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Ministry of Private Transport Services

2011 Performance Report

No. 34, Narahenpita Road, Nawala

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Vision

“A comfortable, speedy journey – strength to the progress of Sri Lanka”

Mission

“To provide passengers with an efficient and comfortable service accompanied by modern technology; a service with an ability to fulfill passenger-demands and trusted by passengers; and through such service, to contribute maximally to the progression of other areas of economy”

Introduction

As clearly stated in Mahinda Chinthana Future Vision, the transportation system plays a major role in achieving economic development and helps people to connect with occupations and to distribute products to local and foreign markets. Likewise, transport provides opportunity to access main services like market, health and education and improves social integration. According to the national policy, first, the provision of transport infrastructure and services to meet up the demand of the public is ensured. Secondly, by providing trustworthy, safe, speedy and comfortable transportation system to the public, contributes to economic development.

National transportation consists of all categories of land, sea and air transportation where through the bus service consisting both of government and private sector, around 1728 Million passengers are transported per year. It is 68% from total passenger transportation. By Sri Lanka Railway service, around 18 Million people are transported per year and it is 5% from total passenger transportation. Remaining 27% consists of sea, air and other transportation media, which transport 686 Million people per year. At present, it is clearly evident that by exceeding the contribution made by the public sector for transportation, the contribution made by the private sector is growing.

Private transport service is a field that spread across a large area ranging from bicycle to modern air taxi. This is a service that can provide safe and quality service through proper management between institutions connected to transportation and by the improvement of infrastructure facilities of government and private sector. Similarly, this service needs to be modernized by introducing new technology through which efficiency can be improved. Including all the matters, the responsibility of creating sustainable development within this field is vested on us and we have already identified it and are in the process of accomplishing it.

Ministry of Private Transport Services

The field of private transport services contributes at large to meet up the demand for transportation which is increasing daily. The government, having identified this situation, established a new cabinet ministry named Ministry of Private Transport Services on 22nd November in year 2010 to regulate the private transport service. Accordingly, the National Transport Commission established under Act No. 37 of 1991 which hitherto functioned under the Ministry of Transport, functions under the Ministry of Private Transport Services from the date of its inception.

Through Challenges towards Progress ...

Ministry of Private Transport Services is a ministry created for the first time in Sri Lankan history. According to the proposals made by the then Transport Ministry for budget proposals of year 2011, establishment of this ministry had been approved by the Parliament.

Though it was established as a ministry, the new ministry did not have either staff or proper place to maintain its functions. However, with the appointment of a Secretary to the ministry from 05.04.2011 onwards, this ministry which was maintained at a small space within the National Transport Commission was established in a building with more space suitable for a set up of a ministry. This enabled the services provided by this ministry to be delivered more efficiently.

At the time of inception of the ministry, although a carder of 36 persons had been approved, it was limited to 10 persons including the minor staff. Nevertheless, at

present, having increased that number up to 33 persons, the ministry is providing an efficient service. Similarly, except the three Chief Staff Officers, all the other officers were new appointees lacking experience in the public service. After providing them with necessary training, their service is being obtained effectively.

The responsibility and authority pertaining to transportation within provinces are vested with the provincial transportation authorities. Even though there are legal barriers that exist preventing our ministry or National Transport Commission to intervene directly to those activities, we were able to obtain their full support to programmes and projects aimed at establishing qualitative transportation system by maintaining proper coordination with all the Chief Ministers of Provincial Councils, Chief Secretaries and transport authorities. Through coordination among all the institutions related to transportation, implementation of planned transportation systems coupled with cost effectiveness is enabled and benefits of which would constantly be received by the passenger public.

Functions of the Ministry

- ❖ Composing programmes and projects relevant to private transport sector which accords to the Mahinda Chinthana future vision and other national policies accepted by the Government.
- ❖ Implementing these identified programmes and projects within a specific time period agreed upon by national planning authorities, under an allotted budget.
- ❖ Directing the duties of the National Transport Commission (that functions under the ministry) more efficiently and in people friendly-manner and supervising those activities.

- ❖ Taking measures to create a safe, reliable passenger transport service, which is beneficial to the passenger public.
- ❖ Making provisions to regulate all the public transportation media included under the private transport sector.

While accomplishing that identified role, this ministry is devoted to create qualitative and efficient private transport service within Sri Lanka. To achieve that objective, identified definite development programmes and projects are in operation at present where most of these projects are implemented through the National Transport Commission functioning under this ministry. The necessary guidance, supervision and relevant post inquiries are constantly carried out by the ministry.

National Transport Commission

National Transport Commission established under Act No. 37 of 1991 is functioning under this ministry from 22.11.2010 onwards.

This commission functions to formalize, regulate, improve quality status of passenger transportation and provides instructions to formulate appropriate national policies.

It is the responsibility of this Commission to create the environment required to establish a safe, low cost and qualitative bus service with a view to creating social and economic development within the country. Herein, we function as a regulatory institution that advises the government about the national policies related to passenger transportation with the objective of providing a high quality transport service to the public based on those policies.

This Commission performs the major tasks of issuance of route permits to interprovincial private buses, quality safeguarding affairs of

bus services and quality testing of buses to maintain a qualitative bus service, inspections made through mobile inspection units to ensure terms and conditions enforced on buses are properly followed and investigating about public complaints.

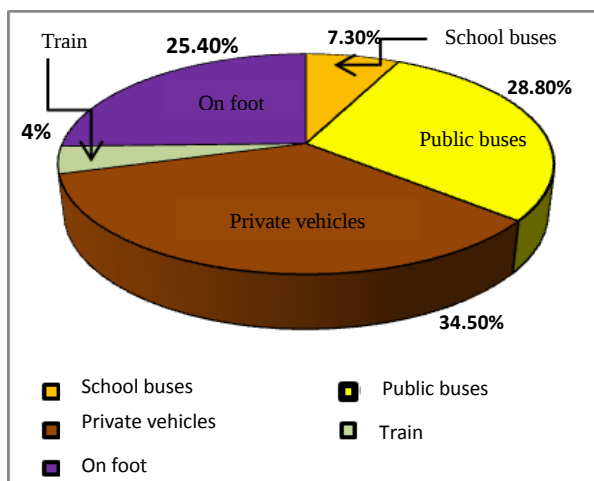
Similarly, various infrastructure development programmes as well as other projects affiliated to transportation services too are implemented in order to provide a qualitative and efficient service to passenger public.

The details related to projects implemented by the Ministry of Private Transport Services along with the National Transport Commission, their progress and the targeted programmes are presented through the following chapters.

01. Sisu Seriya

In this era, where action is being taken for the advancement of education field with the aim of creating a population complete with wisdom, virtue and knowledge; around 4.3 Million school children are being educated within Sri Lanka.

Graph No. 1.1: Transport media used by school children within the Western Province



Source: National Transport Commission, 2011

From this, when the Western Province is taken as an example, the group that uses school buses as a transportation medium is around 7.3% while 28.8% use public transportation and 34.4% use private transport media and the rest use other alternative transport media.

Due to the absence of suitable transport media, the parents, at a huge expense, tend to utilize school vans and private transportation as alternative transport media. As a result, heavy traffic congestion occurs in the mornings and at noon in the roads of Colombo as well as in urban areas of the country. Although different methods were followed to regulate the transportation of school children who are waiting at roadsides expecting public transport buses, none of them have given successful results.

Therefore, under Government sponsorship and covering all the roads that centralize every town of the island, a permanent bus service allocated only to school children in the name of “Sisu Seriya” is in operation through the deployment of private and SLTB buses to transport them properly, trustworthily as well as securely at a concessionary charge system.

Photograph No. 1.1: Sisu Seriya



Objectives:

- ❖ Children being able to arrive at schools on time and engage in clear mind in their educational activities due to trustworthy service.
- ❖ By creating an environment where children may attend schools and return homes safely, endowing the society with good child generation.
- ❖ Providing an economic relief to those families through the concessionary fare system.
- ❖ Reducing travelling time, preventing fuel wastage and environmental pollution through the minimization of heavy traffic congestion in roads.
- ❖ Amalgamating SLTB as well as private transport services to national service of the country.

Beneficiaries:

School children and teachers

Service Supervision:

A committee has been appointed to supervise whether the Sisu Seriya Service is properly deployed in operation and based on the recommendations made by that committee, payments are made. In every school, School Transportation Supervision Committees comprising 07 members are appointed as follows.

1. Principal/ Deputy Principal - Chairman
2. A Teacher - Secretary
3. Supervision Teacher - Member
4. Two Senior Students - Members
5. Two parents from the School Development Society - Members

Progress:

The up to date improvement of Sisu Seriya services are as follows at Provincial level.

Graph No. 1.2: Improvement of Sisu Seriya school services

Province	Private Buses	SLTB Buses	Total
Western	41	179	220
Southern	09	67	76
Central	03	30	33
Sabaraga muwa	08	110	118
Uva	06	54	60
North Western	89	36	125
North Central	13	64	77
Eastern	23	29	52
Northern	-	29	29
Total	192	598	790

Source: National Transport Commission, 2011

- i. It has been planned to increase Sisu Seriya services up to 900 in year 2011, however, by 31st December, bus services have been improved up to 790 in number.

- ii. The expense borne in year 2012 on this behalf is Rs. 178.7 Million.
- iii. As stated in Mahinda Chinthana Future Vision, a pilot programme to introduce an electronic ticketing system to Sisu Seriya bus service was introduced to the students of Museaus School Colombo 07 on 23rd November 2011.

Targets for 2012:

It has been planned to increase the number of buses deployed in Sisu Seriya up to 1100 in year 2012 for which Rs. 250 Million has been allocated under budget of year 2012.

02. Gemi Seriya

From the population of the country 70% live in rural areas while 30% live in urban areas. Majority of the people living in rural areas are engaged in agriculture and agriculture related minor industries. They need to travel to towns to get their various requirements fulfilled. For the affairs of health, administrative activities and provision of facility-enriched education for their children, travelling to towns from villages is required. When there is no public transportation medium that connects the village and town, the rural community gets very much inconvenienced.

Having identified the rural areas without whatsoever transport facilities but in need of such and having identified a bus operator who can provide an efficient service with responsibility and through reimbursing the loss caused due to provision of such service, the Gemi Seriya project has been implemented to provide those villages with transport facilities.

According to the Mahinda Chinthana Future Vision, the objective of this project is to ensure the continued existence of the Gemi Seriya service as well as of the last night-bus

service and to ensure passenger credibility thereby.

**Photograph No. 2.1: Thoppuwa –Thoduwawa
“Gemi Seriya”**



Source: National Transport Commission, 2011

Benefits received by Rural Community:

- i. Improvement of infrastructure in rural areas
- ii. Children's education activities become successful
- iii. Enabling transportation of products of rural areas into town and in turn transporting villagers' consumer products into the village
- iv. Improvement of economic status of those people
- v. Uplifting health conditions of those people
- vi. Connecting village to the town

How the Project is Implemented:

- ❖ Identifying routes of rural areas lacking any sort of transport medium. Obtaining full support of the Road Passenger Transport Authority, SLTB and Divisional Secretaries to deploy buses in those routes
- ❖ After conducting survey activities, identifying the nature of the requirement
- ❖ Establishment of Bus Supervision Committees at village level. This Committee comprises of Leadership of Clergy, retired Public Service officers,

Grama Niladhari, school representative or a member of other rural association.

- ❖ Introducing a bus operator of the area

Progress:

- Plans were made to deploy 50 private buses in year 2011 and at present, 18 private buses are in operation under the Gemi Seriya project.
- Under the Gemi Seriya project of year 2011, five services in North Central Province, 03 in North Western Province, 10 in Eastern Province have been put into operation. The expenditure borne in this regard in Rs. 15.1 Million.

Targets for year 2012:

Plans have been made to increase the number of Gemi Seriya buses up to 100, Rupees 30 Million has been allocated under budget of year 2012 with regard to that.

03. Nisi Seriya

This service is currently being implemented only through the Sri Lanka Transport Board to provide transport services to the public in areas, where inadequate night travelling facilities exist, to enable them to travel at night without difficulty and having to waste time on roadsides. This project is in operation with the objective of regulating the night bus service enabling the people who finish their duties at night to reach their homes on time.

Photograph No. 3.1: Homagama – Halbarawa “Nisi Seriya”



How Payments are made

For the final bus turn at night time, Rs. 17.50 is paid per Kilometer (a half of the fuel cost)

Progress:

- ❖ Plans were made to improve the number of Nisi Seriya bus service up to 100 buses in year 2011 and by the end of that year this has been improved up to 56 services. The cost spent on this behalf within the year is Rs. 3.3 Million.

Targets for year 2012:

It has been planned to improve the number of Nisi Seriya bus services up to 200 in year 2012. Rupees 07 Million has been allocated by budget of year 2012.

04. Utilizing GPS Technology for Buses

This project that uses modern technology for the improvement of transport sector as stated in Mahinda Chinthana Future Vision helps to regulate buses. The cameras and equipment required for this are set up in buses and a control room has been established within the National Transport Commission for the supervision of buses. This control room is functioning throughout 24 hours.

By utilizing this technology, ability is there to provide bus-related information to passengers, to provide instructions to drivers and to provide necessary information to bus operators.

Photograph No. 4.1: Utilizing GPS technology



Benefits:

The benefits that can be given to **passenger public** through the Global Positioning System (GPS) are indicated below.

1. Ensuring safety (in every minute the speed is supervised by the control room and by ringing the alarm the bus is warned)
2. Inculcating better faith about timetables (through supervision of the location of the bus throughout the journey, obtaining information about the next bus)

The benefits received by **bus operators** through GPS technology are as follows.

1. Improving the safety of bus
2. Preventing unauthorized journeys or revelation of such
3. Inculcating a better faith in timetables
4. Prevention of competition among buses on road
5. By limiting the speed, improving fuel efficiency (it has been found out through researches of other countries that a 2% - 7% fuel cost saving occurs)

6. Easiness in determining the fuel volume
7. Preventing accidents

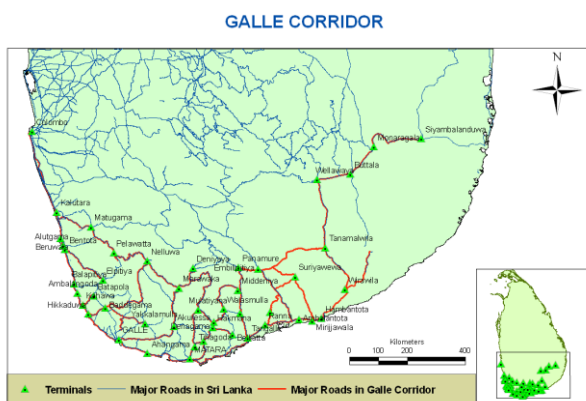
The benefits received by **bus drivers** through GPS technology are as follows.

1. Indicating information about the speed of the vehicle that is being driven
2. Providing the assistance necessary to prevent accidents
3. Buses operating efficiently according to a timetable will enable a satisfactory level service providing
4. Being able to know about the fuel volume

GPS based Bus -Turns plan:

Pilot project: Galle Corridor

Map No. 4.1:



Source: National Transport Commission, 2011

Progress:

It was expected to implement GPS technology equipments in 600 buses within year 2011 and by the end of year 2011 GPS equipments have been installed in 150 buses.

Within the year Rs. 6.8 Million cost was borne.

Targets for year 2012:

In year 2012, GPS equipment are planned to be installed in 2500 new buses.

For that task, Rs. 45 Million has been allocated by the budget of 2012.

05. Preparation of Combined Timetables

In order to improve the quality standards of the private transport service, at the discussion held in the Committee Room located at Colombo Municipal Council premises by the participation of Hon. Minister of Private Transport Services, Hon. Minister of Transport and Hon. Chief Ministers of Provincial Councils and having reached into an agreement “to prepare timetables on the basis of allocating 60 percent contribution to the private sector and 40 percent contribution to the Sri Lanka Transport Board of the total number of turns existing in a route”, progression of this programme commenced. Accordingly, after the discussions held with the Hon. Chief Ministers of Provinces, 8 Committees comprising Chairmanships of Chairmen of each provinces’ Road Passenger Transport Authorities, officers of those authorities, representatives from National Transport Commission and Sri Lanka Transport Board (except Northern Province) were established. Those Committees were assigned with the task of preparing combined timetables of those provinces and the necessary coordination is done by the Ministry of Private Transport Services.

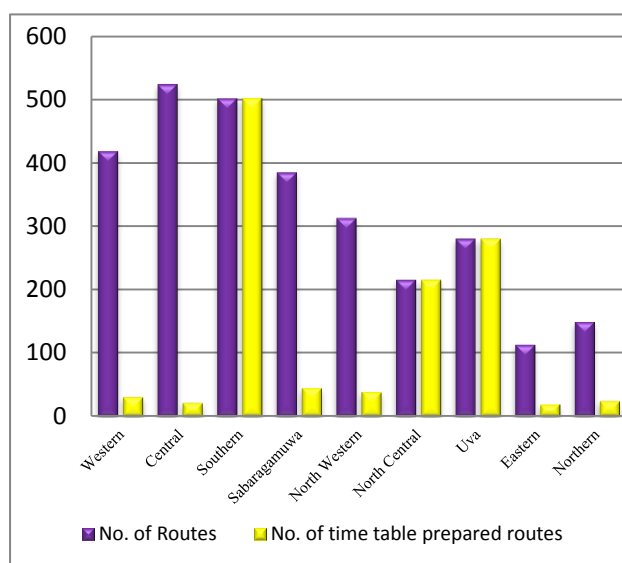
The ministry has taken steps to call a meeting monthly having called up representatives of all the relevant institutions to review the progress of the timetables prepared by the Committee operating within the Provincial Council, to discuss about the problems arisen in the task of timetable preparation and to provide solutions to those problems. Presently, after holding three of such meetings, successful progress has been achieved.

Table No. 5.1: Progress in timetable preparation at Provincial level

Provincial Council	No. of Routes	Prepared No.	No. Remaining to prepare	Progress %
Western	419	31	388	7.39
Central	525	22	503	4.19
Southern	503	503	00	100
Sabaragamuwa	386	45	341	11.65
North Western	314	39	275	12.42
North Central	216	216	00	100
Uva	281	281	00	100
Eastern	114	19	95	16.66
Northern	150	25	125	16.66
Total	2908	1181	1727	40.61

* In Southern, North Central and Uva Provinces the combined timetables are in operation and only the amendments based on 60% - 40% basis is being carried out accordingly.

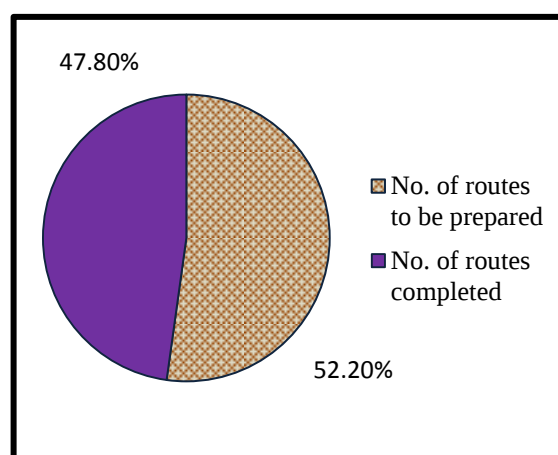
Graph No. 5.1: Preparation of Provincial Combined Timetables



- When considered about the progress of all Provincial Councils, from among 2908 routes, Combined timetables have been prepared for 1181 routes and it acquires a 40.61%.
- Programmes are being prepared to introduce the combined timetables prepared by the Sabaragamuwa Provincial Council to the public as soon as possible.

- According to the consent of all parties, the necessary action is being taken to complete the preparation of combined timetables of all Provinces according to the 60% - 40% basis before 30th June 2012.
- Among 477 interprovincial routes where private buses are deployed under the National Transport Commission, combined timetables have been completed for 228 routes and Rs. 2.5 Million has been borne in that regard within the year.

Table No. 5.2: Routes for which interprovincial combined timetables have been prepared



Source: National Transport Commission, 2011

Targets for 2012:

It has been planned to complete the preparation of combined timetables for all the routes including Provincial Council routes and Interprovincial routes in year 2012.

After preparation of combined time tables, initiating a programme to display the combined timetables through electronic screens and television screens at every main bus stop throughout the country for the awareness of the public.

06. Distributing Bicycles to School Children

As stated in the Mahinda Chinthana Ten Year Plan, based on the policy of persuading to utilize non-mechanical modes of transportation in suitable situations, a bicycle distribution programme is in operation from year 2011 onwards in order to fulfill the transportation requirements of school children of low income receiving families in rural areas where Sisu Seriya buses cannot be deployed.

Photograph No. 6.1: Distributing bicycles to school children, Agrabodhi Maha Vidyalaya, Kanthale.



Objectives:

- ❖ Minimizing transportation difficulties of school children of rural areas
- ❖ Introducing a low cost transportation medium to suit the economy
- ❖ Popularizing as an environmental friendly, non-fuel consuming school transportation medium

Progress:

In year 2011, 500 bicycles were distributed among 500 school children of the Eastern Province. The cost spent on this behalf within the year was Rs. 5 Million.

Photograph No. 6.2: Distributing of bicycles at Agrabodhi Maha Vidyalaya, Kanthale.



Targets for year 2012:

In year 2012, by giving priority to 500 school children of Anuradhapura district 500 bicycles were distributed and plans have been made to distribute another 500 bicycles to other areas.

For this task, provisions worth Rs. 09 Million have been allocated by the budget of year 2012.

07. City Liner Coach Service

This is a project put into practice to entice persons who currently use private vehicles for transportation, who can afford and are willing to pay higher prices for luxury transport medium.

Photograph No. 7.1: Moratuwa – Colombo City Liner coach service



Source: National Transport Commission, 2011

Objectives:

- ❖ To reduce private vehicles entering the Colombo city from 20,000 to 15,000
- ❖ To minimize the heavy traffic congestion in Colombo city
- ❖ Providing the persons who use private vehicles more attractive, public transportation medium
- ❖ Reducing mental stress of passengers
- ❖ Minimizing the time waste of passengers

Routes identified presently to deploy City Liner Coach Service

- Moratuwa – Nawam Mawatha – Fort
- Kadawatha – Fort – Nawam Mawatha
- Thalangama - Nawam Mawatha – Fort
- Pitakotte - Nawam Mawatha – Fort
- Piliyandala - Nawam Mawatha – Fort
- Wattala - Fort – Nawam Mawatha

How the Project would be implemented:

In the service put into practice currently, a vehicle park is established in Angulana area and has provided facilities to park private vehicles therein. From there onwards, through a super luxury service people who are able to pay a higher price are being transported in to the Colombo city.

Progress:

A service of 05 super luxury buses is in operation from Angulana to Colombo.

The cost of this service was covered by relief aid. As a large amount of relief aid has to be spent to provide relief to a small group (50% from the total cost), it has been decided not to extend this service further.

08. Establishing Bus Companies

Rather than maintaining the bus service of the private sector as a number of businesses with individual ownership, encouraging the private bus operators to combine their bus services and maintain the total bus service as several business institutions while taking Mahinda Chinthana Policy as precedence and establishment of companies for private buses engaged in interprovincial transportation under Companies Act No. 07 of 2007 is meant by this.

Objectives:

- ❖ Having brought together the scattered bus operators, providing aid and instructions to improve that business
- ❖ Providing the passenger public with a safe, trustworthy and quality service
- ❖ Through minimization of competition reducing accidents and thereby minimizing the impact caused to national economy
- ❖ Securing the existing investments within the private bus industry and encouraging future investments
- ❖ Reducing ransom takings
- ❖ Improving the service standards of bus employee groups
- ❖ Improving welfare status of bus employee groups

Progress :

By the end of year 2011, 07 companies have been registered and the following companies functioned successfully.

1. Wayamba K.G.N. Passenger Transport Company Limited
2. Badulla Passenger Transport Company Limited
3. Matara Passenger Transport Company Limited
4. Ambalangoda Passenger Transport Company Limited
5. Kataragama Passenger Transport Company Limited
6. Rathnapura Passenger Transport Company Limited
7. Kurnegala - Colombo Passenger Transport Company Limited

Targets for year 2012:

In year 2012, the number of bus companies is expected to be increased up to 27.

A sum of Rs. 06 Million has been allocated by budget for this task.

09. Development and Construction of Bus Terminals

Under the powers vested with the Provincial Councils by the 13th Amendment to the Constitution, to minimize the problems that arise when supplying provisions for the affairs of bus terminal development within that province, this ministry, through the National Transport Commission, carries out development and construction activities of selected bus terminals by utilizing central Government provisions.

Selected bus terminals:

1. Bastian Mawatha
2. Vauniya

9.1 Bastian Mawatha Bus Terminal

Photograph No. 9.1.1: Condition prevailed prior to development



Photograph No. 9.1.2: Condition after development

Under the Bastian Mawatha bus terminal development, in year 2011, repairing its toilet system, construction of platform No. 05, modernizing the National Transport Commission Office, installing light and loudspeakers required by platforms, providing seating facilities for the passenger public, introducing new technology and maintenance activities were planned.

Progress:

- ❖ Toilet system modernization activities have commenced
- ❖ Activities like providing light and loudspeakers required by platforms, providing seating facilities to the passenger public have been completed
- ❖ Activities pertaining to the development of Bastian Mawatha bus terminal are being carried out in the same manner as they have been planned in year 2011.

Targets for year 2012:

Modernizing the toilet system of the Bastian Mawatha and the remaining work pertaining to provision of other public facilities will be completed within year 2012.

9.2 Construction of Vauniya Bus Terminal

As no development programmes were carried out in Northern and Eastern Provinces due to brutal war that existed in those areas for more than three decades, it was decided to construct a bus terminal in the Vauniya town as a basic necessity for that area.

Progress:

According to the instructions given by the Ministry, the National Transport Commission obtained a suitable land from the Vauniya District Secretary and action was taken to develop the said land.

Photograph No. 9.2.1: the land where the passenger terminal is being constructed



After obtaining that land, as the initial step of bus terminal construction shrubs, plants and roots, timber particles, other debris were removed by removing a 9 inch thick surface soil layer and replacing that layer by filling new soil.

Though the new soil filling after removing the surface soil layer was commenced, due to the undesirable weather conditions that prevailed in the said area during this time, completion of initial work of this project got delayed.

However, by the end of the year, measures were taken to develop this land by filling soil and Rs. 14.3 Million was spent for that.

Expected tasks for year 2012:

- ❖ Taking measures to remove the high voltage electricity line that runs across and on top of the project land
- ❖ Preparation of a drainage system around the project land to let water to subside
- ❖ Commencing the construction of buildings within the bus terminal

10. Erecting Sign Boards for Long Distance Service Bus Stops

Under this project, allocation of necessary facilities for the convenience of passengers who utilize long distance service buses and for the identification of bus stops by drivers of interprovincial buses is enabled.

Photograph No. 10.2: Long distance service sign board at Panagoda



Progress:

In year 2011, it was planned to erect 175 sign boards and by the end of the year, 125 sign boards have been erected.

The number of long distance service sign boards of which construction has been completed as at 30.12.2011:-

Route providing service	No. of sign boards erected
Maharagama- Kaluaggala	16
Peliyagod – Wewaldeniya	24
Kaluaggala - Avissawella	05
Orugodawaththa – Hanwella	08
Avissawella – Moneragala	50
Peliyagoda - Thonupuwa	22
Total	125

Expected affairs for year 2012:

- ❖ By allocating priority to all the interprovincial routes that connect to Anuradhapura district, 250 sign boards for long distance services and limited stops are planned to be erected.

For that task, Rs. 07 Million has been allocated by the budget of 2012.

11. Training Programmes for Bus Drivers/ Conductors

A project implemented by the National Transport Commission to generate bus employees who are decent, pleasant and amiable by removing the attitudes that have been inculcated in passengers using private transport services that the behaviour and attitudes of employees engaged in the private bus service remain at a very low level.

Within year 2011, 1329 drivers and 1378 conductors have been provided with training. Within the summary year the progress in bus employee training has been illustrated in the following table and the cost borne for this is Rs. 5.5 Million.

Table No. 11.1: Training programmes for Bus Drivers and Conductors

Training Center	No. Trained		No. of Training Programmes	
	Drivers	Conductr.	Drivers	Conductr.
Kurunegala	344	370	09	01
Anuradhapura	174	156	04	04
Moratuwa	258	307	07	08
Galle	126	108	03	03
Hambanthota	134	113	03	03
Vauniya	14	32	01	01
Kandy	122	160	03	04
Jaffna	157	132	03	03
Total	1329	1378	33	36

Source: National Transport Commission, 2011

Expected affairs for year 2012:

- ❖ By allocating priority to Northern and Eastern Provinces, having conducted 36 training courses, it has been planned to provide training for 1800 drivers and conductors who have registered in the National Transport Commission.
- ❖ For this task, Rs. 7.00 Million allocations have been allotted by the budget of year 2012.

12. Compiling the National Transport Database

By this move the shortage that existed hitherto; the absence of a transport related database which was a hindrance to determine policies related to transport sector and to prepare future plans, would be completed. The objective of this project would be to compile a transport related database inclusive of all the information and data related to transport sector and to update it annually.

Institutions taken as Sources to collect data

- Department of Motor Traffic
- Sri Lanka Transport Board
- Sri Lanka Railway Department
- Provincial Road Passenger Transport Authorities
- National Transport Commission
- Other institutions

Progress:

- ❖ All the matters pertaining to publication of this database has been completed by now and in the near future measures will be taken to present this to His Excellency the President.
- ❖ Measures have been taken to copy this report in CDs within year 2012 and to include in the website of the National Transport Commission. The expenditure borne within the year on behalf of this is Rs. 0.3 Million.

13. Establishing and Development of Places for Temporary Leisure

Due to the unclean and unhealthy sanitary conditions existing in places where the buses are stopped, the passengers obtaining the service of interprovincial buses are greatly inconvenienced when they need to buy food and get other requirements accomplished during the journey.

Therefore, the objective of this project is to establish places where the passengers can buy food prepared in compliance to the standards set up by the Ministry of Health for food vendors, where the food is clean, delightful and have reasonable prices and at the same time where passengers can get their other requirements accomplished.

Progress:

- ❖ At present 105 places located in routes of passenger transportation and require improvement, have been identified.
- ❖ The eatery at Ambalangoda is being modernized according to the relevant standards.

Tasks expected for year 2012

From among the 105 eateries identified throughout the country, 11 of them are planned to be developed through sponsors. Similarly, to construct two of these eateries at 02 selected bus corridors, allocations of Rs. 20 Million have been provided by the budget of 2012.

14. Removing Bus Fare Anomalies

For a long time, the administrative functions of bus passenger transportation were performed by a number of institutions established by different orders and acts. Therein, due to preparation of bus fare charts by different institutions and non-utilization of scientific methods while bus fare revisions

are made, various types of anomalies occurred.

After formulating a national policy for revision of bus fares which was introduced in year 2002, the responsibility of removing bus fare anomalies existing in all the bus routes of the island was invested with the National Transport Commission.

Identified Anomalies:

- ❖ Overcharging for the standard fee for boarding in, that is, the fare charged for the first instance of transportation (E.g. Instead of Rs. 6.00, charging Rs. 9.00)
- ❖ Gaps between fares in the fare chart (Fare instances omitted) (E.g. Having charged Rs. 28.00 for the 10th fare instance, charging Rs. 33.00 for the 11th fare instance, according to which Rs. 30.00 and Rs. 32.00 instances have been omitted)
- ❖ Availability of several instances for the same fare
- ❖ Non-existence of a standard in distance between the fare instances

Subsequent to the implementation of the national policy, the standard distance between the fare instances in routes of plains was taken as 2 Km whereas in mountainous routes it was taken as 1.7 Km, based on which the fare anomalies are removed.

Benefits:

1. Ability to charge a fee based on the travelling distance
2. Charging a specific fee by every bus including private (interprovincial, provincial) and SLTB buses
3. Displaying fee charts inside the bus
4. The passenger is enabled to get certain knowledge about the amount spent to reach his/her destination

5. Minimizing conflicting situations arising between the passengers and conductor about bus fees
6. Ability to issue a proper ticket
7. Being able to use ticketing machines
8. Ability to computerize fee charts
9. Ability to obtain fee charts via internet
10. Ability to reassign new fee systems faster when fees are amended

Progress:

The progress related to removal of bus fares up to year 2011 is as follows.

Table No. 14.1: The number of routes which had bus fare anomalies removed

Province/ Interprovincial	No. of Routes
Central	580
North Western	365
Southern	390
Western	780
N.T.C. Interprovincial	400

Source: National Transport Commission, 2011

- ❖ The cost borne in this regard in year 2011 is Rs. 03 Million

Tasks expected for year 2012:

- ❖ It has been proposed to remove the anomalies in Eastern and Sabaragamuwa Provinces.

15. Programme on Road Safety

As stated in the Mahinda Chinthana 10 Year Plan to reduce the dangers of accidents related to transportation, this project is in operation to minimize the accidents occurring in roads and to increase road safety.

Tasks to be implemented:

- Awareness programmes on road accidents and road safety (for Ministries, National Transport Commission, Officers of Provincial Transport Authorities and Traffic Police Officers)
- Programmes to train bus drivers and conductors about road safety
- Awareness raising programmes for flying squads
- Awareness raising programmes for school children
- Programmes to raise awareness about road safety in public through electronic and print media

Tasks for year 2012:

To implement these programmes provisions worth Rs. 15 Million have been allocated by budget of year 2012

16. Commencing the District Office of National Transport Commission

The bus operators and passenger public scattered around the country had to travel to Colombo to get their official requirement fulfilled by the National Transport Commission.

By this project, instead of coming to Colombo, through the opening of district offices, bus operators and passenger public will be able to get their requirements accomplished at a minimum cost and within minimum time without having to travel to Colombo

This project is expected to be put into operation at a minimum recurrent expenditure by utilizing existing Government buildings.

Progress:

- ❖ Vauniya District Office was commenced

Tasks expected in year 2012:

- ❖ It has been planned to establish Badulla, Kandy and Kurunegala District Offices.

17. Other Projects being Implemented for Convenience of Passenger Public

• Reserving seats using modern technology

In an era where an accepted method to reserve a seat in a bus of an interprovincial bus service was absent, this was initiated by the National Transport Commission in collaboration with the Dialog institution in mid 2011 as a pilot project to be put into operation in several selected routes. Based on the success of this service providing it was made open for the other telephone service providers and the passenger can reserve seats via following stated media.

- ❖ Telephone
- ❖ Internet
- ❖ Representative agencies engaged in seat reservation
- ❖ Through bus terminals

Table No. 17.1: Reservation of seats using modern technology



• Fixing television sets in buses

This project has been implemented with the view of providing live, entertaining and unforgettable experience to the passengers who use interprovincial bus services while providing highly appreciative quality programmes for their families to view during their journeys which tend to be long and tiresome.

Progress:

Has been implemented in 50 buses and they transmit programmes that centralizes on customers. (Prior to telecasting the relevant programmes, approval has to be obtained from the National Transport Commission)

18. Other Programmes Implemented by the Ministry at Present

The Provincial Councils were established under the 13th Amendment to the Constitution in 1987 and the subject of transport was assigned under the provincial council role. Although the National Transport Commission could not directly intervene in regulatory activities pertaining to the Provincial Councils, through mutual trust and friendliness, the Commission was able to maintain proper coordination with Provincial Councils. The total assistance of Provincial Councils has been obtained for projects implemented by the ministry, in future; it is expected to improve that situation further.

Preparation of the National Policy

At present, affairs related to preparation of a national policy is being carried out based on the instructions of the Hon. Minister with a view to regulate the entire private transport service. The timely requirement of amending the National Transport Commission Act to be suitable for the regulation and administration of private transport service has been identified. This is expected to be presented for Cabinet Approval in a short time.



With the objective of obtaining recommendations necessary for establishing a people friendly, efficient private transport service, the following stated 5 special committees related to transportation are in operation to formulate a national policy and review the policies related to bus fare amendments.

1. The Committee to formulate a national policy on private transport service
2. The Committee to review policies on bus fare amendments
3. The Committee to perform studies and present recommendations to improve quality standards of the private transport service
4. The Committee to determine monthly income of drivers/ conductors of private bus service
5. The Committee to present alternative methods instead of tenders for issuance of passenger service permits

Policy Amendments on bus Fare Amendments

Based on the expenditure indexes utilized by the Bus Fare Policy adopted on 12th June 2002 by the Cabinet Board of ministers and based on the expenditure indexes of the committee implemented in May of 2007, according to a fare formula introduced by the National Transport Commission, the bus fares are amended at present. For that 12 items

such as; fuel cost, crew cost, tyre and tube cost, financial expenses are considered. However, as requests were made by many parties that weight put on certain items herein needs to be altered timely and after considering about that, the policy review committee on bus fare amendments has presented the required recommendations for which all the bus operators' associations have expressed their consent. Those recommendations have been referred for Cabinet approval at present. Through this the opportunity is made available to amend fares timely without burdening the passenger public unnecessarily and enabling the bus services to be maintained continuously as an industry.

Employee Welfare

Apart from this, the measures required to enable drivers/ conductors of private bus service to contribute to the Employees' Provident Fund are already being taken.

Loan Relief Programme

Having identified the requirement for a programme to obtain bus spare parts at low prices and on easy payment schemes, future measures are being taken.

Creating a Transport Hub

At present, this ministry has identified the necessity for developing the area centralizing Pettah Bus Terminal and Fort Railway Station of Colombo city as a Transport Hub. Herein, it is expected to create a transport hub by integrating the Bastian Mawatha Bus Terminal, Gunasinghapura Private Bus Terminal, Central Bus Terminal of Sri Lanka Transport Board of Pettah and Fort Railway Station and this will enable the passengers to accomplish their transportation needs easily. It will also enable the passengers to select a transport medium of their desire as well as to

select the services according to their discretion and thereby manage their transportation. Similarly, this will also facilitate the people to obtain taxi service according to their requirement. However, as this is a massive scale project which needs to be borne a massive cost for which as this ministry is not strong enough technologically and scientifically to implement such a project singularly, with the assistance of external institutions like the Urban Development Authority, Road Development Authority, Western Provincial Council, Colombo Municipal Council and Moratuwa University; the basic discussions required to implement this project are being conducted and this ministry, while providing necessary coordination and leadership, provides necessary guidance.

Bus Rapid Transportation (BRT) and Mono Rail Systems

As a measure to minimize heavy traffic congestion in Colombo city, currently, this ministry has identified the requirement for implementing the speedy bus service project. Giving priority to public vehicles and minimization of other private vehicles entering the city is expected to achieve through this project.

How BRT would be implemented



By creating a high quality public transportation system within city limits on behalf of the private vehicle users, many undesirable results like heavy traffic congestion, environmental pollution, fuel wastage, mental stress can be minimized. A Feasibility Study related to this speedy bus service project has already been conducted. To determine the future affairs in this regard, a preliminary discussion involving institutions such as the Urban Development Authority, Road Development authority, Western Provincial Council and Colombo Municipal Council has been conducted and accordingly, future affairs of the project will be carried out.

Mono Rail train



With future development in the transport sector, the Ministry of Private Transport Services is on the belief that the people should be able to utilize a transport medium in their day to day transportation, based on their desire and affordability. As stated in the Mahinda Chinthana Future Vision, our objective is to provide the public with a better service by creating competition among transportation media and suppliers; we also have the responsibility to protect private transportation as an industry in order to maintain these services continuously.

Head No. 184
Ministry of Private Transport Services
Estimated Provisions and Actual Cost in year 2011

Programme and Project	Nature of Expenditure	Provisions Rupees	Actual Cost	%
184 -1 - 1	Recurrent	21,697,522	21,613,494	99.61
	Capital	26,224,510	23,369,425	89
184 -1 - 2	Recurrent	21,921,391	21,920,904	100
	Capital	83,29,490	45,34,837	54.44
184 -2 - 3	Recurrent	507,500,000	281,380,000	55.44
	Capital	140,000,000	54,100,000	38.64
	Total	725,672,913	406,918,660	56.07

Head No. 184
Ministry of Private Transport Services
Estimated Amount for year 2012

Programme and Project	Nature of Expenditure	Provisions
184 -1 - 1	Recurrent	25,250,000
	Capital	4,500,000
184 -1 - 2	Recurrent	30,876,000
	Capital	52,900,000
184 -2 - 3	Recurrent	417,000,000
	Capital	162,000,000
	Total	692,526,000