



Performance Report - 2013

Department of Sri Lanka Railway

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Vision

To provide a qualitative and leading Rail Transport service within an environment of multi media transport for passenger and goods transport to suit the modern times with an independent financial arrangement.

Mission

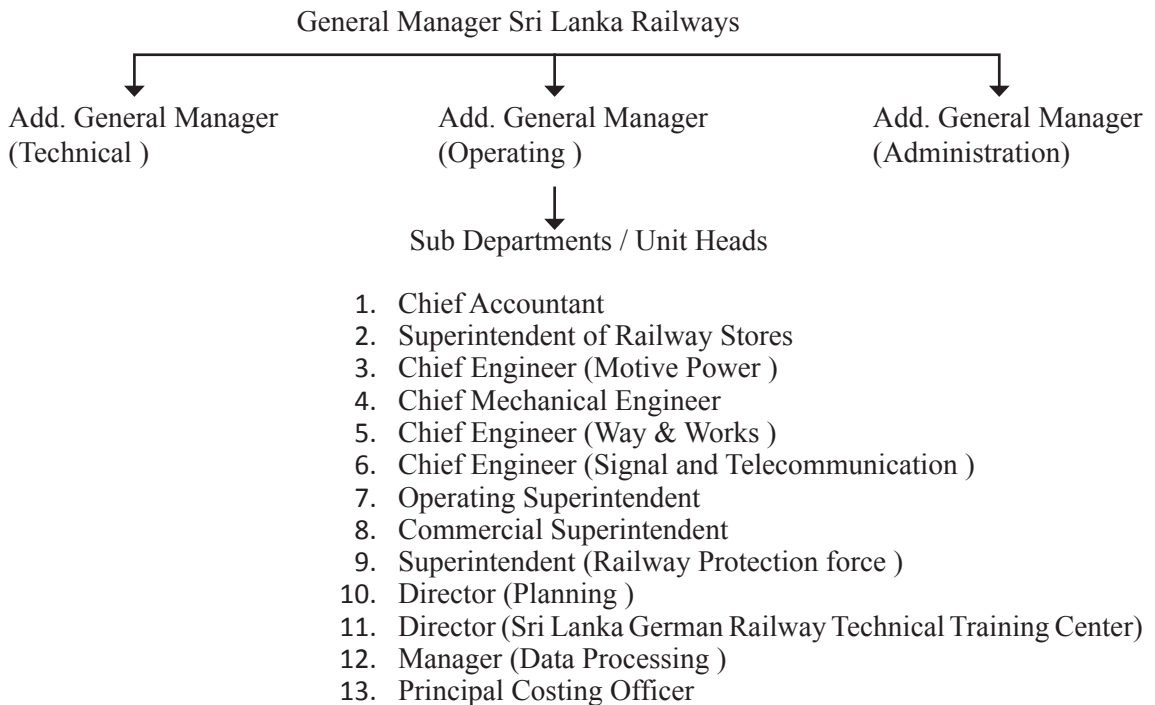
Provision of a Safe, Reliable and Punctual Rail Transport Service for both Passenger and Freight Traffic Economically and Efficiently.

1. Objectives

1. Increase the contribution of Railway passenger and freight traffic sections
2. Confirmation of the security of railway operations
3. Upliftment of the quality of passenger traffic service
4. Increase of the Management efficiency
5. Increase the Railway revenue
6. Development of human resources

2. Executive Summary

Operations are being carried out at present as a government department as per the provisions of the Railway Ordinance. General Manager, Railways acts as the departmental head and the institutional structure functional under three deputy departmental heads namely the Additional General Manager (Operation) the Additional General Manager (Technical) and the Additional General Manager (Administration) and sub Departmental heads and unit heads is as follows.



Sub Department & Units

- 1 General Manager's Office
- 2 Chief Mechanical Engineer's Sub Department
- 3 Chief Engineer (Way & Works) Sub Department
- 4 Chief Engineer (Motive Power) Sub Department
- 5 Chief Engineer (Signal & Telecommunication) sub Department
- 6 Chief Accountant Sub Department
- 7 Operating Superintendent Sub Department
- 8 Commercial Superintendent Sub Department
- 9 Railway Stores Sub Department
- 10 Sri Lanka Railway Protection Force
- 11 Sri Lanka German Railway Technical Training Center
- 12 Chief Costing Officers Office
- 13 Planning Unit
- 14 Data Processing Unit

Railway Station (Main, Sub, Halts)

No.	Line	Main Stations	Sub Stations	Halts
01	Main Line	45	34	22
02	Matale Line	05	06	9
03	Puttalam Line	18	25	-
04	Kelani Valley line	11	19	-
05	Batticaloa Line	14	16	4
06	Northern Line (Upto Pallai)	22	13	3
07	Trincomalee Line	04	02	1
08	Coastal Line	36	33	-
09	Thalaimannar Line (Upto Madu)	02	01	-
10	Mihintala Line	01	-	-
11	Air Port / Kolonnawa	2	-	-
	Total	160	149	39

Number of Main Stations - 160
Number of Sub Stations - 149
Number of Halts - 39

Total **348**

3. Background

When compared with the year 2012, year 2013 has shown a positive growth in railway service. Such matters of increasing of Railway revenue, remarkable growth in passenger traffic, developing infrastructure facilities, regular maintenance and development activities were greatly helpful for this condition.

The main infrastructure facilities, implemented in the year, reconstruction progress in Northern and Thalaimannar lines, deployment of S-12 power sets imported from China for Up Country Line, Kelani Valley line, Main Line for long distance and suburban lines and adding six M 10 Engines, purchased from India for operations were main infrastructure facilities implemented in the year.

This situation is further established through increase of Railway revenue by 11% in the year 2013 and the increase of passengers by 12%. Furthermore, opening Northern line and Thalaimannar line respectively up to Kilinochchi and Madu, adding new power sets for running, positive trend of passengers toward trains and increase of passenger facilities were the very helpful factors to increase revenue and passenger service in qualitatively as well as quantitatively.

It is increasing passenger demand relatively to the increase of passenger attraction towards railway service and Sri Lanka railway has taken up. The challenging mission of providing an efficient, economical and eco-friendly train service.

3.1 Progress in Northern Rail Line Development Projects

Name of the project	Estimated Cost US\$ Mn	Physical Target (Length Km)	Progress (%)	
			Financial	Physical
Reconstruction of Railway line from Madawachchi to Madu road	81.30	43	Completed	
Reconstruction of Railway line from Madu to Talaimannar	144.50	63	75%	65%
Reconstruction of Railway line from Omanthei to Pallai	185.44	91	90%	97%
Reconstruction of Railway line from Pallai to Kankasanthurai	149.34	56	41%	40%
Installation of signal and telecommunication system in the Northern line	86.50	313	50%	43%



The completed Madawachchi –Madu Line



The newly constructed Kilinochchi Railway station

Furthermore, no train accidents have been reported in the year 2013 and no unprotected railway crossing accidents were reported due to the success of joint programmes implemented with the security sections in mid year 2013. Unprotected crossing accidents have been reduced from 118 to 76 in the year 2013. And also it was indicated significant improvement in key performance indicators with increasing of passenger kms by 24% and 43% of punctuality in suburban train service.



Construction of protected railway level crossings

Though the railway revenue had increased, the operating loss prevailed in the same manner due to increase of recurrent expenditure. The total revenue is 51% out of the recurrent expenditure. For this, the increase of the recurrent expenditure by 22% in 2013 than the recurrent expenditure in 2012 was mainly involved. Within this, taking a higher value of expenditure for employee salaries , fuel expenditure is among the main reasons.

However, It is a collective effort of all the Sub Departments, Branches and the Units to be able to render an active contribution to the national transport involving in safe, efficient, comfortable, economical and environmental friendly transport mode in passenger and freight transportation achieving the expected progress in the year 2013.

3.2 Overview

SLR involved in its daily performance in order to provide active contribution to the national economy further giving of contribution to transport sector expeditiously and efficiently even in the year 2013.

Action was taken with dedication to provide a remarkable passenger service by adding new railway power sets for the long distance, suburban, office and intercity services, increasing of passenger facilities in railway stations, expansion of the facility of seat reservation for all the trains through mobile phones.

Expansion of train operations by reconstruction of the rail line from Madawachchi to Madu in Talaimannar line and by reconstruction of the line upto Kilinochchi in Northern line can be considered as dominant features out of the significant successes that have been gained in this year. Action had been taken to provide an attractive and efficient train service according to the passenger needs through planning. To succeed these objectives, the active contribution of all the Sub Departments and Units in the Department of Railway was immensely helpful.

It was able to increase Rs. 4,235.38 millions, the revenue in 2012 up to Rs. 5,483.29 millions recording a significant revenue in the year 2013. It is an increase of 11% than the past year. Creating a significant growth in passenger traffic, it was able to increase 118.7 millions of passengers in 2012 , by 12% for the year 2013.

Though there was a minor setback in the whole freight transportation, it was continuously transported fuel, cement, agricultural productions.

The total expenditure in the year 2013 was Rs. 30,835.46 million which is made up of Rs. 16,586.47 million as recurrent expenditure and Rs. 20,248.99 million as capital expenditure. This shows an increase with compare to the past year, Reconstruction of railway lines infrastructure development and maintenance activities have caused for the increase of capital expenditure.

In the year 2013 work was done continuously regarding repairs of locomotives and power sets, rehabilitation of railway carriages, maintenance of railway line network, renovation of railway stations buildings construction of overhead bridges, upgrading of signal and telecommunication system.

Even in the year 2013 , daily activities of the Railway Protection Force have been carried out raids and other relevant activities had enabled to earn a revenue of Rs. 5.91 million. Furthermore, removal of unauthorized sellers from railway premises, railway passengers security activities, taking legal actions for evacuation of unauthorized settlers, collection of railway reservation fee and fines have been continuously done.

Other Performance Indicators

	Item	2012	2013
1	Rolling stock Position		
	Rolling stock (available)		
	1.1 Locomotives	69	71
	1.2 Power sets	56	74
	1.3 Carriages	560	740
	1.4 Wagons	1090	819
2	Rolling Stock (required to provide satisfactory service)		
	2.1 Locomotives	74	78
	2.2 Power sets	60	75
	2.3 Carriages	526	500
	2.4 Wagons	900	750
3	Traffic carried		
	3.1 Passengers (Mn)	106.04	118.7
	3.2 Goods (Mn MT)	2.06	1.88*
4	Traffic kilometerage(Mn. Kms.)		
	4.1 Passenger kilometerage (Mn. passenger kms)	5039.44	6257.37
	4.2 Goods kilometerage (Mn. Ton Kms.)	143.41	128.2*
5	Train kilometerage (Kms.)	10.6	10.94*
6	Total revenue (Rs Mn.)		
	6.1 Passenger	4851.86	5423.29
	6.2 Goods	3599.49	4487.65
	6.3 Other	461.85	412.9
		790.53	522.74
7	Total Expenditure (Rs. Mn.)		
	7.1 Current Expenditure	38724.87	30835.46
	7.1.1. Salaries	8647.65	10586.47
	7.1.2 Maintenance	3190.31	3117.42
	7.2 Capital Expenditure	30077.22	20248.99
8	Fuel used		
	8.1 Auto diesel for loco & Pow. sets	38.94	34.92
	8.2 Total Value (Rs Mn)	4531.22	4915.4
9	Empolyment (Nos.)	16,070	16,456

4. Financial and Physical Progress

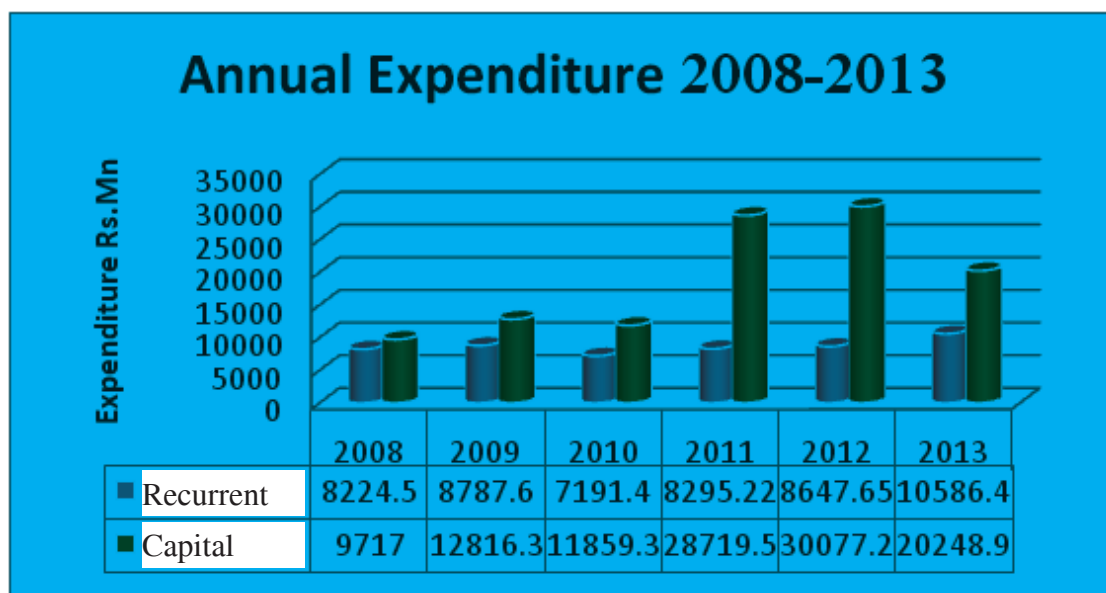
For the year 2013, a sum of Rs 32,541.96 million was allocated for the Department of Railways. These allocations were utilised for the following main tasks.

1. New purchases, improvements and maintenance activities in the railway fleet.
2. Reconstructions and improvements, construction and maintenance of bridges, construction & renovations of buildings in the railway net work .
3. Installation of Signal & Telecommunication system, improvement and maintenance.
4. Railway station development and upgrading of passenger facilities .
5. General Administration, security and Human Resource Development.

Total Allocation / Expenses in 2013

No	Expenditure	Allocation (Rs. Million)	Actual (Rs. Million)	% of Progress (Rs. Million)
01	Recurrent Expenditure	10796.46	10586.42	98.1
02	Capital Expenditure	21750.5	20248.99	93.09
	Total expenditure	32541.96	30835.46	94.76

The following tables indicate the allocations and expenditure and particulars of expenditure incurred by all the sub departments in carrying out activities in the year 2013.



Financial Progress of the Sub Departments 2013

#	Sub Department	Allocation –Rs.Mn.		Expenditure Rs.Mn.		% Achievement of goals	
		Recurrent	Capital	Recurrent	Capital	Recurrent	Capital
01	General Manager's Office (GMR, CAR, OPS)	501.96	12	500.53	7.29	99.7	60.74
02	Sri Lanka German Railway Technical Training Centre	21.11	9.5	21.51	5.03	101.88	52.99
03	Motive Power	4123.79	-	4131.73	-	100.19	-
04	Transportation	2088.18	9.7	2033.75	9.34	97.39	96.32
05	Commercial	33.53	0.8	33.27	0.42	99.21	52.29
06	Railway Protection Force	304.45	0.5	312.15	0.52	102.53	104.01
07	Minor Repairs	806.50	469.75	777.85	469.74	96.45	100
08	Major Repairs	954.87	3543.56	949.29	3339.86	99.42	94.25
09	Way & Works	1698.33	15755.23	1594.95	14574.59	93.91	92.51
10	Signall & Telecom.	258.75	1949.45	231.45	1842.19	89.45	94.5
Total		10791.46	21750.49	10586.48	20248.98	98	93

Finance and Physical Progress -2013
(According to Budgetary Allocation 2013)
Sri Lanka Railways

Capital Expenditure

Project	Programme/Activity	Financial Provision			Physical Progress %
		Financial Goal	Actual expenditure	Progress	
01	General Administration	3.5	2.73	78	80
	General Manager Office	1.5	0.74	50	50
	General Manager Office	0.5	0.45	90	90
	Chief Accountant Office	1.5	1.5	100	100
	Stores Superintendent Office	0.45	0.45	100	100
	Introduction of information technology for railway service	5	2.3	67.57	75
	Booking Seats	1	-	-	-
	Training & Development	1.5	1	69	70
	Training & Development	1	0.15	15	20
	Security Service Purchase of office equipment and furniture	0.5	0.52	101	100
02	SLRGTTTC	9.5	5.04	53	60
	Plant & Machinery	1.1	1.1	100	100
	Plant & Machinery	6.5	2.43	38	40
	National Vocational Qualification	2	1.45	76	80
03	Transportation				
	Purchasing Office Equipments and Furniture	9.7	9.3	98	100
	Commercial Activities	0.8			
	Purchasing office equipments and furniture	0.3	0.323	107	105
		0.5	0.94	19	20
04	Minor repairs	446.46	446.46	100	100
	Spares parts for Minor repairs in Engines, carriages & wagons	143.38	143.38	100	100
	Purchasing office Equipment and furniture	0.26	0.25	97	99
	Upgrading the running shed	23.04	23.04	100	100
04 (i)	Major Repairs	1657.74	1657.74	100	100
	Spare parts for major Repairs of engines carriages and wagons	1400.6	1400.6	100	100
	Rehabilitation of carriages	45	44.12	98	98
	Purchase engine spare parts	98.36	98.36	100	100
	Railway Carriages Repair Project	12	-	-	-

04 (ii)	Lathe Machine repairs	1	0.22	22	20
	Wheel Truing Machine	1	0.88	9	9
	Purchase of Power sets from India	1677.46	1533.57	91	90
	Purchase of Locomotives , Wagons & Carriages for the Northern Line	1	-	-	-
	Machine repair in CME sub Department	50	5.77	11	10
	Maintenance of Permant Ways and Buildings				
	Buildings and constructions	100	82.09	82	80
	Repairs to roof and gutters	15	10.71	71	65
	Purchase of Motor vehicles	1	0.84	84	80
	Purchase tamping machines	1	-	-	-
	Purchase of Chroler machines	20	17.89	90	90
	Purchase office equipments	0.37	0.36	97	97
	Deyata Kirula Programme	28.80	28.80	100	100
	Steel bridges	50.46	50.46	100	100
	Permanent way Maintenance 2129.47	2129.47	2129.47	100	100
	Concrete sleepers manufacturing workshop	366.57	364.59	99.4	98
	Ragama-Puttalam Railway line	40	37.77	94	90
	Kelani Valley Railway line	33.50	33.50	100	100
	Upgrading of Northern line	32.02	32.02	100	100
	Kandy, Kadugannawa, Paradeniya, Maho Development Project	15	0.39	2.6	1
	Installation of Railway Level crossings	363.73	185.13	51	45
	Double line from Polgahawela to Anuradhapura	1	-	-	-
	Double line from Kalutara to Payagala	135.24	8.04	5.9	1
	Renovation of Railway Stations	400	236.02	59	50
	Land Survey	1	0.67	67	60
	Improvement of Public Rail crossing	10	7.41	74	74
	Construction of Fort Bridge	1	-	-	-
	Construction of Kelaniya Bridge	1	-	-	-
	Development of Eastern Railway line	75	73.72	98	95
	Upgrading of Colombo Matara Railway Line	399.61	399.61	100	100
	--- do ---	1035.69	1035.69	100	100
	Reconstruction of Omanthei Palei railway line	4436.25	4436.25	100	100
--- do ---	400	399	99	100	

	Reconstruction of Medawachchi railway line upto Madu	1800	1620	90	95
	--- do ---	200	178.32	89	80
	Reconstruction of railway line from Madu to Taleimannar	1161.89	1161.89	100	100
	--- do ---	250	241.78	97	95
	Reconstruction of railway line from Palei to Kankasanthurei	2000	1592.18	80	70
	--- do ---	250	208.99	84	82
04 (iii)	Signal and Telecommunication				
	Maintenance of Signal and Telecommunication system	100	99.95	99	99
	Replacement The old machines which are old over 50 years in signal & telecommunication sub department	10	1.35	14	10
	Purchase of Office Equipment	0.37	0.34	91	90
	Installation of signal system for the 4th line between Fort, Maradana and the 3rd line between Orugodawatte, Kelaniya	40	11.53	29	20
	Introduction of centralized signal system between Maradana and Wadduwa	50	27.82	56	50
	Installation signaling system for the double line from Jaella - to Seeduwa	39.59	39.59	100	100
	Installation of New signaling system	3.46	3.46	100	100
	Electrification of Colombo suburban area	1	-	-	-
	Installation of New signal system for the Ragama Negombo Rambukkana line	1	-	-	-
	Replacement of 50 years Old clocks system between Maradana and Fort	2	-	-	-
	Replacement of Existing Telecommunication system & PA system by SLR which success of Pilot project	6.02	4.47	74	63
	Installation of signal system for the Northern Line	1488.08	1482.23	99	99
	--- do ---	200	163.52	82	80
	Installation of Stand by Batteries	7.92	7.92	100	100

5. Motive Power Supply and Railway Fleet

The year 2013 was a more contributory year for the development of the Railway Fleet and through it, new power sets and locomotives have been added for running. Due to this, new trains were added for suburban, office, intercity and long distance services. This positive condition helped immensely for the provision of an efficient and comfortable passenger service and freight transportation.

Then, it was able to maintain the Diesel Electric Engines in the Railway Fleet at a average level of 60 and it was also able to increase the average ordinary powersets, required for service by 13%.

5.1 Railway Fleet

Following table shows the the average railway fleet in 2013.

Number	Type	Amount
01	Locomotives	66
02	Powersets	72
03	Carriages	685
04	Wagons	813

5.2 Fuel Usage

Fuel used for locomotives and powersets as follows.

Type of Fuel	2012(Litre)	2013(Litre)
Diesel Litre Million	32.44	34.92
Expenditure for fuel (Rs.Mn)	4,531	4,915

Fuel usage in the year 2013 has increased comparing to the year 2012 and utilizing of new powersets and locomotives for service is one of the factors. The fuel usage in 2013 has been increased by 7% and the expenditure has increased by amount of Rs. 384 million.

5.3 Locomotive Failures

The following talbe indicates the locomotive failures from 2009 to 2013.

Year	Number of Locomotive troubles
2009	583
2010	593
2011	660
2012	550
2013	530

It shows the decrease of locomotive failures by the year 2012 in relation to the year 2009 and it is 550. Further a reduction can be seen in the year 2013. Implementing of the regular maintenance and improvement works to the engine fleet continuously were main reason.

Though there is a reduction of locomotive failures, it becomes a huge challenge and a highly expensive task for the maintenance of the old locomotives which are over 40 years. Hence, attention has been drawn for new purchases including locomotives, powersets with the object of maintaining the Railway Fleet efficiently.

6. Permanent Rail Network and Buildings

Maintenance and development activity were implemented covering entire rail network continuously also in the year 2013 in order to provide efficient train service. In this task, laying of sleepers, rails, ballast, renovation of buildings, rest rooms, railway stations, repairs to workshop buildings and employee quarters have been continuously done.

Materials used for the maintenance of rail lines

Materials used	Amount
Rails (feet)	68,209.5
Wooden sleepers	58,747
Concrete sleepers	75,584
Steel sleepers	2,754
Ballast (Cube)	21,099

58,747 of wooden sleepers, 75584 of concrete sleepers, 2754 of steel sleepers were used for the railway line maintenance by the end of the year 2013. About 21,099 ballast cubes were laid.

Maintenance works were done in the following railway lines.

- Re-construction of the rail line upto Pallai in the Northern line and commenced train operations.
- Commenced the construction of the double line of Kandy –Peradeniya – Kadugannawa.
- Completed the Ja-Ela- Seeduwa double line and commenced service.
- Continuous maintenance in the Kelenivalley line
- Construction and Installation of the signal and telecommunication system of the 3rd line from Orugodawatta to Kelaniya and opened for the traffic.
- Continuous maintenance in the main line.
- Continuous maintenance in the Eastern line.

Further, maintenance works of railway stations were also implemented including buildings, extension of the railway platforms.

Under Belgium financial aid, an agreement was signed to construct the following 07 bridges.

1. Wellawatte
2. Dehiwala
3. Angulana
4. Polgahawela
5. Narahenpita
6. Ganewatte
7. Katugoda

In addition to that, construction of passenger bridges in the railway stations were carried out and these activities will be extended to other required stations too.

The speed restrictions removed within the year 2013 are as follows.

Number	Line	Removed Speed Restrictions	Distance (chains)
01	Central District	21	194
02	Lower District	12	90
03	Upper District	31	207.75
04	Nothern Distric	21	199
05	Eastern District	127	985-25

7. Signal and Telecommunication System

The required contribution of the Signal and Telecommunication system was given for an efficient and continuous railway operation in the year 2013 too.

Restoration of Signal and Telecommunication System in the Northern and Thalaimannar lines are in progress and achieved 50% of progress at present. In addition to that, the main activities, implemented in the year 2013 are as follows.

1. Maintenance and development activities of the Signal and Telecommunication Systemn of the rail line. Installation of Signal and Telecommunication System in the 4th line from Colombo Fort – Maradana. Nearly 90% work has been completed.
2. Maintenance and development activities conducted for prevention of failures and delays in Maradana - Wadduwa signal system.
3. Installation of the signalling Sytem in the newly constructed rail line from Ja-Ela to Seeduwa.

4. Installation of new machines instead of the old machines in the Signal Sub Department.

Furthermore, the project proposal for the installation of a new CTC signal and Telecommunication System for Maradana-Rambukkana-Negambo and from Maradana to Wadduwa, have been submitted for the approval and it is now at evaluation level.



The protected gates constructed in the Northern line.



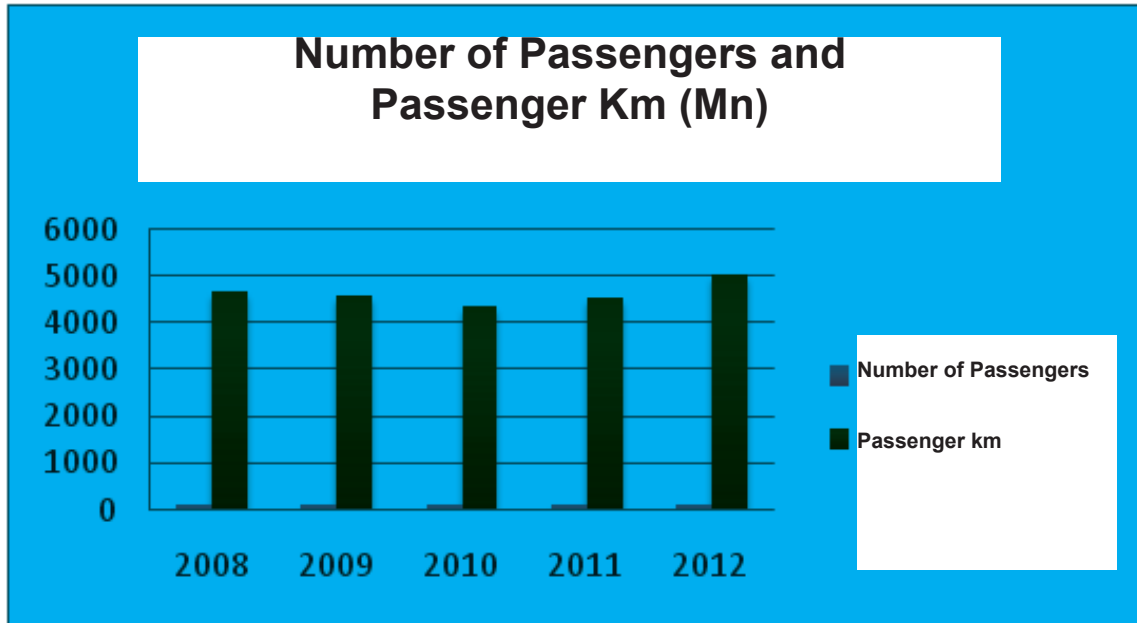
New signal system in Northern Line

8. Operating Efficiency

It was able to promote passenger and freight transportation further and to increase train operations by 3% by deploying of new power sets (S-12), purchased from China in 2013 and the powersets (S-11) and the engines (M-10) purchased from India.

The following table indicates the progress in the indicators which showed an increase of passenger traffic in 2013 because of the above situation.

Number	Index	2012	2013
01	Passenger Km	5,039.44	6,257.57
02	Number of Passenger Mn	106.04	118.7
03	No of the operated Passenger trains	12,085	115,575
04	Passenger Revenue	3,599.49	4,487



Annual Train Operations

Train Service	The expected No. of Trains	The operational No. of Train	The punctually operated number of Trains	Delay operations				The number of cancelled Trains
				Minutes 96-10	Minutes 11-30	Minutes 31-60	Minutes over 60	
Suburban	73,380	70,766	30,619	12,149	20,122	6,517	1,359	2,614
Local	25,648	22,951	7,555	2,853	6,983	3,102	2,458	2,697
Distant and Intercity	17,417	17,312	2,186	1,346	5,188	4,762	3,780	155
Rail Buses	10,709	4,546	1,669	461	1,285	776	355	6,163
1.Passengers	127,154	115,575	42,029	16,809	33,578	15,157	7,952	11,629
2.Freight	9,152	6,774	839	66	417	680	4,772	2,378
Total	136,306	122,349	42,868	16,875	33,995	15,837	12,724	14,007

According to the above data, it was expected to operate 125,154 of passenger trains within the year 2013 and it had operated 115,575 out of it. It is 91% as a percentage. It was expected 9,152 of freight trains and had operated 6774 out of it. It is 74% as a percentage and when considered the whole passenger and freight traffic in 2013 it is nearly 90%.

The total number of the operated trains was 122,349 and 42,868 out of it had been punctually operated. It is 35% as a percentage.

Train Kilometers

Description	running of power sets	Cancellation of power sets	running of diesel Trains	Cancellation of Diesel trains	Total of Runnings	Total of cancellations
Suburban	3684534	95262	588516	9405	4273050	104667
Distance, Intercity	1084494	10493	2972437	32215	4056933	42709
Local	11269	195	1353387	120157	1364656	120352
Rail Bus	0	0	233776	167203	233776	167203
I Passenger	4780297	105950	5148116	328980	9928415	434931
II Freight	0	0	564057	1819820	564057	182982
III Empty Trains	20052	0	49218	0	69270	0
IV Light Trains	0	0	107262	0	107262	0
V Special Trains	0	0	0	0	254788	0

The Operated Special Trains Kilometers

Description	Diesel trains with Passengers/ Freight	Diesel trains without Passengers/ Freight	steam trains with Passengers/ Freight	Steam trains without Passengers/ Freight	Total
Special Passenger Trains	80503	1372	0	0	81875
Special Freight Trains	6237	0	0	0	6237
Service Trains	8834	1227	0	0	10061
Ballast	94839	0	0	0	94839
Limestone	7704	7069	0	0	14773
Break down	3353	0	0	0	3353
Motor Trolley	34250	0	0	0	34250
Trial	2556	0	0	0	2556
Vicetroy	5551	802	0	0	6355
Hithachi	338	8	0	0	346
other	73	0	0	0	73
Total	244238	10478	0	0	254718

Damage caused to the Public due to Train Accidents

Description	2012		2013	
	Injuries	Deaths	Injuries	Deaths
Injuries & Deaths of train Passengers due to derailments	-	-	-	-
Injuries & Deaths of train Passengers due to Collision	3	-	-	-
Injuries & Deaths of train Passengers due to falling down from trains	43	3	50	2
Injuries & Deaths of train Passengers due to throwing stones to trains	20	-	8	-
Accidents faced by the ordinary people due to vehicle-train collision at railway level crossings	6	7	1	4
suicides due to collision with the train on the railway line	57	28	66	33

Injuries or deaths due to derailments and train collision have not been reported in 2013. In 2012 , 43 injuries and 3 deaths have been reported due to falling down from the trains and in 2013, it is 50 and 2 respectively . Due to motor vehicle accidents at railway level crossings, 6 passengers were injured in 2012 and in 2013 that number has been decreased upto 01. The number of deaths has decreased from 6 to 4 respectively. Injuries and deaths caused due to attempts made to commit suicides show a slight increase this year than the previous year. That is an increase of injuries from 57 to 66 and deaths from 28 to 33.

In 2013, joint programmes were implemented with the Defence Ministry with the purpose of preventing accidents occurring in unprotected railway crossings and this helped considerably to reduce such accidents.

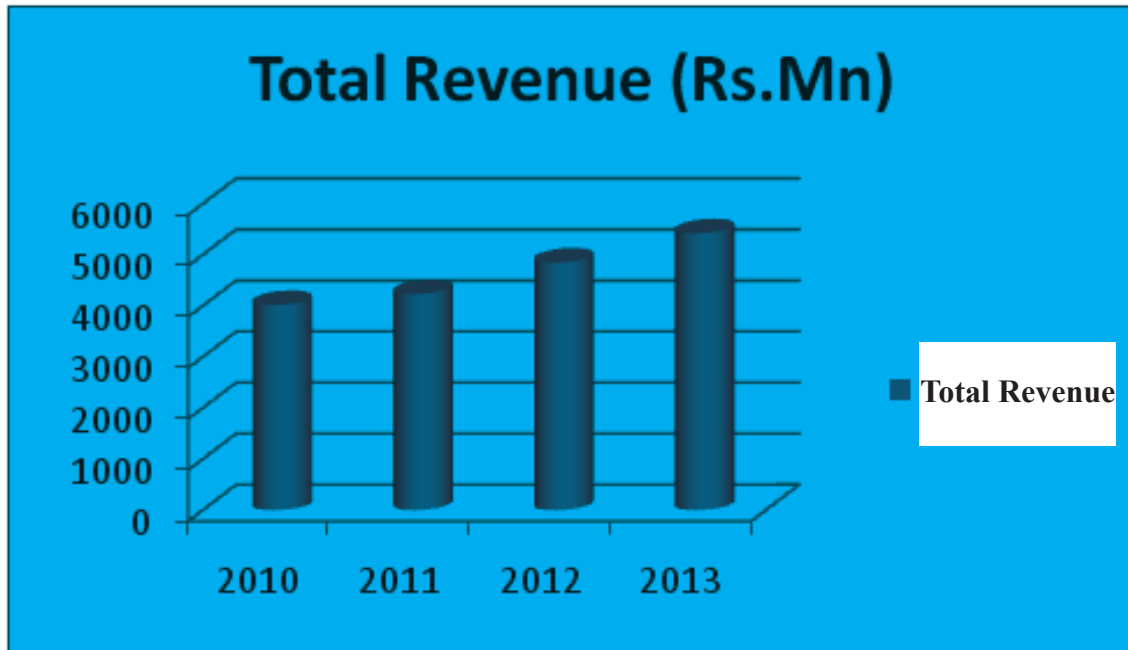
9. Financial Efficiency

When attention is paid to the railway revenue for the year 2013, the total revenue which was Rs. 4851.86 in 2012 has gone upto Rs. 5,423.29 Mn in 2013, which is 11.77% increase. Within this revenue, railway passenger revenue in 2012 was Rs. 3599.49 Mn and it has increased upto Rs.4487.65 Mn in 2013. This is an increase of railway passenger revenue by Rs.888.16 Mn. This as a percentage is 24.67%.

9.1 Financial Contribution

Description	Year	
	2012	2013
Total Revenue (Rs.Mn)	4,851.86	5,423.29
Recurrent Expenditure (Rs.Mn)	8,647.65	10,586.47
Operating Loss	(-3,795.79)	(-5,163.18)

The operating loss has been increased in the current year (2013) due to the increasing up of the fuel prices, and the heavy salary and wages expenditure.



9.2 Railway Revenue (Rs.Mn)

Description	Revenue	
	2012	2013
Passenger(Rs.Mn)	3,599.49	4,487.65
Freight (Rs.Mn)	461.85	4129
Others	790.53	52274
Total	4,851.86	5,423.29

9.3 Passenger Transportation

Description	Number of passengers (Mn)	Passenger Revenue (Mn)
Ordinary Tickets	57.21	3557.21
Season Tickets	61.48	930.44

9.4 Freight Transportation

Freight revenue, Ton and Ton kilometer during the year 2012 and 2013 can be shown as follows.

Type	Year	
	2012	2013
Freight Revenue (Rs.Mn)	446.60	443.40
Freight Ton (Mn)	2.06	1.91
Ton Km	143.41	132.45
Total		

The following table shows the tonnage of items transported under each category during 2013.

Description	Amount of Tons
Agricultural products	20,328
Petroleum products	574,236
Cement	1,314,648
Production	2,046
Fertilizer	-
Others	377
Total	1,911,635

10. Passenger facilities and other development activities

- Reconstruction of the railway line from Madawchchi to Madu and opening for passenger and freight transportation and completion of construction of the railway stations Chettikulam, Neriyakulam and Madu Road in that line.
- Introduction of a new luxury intercity train service between Colombo Fort and Kandy and introduction of a new train service between Meerigama and Colombo Fort.
- New power sets (S-12), imported from China were deployed for running in Kelanivalley line.
- Deploying of S-12 power sets with modern facilities for Podimenike and Udarata Menike trains that are running upto Badulla in the up country line.
- Introduction of airconditioned trains upto Badulla in the main line using new S -12 power sets.
- Utilization of additional trains for the operation using S – 11 new power sets on the upgraded coastal line.

- Upliftment of passenger facilities in Railway stations.
 1. Installation of Auto Teller Machines at Railway Stations
 2. Taking initial steps to fix CCTV in Maradana and Colombo Fort railway stations.
 3. Improvement of passenger rest room facilities and sanitary services.
 4. Widening further the facility of seat reservations through mobile phones.
 5. Installation of Digital Time tables in the Railway stations.



The modern Digital Train Schedule Board in the Colombo Fort Railway Station

11. Sri Lanka German Railway Technical Training Centre

In collaboration with National Apprentice and Industrial Training Authority, vocational training courses are being organized and conducted to provide skilled workers required by the Department of Railways, conducting full time courses for students who completed school education.

Accordingly, in 2013, the courses, handled by Sri Lanka German Technical Training Center were conducted continuously and recruited new apprentices are as follows.

Number	Course	Number of the recruited Students
01	Diesel engine mechanic	41
02	Motor Mechanic	-
03	Machiner	11
04	Electrician	24
05	Welder	24
	Total	100

By the end of the year 2013, it was able to get NVQ Level IV for the Welding Course.

12. Railway Protection Force

Railway Protection Force performed a satisfactory duty providing an efficient service against offences by taking action under Railway Ordinance, to make arrests, inquire into complaints and taking relevant legal steps in year 2013.

It was able to earn a considerable revenue from such actions like charging fines from the passengers travelled without tickets, charging arrears for the reservations, charging fines for overweight traffic following formal policy procedures.

The following table shows a summary of the performances achieved by the Railway Protection Force.

Number	Functions performed	Number	Collected amount of money
01	Ticket faults and over weight traffic	2132	4,532,812.00
02	Taking unauthorised traders into custody	180	90,261.00
03	Submission for legal actions	180	1,266,286.00
04	Fine,payed for the court or the department	-	-
05	Reporting unauthorised constructions	110	-
06	Reported files on tax arrears and recoveries	02	18,455.00
07	Accidents	34	-
08	Railway Protection	26133	-
09	The opened files	771	-
10	Taking into custody under other ordinances	165	-
11	The completed files	532	-
	Total	30,239	5,907,812.00

13. Steps taken to improve efficiency and productivity.

- Of the 13 new power sets imported from China, 04 for the Kelanivalley line, 07 for the main line and 02 for the airconditioned intercity service have been put into operation.
- Raiding ticketless passengers and charging fines.
- Strengthening the security of both the railway stations and the passengers.
- Systematically implemented the mobile trade in the Railway stations and in the trains by self-employees under the “Divi naguma” Programme of the Ministry of Economic Development.
- Taking action to operate trains upto Madu in Talaimannar line and upto Kilinochchi in the Northern line by regularising and evaluating the progress in the Northern and Talaimannar lines..
- Implementing the agreement signed with the Bank of Ceylon for the reconstruction of Jaffna Railway Station and initiate the activities in that railway station.

- Signing agreements to purchase bridges for the construction in the line network on Belgium Financial Aids.
- Taking steps to install safety gates for the unprotected Railway level crossings
- Taking steps for continuous and regular development and maintenance in in the railway network, railway fleet, Signal and Telecommunication system.
- Preliminary steps have been taken to commence computer programmes to expedite the collection of the revenue from the railway reservations and the activities in the railway land section were decentralised and established new units.
- Implementation of development activities in the main Railway Stations.
- Introduction of airconditioned intercity trains upto Kandy.
- Expanding the facility of seat reservations for all the trains by mobile phones.



The renovated Fort Railway Station

14. Challenges and Problems

- Increase of operating expense through the increase of expenditure for fuel due to the increasing of fuel price.
- Unauthorised settlers living in large numbers in railway reservation.
- High expenditure involved for the maintenance of the old locomotives and passenger carriages in the Railway fleet and problems in receiving spareparts for the locomotives and spending much more time.
- The old signal and Telecommunication system.
- A large amount of money has to be paid for overtime due to the existence of a large number of vacancies.
- Employees' problems – less interest and attitude problems.
- Minimizing the employees' motivation - unavailability of promotions and training opportunities.
- Problems in increasing Railway revenue.
- Limits in fund allocation by the Treasury.
- Lack of training and less usage of Information Technology procedures.

15. Projects, Implementing in the year 2013

1. Rehabilitation of railway carriages.
2. Purchase of spareparts for the rehabilitation the railway fleet.
3. Modernization of the machineries in the shops that are under the Motive Power Sub Department.
4. Purchase of new machineries, required for rail network maintenance.
5. Construction of steel bridges.
6. Construction of Belgium Bridges.
7. Concrete sleepers manufacturing unit.
8. Railway stations renovation and development.
9. Reconstruction of the railway line from Madu to Talaimannar.
10. Reconstruction of the railway line form Omanthai to Pallai.
11. Reconstruction of the railway line from Pallai to Kankasanthurai
12. Installation of Signal and Telecommunication system from Anuradhapura to Talai Mannar and Northern line.

13. Installation of a centralized signal system from Maradana to Wadduwa.
14. Construction of protected railway level crossings.

16. Projects, expected to implement in future

1. Construction of the railway line Dambulla / Kurunagala/ Habarana
2. Introduction of the electric train from Kalutara South to Veyangoda.
3. Reconstruction of the railway line from Nanuoya to Nuwara Eliya.
4. Improvement of Kelanivalley railway line.
5. Installation of a new signal system between Maradana – Rambukkana.
6. Installation of a new signal system between Matara – Beliatta.
7. Installation of a new signal system between Maradana – Wadduwa
8. Introduction of a new ticketing system.