816	135,742,432
<b>Total Cash disbursed for Financing Activities (i)</b>	<b>1,384,485,816</b>	<b>135,742,432</b>
<b>NET CASH FLOW FROM FINANCING ACTIVITIES (J)=(h)-(i)</b>	<b>(32,606,354)</b>	<b>(135,742,432)</b>
<b>Net Movement in Cash (k) = (g) -(j)</b>	<b>(0)</b>	
<b>Opening Cash Balance as at 01<sup>st</sup> January</b>	<b>-</b>	<b>-</b>
<b>Closing Cash Balance as at 31<sup>st</sup> December</b>	<b>(0)</b>	<b>-</b>

**Basis of Reporting**1) Reporting Period

The reporting period for these Financial Statements is from 01<sup>st</sup> January to 31<sup>st</sup> December 2019.

2) Basis of Measurement

The Financial Statements have been prepared on historical cost modified by the revaluation of certain assets and accounted on a modified cash basis, unless otherwise specified.

The figures of the Financial Statements are presented in Sri Lankan rupees rounded to the nearest rupee.

3) Recognition of Revenue

Exchange and non exchange revenues are recognised on the cash receipts during the accounting period irrespective of relevant revenue period.

4) Recognition and Measurement of Property, Plant and Equipment (PP&E)

An item of Property, Plant and Equipment is recognized when it is probable that future economic benefit associated with the assets will flow to the entity and the cost of the assets can be reliably measured.

PP&E are measured at a cost and revaluation model is applied when cost model is not applicable.

5) Property, Plant and Equipment Reserve

This revaluation reserve account is the corresponding account of PP&E.

6) Cash and Cash Equivalents

Cash & cash equivalents include local currency notes and coins on hand as at 31<sup>st</sup> December 2019.

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Expenditure Head No : 117

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Rs.

Expenditure Code	Finance Code	Provisions			Total Net Provision	Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers		Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)= (5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
<b>Recurrent Expenditure</b>											
<b>Programme (1) &amp; (2)</b>											
Prog./Proj./Sub proj./Object code											
<b>NOTE - 5 - OBJECT CODE WISE CLASSIFICATION OF WAGES, SALARIES &amp; OTHER EMPLOYMENT BENEFITS</b>											
<b>Personal Emoluments</b>											
1001 Salaries & Wages	11	175,000,000	-	-	175,000,000	148,657,795	-	148,657,795	26,342,205	15	Annexure 01
1002 Overtime & Holiday Payments	11	16,650,000	-	(2,900,000)	13,750,000	12,137,738	-	12,137,738	1,612,262	12	
1003 Other Allowances	11	59,200,000	-	2,245,000	61,445,000	56,164,655	283,615	56,448,270	4,996,730	8	
<b>Total</b>		<b>250,850,000</b>	<b>-</b>	<b>(655,000)</b>	<b>250,195,000</b>	<b>216,960,188</b>	<b>283,615</b>	<b>217,243,803</b>	<b>32,951,197</b>		
<b>NOTE - 6 - OBJECT CODE WISE CLASSIFICATION OF OTHER GOODS &amp; SERVICES</b>											
<b>Travelling Expenditure</b>											
1101 Domestic	11	3,450,000	-	2,640,000	6,090,000	5,887,536	-	5,887,536	202,464	3	
1102 Foreign	11	10,550,000	-	(5,520,000)	5,030,000	2,993,146	-	2,993,146	2,036,854	40	
<b>Total (a)</b>		<b>14,000,000</b>	<b>-</b>	<b>(2,880,000)</b>	<b>11,120,000</b>	<b>8,880,682</b>	<b>-</b>	<b>8,880,682</b>	<b>2,239,318</b>		
<b>Sunnies</b>											
1201 Stationery & Office Requisites	11	6,600,000	-	2,555,000	9,155,000	8,462,167	-	8,462,167	692,833	8	
1202 Fuel	11	21,000,000	-	740,000	21,740,000	20,890,747	-	20,890,747	849,253	4	
1203 Diets & Uniforms	11	1,050,000	-	865,000	1,915,000	1,779,326	-	1,779,326	135,674	7	
1204 Medical Supplies	11	-	-	-	-	-	-	-	-	-	
1205 Other	11	1,750,000	-	740,000	2,490,000	2,391,848	-	2,391,848	98,152	4	
<b>Total (b)</b>		<b>30,400,000</b>	<b>-</b>	<b>4,900,000</b>	<b>35,300,000</b>	<b>33,524,088</b>	<b>-</b>	<b>33,524,088</b>	<b>1,775,912</b>		

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Expenditure Head No : 117

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Rs.

Expenditure Code	Finance Code	Provisions				Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers	Total Net Provision	Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)=(5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
<b>Maintenance Expenditure</b>											
1301 Vehicles	11	16,600,000	-	3,680,000	20,280,000	18,308,647	-	18,308,647	1,971,353	10	
1302 Plant and machinery	11	1,200,000	-	475,000	1,675,000	1,653,111	-	1,653,111	21,889	1	
1303 Building and Structures	11	800,000	-	(310,000)	490,000	462,457	-	462,457	27,544	6	
Total ( c )		18,600,000	-	3,845,000	22,445,000	20,424,214	-	20,424,214	2,020,786		
<b>Services</b>											
1401 Transport	11	5,780,000	-	(3,130,000)	2,650,000	2,298,444	-	2,298,444	351,556	13	
1402 Postal & Communication	11	10,900,000	-	(450,000)	10,450,000	10,078,227	-	10,078,227	371,773	4	
1403 Electricity & Water	11	5,950,000	-	(1,300,000)	4,650,000	4,368,561	-	4,368,561	281,439	6	
1404 Rents & Local Taxes	11	29,600,000	-	555,000	30,155,000	30,047,951	-	30,047,951	107,049	-	
1406 Interest Payment for Leased vehicles		-	-	-	-	-	-	-	-	-	
1408 Lease Rental for Vehicles Procured under Operational Leasing		-	-	-	-	-	-	-	-	-	
1409 Other	11	8,750,000	-	(985,000)	7,765,000	6,886,814	-	6,886,814	878,186	11	
Total ( d )		60,980,000	-	(5,310,000)	55,670,000	53,679,997	-	53,679,997	1,990,003		
Total Expenditure on Other Goods & Services (a+b+c+d)		123,980,000	-	555,000	124,535,000	116,508,982	-	116,508,982	8,026,018	-	

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Expenditure Head No : 117

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Rs.

Expenditure Code	Finance Code	Provisions			Total Net Provision	Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers		Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)=(5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
<b>NOTE - 7 - OBJECT CODE WISE CLASSIFICATION OF TRANSFERS, GRANTS &amp; SUBSIDIES</b>											
<u>Transfers</u>											
1501 Welfare Programmes		-	-	-	-	-	-	-	-	-	-
1502 Retirement Benefits	11	2,170,000	-	-	2,170,000	1,828,948	-	1,828,948	341,052	16	
1503 Public Institutions	11	-	-	-	-	-	-	-	-	-	
1504 Development Subsidies	11	-	-	-	-	-	-	-	-	-	
1505 Subscriptions and Contributions fees	11	50,000	-	(50,000)	-	-	-	-	-	-	
1506 Property Loan Interest to Public Servants	11	1,850,000	-	100,000	1,950,000	1,543,578	-	1,543,578	406,422	21	
1507 Contribution to Provincial Councils	11	-	-	-	-	-	-	-	-	-	
1508 Other	11	90,000,000	-	-	90,000,000	74,017,267	-	74,017,267	15,982,733	-	
<b>Total</b>		<b>94,070,000</b>	<b>-</b>	<b>50,000</b>	<b>94,120,000</b>	<b>77,389,793</b>	<b>-</b>	<b>77,389,793</b>	<b>16,730,207</b>		
<b>NOTE - 8 - OBJECT CODE WISE CLASSIFICATION OF INTEREST PAYMENTS</b>											
1601 Interest Payment for Domestic Debt		-	-	-	-	-	-	-	-	-	
1602 Interest Payment for Foreign Debt		-	-	-	-	-	-	-	-	-	
1603 Discounts on Treasury Bills and Treasury Bonds		-	-	-	-	-	-	-	-	-	
<b>Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Expenditure Head No : 117

Rs.

Expenditure Code	Finance Code	Provisions				Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers	Total Net Provision	Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)=(5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
<b>NOTE - 9 - OBJECT CODE WISE CLASSIFICATION OF OTHER RECURRENT EXPENDITURE</b>											
1701 Losses & Write off		-	-	-	-	-	-	-	-	-	
1702 Contingency Services		-	-	-	-	-	-	-	-	-	
1703 Implementation of the Official Languages Policy	11	100,000	-	50,000	150,000	126,868	-	126,868	23,133		
<b>Total</b>		<b>100,000</b>	<b>-</b>	<b>50,000</b>	<b>150,000</b>	<b>126,868</b>	<b>-</b>	<b>126,868</b>	<b>23,133</b>		
<u>Programme (1) &amp; (2)</u>											
<b>Grand Total (Notes 5 to 9) Total Recurrent Expenditure</b>		<b>469,000,000</b>	<b>-</b>	<b>-</b>	<b>469,000,000</b>	<b>410,985,830</b>	<b>283,615</b>	<b>411,269,445</b>	<b>57,730,555</b>	<b>-</b>	
<b>Capital Expenditure</b>											
<u>Programme (1) &amp; (2)</u>											
<b>OBJECT CODE WISE CLASSIFICATION OF PUBLIC INVESTMENT</b>											
<b>NOTE - 10 Rehabilitation &amp; Improvements of Capital Assets</b>											
2001 Buildings & Structures	11	950,000	-	-	950,000	122,700	-	122,700	827,300	87	
2002 Plant, Machinery & Equipment	11	900,000	-	-	900,000	538,100	-	538,100	361,900	40	
2003 Vehicles	11	5,250,000	-	1,980,000	7,230,000	5,826,133	-	5,826,133	1,403,867	19	
<b>Total (a)</b>		<b>7,100,000</b>	<b>-</b>	<b>1,980,000</b>	<b>9,080,000</b>	<b>6,486,934</b>	<b>-</b>	<b>6,486,934</b>	<b>2,593,066</b>		

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Expenditure Head No : 117

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Rs.

Expenditure Code	Finance Code	Provisions				Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers	Total Net Provision	Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)= (5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
NOTE - 11 Acquisition of Capital Assets											
2101 Vehicles	11	-	-	-	-	-	-	-	-	-	-
	13	-	-	-	-	-	-	-	-	-	-
	17	-	-	-	-	-	-	-	-	-	-
2102 Furniture & Office Equipment	11	5,700,000	-	(2,400,000)	3,300,000	1,194,480	-	1,194,480	2,105,520	64	
	12	-	-	-	-	-	-	-	-	-	-
	13	-	-	-	-	-	-	-	-	-	-
	17	-	-	-	-	-	-	-	-	-	-
2103 Plant, Machinery & Equipment	11	3,500,000	-	(457,000)	3,043,000	1,014,164	-	1,014,164	2,028,836	67	
2104 Buildings & Structures	11	-	-	-	-	-	-	-	-	-	-
	12	-	-	-	-	-	-	-	-	-	-
	13	-	-	-	-	-	-	-	-	-	-
	14	-	-	-	-	-	-	-	-	-	-
	17	-	-	-	-	-	-	-	-	-	-
2105 Lands & Land Improvements	11	1,042,000,000	-	794,400,000	1,836,400,000	1,243,671,945	9,470,523	1,253,142,468	583,257,532	32	
	17	6,279,000,000	-	15,500,000	6,294,500,000	5,243,831,661	3,123,271	5,246,954,932	1,047,545,068	17	
2106 Software Development		-	-	-	-	-	-	-	-	-	-
2108 Capital Payment for Leased Vehicles		-	-	-	-	-	-	-	-	-	-
<b>Total (b)</b>		<b>7,330,200,000</b>	<b>-</b>	<b>807,043,000</b>	<b>8,137,243,000</b>	<b>6,489,712,250</b>	<b>12,593,794</b>	<b>6,502,306,044</b>	<b>1,634,936,956</b>		

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Expenditure Head No : 117

Rs.

Expenditure Code	Finance Code	Provisions			Total Net Provision	Expenditure			Net Effect		
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers		Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)= (5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
<b>NOTE -12 Capital Transfers</b>											
2201 Public Institutions	11	6,500,000,000	-	-	6,500,000,000	-	6,500,000,000	6,500,000,000	-	-	
2202 Development Assistance	11	53,100,000	-	-	53,100,000	10,588,883	-	10,588,883	42,511,117	-	
2203 Contribution to Provincial Councils		-	-	-	-	-	-	-	-	-	
2204 Transfers Abroad		-	-	-	-	-	-	-	-	-	
2205 Capital Grants to Non-Public Institution		-	-	-	-	-	-	-	-	-	
<b>Total (c)</b>		<b>6,553,100,000</b>	<b>-</b>	<b>-</b>	<b>6,553,100,000</b>	<b>10,588,883</b>	<b>6,500,000,000</b>	<b>6,510,588,883</b>	<b>42,511,117</b>		
<b>NOTE - 13 Acquisition of Financial Assets</b>											
2301 Equity Contribution		-	-	-	-	-	-	-	-	-	
2302 On-Lending		-	-	-	-	-	-	-	-	-	
<b>Total (d)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>NOTE - 14 Capacity Building</b>											
2401 Staff Training	11	4,000,000	-	877,000	4,877,000	2,461,057	-	2,461,057	2,415,943	50	
	12	-	-	-	-	-	-	-	-	-	
	13	-	-	-	-	-	-	-	-	-	
<b>Total (e)</b>		<b>4,000,000</b>	<b>-</b>	<b>877,000</b>	<b>4,877,000</b>	<b>2,461,057</b>	<b>-</b>	<b>2,461,057</b>	<b>2,415,943</b>		

Statement of Expenditure for the period ended 31<sup>st</sup> December 2019

Ministry / Department / District Secretariat : Ministry of Highways &amp; Road Development and Petroleum Resources Development

Expenditure Head No : 117

Rs.

Expenditure Code	Finance Code	Provisions			Expenditure			Net Effect			
		Annual Budgetary Provision	Supplementary Estimate Provision	FR 66/69 Transfers	Total Net Provision	Expenditure as per the Cash Book	Expenditure incurred by Other Ministry/Dept. Under the FR. 208 (As per the Treasury Printouts)	Total Expenditure	Savings / Excess	Savings / Excess as a % of Revised Estimate	Reasons for Variance
		(1)	(2)	(3) (-)/+	(4)=(1)+(2)+(3)	(5)	(6)	(7)= (5)+(6)	(8)=(4)-(7)	(9)=(8)/(4)* 100	
NOTE - 15 Other Capital Expenditure											
2501 Restructuring		-	-	-	-	-	-	-	-	-	-
2502 Investments		-	-	-	-	-	-	-	-	-	-
2503 Contingency Services		-	-	-	-	-	-	-	-	-	-
2504 Contribution to Provincial Councils		-	-	-	-	-	-	-	-	-	-
2505 Procurement Preparedness		-	-	-	-	-	-	-	-	-	-
2506 Infrastructure Development	11	58,463,800,000	11,650,000,000	(4,364,800,000)	65,749,000,000	57,158,968,716	-	57,158,968,716	8,590,031,284	13	
	12	95,097,800,000	67,382,000,000	5,458,130,000	167,937,930,000	-	81,896,941,747	81,896,941,747	86,040,988,253	51	
	14	120,000,000	-	(10,000,000)	110,000,000	108,500,000	-	108,500,000	1,500,000	1	
	17	6,737,000,000	705,000,000	(1,893,230,000)	5,548,770,000	3,627,423,655	43,222	3,627,466,877	1,921,303,123	35	
	18	750,000,000	1,313,000,000	-	2,063,000,000	-	618,244,103	618,244,103	1,444,755,897	70	
2507 Research and Development	13	-	-	-	-	-	-	-	-	-	
	17	-	-	-	-	362,466	-	362,466	1,637,534		
2509 Other		2,000,000	-	-	2,000,000	-	-	-	-	-	
Total (f)		161,170,600,000	81,050,000,000	(809,900,000)	241,410,700,000	60,895,254,837	82,515,229,073	143,410,483,910	98,000,216,090		
Programme (1) & (2)											
Total Expenditure on Public Investments (a+b+c+d+e+f)		175,065,000,000	81,050,000,000	-	256,115,000,000	67,404,503,961	89,027,822,867	156,432,326,828	99,682,673,172	-	
Grand Total (Notes 5 to 15) - Total Expenditure		175,534,000,000	81,050,000,000	-	256,584,000,000	67,815,489,791	89,028,106,482	156,843,596,273	99,740,403,727	-	

Chief Financial Officer / Chief Accountant / Director (Finance)  
Commissioner (Finance)

J.K. Nilupul S. Perera  
Chief Financial Officer  
Ministry of Roads & Highways  
07<sup>th</sup> Floor, "Maganeguma Mahamedura"  
No. 216, Denzil Kobbekaduwa Mawatha,  
Koswatta, Battaramulla.



3.6 Performance of the Revenue collection is not applicable for the Ministry of Highways and Road Development due to that the ministry is not income earning one.

### 3.7 Performance of the Utilization of Allocation

Rs. ,000

Type of Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of Final Allocation
	Original	Final		
Recurrent	469,000.00	469,000.00	411,270.00	87.69%
Capital	175,065,000.00	256,115,000	156,432,330.00	61.08

3.8 In terms of F.R.208 grant of allocation for expenditure to this Department/ District Secretariat/ provincial Council as an agent of the other Ministries/ Departments

Rs. ,000

Serial No	Allocation Received from which Ministry/ Department	Purpose of the Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of Final Allocation
			Original	Final		
01	Ministry of National Polices and Economic Affairs	For the Road Development Projects	54,500,000.00	54,500,000.00	25,949,882.97	47.6%
			92,100,000.00	88,066,583.79	2,000,000.00	2.2%

## 3.9 Performance of the Reporting of Non-financial Assets

Rs. ,000

Asset Code	Code Description	Balance as per Board of Survey Report as at 31.12.2019	Balance as per Financial Position Report as at 31.12.2019	Yet to be Accounted	Reporting Progress as a %
9151	Building and Structures	-	-	-	-
9152	Machinery and Equipment	619,409,582.00	619,409,582.00	0.00	100%
9153	Land				
9154	Intangible Assets				
9155	Biological Assets				
9160	Work in Progress				
9180	Lease Assets				

## 3.10 Auditor General's Report

The Auditor General's report has annexed as Annexure 12 in Sinhala version of Annual Performance Report -2019 (Please refer page no.XXVI)

## *Chapter 4*

# Performance Indicators

## 4.1 Performance Indicators

### Introduction

As the pioneer organization in Road Sector, Ministry of Roads & Highways has contributed a major part within the Transport Sector of the country. Accordingly, the performance of the sector has to be monitored via forming key performance indicators within the reporting period of time. Thus following key performance indicators were formed and monitored annually end of each financial year recently.

- Completed length of Highways (km)
- Completed Length of Expressways (km)
- Completed Length of Rural Roads(km)
- Completed No. of Rural Bridges
- Completed No. of Bridges (on National roads)
- Average Network Roughness (IRI)

### 4.1 Progress of Performance Indicators of the Ministry

- During the year, from the targeted length of 102.6 km of expressways, 57.6 km of length was completed resulting to 56% of achievement.

The major reason affected to the above progress was the financial constraints occurred in both local and foreign financing parts of the provisions.

Eventhough, the Ministry was unable to achieve the target by completing those expressway works, most of the major works have been completed up to nearing completion

- Although the targeted length of Highways was around 623 km, the completed length has shown a performance of 50%.

Since the Widening & Improvement works conducted annually was showed a lower target achievement due to lack of insufficient imprest the above overall performance is observed.

Eventhough, the Ministry was unable to achieve the target by completing those highway works, most of the major works have been completed up to nearing completion.

- From the targeted length of rural roads, around 1132 km was completed as at end of 2019 representing 75% of progress during the year.

The major reason of low performance of the indicator was the low achievement of improvement works of weak bridges project. Although it was planned to complete 43 bridges under the above project during 2019, the achievement was reported as only 14 due to financial constraints

- From the targeted amount of Bridges on National Highways, 32 were completed as at end of 2019 pertaining to 52% of performance by the end of reporting period.
- From the no. of rural bridges targeted only 17 were competed showing 48% of progress within the year. Financial constraints were affected for this poor performance.
- For the average network roughness, the targeted value was to maintain the roughness at 5.26 m per km and the value was being able to keep at static magnitude for the entire National Road Network within the year. Thus the achievement was resulted as expected.

<i>Specific Indicators</i>	<i>Actual output as a percentage (%) of the expected output</i>		
	<b>100%- 90%</b>	<b>75%- 89%</b>	<b>50%- 74%</b>
<b>Completed Length of Highways (km)</b>			√
<b>Completed Length of Expressways(km)</b>			√
<b>Completed Length of Rural Roads(km)</b>		√	
<b>Completed No. of Rural Bridges</b>			√
<b>Completed No. of Bridges (on National roads)</b>			√
<b>Average Network Roughness (IRI)</b>	√		

## *Chapter 5*

# **Performance of achieving Sustainable Development Goals**

## 5.1 Performance of the Achieving Sustainable Development Goals (SDGs)

The 17 SDGs which adopted as important are integrated and serve as a landmark for multilateralism and international policy shaping among all United Nations member countries around the world.

Accordingly, Sri Lanka has declared its allegiance to this transformation and pledged commitment to implementing the 17 Sustainable Development goals with 169 targets adhered with 244 indicators. Achievement of these goals should be directly linked with budgeting, identified projects and programmes, conducted under each institution.

Thus the institutions are advocated and guided to mainstream the SDGs with the projects carried out and aligned with national budgetary allocation.

In view of above, Planning and Monitoring Division of Ministry of Roads and Highways has identified Sustainable Development Goals along with targets and indicators comes under roads sector and the 3 Goals identified can be expressed as below.



## 5.2 Progress of Identified Respective Goals

Goal	Target	Indicators of Achievement	Progress as at 31.12.2019		
			0-9%	10-49%	50-100%
9	9.1 Develop quality, reliable, sustainable and resilient infrastructure including regional and trans border infrastructure to support economic development and human wellbeing with a focus on affordable and equitable access for all.	No. of Road or no. of bridges improved/rehabilitated annually	-	-	100%
11	By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.	No. of projects implemented to reduce road accidents	-	-	>90%
12	By 2020 achieve the environmentally sound management of chemicals and all wastes throughout their life cycle in accordance with agreed international frameworks and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment.	No. of projects implemented environmentally friendly	-	-	80%

## 5.2 – Achievements and Challenges of the SDGs in Road Sector

- During 2019, the target 9.1 has attained 100% of physical Progress since all the road and bridge projects implemented under the Ministry has the ultimate target of developing quality, reliable, sustainable and resilient infrastructure. Thus the target achievement was observed as above by the end of the year.
- Under target 11.2, only 2 major annual programmes have been implemented by the Road Development Authority under the guidance of Ministry of Roads & Highways and those 2 can be stated as follows.

### Network Planning & Road Safety

### Traffic Management in Greater Colombo Area

From the above 2 programmes, almost all the activities except one activity under Traffic Management in Greater Colombo Area has been able to complete as initially planned. Thus the target achievement can be expressed as more than 90.

- With reference to The National Environmental Act No. 47 of 1980 all important projects implemented which could have effect the environment have conducted either Environmental Impact Assessment, Initial Environmental Examinations or other type of assessments and taken approval from the Central Environmental Authority prior to the commencement of civil work and

conducted all activities without any violations to the act mentioned above.

With reference to the data within the Economic and Social Development Division of Road Development Authority, all the ongoing which needed to carry out expressway projects have completed Environmental Impact Assessment and taken approval from the Central Environmental Authority prior to the commencement of civil work, except phase 2 of Elevated Highway Project.

Although the Basic Information questionnaire has been submitted Central Environmental Authority has rejected the trace of Elevated Highway Crossing Thalangama Environmental Protection area.

Despite of that project for Port Access Elevated Highway Project only environmental recommendations were sought

From ongoing major highways development projects only Baseline Road – Phase III has conducted an Environmental Impact Assessment (EIA) where as Badulla – Chenkalady Road Improvement Project funded by Saudi Fund for International Development (SFD) and OPEC Fund for International Development (OFID) has completed Initial Environmental Examinations (IEE) prior to initiation of civil work.

Other than that six highways development projects have obtained Environmental recommendations from Central Environmental Authority (CEA).

In addition to above New Bridge construction project over Kelani River was the only bridge development project which has conducted Environmental Impact Assessment (EIA) whereas another three (03) major bridge development projects have obtained recommendations from Central Environmental Authority (CEA).

Other than that for Landslide Disaster Protection Project also, some environmental recommendations have been given by the Central Environmental Authority (CEA).

Since the major development projects as Expressways and Highways have shown to be impact severely to the environment the assessments had been completed before the construction work was started. The performance was not reported as 100% since some development projects conducted by other agencies taking the consultancies from Road Development Authority has not either conducted such assessments and some projects were initiated without conducting such assessments due to the fact that such projects were decided to commence immediately by the Cabinet as “Prioritized” basis.



## *Chapter 6*

# **Human Resource Profile**

## 6.1 Cadre Management

	Approved Cadre	Existing Cadre	Vacancies/ (Excess)
Senior	31	26	5
Territory	3	2	1
Secondary	283	175	108
Primary	39	27	12

Although the Ministry of Roads and Highways consists of a total of 230 no.of cadre, there is a deficiency in human resource in all the above four levels. This might have negatively affected target achievement of the Ministry, although the targets were completed successfully with immense effort.

Programme Name	Number of Trained employees	Time period	Total investment (Local)	Nature of the programme (Local)	Out put
<b>Financial Management of foreign funded project</b>	1	hrs 16	13,000.00	Local	Financial Management of foreign funded project
<b>Road Safety</b>	18	hrs 1	_	Local	Regading road safety
<b>Procurement Process</b>	42	hrs 2	7552.00	Local	Procurement Process
<b>Engineering design</b>	1	one year	_	Local	Engineering design
<b>PG Diploma/ M.Eng in Highways &amp; Traffic Engineering 2019/2020</b>	1	hrs 3	257,000.00	Local	Highways & Traffic Engineering
<b>Managerial Competency Development Programme</b>	1	hrs 2	_	Local	Management tools
<b>Training Programme on New Audit Act</b>	55	hrs 4	18,747.00	Local	Rules & Regulations of New Audit Act
<b>Training Programme on Psychological Councelling</b>	54	hrs 3	23,490.00	Local	Stress control
<b>Preparation of annual reports &amp; Accounts</b>	2	hrs 8	8000.00	Local	Preparation of annual reports & Accounts
<b>Procurement Process &amp; Practical Usage</b>	1	hrs 8	4000.00	Local	Procurement Process & Practical issues
<b>Procurement Process</b>	29	hrs 2	6701.00	Local	Procurement Process
<b>Changing role of the public servant</b>	8	hrs 3	_	Local	Changing attitudes

Programme Name	Number of Trained employees	Time period	Total investment (Local)	Nature of the programme (Local)	Out put
<b>Special workshop (SLPSAS)</b>	2	hrs 32	32000.00	Local	Financial Accounts
<b>Maintaining Personal Files</b>	2	hrs 14	17000.00	Local	Maintaining Personal Files
<b>Decipline &amp; office ethics for drivers</b>	3	hrs 16	25500.00	Local	Decipline & office ethics for drivers
<b>Office Management &amp; Financial Regulations</b>	4	hrs 16	29000.00	Local	Office Management & Financial Regulations
<b>Awareness Programme for Public Officers on Establishment code</b>	8	hrs 8	–	Local	Rules & Regulations of Establishment code
<b>Annual Asset Estimation &amp; Asset disposal method</b>	1	hrs 34	5000.00	Local	Annual Asset Estimate & Asset disposal methode
<b>Fundamental Accounts concept &amp; standerds for preparation of final accounts in government institute</b>	3	hrs 14	25500.00	Local	Fundamental Accounts concept & standerds for preparation of final accounts
<b>Preparation of Advance B account for government officers</b>	1	hrs 8	5000.00	Local	Preparation of Advance B account
<b>Procurement Process</b>	1	hrs 24	8000.00	Local	Procurement Process
<b>Certificate on public procurment Management</b>	1	hrs 40	26000.00	Local	Certificate on public procurment Management
<b>Diploma in English</b>	1	hrs 41	25000.00	Local	English language
<b>Career development of new managers</b>	2	hrs 32	20000.00	Local	management concepts

Programme Name	Number of Trained employees	Time period	Total investment (Local)	Nature of the programme (Local)	Out put
<b>Preparation of official letters and minutes</b>	2	hrs 8	6000.00	Local	Preparation of official letters and minutes
<b>Organizational Procurement and supply chain management</b>	1	hrs 44	4000.00	Local	Organizational Procurement and supply chain management
<b>Stress free Employee</b>	6	hrs 8	–	Local	Stress Management
<b>training programe for pregnant mothers in public sector on early childhood care and development</b>	10	hrs 3	–	Local	early childhood care and development
<b>National Youth Programme</b>	1	hrs 8	–	Local	
<b>National Workshop on NSS Review: October 2019</b>	2	hrs 2.5	–	Local	
<b>Capacity building on Environmental &amp; social safeguard &amp; gender awareness</b>	9	hrs 8	–	Local	Capacity building on Environmental & social safeguard & gender awareness
<b>National Programme for community based disable rehabilitation</b>	1	hrs 4	–	Local	community based disability rehabilitation
<b>Workshop on salary conversation</b>	2	hrs 8	17000.00	Local	salary conversation
<b>Awareness Programme on Citizen Focus</b>	2	hrs 8	–	Local	development of people skills
<b>Maritime &amp; supply chain international conference</b>	1	hrs 8	15000.00	Local	Maritime & supply chain

## *Chapter 7*

# **Compliance Report**

## Chapter 07 – Compliance Report

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
<b>1</b>	<b>The following Financial statements/accounts have been submitted on due date</b>			
<b>1.1</b>	Annual financial statements	Complied. Already Submitted.		
<b>1.2</b>	Advance to public officers account	Complied. Account already submitted.		
<b>1.3</b>	Trading and Manufacturing Advance Accounts (Commercial Advance Accounts)	-		
<b>1.4</b>	Stores Advance Accounts	-		
<b>1.5</b>	Special Advance Accounts	-		
<b>1.6</b>	Others	-		
<b>2</b>	<b>Maintenance of books and registers (FR445)</b>			
<b>2.1</b>	Fixed assets register has been maintained and update in terms of Public Administration Circular 267/2018	Complied.		
<b>2.2</b>	Personal emoluments register / Personal emoluments cards has been maintained and update	Complied.		
<b>2.3</b>	Register of Audit queries has been maintained and update	Complied.		
<b>2.4</b>	Register of Internal Audit reports has been maintained and update	Complied.		
<b>2.5</b>	All the monthly account summaries (CIGAS) are prepared and submitted to the Treasury on due date	Complied.		
<b>2.6</b>	Register for cheques and money orders has been maintained and update	Complied. (Only for cheques) Money orders are not in use.		
<b>2.7</b>	Inventory register has been maintained and update	Complied		
<b>2.8</b>	Stocks Register has been maintained and update	Complied		
<b>2.9</b>	Register of Losses has been maintained and update	-		
<b>2.10</b>	Commitment Register has been maintained and update	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
2.11	Register of Counterfoil Books (GA –N20) has been maintained and update	Complied		
<b>3</b>	<b>Delegation of functions for financial control (FR 135)</b>			
3.1	The financial authority has been delegated within the institute	Complied		
3.2	The delegation of financial authority has been communicated within the institute	Complied		
3.3	The authority has been delegated in such manner so as to pass each transaction through two or more officers	Complied		
3.4	The controls has been adhered to by the Accounts in terms of State Account Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Package	Complied		
<b>4</b>	<b>Preparation on Annual Plans</b>			
4.1	The annual action plan has been prepared	Complied.		
4.2	The annual procurement plan has been prepared	Complied.		
4.3	The annual Internal Audit Plan has been prepared	Complied.		
4.4	The annual estimate has been prepared and submitted to the NBD on due date	Complied.		
4.5	The annual cash flow has been submitted to the Treasury Operations Department on time.	Complied.		
<b>5</b>	<b>Audit Queries</b>			
5.1	All the audit queries has been replied within the specified time by the Auditor General	Not Complied	Time period not enough to collect the answers from the projects	

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
<b>6</b>	<b>Internal Audit</b>			
<b>6.1</b>	The internal audit plan has been prepared at the beginning of the year after consulting the Auditor General in terms of Financial Regulation 134 (2) DMA/1-2019	Complied		
<b>6.2</b>	All the internal audit reports has been replied within one month	Complied		
<b>6.3</b>	Copies of all the internal audit reports has been submitted to the Management Audit Department in terms of sub-section 40(4) of the National Audit Act No.19 of 2018	Complied		
<b>6.4</b>	All the copies of internal audit reports has been submitted to the Auditor General in terms of Financial regulation 134(3)	Complied		
<b>7</b>	<b>Audit and Management Committee</b>			
<b>7.1</b>	Minimum 04 meetings of the Audit and Management Committee has been held during the year as per the DMA Circular 1 – 2019	Complied		
<b>8</b>	<b>Asset Management</b>			
<b>8.1</b>	The information about purchases of assets and disposals was submitted to the Comptroller General's Office in terms of Paragraph 07 of the Asset management Circular No.01/2017	Complied.		
<b>8.2</b>	A suitable liaison was appointed to coordinate the implementation of the provisions of the circular and the details of the nominated officer was sent to the Comptroller General's Office in terms of Paragraph 13 of the aforesaid circular	Complied. 02 officers has been appointed.		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
8.3	The boards of survey was conducted and the relevant reports submitted to the Auditor General on due date in terms of Public Finance Circular No. 05/2016	Complied. BOS has completed as at 15.01.2020. Report will be submitted before 17.03.2020 for the Auditor General.		
8.4	The excesses and deficits that were disclosed through the board of survey and other relating recommendations, actions were carried out during the period specified in the circular	Necessary actions were taken to relevant excesses and deficits.		
8.5	The disposal of condemn articles had been carried out in terms of FR 7022	Action has been taken and committee appointed to dispose the above articles.		
<b>9</b>	<b>Vehicle Management</b>			
9.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Complied		
9.2	The condemned vehicles had been disposed of within a period of less than 6 months after condemning	Complied		
9.3	The vehicle logbooks had been maintained and updated	Complied		
9.4	The action has been taken in terms of F.R. 103, 104, 109 and 110 with regards to every vehicle accident	Complied		
9.5	The fuel consumption of vehicles has been re-tested in terms of the provisions of Paragraph 3.1 of the Public Administration Circular Mo. 30/2016 of 29.12.2016.	Complied		
9.6	The absolute ownership of the leased vehicle log books has been transferred after the lease term	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
<b>10</b>	<b>Management of Bank Accounts</b>			
10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Complied.		
10.2	The dormant accounts that had existed in the year under review or since previous years settled.	Dormant accounts had been already closed.		
10.3	The action had been taken in terms of Financial Regulations regarding balances that had been disclosed through bank reconciliation statements and for which adjustments had to be made, and had those balances been settled within one month	Complied.		
<b>11</b>	<b>Utilization of Provisions</b>			
11.1	The provisions allocated had been spent without exceeding the limit	Complied. Allocated provisions had been spent within approved limit.		
11.2	The liabilities not exceeding the provisions that remained at the end of the year as per the FR 94(1)	Complied.		
<b>12</b>	<b>Advances to public Officers Account</b>			
12.1	The limits had been complied with	Complied.		
12.2	A time analysis had been carried out on the loans in arrears	Not complied.	There were no arrears loans.	
12.3	The loan balances in arrears for over one year had been settled	Not complied.	No arrears loans over one year.	
<b>13</b>	<b>General Deposit Account</b>			
13.1	The action had been taken as per F.R. 571 in relation to disposal of lapsed deposits	Complied		
13.2	The control register for general deposits had been updated and maintained	Complied.		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
<b>14</b>	<b>Imprest Account</b>			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Balance was Rs.0 at the end of year 2019.		
14.2	The ad-hoc sub imprests issued as per F.R. 371 settled within one month from the completion of the task	Complied.		
14.3	The ad-hoc sub imprests had been issued exceeding the limit approved as per F.R. 371	No		
14.4	The balance of the imprest account had been reconciled with the Treasury books monthly	Complied.		
<b>15</b>	<b>Revenue Account</b>			
15.1	The refunds from the revenue had been reconciled with the Treasury books monthly	Complied. Refunds had been made under requests.		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	Complied.		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR 176	Complied.		
<b>16</b>	<b>Human Resource Management</b>			
16.1	The staff had been paid within the approved cadre	Complied		
16.2	All members of the staff have been issued a duty list in writing	Complied		
16.3	All reports have been submitted to MSD in terms of their circular no.04/2017 dated 20.09.2017	Complied		
<b>17</b>	<b>Provision of information to the public</b>			
17.1	An information officer has been appointed and a proper register of information is maintained and updated in terms of Right To Information Act and Regulation	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
17.2	Information about the institution to the public have been provided by Website or alternative measures and has it been facilitated to appreciate / allegation to public against the public authority by this website or alternative measures	Complied		
17.3	Bi – Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act	Complied		
<b>18</b>	<b>Implementing citizens charter</b>			
18.1	A citizens charter / Citizens client's charter has been formulated and implemented by the Institution in terms of the circular number 05/2008 and 05/2018(1) of Ministry of Public Administration and Management	Non Compliance	Most clients are internal customers. Therefore time duration for each & every process has been varing according the situation	Developing a citizen charter is in progress
18.2	A methodology has been devised by the Institution in oder to monitor and assess the formulation and the implementation of Citizens Charter / Citizens client's charter as per paragraph 2.3 of the circular	Non Compliance		
<b>19</b>	<b>Preparation of the Human Resource Plan</b>			
19.1	A human resource plan has been prepared in terms of the format in Annexure 02 of Public Administration Circular No.02/2018 dated 24.01.2018	Complied		
19.2	A minimum training opportunity of not less than 12 hours per year for each member of the staff has been ensured in the aforesaid Human Resource Plan	Complied		

No.	Applicable Requirement	Compliance Status (Complied / Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non-compliance in future
19.3	Annual performance agreements have been signed for the entire staff based on the format in Annexure 01 of the aforesaid Circular	Non Compliance	Developing an annual performance agreement for this year is in progress	Developing an annual performance agreement for each year, under the supervision of responsible officer.
19.4	A senior officer was appointed and assigned the responsibility of preparing the human resource development plan, organizing capacity building programs and conducting skill development programs as per paragraph No. 6.5 of the aforesaid Circular	Complied		
20	<b>Responses Audit Paras</b>			
20.1	The shortcomings pointed out in the audit paragraphs issued by the Auditor General for the previous years have been rectified	Complied		

# Photo Gallery

## Expressways



Extension of Southern Expressway  
Section 03



Extension of Southern Expressway  
Section 04



Outer Circular Highway Project – Phase III

## Highways



Miscellaneous Foreign Aided Project,  
Improving Kotte – Bope Road  
(Wearing course laying at Ch 4+900)



Priority Road Project – Phase II,  
Kannaththota – Ihalagama Road (Asphalt  
Paving)



Integrated Road Investment Programme  
(Angamma - Nikathenna Road in Kandy  
District)

## Bridges



Reconstruction of 25 bridges Project – Package 01, Bridge No.14/3 on Galagedara – Horana Road



Reconstruction of 25 bridges Project – Package 01, Bridge No. 1/1 on Kaduwela – Biyagama – Road



Rural Bridge Construction Project-  
Nawalapitiya Greenwood Bridge in Kandy

## Maganeguam Rural Road Re-awakening Programme



Road in Galle- Karanadeniya Kusalakanda Village



Matara Devinuwara – Radampola to Wehella  
Ebankanda Road

## Ran Mawath Programme



Thunkama Therunnansegrama Road



Ihalagalagama Landuyaya Road

## Landslide Disaster Protection Project



Construction of crib work and ground anchor work



Construction of Rock Fence



Construction of Anti – Rck Fall net



Site view from Upper area at A005-167 at Lunugala,(Construction of surface drainage, Surface drainage, drainage well and underground horizontal boring)



# ***ANNEXES***

## Annexure - 01

## Procurements Awarded in 2019

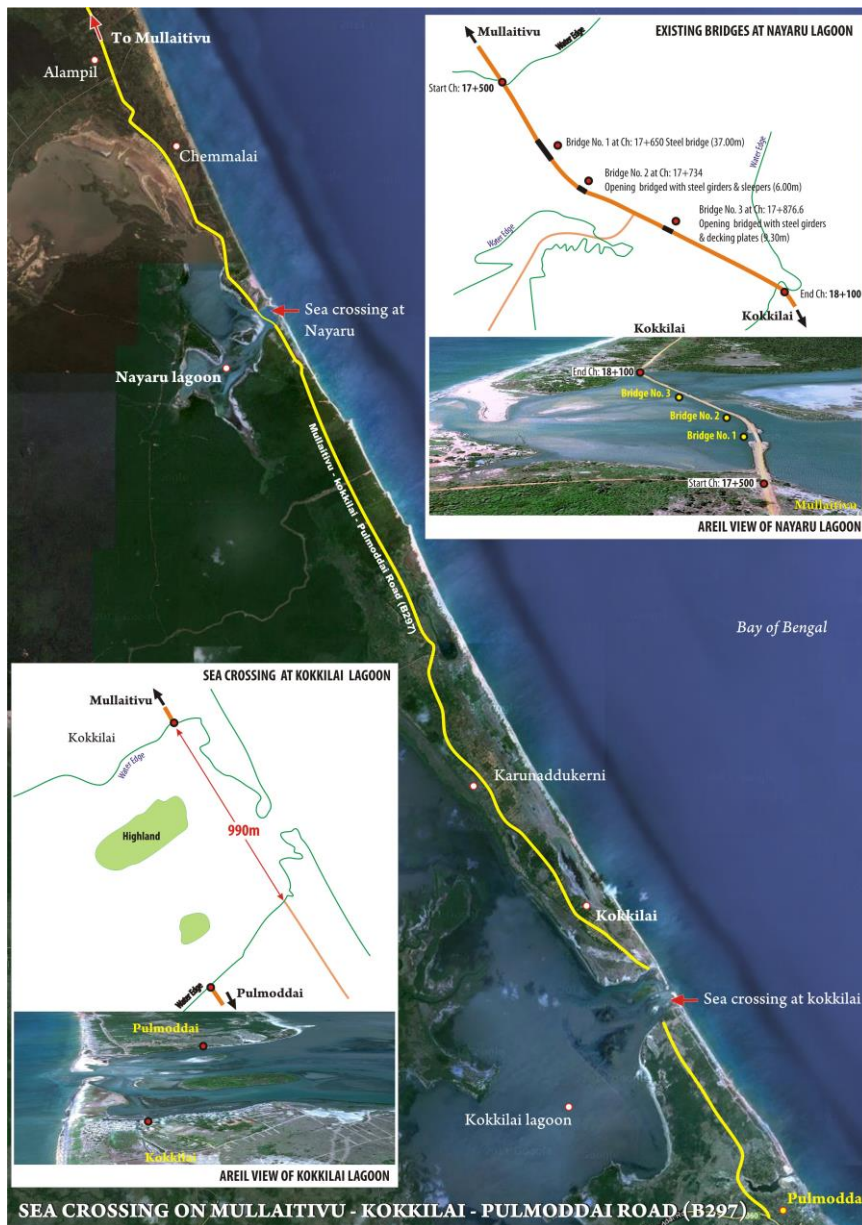
SN	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding vat) RS.
01.	Reconstruction, Improvement & Maintenance of 400km of National Roads in Sabaragamuwa, Central, North Central, North Western Provinces & Kaluthara District of Western Province under OPRC Concept. (Rehabilitation & Maintenance of – A 11 Road from Maradankadawala to Habarana – i-Road)	SCAPC	3,155,519,785.00
02.	Consultancy Service for Monitoring Consultants for Road Management Contracts (RMC) of National Roads under i-Road Program Phase II (Eastern Province - PIC 05)	CACPC	970,155,508.00
03	Consultancy-Construction of a New Seventeen Storied Office Building for the Sri Lanka Port Authority	CACPC	98,165,000.00
04	Selection of Contractors for Construction of Workshops and Construction of Pilling for Port Authority (New Office building)	SCAPC	624,089,980.90
05	Road Management Contract (RMC) for Rehabilitation and Improvement Works Periodic Maintenance and Routine Maintenance works of 51.7km of National Roads in Galle	SCAPC	6,108,200,364.00
06	Design and Construction of Kohuwala, Gatambe and Heerassgala Flyovers under Financial Assistance of the Government of Hungary ( Unsolisted Proposal)	CANC	EUR 52,000,000.00
07	Rehabilitation / improvements of 82.67km Rural Roads in Ampara District in Eastern Province Package 1 (RDA/ADB/iRoad-2 (EP)/NCB/AM-01)	SCAPC	2,191,974,580.31
08	Rehabilitation / improvements of 97.59km Rural Roads in Ampara District in Eastern Province Package 2 (RDA/ADB/iRoad-2 (EP)/ NCB/AM-02)	SCAPC	2,411,155,243.20
09	Rehabilitation / improvements of 80.93km Rural Roads in Ampara District in Eastern Province Package 3 (RDA/ADB/iRoad-2 (EP)/ ICB/AM-03)	SCAPC	2,857,326,866.40
10	Rehabilitation / improvements of 75.46km Rural Roads in Ampara District in Eastern Province Package 4 (RDA/ADB/iRoad-2 (EP)/ NCB/AM-04)	SCAPC	2,972,943,809.05

SN	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding vat) RS.
11	Rehabilitation / improvements of 71.97km Rural Roads in Ampara District in Eastern Province Package 5 (RDA/ADB/iRoad-2 (EP)/ NCB/AM-05)	SCAPC	3,216,982,215.36
12	Rehabilitation / improvements of 71.98km Rural Roads in Batticaloa District in Eastern Province Package 1 (RDA/ADB/iRoad-2 (EP)/ ICB/BT-01)	SCAPC	2,948,511,936.00
13	Rehabilitation / improvements of 76.76km Rural Roads in Batticaloa District in Eastern Province Package 2 (RDA/ADB/iRoad-2 (EP)/ ICB/BT-02)	SCAPC	2,928,375,816.00
14	Rehabilitation / improvements of 72.54km Rural Roads in Batticaloa District in Eastern Province Package 3 (RDA/ADB/iRoad-2 (EP)/ NCB/BT-03)	SCAPC	3,054,476,714.16
15	Rehabilitation / improvements of 74.38km Rural Roads in Trincomalee District in Eastern Province Package 1 (RDA/ADB/iRoad-2 (EP)/ ICB/TR-01)	SCAPC	2,943,521,706.00
16	Rehabilitation / improvements of 61.32km Rural Roads in Trincomalee District in Eastern Province Package 2 (RDA/ADB/iRoad-2 (EP)/ NCB/TR-02)	SCAPC	2,797,613,324.98
17	Rehabilitation / improvements of 80.32km Rural Roads in Trincomalee District in Eastern Province Package 3(RDA/ADB/iRoad-2 (EP)/ NCB/TR-03)	SCAPC	2,751,921,684.00
18	Construction of an Additional Lane with Manual Toll Collection Facilities at Entry and Exit Ramps for South Bound Traffic at the Ja-Ela Interchange on Colombo – Katunayake	SCAPC	285,478,240.70
19	Selection of Contractor for Construction of (SASEC) Port Access Elevated Highway	SCAPC	28,002,255,693.29
20	Selection of Consultancy Services for Project Implementation Consultant for (SASEC) Port Access Elevated Highway	CACPC	<b>USD.4,494,617.50</b> <b>LKR.587,910,450.00</b>
21	Rehabilitation & Improvement of Roads in Colombo District under OFID Funds. Improvements to B -435 Orugodawatta-Ambatale Road Sections from 0+000km	SCAPC	1,943,498,101.57

SN	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding vat) RS.
22	Consultancy Services for Monitoring Consultants for Road Management Contract (RMC) of National Roads Under i-Road program Phase II - Western Province PIC-07	CACPC	US\$ 2,419,580.00 and Rs. 592,442,769.00
23	Consultancy Services for Monitoring Consultants for Road Management Contract (RMC) of National Roads Under i-Road program Phase II - Northern Province ) PIC-04	CACPC	US\$ 2,367,300.00 and Rs. 791,483,100.00
24	Widening & improvement of Matara -Hakamana Road (0+000 -2+000KM)	SCAPC	777,198,265.82
25	Reconstruction of 25 Bridges project funded by Kuwait fund for Arab Economic Development (KEED) - package-- 02 (Civil Works).	SCAPC	1,289,765,960.38
26	Rehabilitation / Improvement and maintenance of 56.57 km rural roads in Jaffna district in the Northern province – Package 1 RDA/ADB/iROAD-2(NP)/NCB/JF-01	SCAPC	3,156,959,804.16
27	Rehabilitation / Improvement and maintenance of 67.64 km rural roads in Jaffna district in the Northern province – Package 2 RDA/ADB/iROAD-2(NP)/ICB/JF-02	SCAPC	3,140,754,642.54
28	Rehabilitation / Improvement and maintenance of 71.81 km rural roads in Jaffna district in the Northern province – Package 3 RDA/ADB/iROAD-2(NP)/ICB/JF-03	SCAPC	3,350,157,507.60
29	Rehabilitation / Improvement and maintenance of 64.22 km rural roads in Jaffna district in the Northern province – Package 5 RDA/ADB/iROAD-2(NP)/ICB/JF-05	SCAPC	3,880,107,106.12
30	Rehabilitation / Improvement and maintenance of 60.31 km rural roads in Kilinochchi district in the Northern province – Package 1 RDA/ADB/iROAD-2(NP)/NCB/KN-01	SCAPC	2,440,916,640.00
31	Rehabilitation / Improvement and maintenance of 53.60 km rural roads in Kilinochchi district in the Northern province – Package 2 RDA/ADB/iROAD-2(NP)/NCB/KN-02	SCAPC	2,599,995,936.60
32	Rehabilitation / Improvement and maintenance of 67.87 km rural roads in Kilinochchi district in the Northern province – Package 3 RDA/ADB/iROAD-2(NP)/NCB/KN-03	SCAPC	3,133,195,084.67

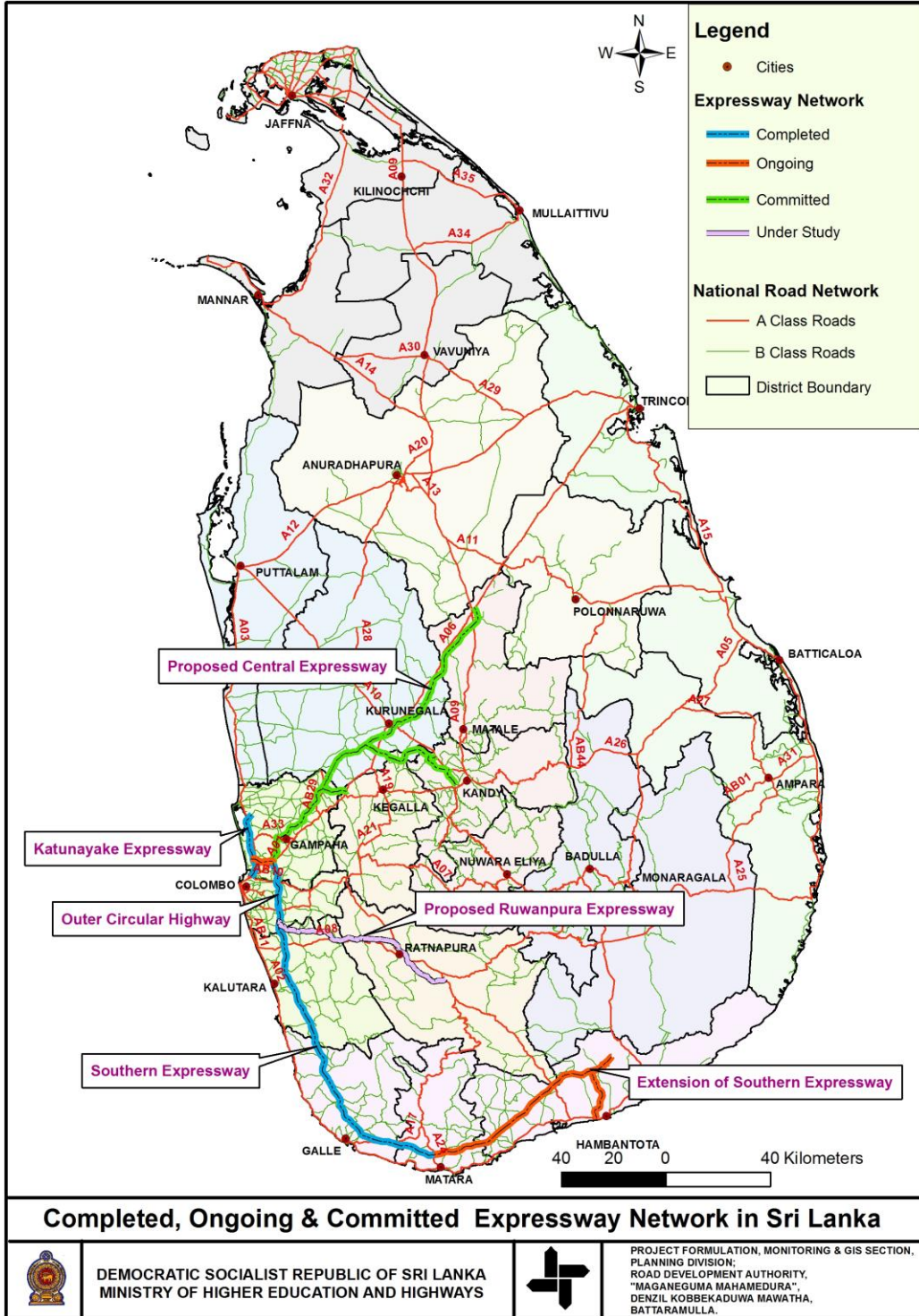
SN	Description of the procurement	Level of the Procurement Committee CAPC/ MPC	Award price (Excluding vat) (RS.)
33	Rehabilitation / Improvement and maintenance of 56.03 km rural roads in Mannar district in the Northern province – Package 1 RDA/ADB/iROAD-2(NP)/ICB/MN-01	SCAPC	3,454,661,925.60
34	Rehabilitation / Improvement and maintenance of 61.30 km rural roads in Mannar district in the Northern province – Package 2 RDA/ADB/iROAD-2(NP)/NCB/MN-02	SCAPC	2,756,695,788.00
35	Rehabilitation / Improvement and maintenance of 49.01 km rural roads in Mannar district in the Northern province – Package 3 RDA/ADB/iROAD-2(NP)/NCB/MN-03	SCAPC	2,481,994,000.80
36	Rehabilitation / Improvement and maintenance of 68.01 km rural roads in Mullaitivu district in the Northern province – Package 1 RDA/ADB/iROAD-2(NP)/NCB/MU-01	SCAPC	3,304,301,824.80
37	Rehabilitation / Improvement and maintenance of 73.33 km rural roads in Mullaitivu district in the Northern province – Package 2 RDA/ADB/iROAD-2(NP)/NCB/MU-02	SCAPC	3,607,682,854.80
38	Rehabilitation / Improvement and maintenance of 95.48 km rural roads in Vavuniya district in the Northern province – Package 1 RDA/ADB/iROAD-2(NP)/ICB/VA-01	SCAPC	3,952,199,436.62
39	Rehabilitation / Improvement and maintenance of 40.09 km rural roads in Vavuniya district in the Northern province – Package 2 RDA/ADB/iROAD-2(NP)/NCB/VA-02	SCAPC	2,448,747,350.59
40	Rehabilitation / Improvement and maintenance of 35.60 km rural roads in Vavuniya district in the Northern province – Package 3 RDA/ADB/iROAD-2(NP)/NCB/VA-03	SCAPC	2,813,483,358.24
41	Rehabilitation / Improvement and maintenance of 100.31 km rural roads in Vavuniya district in the Northern province – Package 4 RDA/ADB/iROAD-2(NP)/ICB/VA-04	SCAPC	3,733,169,368.08
42.	Widening of Bridge No 6/2 on Orugodawatta – Amabatale Road (MFAP) <b>Awarded Date- 2019.08.08 (issued LOA)</b>	MPC	317,195,493.75
43	Rehabilitation /Improvement of Madawachchiya – Horowpathana Road (b282)/CP 23 Section from 10+000km to 23+000km <b>(2019.03.28) LOA Date</b>	MPC	533,625,639.25
44	Rehabilitation /Improvement of Madawachchiya – Horowpathana Road (b282)/CP 24 Section from 23+000km to 37+800km <b>(2019.03.28) LOA Date</b>	MPC	588,670,718.40

### Location Map of Kokilai Bridge



Annexure 03

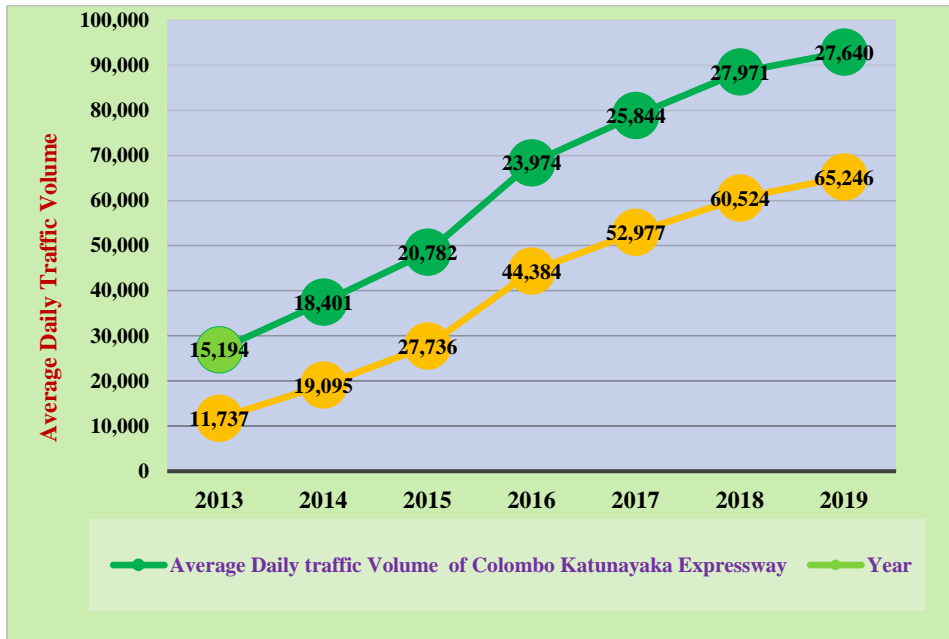
# Expressways Network in Sri Lanka



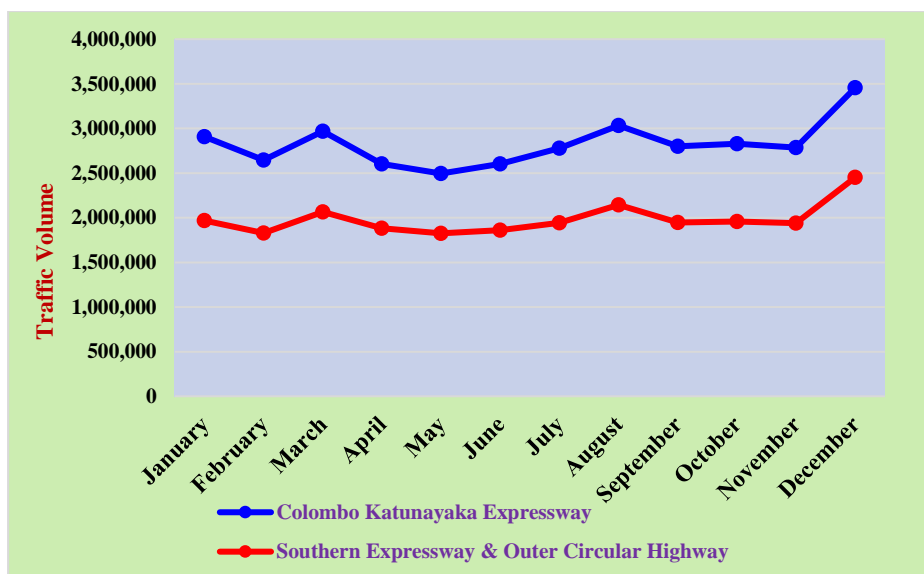
Annexure - 04

Traffic Volume & Toll Revenue of Expressway

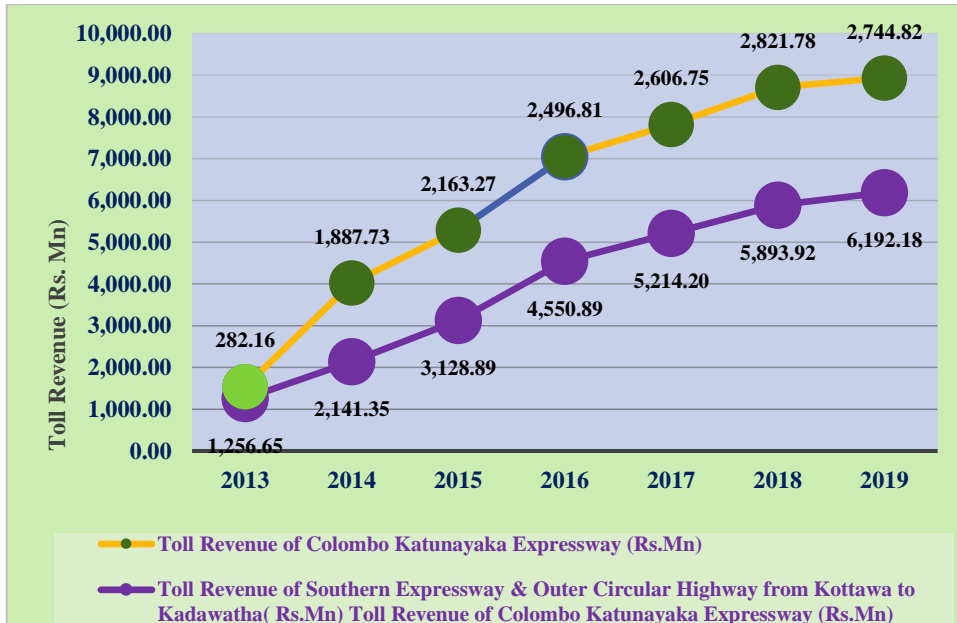
(a) Comparison of Average Daily Traffic Volume of Southern Expressway & Outer Circular Highway from Kottawa to Kadawtha and Colombo Ktunayake Expressway



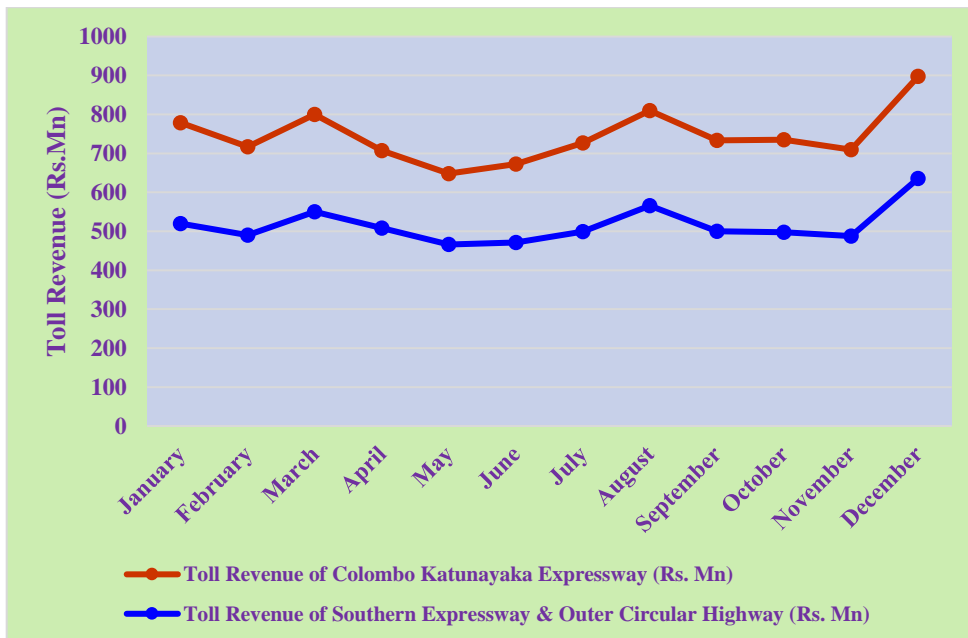
(b) Comparison of Monthly Traffic Volume of Southern expressway & Outer Circular Highway from Kottawa to Kadawatha and Colombo Katunayake Expressway



**(c) A Comparison of Total Revenue of Southern Expressway & Outer Circular Highway From Kottawa to Kadawatha and Colombo Katunayake Expressway**

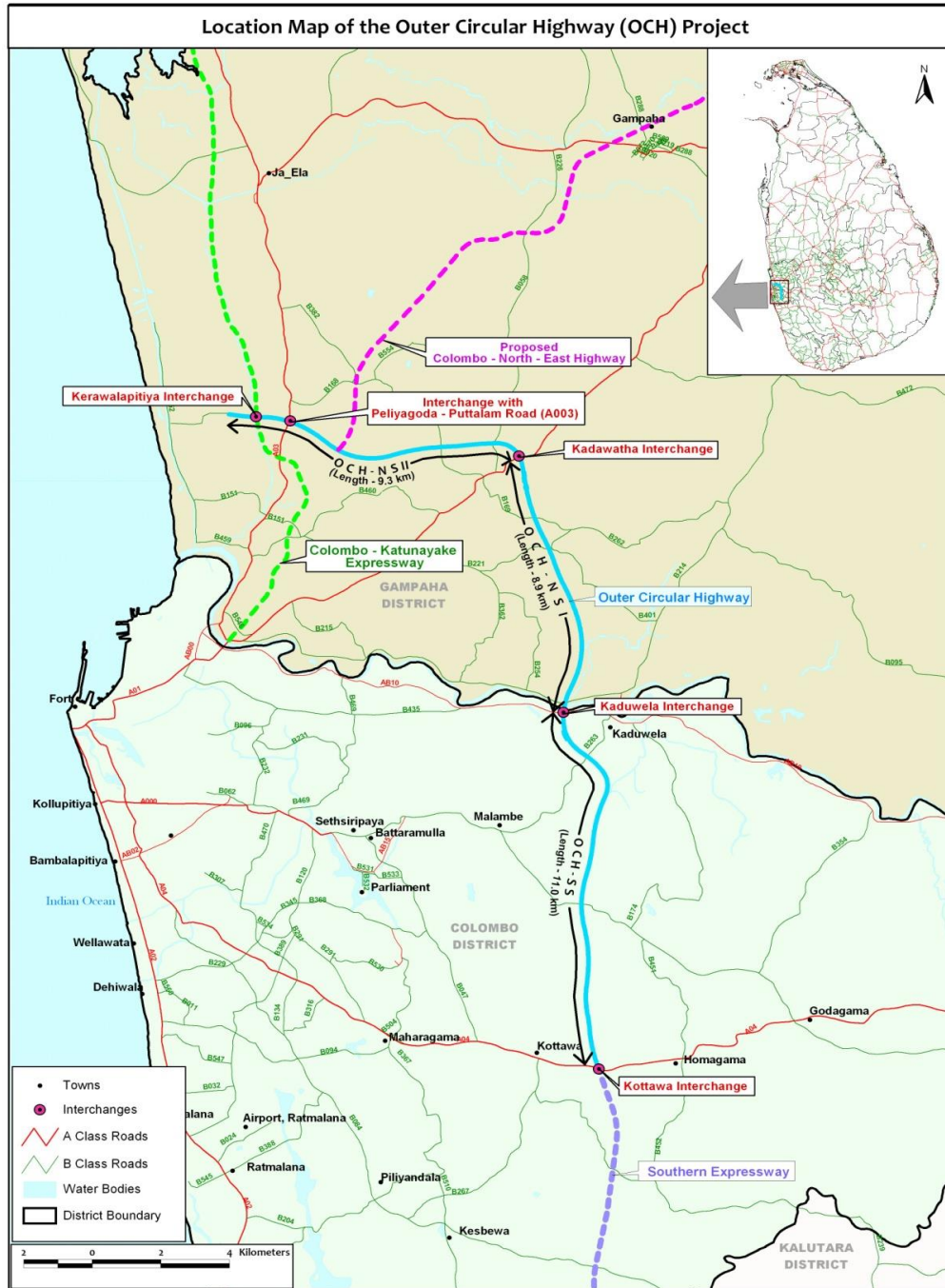


**(d) A Comparison of Monthly Toll Revenue of Southern Expressway & Outer Circular Highway from Kottawa to Kadawtha and Colomo Katunayake Expressway**



Annexure - 05

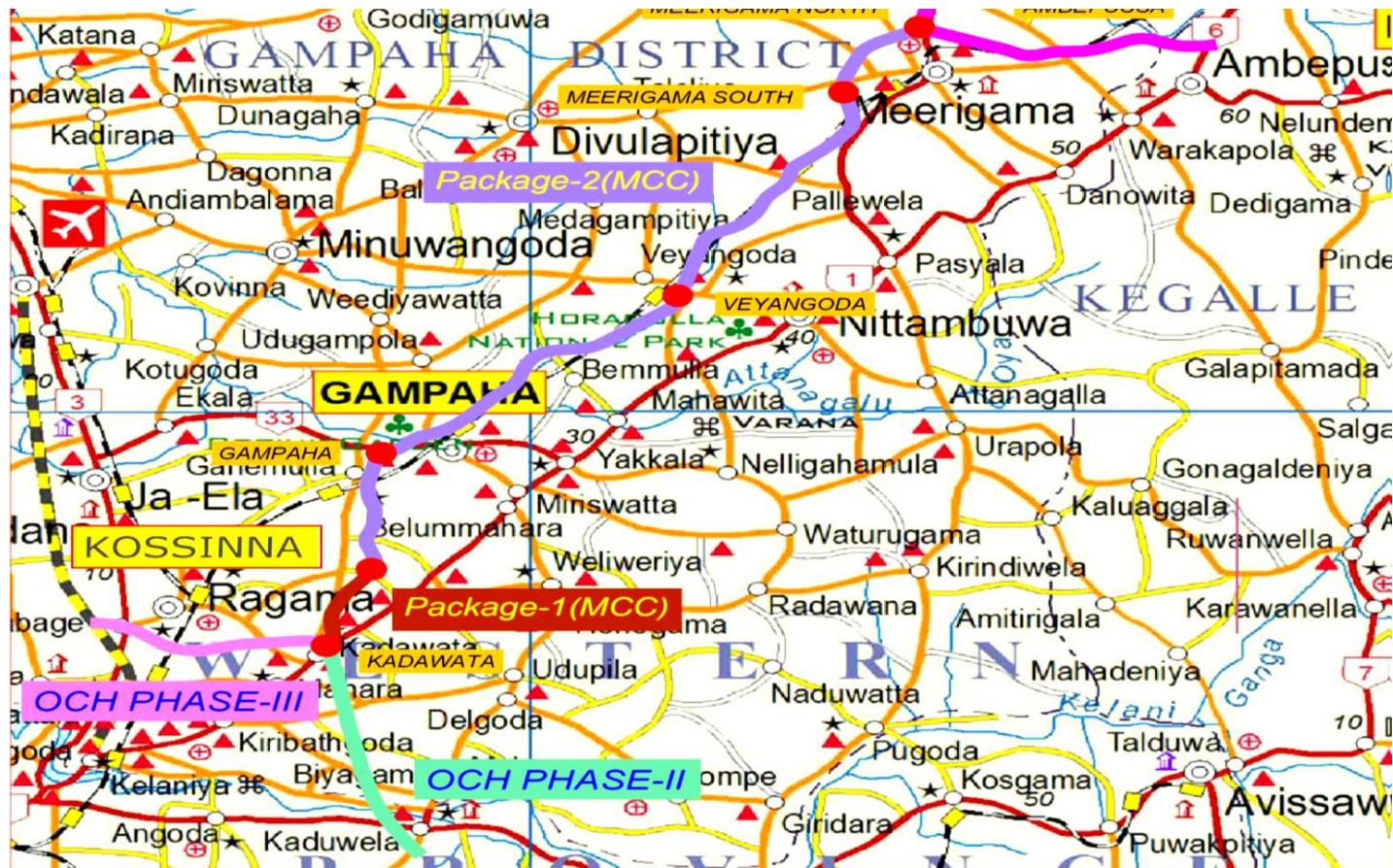
Location Map of Outer Circular Highway Phase III

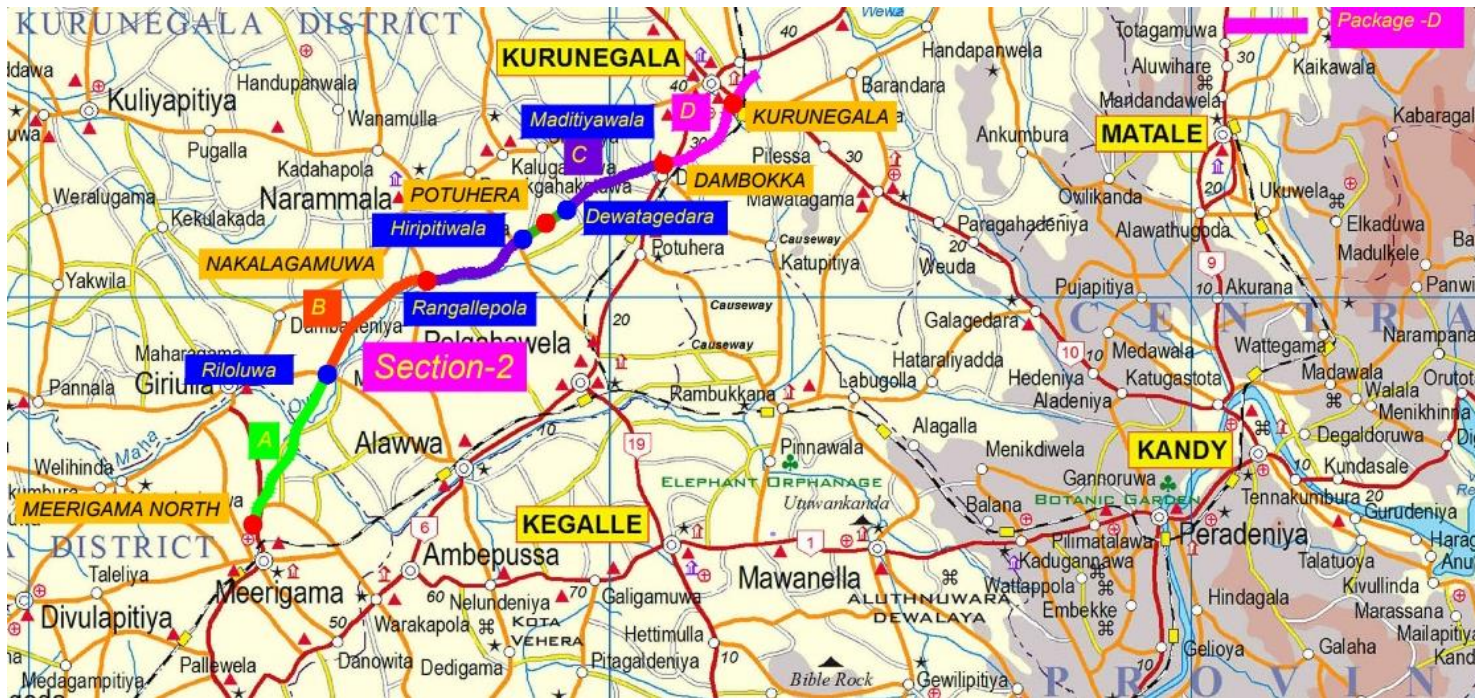


## Annexure – 06

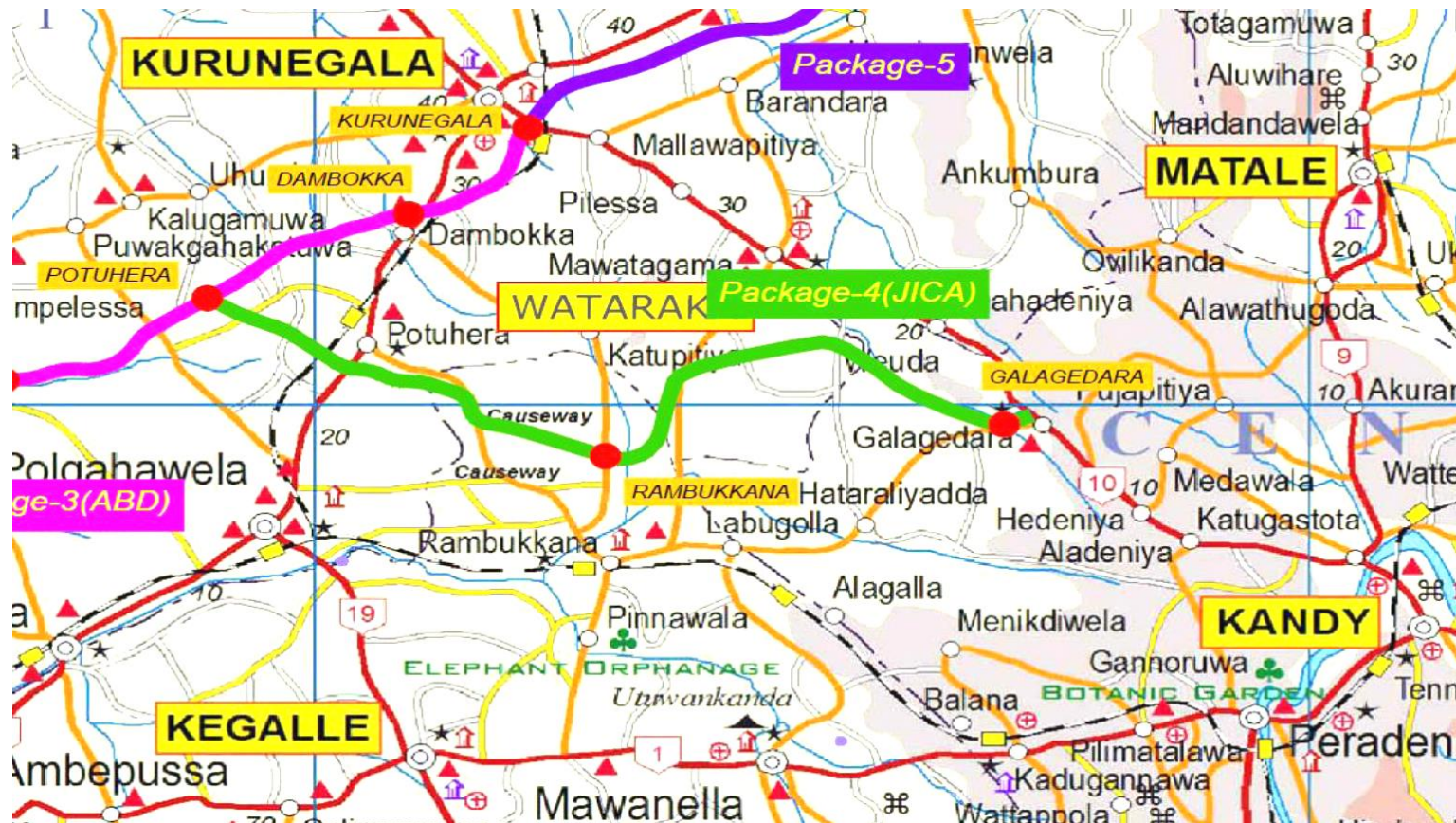
## A Map of Central Expressway

## (A) Section I: Kadawatha to Mirigama

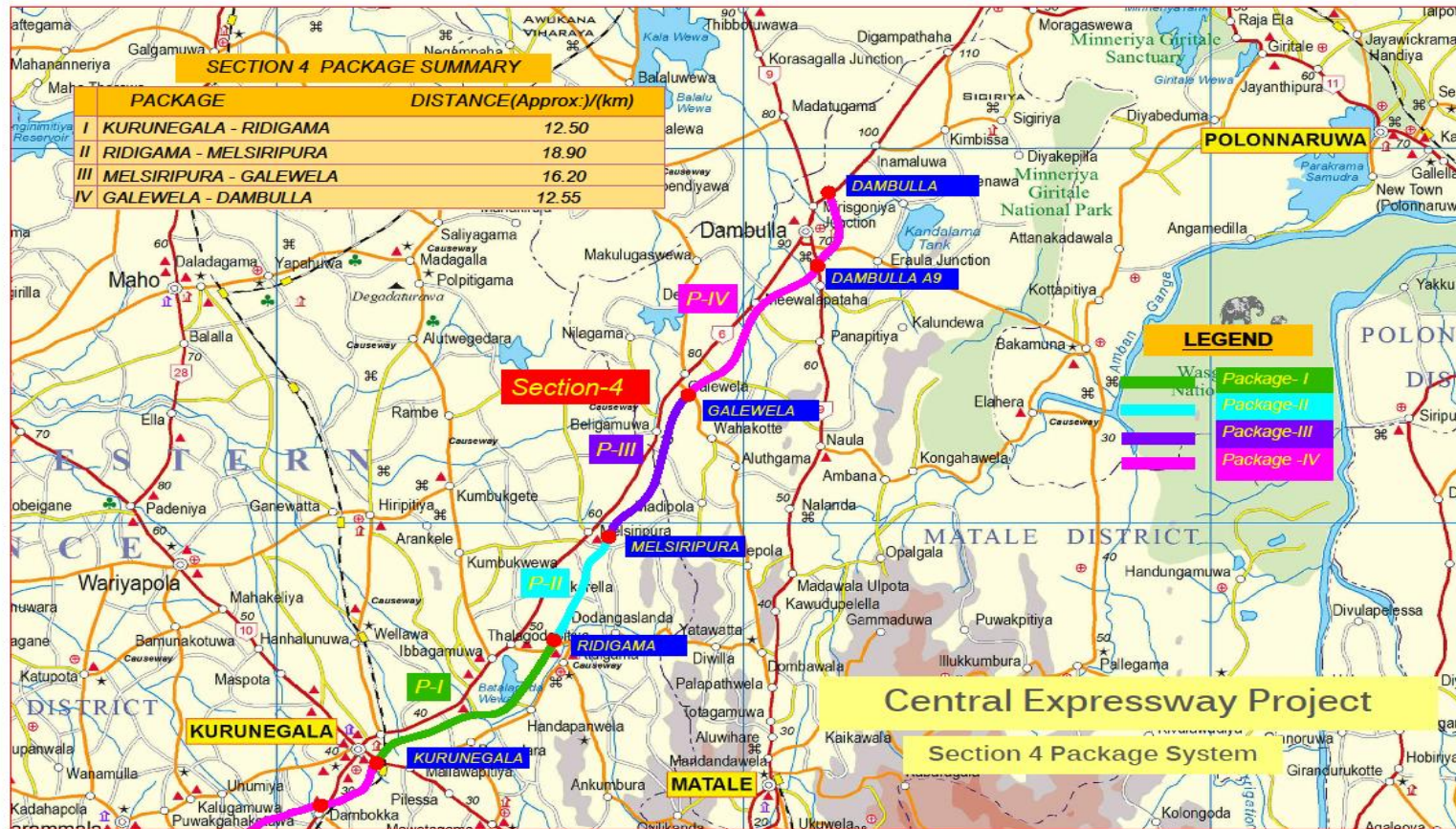


**(B) Section II: Mirigama to Kurunegala with Ambepussa**

## (C) Section III: Pothuhera to Galagedara

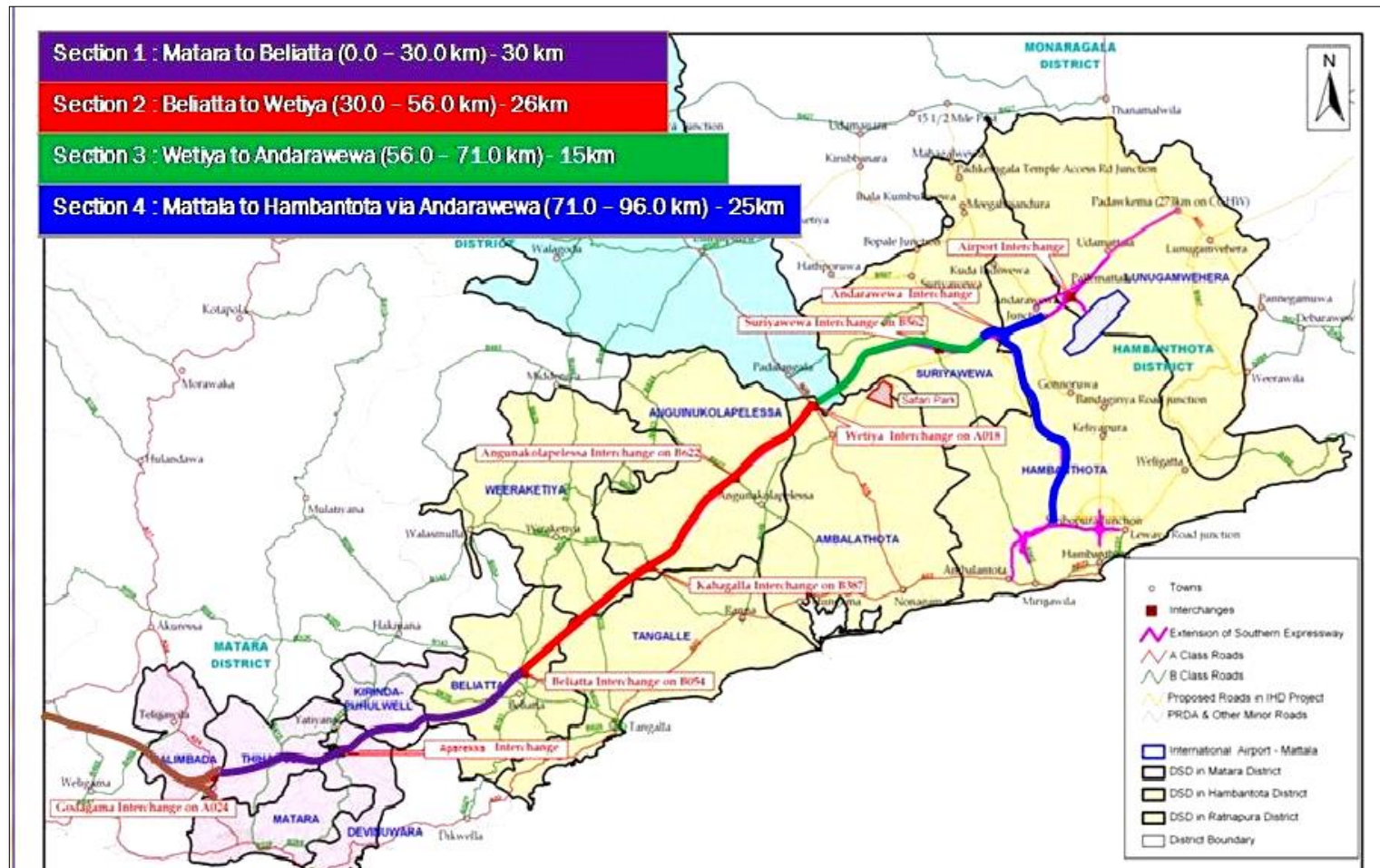


(D) Section IV: Kurunegala to Dambulla



## Annexure - 07

## Map of Extension of Southern Expressway



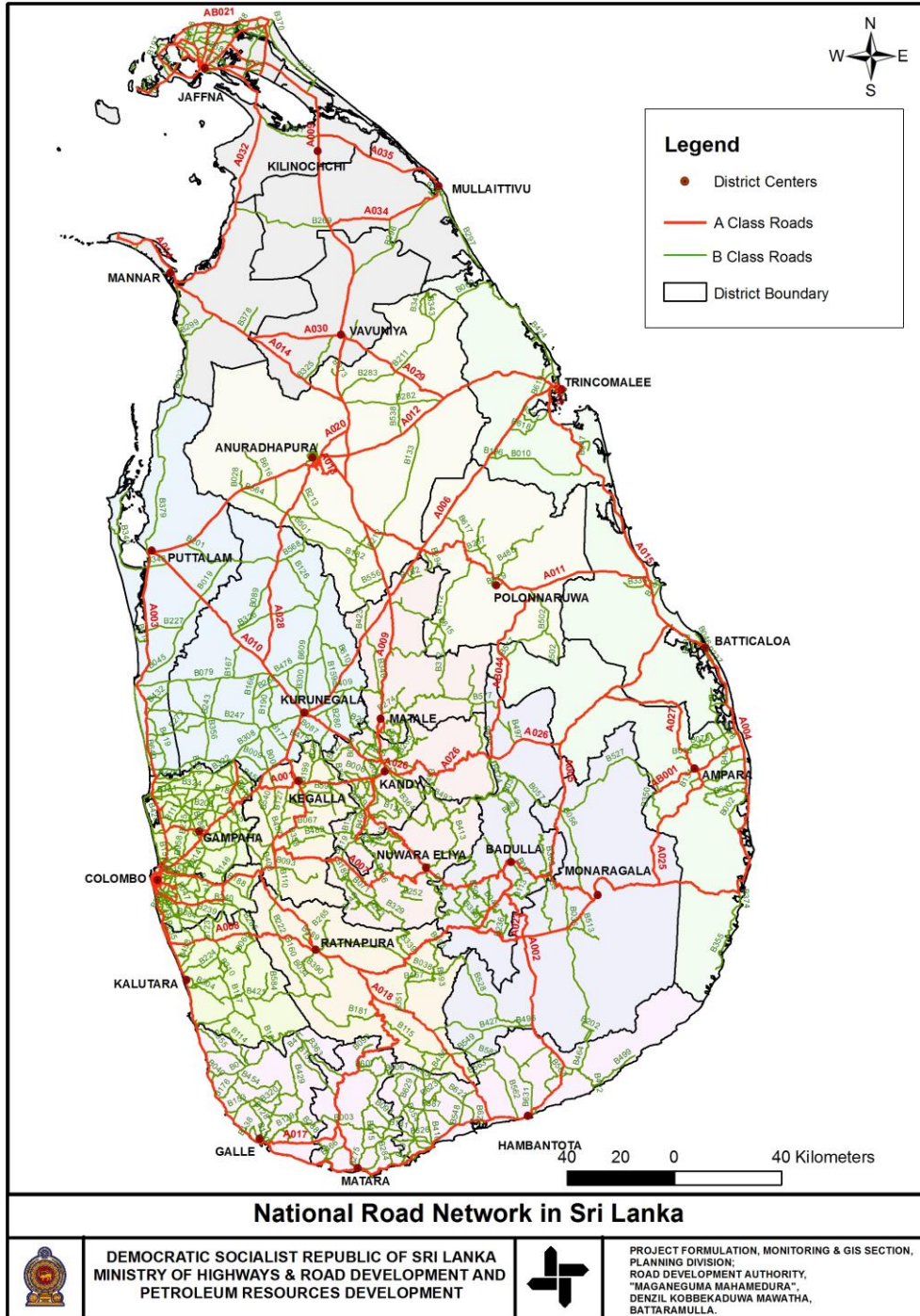
Annexure 08

A map of Ruwanpura Expressway Project



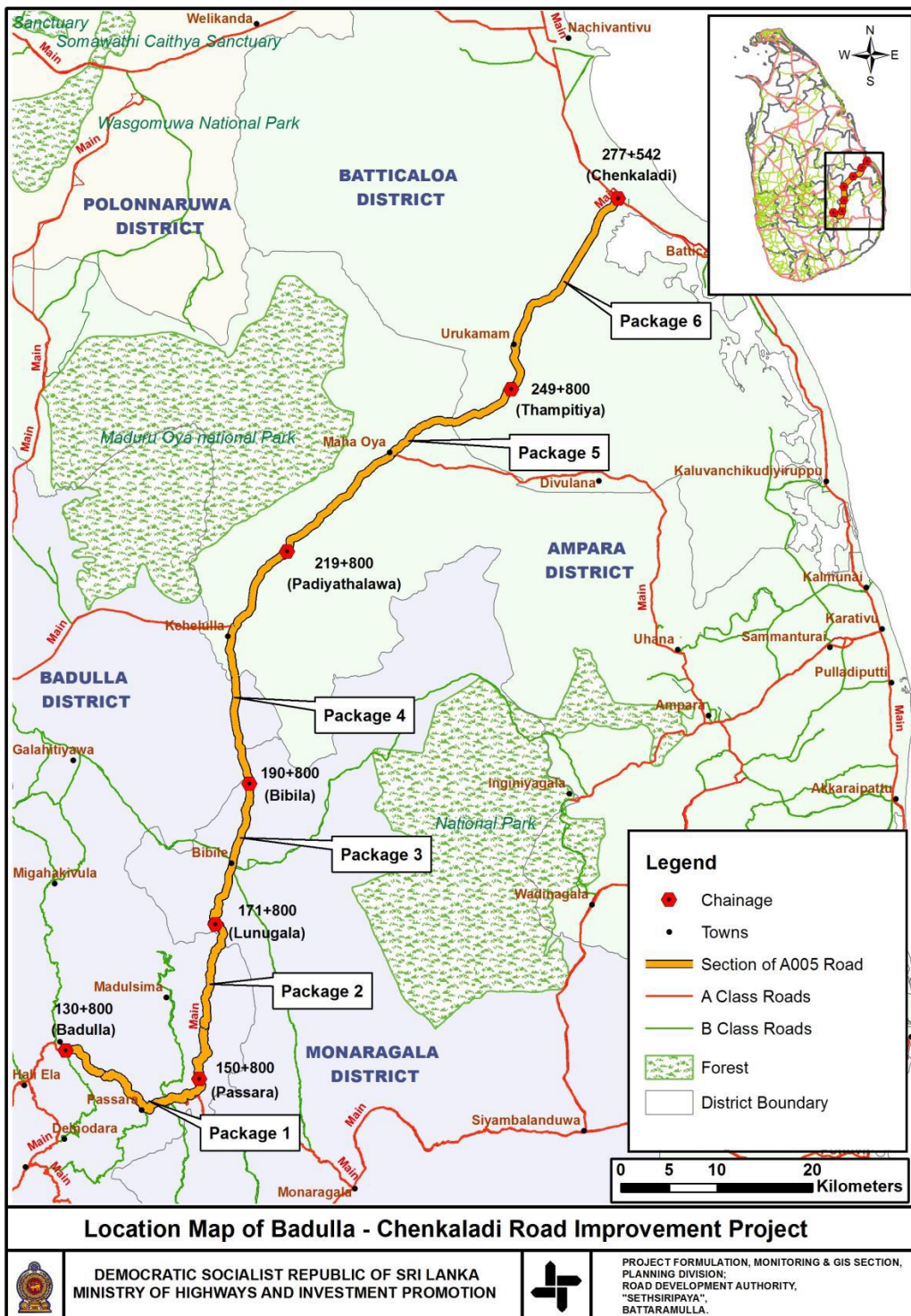
Annexure 09

Completed, Ongoing & Committed Road Projects



Annexure 10

Location Map of Badulla - Chenkaladi Road Improvement Project



**Annexure -11****Construction of Rural Bridges using old Bridge Components****Ongoing bridges during the year 2019**

No	Description	Bridge Length (m)	District	Progress as at 31/12/2019
1	Balance work of Udadumbara Poggola bridge, Kandy (15m Single Span) 2013/09	15	Kandy	90%
2	Deck & bridge approach construction of bridge across Hasalaka Ela at Udakumbura Hunnasingiriya (36m 3 span) 2018/008	36	Kandy	95%
3	Construction of bridge across Namal Oya at Gampaha Kolaniya Namal oya, Inginiyagala (72m, 6span) 2014/24	72	Ampara	98%
4	Construction of bridge across Kala oya on Kagama, Helabodugama road Bulnewa. 2018/005	15	Anuradhapura	75%
5	Construction of balance work of bridge across Ritigaha oya at Lewala, Bulathkohupitiya, Kegalle.(36m, single) 2018/002	36	Kegalle	90%
6	Construction of bridge across Galbedidola at Udugama (15m, single span) 2014/58	15	Galle	80%
7	Construction of bridge across Homa Dola at Kondagala, Nagoda. (24m, single span) 2014/61	24	Galle	59%
8	Balance work of Construction of bridge across Yaddehi Kanda Ela at Hiniduma West. (Rambutan Gas deka, Tawalama DS) (16m) 2014/18	16	Galle	97%
9	Construction of bridge across Tattagalyaya ela at Meegoda, Dambana (12m, single span) 2018/004	12	Badulla	75%
10	Balance work of construction of bridge across Naigala Dola at Kithsiripura, Hakmana. (8m, single span)	8	Matara	97%
11	Widening and redcing of bridge on Udawela – Galwala road at Pahurugolla Village Theldeniya. 2018/06 A	17	Kandy	60%

**Planning & Monitoring Division**  
**Ministry of Road and Highways**