



Performance Report - 2010

Department of Sri Lanka Railway

Vision

To provide a quality rail transport service with an environment of multi mode transport for passenger and freight traffic within an independent financial arrangement.

Mission

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

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01. Objectives

- Increasing of rail contribution of the passenger and freight traffic.
- Confirmation of security of railway operations.
- Improving the quality of passenger rail transport service.
- Growth of management efficiency.
- Increase of rail revenue.
- Development of Human Resources.

02. Overview

In the year 2010 too, Sri Lanka Railway Service made the maximum Contribution by providing an efficient service engaging in passenger and goods transport in the field of transport. Prompt and timely action was taken to achieve this by formulating plans and taking other necessary steps to meet the passenger and other service requirements in order to provide an attractive and efficient service. The entire staff about 15603 attached to all sub Departments and Units of the Department of Railways gave their maximum active contribution to make this effort a success.

The total revenue for the year 2010 was RS. 4018 Mn and there is a sharp drop when compared to the previous year. The major reason for this is the closure of Galle - Mathara railway line for a few months to attend to renovations. Anyhow, revenue over goods has shown an increase than in 2009.

The recurrent expenditure for maintenance of railway services in 2010 was RS.7163.15 Mn and the capital expenditure incurred was Rs.11, 362.78Mn.

This is a 30% increase when compared to the previous year. Within this expenditure, all major items such as railway lines, bridges maintenance of railway stations maintaining of railway fleet and maintenance of signaling and telecommunication system are included.

The number of railway passengers was 101.5 Mn and the passenger km. was 4352.8 in 2010. The goods transported were 2.7 metric tons and tons km was 162.8.

Action has been taken in 2010 to improve the Galle -Matara railway line, to an expressway line which is the first stage of renovating Colombo - Matara railway line under Indian Aid scheme. The main objective is to reduce the travelling time up to 35 minutes . Further, agreements have been signed for the construction of line between Matara - Beliatta which is the first stage of Matara Kataragama railroad constructions. Chinese government supplies assistance.

Agreements have been finalized for reconstruction of Northern railway line. The sections of Medawachchiya to Talaimannar and from Omanthai to Kankasanthurai will be reconstructed under Indian Aid. The Railway line from Thandikulam to Omanthai was constructed by the Department of Railways and construction of railway stations was done by the public sector.

The maintenance of signalling system was done efficiently in the year 2010 too and a new signalling system was established from Ja - ela to Seeduwa. It was possible to reduce the number of signal faults from 2193 to 2087 in 2010.

89 students have been admitted for courses conducted by Sri Lanka German Institute and the number completed courses in 2010 was 93.

The Railway Protection Force did their duty continuously and was able to collect a revenue of Rs.1.5 mn from fines . The revenue received from railway lands was Rs. 1.5 mn Further, necessary steps were taken for the removal of unauthorized settlers.

03. Summarized Profile

3.1 Sub Departments

1. Office of the General Manager of Railways.
2. Chief Accountant Sub Department.
3. Railway Stores Sub Department.
4. Sub Dept. of the Chief Engineer (Motive, power)
5. Sub Dept. of the Chief Mechanical Engineer.
6. Sub Dept. of the Chief Engineer (Way and Works)
7. Sub Dept. of the Chief Engineer (Signal and Telecommunication)
8. Sub Dept. of the Sri Lanka Railway Protection Force.
9. Sri Lanka German Technical Training Center
10. office of the chief costing office
11. Planning unit
12. Computer unit

3.2 Railway stations

No	Line	Rly. Stations
01	Main Line	78
02	Matale Line	12
03	Puttalam Line	45
04	Kelanivalley Line	24
05	Batticaloa Line	31
06	Northern Line	55
07	Trincomalee Line	7
08	Coastal Line	69
09	Talaimannar Line	11
10	Mihintale Line	02
11	Oil Transportation Line	01
	Total no. of railway stations	335

3.3 Road Network

No	Line	Distance (KM)
01	Main Line	290
02	Matale Line	34
03	Puttalama Line	120
04	Kelanivalley Line	59
05	Batticaloa Line	212
06	Northern Line	184
07	Trincomalee Line	70
08	Coastal Line	161
09	Talaimannar Line	106
10	Mihintale Line	14
	Total	1250

Total length of the railway line is 1,250 kilometers. The total operational distance is 1,572 km including railway yards and loop lines.

04. Total Performance Index -2010

No	Performance source	Performance
01	Total length of the railway lines (km)	1,640
02	Railway fleet (in service)	
2.1	Engines	89
2.2	Diesel Multiple Unit (DMUs)	42
2.3	Carriages	525
2.4	Wagons	722
03	Railway fleet (required to maintain a satisfactory service)	
3.1	Engines	110
3.2	Diesel Multiple Unit (DMUs)	60
3.3	Carriages	800
3.4	Wagons	1,200
04	Train operation	
4.1	Passengers (mn)	101.5
4.2	Goods (Met.tons)	2.7
05	Train operation (Km,mn)	
5.1	Passengers	4,352.8
5.2	Goods	162.8
5.3	Trains	9.7
06	Total revenue (Rs. mn)	4018
6.1	Passengers	3,112.6
6.2	Goods	419.8
6.3	Other	485.6
07	Total expenditure (Rs.mn)	18,850.70
7.1	Recurrent expenditure	7,810.75
7.1.1	Salaries and wages	5,144.00
7.1.2	Maintenance	2,047.4
7.2	Capital expenditure	11,362.78
08	Fuel consumption (auto diesel l.mn)	29.37
	Expenditure on fuel (Rs.mn)	2144
09	Total no. of employees	15,603
9.1.1	Permanent	
9.1.2	Temporary	

05. Financial Progress -2010

No	Category of expenditure	Provision (Rs. Mn)	Financial progress (Rs.mn)	Percentage
01	Recurrent expenditure	7,810.75	7,163.15	92
02	Capital expenditure	19,225.6	11,362.78	59
03	Total	27,036.35	18525.93	68

Financial Progress of Sub- Depts.

Sub Departments	Allocations (Rs)Mn		Expenditure (Rs.mn)		Target achieving percentage	
	Recurrent	Capital	Recurrent	Capital	Recurrent	Capital
Railway General Managers Office (GM,CAR,SRS)	418.02	1386	379.97	10.25	90.90	73.95
Sri Lanka German Technical Training Institute	13.73	2.75	14.04	2.35	102.26	85.45
Motive Power	2,475.92	-	1,482.11	-	59.86	-
Transport	1,682.59	2	1,840.64	1.9	109.39	95
Commerce	26.79	0.5	21.85	-	81.56	-
Protection Force	198.96	0.24	221.83	0.15	111.49	64.61
Minor repairs	547.7	460.6	720.23	415.87	131.50	90.29
Minor repairs	776.36	7736	778.46	5,166.06	101.56	66.78
Way and works	1,489.83	10,616.75	1,506.36	5,580.91	101.11	52.57
Telecommunication	180.85	392.9	187.66	185.29	103.77	47.16
Total	7,810.75	19,225.6	7,163.15	11,362.78	91.71	59.10

06. Train Fleet

Diesel Electric Engine which were required for the daily train service in the recent past was nearly 52 nos. numbers per day. An urgent programme was introduced to reduce undue delay at the factory and the running shed quality of day to day repairs was raised by improving running sheds. It was possible to bring the number of diesel electric engines supplied in a day to close upon 55 by end of the year.

07. Motive Power Supply

Necessary raw material and spare parts for the following activities have been purchased at a cost of Rs. 371 mn for the purpose of efficient maintenance of motive power supply.

Maligawatta yard was renovated and the sewerage system was repaired at a cost of Rs. 44 mn.

All activates have been modernized at the Dematagoda Running Shed to make it functioning more effectively and efficiently.

Factory of the Colombo yard was renovated.

7.1 Average Daily Motive Power Supply

Diesel Hydraulic Railway Engines

Description	W1	W2	W3	Y	S5
No. under maintenance	3	2	10	28	3
No. required for operation	1	0	8	20	2
No. received for operation	1	0	7	20	1

Diesel Electric Engines

Description	M2	M4	M5	M5A	M5B	M5C	M6	M7	M8	M8A	M9
No. under maintenance	13	14	0	0	4	7	14	15	8	2	10
No. required for operation	10	10	0	0	3	4	11	11	6	1	4
No. received for operation	9	9	0	0	2	5	10	9	5	2	3

Diesel Multiple Units

Description	S3	S6	S7	S8	S9	S10
No. under maintenance	0	4	5	20	15	15
No. required for operation	0	2	2	15	10	14
No. received for operation	0	1	1	16	10	14

The number of diesel engines required this year to maintain services was 60 per day. But it was possible to maintain this at a 52 level. During this year 43 DMUs needed to maintain average services and could maintain this at a level of 39.

08. Infrastructure Facilities

8.1 Railway Line development

Annual railway line programme was implemented without any break and out of 810 speed limits, 460 speed limits (921km) could be removed which were enforced at the beginning of the year due to risky nature of the lines. As there was no adequate investment, a rapid declining of assets was witnessed during the last decade and this caused to enforce speed limits.

Railway lines were strengthened this year using 32,919 feet length new rails, 42,603 concrete sleepers, 15,6491 wooden sleepers and 23,338.33 cubes of ballast.

8.2 Material utilized for tract maintenance.

Description	Amount
Rails Feet Length	32,919
Wooden Sleepers	156,491
Concrete Sleepers	42,693
Steel Slippers	10,665
Ballast (cubes)	23,338.33
Services Trains	401

The construction of running sheds at Maligawatta, Aluthgama and Galle commenced under the coastal Railway Line Development Project.

8.3 Bridges

- Construction of Kathaluwa bridge on the coastal line has been completed.
- Construction of Omanthai, Nochchimotai bridge on the Northern line has been completed.
- Construction of Omanthai Bridge on the northern line has been completed.
- Construction of the bridge on the Ja-ela – Seeduwa double line on the Puttalam line has been completed.

8.4 Buildings

Improvements and rehabilitation work of the following buildings have been completed.

Main Line

Buildings	Numbers
Rest Rooms	03
Store Rooms	01
Employees Flats	43
Employees Quarters	
New office buildings	01
Circuit bungalows	01
Weapon Rooms	02

Coastal Line

Buildings	Numbers
Guard Rest rooms	01
Rest rooms	01
New factories	
Relay cabin	01
Employee flats	
Store rooms	02
Employees Quarters	
New office buildings	01

Kelani Valley

Employees Quarters	
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Northern Line

Buildings	Numbers
Store rooms	01
Rest rooms	
Clerk's rooms	

Trincomalee Line

Buildings	Numbers
Generator rooms	02
Store rooms	01

Batticaloa Line

Buildings	Numbers
Store rooms	01
Railway stations	01
Railway station Master quarters	01
Assistant Engine Drivers quarters	01

09 Signalling System

9.1 Signal Faults

In 2009, annual signal faults amounted to 2193, but it was possible to reduce this number to 2087 in 2010. It is a 6% decrease. Average daily faults could be reduced from 6 to 5 in 2010 when compared to 2009.

No. of Signal Faults	2009	2010
Central Division	835	683
Southern Division	631	702
Northern	333	449
Upper	494	485
Total	2193	2087
Average faults a day	6	5

Under signalling system maintenance, action has been taken to attend to maintenance, activates in 06 centralized (C/L) yards and 06 mechanical yards, and at the end of the year, maintenance activities 02 of centralized yards and 04 mechanical yards have been completed.

Maradana/Fort 4th line signal activities 100% completed. 15% of the construction of Orugodawatta/Kelaniya 3rd line has been completed.

Tender for the installation of new color signalling system between Maradana/Wadduwa has been approved. Construction of double line from Kalutara North to Kalutara South is being done.

9.2 Railway Crossings

Department maintained 315 railway crossings by 1/1/2009 and within the year 2011, construction of 11 railway crossings have been completed. Accordingly, railway crossings at Abayagunawardana Mawatha, Suduhumpola, Galgodawatta, Ja-ela court road, Wedikanda, Buoya, Vavuniya, Matale, Sirimawo Bandaranayike College, Lunuwila, Oddi Mawadi and Al Hassaniya have been completed. 15% of the construction work of Asgiriya railway crossing has been completed.

9.3 Promotion of Railway Stations.

Two railway stations at Geliya and Thandikulam were opened during the year 2009.

Within that same year, 03 new railway sub-stations were officially opened at Meegammana, Palethalawinna and Pangiriwatta.

10 Train operations.

10.1 Time Based Operations

Description	Approved no of trains	No.of trains operated	No. of trains operated on time	Late Operations.				
				6-10 minutes	11.30 minutes	11-60 minutes	Over 60 minutes	Train cancellations
i. Passenger	120,194	110,780	38,960	16,271	32,891	13,364	9,294	9,414
Suburban	65,841	63,554	27,241	11,460	18,960	4,425	1,468	2,287
Long Distance/ intercity	15,748 35,301	15,524 28,994	2,321 9,120	1,583 3,309	4,380 8,602	3,617 4,451	3,625 3,512	222 6,307
ii. Goods	6,288	4,697	580	82	412	646	2,977	1,591
Total	126,482	115,477	39,540	16,353	33,303	14,010	12,271	11,005

The number of trains planned to operate in this year was 120,194 and the number operated was 110,780. As a percentage it is 93%. In connection with goods trains expected to be operated it is 75%. As a whole, the number operated was 115,477 out of 126482 and this as a percentage is 91%.

The percentage of operating passenger trains on time was 35% and in goods trains. It was 14%. Accordingly, percentage in both passenger and goods trains, when taken together was 34% while in 2009, it was 30%.

10.2 Train kilometers.

Description	DMU operations	DMU cancellations	Diesel Train operations	Diesel Train Cancellations	Total operations	Total Cancellations
i.Passenger	3,106,553	62,245	5,979,473	332,106	9,086,025	394,351
Suburban	3,021,363	50,219	712,060	18,521	3,733,423	68,740
Long distance/ intercity	1,158	0	3,548,700	52,235	3,549,850	52,235
ii.Goods	0	0	295,276	112,782	295,276	112,782
iii.Empty Trains	15430	0	56137	0	71567	0
Iv .Light Engines	0	0	54,668	0	54,668	0

10.3 Special Train Km.

Description	Diesel trains with Passengers/ Goods	Diesel trains without Passengers/ Goods	Steam trains with Passengers/ Goods	Steam trains without Passengers/ Goods	Total
Special passenger trains	43,844	665			44,509
Special goods trains	56,956				56,956
Service trains	13,816	1,153			14,969
Hitachi	458	394			852
Trial	1,141				1,141
Vice Roy	339		1,499	429	2,267
Ballast	24,311				24,311
Motor Trolley	19,803				19,803
Limestone	7,795	7,795			15,590
Track motor car	864				864
Break down	2,905				2,905
Other	578				578
Total	172,810	10,007	1,499	429	184,745

10.4 Train Accidents.

The following table gives an account of accidents occurred in 2010.

Accident	2010			
	Colombo	Anuradhapura	Nawalapitiya	Total
Rail derailments-track	16	15	13	44
Yards	27	21	21	69
Train collisions	2	1	2	5
Other accidents	2	22	6	30
Motor vehicle collisions at railway crossings	60	10	-	70
Damage caused to crossings by motor vehicles	231	26	14	271
Fire damage				
Terrorist attacks				
Cattle deaths due to knock down by train		11		11
Elephant deaths due to knock down by train		12		12
Land slides and soil erosion			9	9

The number of other accidents including accidents at railway crossings in 2010 was 581. Motor vehicle collisions at railway crossings has gone up slightly when compared to 2009. The motor vehicle accidents at railway crossings has gone up from 181 to 271. With the cessation of war, not a single terrorist attack was reported during this year. The number of cattle deaths in 2009 was 25, but in 2010 it has reduced to 11. Elephant deaths during this year is 12.

10.5 Damage caused to the public due to train accidents.

Description	2009		2010	
	Injuries	Deaths	Injuries	Deaths
Injury and death caused to railway passengers due to derailment	10		3	
Injury and death caused to railway passengers due to train collision	02		64	11
Injury and death caused to railway passengers due to falling off the train	21	1	8	1
Injury and death caused to railway passengers due to stoning the train.	09		06	
Injury and death caused to the general public due to vehicle-train collisions at railway crossings	83	20	05	
Suicides committed due to collision with trains	93	98	142	103

10 passenger have been injured due to derailment in 2009, but this has come down to 03 in 2010. No deaths reported. 64 passenger were injured due to collision and 11 deaths reported. 01 deaths was reported due to falling off the train. There were 20 deaths in 2009 caused by vehicle-train collisions at railway crossings but no deaths reported in 2010 under this category. The persons injured also came down from 83 in 2009 to 05 in 2010 suicides numbered in 2009 was 98 and in 2010 it was 103

11 Commerce and Marketing Performance

11.1 passenger transport

Description	Passengers (In Mns)	Passenger Revenue
Normal tickets	52.08	2363.39
Season tickets	49.37	749.28
Total	101.45	3112.67

Passengers used railways has seen a reduction compared to 2009. It was 102

Million in 2009 but it has reduced to 101.45 Mn in 2010. One of the reasons for

The drop in train passengers can be contributed to the fact that Galle-Matara Railway line was closed for about 05 months due to improvements to Colombo -Matara railway line

Passenger revenue has also gone down from Rs.3266 Mn in 2009 to Rs.2363.39Mn in 2010. It is a 27% decrease. The cause for this is as shown above the closure of Galle -Matara line for renovations.

11.2 Freight transportation

The freight revenue ton km in respect of 2009 and 2010 is given below separately.

	2009	2010
Freight revenues (Mn)	337.10	419.70
Freight tons (Mn)	1.64	2.70
Ton Km (Mn)	118.00	162.79

The above statistics indicate an increase of freight revenue by 25% in 2010 relative to 2009. There is also an increase in the other two items in 2010 when compared to 2009.

The increase in these three items was mainly due to the use of railway for transporting particularly building materials for the development of North and East. Revision of freight transportation charges also contributed to strengthening the revenue.

The following table is an indication of freight transportation during the year 2010 in respect of each category.

Unit	Tons
Agricultural Produce	29,799
Petroleum Products	517,079
Cement	2,047,090
Productions	82,066
Building Materials	-
Other	25,535
Total	2,701,569

With the cessation of civil war, container transportation by railway service was commenced with the concurrence of the Ministry of Defense in 2010 also and building materials were transported from Colombo to Vavuniya for construction of temporary houses. According to an agreement reached with a mercantile firm in the private sector, transportation of food items by rail commenced.

11.3 Annual Mission of Railway Protection Force

Railway Protection Force has taken 2272 persons into custody for offences made under Railway Ordinance in 2010. An amount of Rs.1,496,460 has been collected as surcharges and fines.

These officers who are employed to look after railway lands were instrumental in recovering Rs.2,061,053 for the Department as lease arrears during the year 2010.

Fines amounting to Rs.34,435 in respect of persons taken into custody by R.P.F for offences such as unauthorized selling in trains and overweight transportation were collected.

The number of persons taken into custody for railway ticket offences in 2010 were 2125 and fines amounting to RS.1,462,025 have been recovered in 2010.

12. Training and Development

12.1 Local Training - Sri Lanka German Technical Training Institute.

Following courses have been conducted by this Institute during the year.

- ❖ Mechanical course.
- ❖ Diesel Engine Mechanical course.
- ❖ Motor Mechanical course.
- ❖ Welding course.
- ❖ Electrical course.
- ❖ Elementary Technology course.
- ❖ Technology course.
- ❖ Strain and stress checking course.
- ❖ Elementary Electric Technology course.

The intake of students for the years 2009 and 2010 by Sri Lanka German Railway Technical Training Institute is given below.

Course	No trained In 2010	No trained In 2010
Motor Mechanical course	-	-
Diesel Engine Mechanical course	23	25
Electrical course	25	25
Welding course	24	25
Mechanical Course	17	18

Particulars regarding students who completed full time courses are given in the following table.

Course	No
Diesel Engine Mechanical Course	16
Electrical Course	15
Welding course	21
Mechanical course	14

In 2010 66 Students have completed full time training course.

12.2 Foreign Training

It is expected to train 600 railway employees in India through the Coastal Railway Line Development Project initiated under Indian Aid and 460 of them have been sent to India and given the relevant training in 2010.

13. International Railway Relations

Continuous relations with the following International Institutes.

- ❖ SAARC (Trans Asia Railway)
- ❖ ESCAP (Trans Asia Railway)
- ❖ UIC
- ❖ ADB
- ❖ BIMSTEC

Role of the Sri Lanka Railway has been accomplished regarding building up of common railway network in SAARC and BIMSTEC regions for regional railway development.

Preliminary steps have been taken regarding two agreements instrumental in commencing Inter State Railway Service. Participated in the annual programmes as a member of International Railway Service.

Agreement has been reached with ADB to make a feasibility study for establishment of container yard for Railways.

14. Ongoing Major Projects

- ❖ Future Projects to be implemented under Mahinda Chintana- Vision for the Future.
- ❖ Extension of coastal line up to Beliatta.
Project proposals received from Evaluation Committee are in the final stage of evaluation.
- ❖ Extension of Northern railway line up to Kankasanthurai
Under this Project construction of the line from Omanthai to Pallai and there after from Pallai to Kankasanthurai will be done in two stages and it is also expected to import new engines, wagons and carriages for the operation on the Northern line.
Construction work from Thandikulam to Omanthai will be done by the Department. Initial discussions have been commenced to construct the line from Omanthai to Pallai and then from Pallai to Kankasanthurai with foreign aid.
- ❖ Construction of the line from Medawachchiya to Talaimannar
This line too is expected to be constructed from Medawachchi to Madu and from Madu to Talaimannar under two stages.
- ❖ Renovation of 25 main Railway Stations.
These railway stations will be renovated as fully-fledged railway stations
- ❖ Establishment of internal container yards.
Container services will be implemented with private sector participation. Proposal to make a feasibility study out by with ADB assistance is under consideration.
- ❖ Development of railway lands and property.
Proposals are being formulated for reorganization.
- ❖ Electrification of Colombo suburban services.
Concept paper is prepared for an submission.
- ❖ Metro railway service around Colombo city.
Technological knowledge provided.

- **Renovation of the coastal line**
- Renovation of railway line from Colombo to Matara. Accelerating the railway travelling speed up to 100 kmph by making necessary improvements (rails / sleepers /ballast)
 - Purchasing 20 DMUs and 03 engines.
 - Construction of 03 new running sheds.
 - Purchasing machinery and equipment.
 - Purchasing spare parts.
 - Provision of foreign training to 600 railway employees

Importing 13 DMUs (04 for KV line 07 for Main line/02 for tourism service)

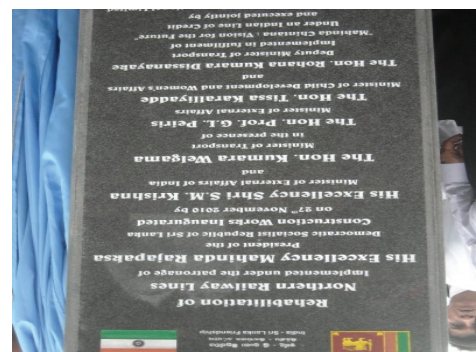
Upgrading the Kandy-Colombo intercity service, widening the KV line train service, extending railway tourism services are the targets of this Project.

- Purchasing 15 oil tankers
This is to improve petroleum transportation.
- Installing new telecommunication system
Installing a new system replacing the 20 year old system.
- Sapugaskanda railway line
This is to provide railway facilities for container yards.
- Establishment of additional concrete sleeper production factory.



Inauguration of the project of improving the Colombo-Matara railway line by IRCON on 19/08/2010 under Indian Loan scheme.

Reconstruction of Madawachchiya ,Talaimannar line under Northern railway line Reconstruction Project commenced on 27/11/2010.



15. Handicaps and limitations for the Development of the railway service.

- Administrative issues
- Limitations on recruitments and promotions
- Limitations to management in taking decisions.(eg:-limitations in taking disciplinary action and filling institutional vacancies)
- Non-receipt of benefits for maintenance of assets.
- Declining of Departmental assets.
- Lack of expert knowledge.
- Unauthorized settlement in Department reservations.