



கார்டு ஐடென் லார்கால செயலாற்றுகை அறிக்கை Performance Report 2012

புத்தகெ ப்லாஸை ஷீலா அலாஸாஸை
தனியார் போக்குவரத்துச் சேவைகள் அமைச்சு
Ministry of Private Transport Services



Ministry of Private Transport Services

Performance Report 2012

No. 34, Narahenpita Road, Nawala

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”

Initiation...

At this moment in which Sri Lanka is stepping towards the Emerging Wonder of Asia, the contribution made for the economic development by the Ministry of Private Transport Services as a forerunner in the transport sector to create an efficient, qualitative, secure and comfortable private transport service, lies at a higher level. By complying with the Mahinda Chinthana Future Vision and with ten-year development policy planning, the Ministry of Private Transport Services has provided its maximum contribution to maintain every sphere of the economy at a higher standard.

Transport system consists of all the media of land, water and air transportation whereas it receives the contribution of both state and private sector. From the total passenger transportation, private buses carry out 45% while SLTB buses carry out 23%. The railway service of Sri Lanka accomplishes passenger transportation of 5% from the total passenger transportation, while 27% is realized through other private transport vehicles. Surpassing the state sector contribution, the private sector contribution for public bus passenger-transport service has increased remarkably within the last few years.

Private transport service spans within a vast range from the bicycle used in service with the intention of earning certain income, up to modern Air Taxi level. A continuous development in this sector can be met up by introducing new technology to improve infrastructure facilities in state and private sector and to enhance security and quality of transport media through improvement and linkage of transport related media institutions together. Likewise, the responsibility of bringing about a sustainable development in this sector by incorporating modernization and efficiency is before us, and we, having identified it, are accomplishing it already.

A large number of development programmes have successfully been implemented by this ministry which has been initiated on 22nd November 2010. This Performance Report has been prepared by inclusion of brief information related to projects and programmes successfully implemented in year 2012 by which a thorough understanding of this ministry's role can be obtained.

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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 and 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 passenger transport service, which is secure, reliable and beneficial to the passenger public.
- Making provisions to regulate all the public transport media included under the private transport sector.

While maintaining the said identified role, this ministry is committed to the cause of creating better quality and efficient private transport service in Sri Lanka. Presently, specific development programs and projects identified to that task are being implemented while by the National Transport Commission functioning under the ministry; most of these projects are being put into operation. The ministry is constantly carrying out required guidance, supervision and relevant follow-up activities.

1. Improving the quality status of private transport services

Strengthening a country's public transport sector ensures positive results to the economy of that country. Due to the reason of deteriorated quality and lack of efficiency existing in the public transport media for a long time, passenger public was drawn more towards private transport media and it has affected in miscellaneous transport related problems as well as to the economy of the country directly. Therefore, through this, it is expected to improve the quality status of this sector and provide the passenger public with a more efficient transport service through the development of required infrastructure facilities and human and physical resources as well as by fusing the modern technology to this sector. The ministry is implementing projects in order to get these aims achieved through the accomplishment of different objectives.

1.1 Improvement of infrastructure facilities and service development

In order to achieve the objective of infrastructure and services development by utilizing the tactics of strengthening infrastructure facilities through the addition of new components and broadening of existing facilities, and by strengthening state and private sector partnership; the following stated projects are being implemented.

1.1.1 Development of Bus Passenger terminals

In order to minimize the problems that arise when allocating provisions for the development and construction of bus stops of provinces which have been conferred under the powers assigned to Provincial Councils according to the 13th Amendment to the Constitution; this ministry functions to perform development and construction activities of selected bus stops by using provisions of the Central Government. Further, under the regulations of the Ministry, National Transport Commission too performs activities pertaining to development and construction of bus stops.

Bus stops proposed to be constructed in year 2012:-

Accession No.	Province	District	Place of Construction
01	Southern	Matara	Mulatiyana
02	North Western	Kurunegala Puttalam	Melsiripura Karuwalagaswewa
03	Central	Kandy	Galewela
		Nuwara Eliya	Nildandahinna
04	Eastern	Trincomalee Ampara Ampara	Pulmoddai Panama Thirukkivil
05	North Central	Polonnaruwa	Hingurakgoda
06	Nothern	Vauniya	Vavuniya
07	Western	Colombo	Bestian Mawatha

Table No. 1.1

Simultaneous to Deyata Kirula exhibition, under the development projects carried out by the provisions of the Ministry of Private Transport Services, measures are being taken to construct new bus stops at Panama and Thirukkivil of Ampara district, Pulmoddai in Trincomalee district and Hingurakgoda in Polonnaruwa district.

(Panama bus stop of which construction work is being carried on simultaneous to Deyata Kirula Exhibition (Date of photograph 21.10.2012)



Photograph No. 1.1

With the aim of implementing its services and projects throughout the country, the ministry is constructing new bus stops at places like Matara, Mulatiyana, Kurunegala, Melsiripura, Puttalam, Karuwalagaswewa, Kandy and Galewela.

Commencement of work of the Melsiripura bus stop from 21.09.2012



Photograph 1.2

Commencement of work of the bus stop of Mulatiyana, Matara on 11.10.2012



Photograph 1.3

As the entire interprovincial buses are set into running based on the Colombo district, with the intention of constructing a bus stop in the capital city reserved only for interprovincial buses, the National Transport Commission is developing the Bastian Mawatha bus-passenger-terminal. In the near future, as it is intended to create a transport zone according to the district plan forwarded by the Urban Development Authority, until then, the National Transport Commission will only carry out development activities in the Bastian Mawatha bus terminal that are necessary for the interprovincial passengers.

Development of Overflow Park at Bastian Mawatha



Photograph 1.4



Appearance Overflow Park of Bastian Mawatha bus stop after development



Photograph 1.5

With dawning of peace after the war situation existed in North and East for more than three decades, a number of development programmes have been planned by the National Transport Commission under the direction of Ministry of Private Transport in order to develop the areas damaged by war in Northern and Eastern Provinces. One such project is construction of Vavuniya bus stop.

Plan set out to construct the Vavuniya bus stop



Photograph 1.6

Physical and Financial Progress of year 2012

Institution Deploying Provisions	Expected Target	Physical Progress	Amount of Provisions Allocated Rs. Million	Financial Progress Rs. Million
Ministry of Private Transport Services	04	- Construction work of Melsiripura bus stop commenced from 21.09.2012. - Construction work of Panama, Thirukkivil and Pulmoddai are being carried out. - Construction work of Mulatiyana bus stop commenced from 11.10.2012. - Construction work of Karuwalagaswewa bus stop commenced from 29.09.2012.	40	Advance money of 4.8 has been granted to the Southern, North Western and Eastern Provincial Councils.
National Transport Commission	03	- Development work of Nildandahinna bus stop has been completed by 100%. - Land preparation activities related to the Vavuniya bus stop has been completed and the relevant plan too has been completed. - Bastian Mawatha bus passenger terminal Phase 01 – 95% Phase 02 - 75%	114.5	15.577

Table No. 1.2

According to the combined plan made for the period of 2012 to 2016, the middle term targets pertaining to bus stops that are proposed to be constructed by the Ministry and National Transport Commission are as follows.

Middle Term Targets from 2012 – 2016

Institution Allocating Provisions	Result	Main Performance index	Foundati on Year 2011	Targets				
				2012	2013	2014	2015	2016
Ministry of Private Transport Services	Establishment of bus stops excelled in high quality	Number of upgraded bus stops	0	04	08	08	05	03
National Transport Commission	Establishment of bus stops excelled in high quality	Number of upgraded bus stops	01	03	10	02	02	02

Table 1.3

Bus Passenger Terminals to be constructed in 2013

- ❖ The Ministry of Private Transport Services has planned to construct new bus stops at a cost of 95 Million Rupees at Siyambalanduwa and Meegahakiula for Uva Province; Siribopura from the Southern Province; Polgahawela from the North Western Province; Walapane, Pundaluoya, Raththota and Theldeniya from the Central Province and Bakamoona from the North Central Province.
- ❖ The National Transport Board has planned to develop and construct bus stops newly at a cost of 130.33 Million Rupees in Jaffna, Kilinochchi, Mullaittivu, Mannar and Vavuniya of Northern Province; Ranna from the Southern Province; Thalawakele, Highforest and Udupussellawa from the Central Province and Bastian Mawatha from the Western Province.

1.1.4 Development and Establishment of Places for Temporary Resting for the Long Distance Travelling Passengers

Passengers obtaining interprovincial bus service face severe difficulties due to the reasons of uncleanly situations and undesirable sanitary facilities in places where buses stop to get passengers' food and other requirements accomplished.

Therefore, the aim of this project is to establish places where people can obtain clean food and beverages at desirable and reasonable prices that accords to the standards recommended by the Ministry of Health and places where people can get their other requirements accomplished.

As a place for temporary resting to cater to the long distance travelling passengers where people can obtain clean food and beverages at desirable and reasonable prices that accords to the standards recommended by the Ministry of Health and a place where people can get their other requirements accomplished has already been established at Balapitiya bus stop in Galle district.

Temporary resting place at Balapitiya bus stop



Photograph No. 1.7

Middle Term Targets from 2012 – 2016 :-

Result	Main Performance Appraisal Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishing temporary resting places excelled in high quality	Number of temporary resting places constructed	01	07	10	10	10	10

Table No. 1.4

Development and establishment of temporary resting places to cater to long distance traveling passengers, proposed to be constructed in year 2013:-

- ❖ *Plans have been made to construct 10 temporary resting places for long distance traveling passengers in year 2013 under state and private sector partnership at a cost of 03 Million Rupees.*

1.1.3 Establishing Sign Boards for Long Distance Services

To provide facilities for the convenience of passengers utilizing long distance travelling buses and to enable interprovincial bus operators to identify places where they should stop buses is facilitated under this



The part indicated below the bus symbol in long distance travel services sign appears as follows subsequent to amending it.



Progress

By the end of year 2012, 273 signboards for long distance traveling services were established and tenders have been awarded for establishment of 500 more sign boards. The cost borne in year 2012 for the construction of sign boards for long distance travelling services was Rs. 4 Million.

Middle term targets for the period of 2012 – 2016

Result	Main Performance Index	Foundation year 2011	Targets				
			2012	2013	2014	2015	2016
Regularized bus service	Number of long distance travel services sign boards established	250	125	500	500	-	-

Table 1.5

Establishment of signboards for long distance traveling services, proposed to be established within year 2013:-

- ❖ *In year 2013, 500 signboards for long distance traveling services have planned to be established at a cost of 05 Million Rupees.*

1.2 Utilizing the existing resources under proper management

By using the methods of connecting all transport media with each other and improvement of quality status of existing transport media, to achieve the objective of proper management of existing resources, the following indicated projects will be implemented.

1.2.1 Setting up and implementation of Combined Timetables

At the discussion held in the committee hall located in the Colombo Municipal Council Complex on 27.07.2011 to improve the quality status of private bus sector by the participation of the Hon. Minister of Private Transport Services, Hon. Minister of Transport and Hon. Chief Ministers of the Provinces, having expressed the agreement therein to the term; “preparation of combined timetables on the basis of 60% contribution by the private sector and 40% contribution by the state sector for the number of turns allocated for a particular route”; progression of this programme was commenced. According to that, subsequent to the discussions carried out with the Hon. Provincial Chief Ministers; 8 committees under the Chairmanship of Chairmen of each Provincial Road Passenger Transport Authority (except Northern Province) and consisting officers of those Provincial Road Passenger Transport Authorities with representations from National Transport Commission and Sri Lanka Transport Board were established. Those committees were conferred with the task of setting up of combined timetables for the respective province and the Ministry of Private Transport Services maintains the required coordination.

Having discussed about the progress reviewing of timetables set up by the committee in action within the province and the problems encountered in the process of setting up timetables, in order to provide solutions to those problems, action has been taken by the ministry to hold a monthly meeting having called upon representatives of all the relevant institutions. In such meetings, actions are being taken to provide solutions to the problems encountered in setting up of timetables.

Physical and Financial Progress of year 2012

Province	Number of Routes	Number of Routes with completed timetables	Number of Routes with uncompleted timetables	Percentage
Western	414	61	353	14.73
Central	525	55	470	10.48
Southern	503	503	00	100.00
Sabaragamuwa	386	130	256	33.68
North Western	317	90	227	28.39
North Central	256	256	0	100.00
Uva	283	105	178	37.10
Eastern	114	68	46	59.65
Nothern	150	47	103	31.33
Total	2948	1315	1633	44.60

Table 1.6

Progress in Combined Timetable setting up programme within the province :-

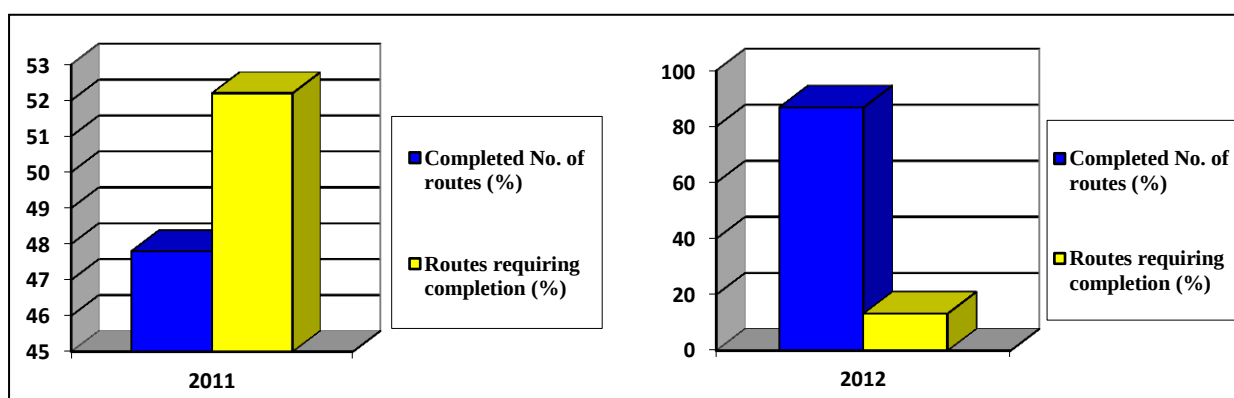
By the end of year 2011, the physical progress related to the setting up of provincial combined timetables was 36% and by the end of year 2012 it has risen up to 44.60%.

- i. When the progress of all the provincial councils is considered, Combined Timetables for 1315 routes have been completed from among 2948 routes, and it takes a 44.60%.
- ii. Combined Timetables are in operation in 35 routes of North Western Province, in 15 routes of the Western Province, in 68 routes of the Eastern Province, in 503 routes of the Southern Province and in 256 routes in the North Central Province

Setting up Inter-provincial Combined Timetables:-

In routes where interprovincial buses are deployed, combined timetables are prepared by the National Transport commission. From among 454 routes, Combined Timetables have been prepared for 416 routes, whereas, from the target set for year 2012, 91.06% has been completed.

Progress in Setting up of Interprovincial Timetables



Graph 1.1

- ❖ *A sum of 03 Million Rupees will be spent to prepare and amend Combined Timetables for the rest of the interprovincial routes in year 2013.*

1.3 Improving Lateral Integrity

The following projects will be implemented to bring about the achievement of the objective of upgrading lateral integrity in the transport sector.

1.3.1 Compiling the National Transport Data System

Lack of a transport data system was a hindrance felt so far in relation to transport- sector decision making and preparation of future-plans. This lack will be overcome by the national transport data system and the objective of this project is to compile a transport data system, which consists of all the details and data relevant to the transport sector, and to perform annual updates to it.

Institutions used as resources to collect data:

- Ministry of Transport
- Department of Motor Traffic
- Central Bank of Sri Lanka
- Department of Census and Statistics
- Traffic Police Headquarters
- Sri Lanka Ports Authority
- Sri Lanka Transport Board
- Sri Lanka Railway Department
- National Transport Medical Institute
- Provincial Road Passenger Transport Authorities
- National Transport Commission
- Other institutions

Progress

The copies of National Transport Statistics Report are issued to different institutions connected to transportation and in year 2012, measures have been taken to copy this report in Compact Disks and to include in the website of the National Transport Commission. The cost borne in this regard in year 2012 is Rs. 1.1 Million.

Table No. 1.7: **Middle term Targets for the period of 2012-2016**

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishment of a data system necessary for planning	Transport Statistical Code issued	year 2010 publication has been Issued	Issuance of the year 2011 publication	Issuance of the year 2012 publication	Issuance of the year 2013 publication	Issuance of the year 2014 publication	Issuance of the year 2015 publication

- ❖ *For the compilation of National Transport Data System of year 2012, 02 Million Rupees will be spent in year 2013.*

1.4 Development of Human and Physical Resources, Employee Welfare

In order to achieve the objectives of human and physical development as well as employee welfare by utilizing the methods related to the improvement of human and physical resources, the following stated projects will be implemented.

1.4.1 Training Bus Staffs

A project implemented to create 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, This project targets the bus employees registered with the National Transport Commission with the aim of deploying them in interprovincial bus service.

Progress

Training programmes have been conducted for 946 drivers and 1043 conductors in year 2012.

The curriculum used for the training programmes were amended to suit to the present. Instead of the normal identity card provided after the training, it has been planned to issue an identity card in the form of an electronic chip, which can execute the functions of increasing marks when the employee performs good actions and decreasing marks for the wrongdoings performed by the employee. According to the training centers, the progress in bus-employee training programmes is as follows.

Progress of bus employee groups training

Training Center	Number Trained	
	Drivers	Conductors
Kurunegala	153	168
Anuradhapura	121	153
Colombo	102	99
Galle	96	70
Hambanthota	43	43
Kilinochchi	27	47
Puttalam	44	43
Kandy	173	153
Kegalle	-	54
Matara	69	67
Polonnaruwa	42	35
Badulla	28	37
Rathnapura	48	74
Total	946	1043

Table No. 1.8

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundati on Year 2011		Targets									
		2011		2012		2013		2014		2015		2016	
		Driver	Conductor	Driver	Conductor	Driver	Conductor	Driver	Conductor	Driver	Conductor	Driver	Conductor
Creating a quality bus service	Number of employees who were provided with training	378	1329	1800	1800	1200	1200	1200	1200	1200	1200	1200	1200

Table No. 1.9

❖ *To train interprovincial bus employees in year 2013, 10 Million Rupees will be spent*

1.4.2 Improving the Professional Status of Bus Drivers and Conductors

Because of wrongdoings of employees engaged in the private transport service, the public have a wrong attitude towards them. The objectives of this project is to augment the quality status of private bus service through minimization of professional problems of private bus drivers and conductors who receive daily wages and engage in service more than 14 hours a day without having permanency in occupation.

Necessary measures are being taken to introduce an insurance scheme for the employees of private bus service, also, to grant this service with opportunity to contribute to the Employees Provident Fund and Employees Trust Fund.

For these projects money has not been allocated by the budget, however, it has been planned to implement this programme through the bus owners as an obligation compulsory to be performed by them when the route permit is renewed.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Assurance of a quality bus service	Implementing an insurance scheme	-	10%	50%	80%	100%	100%

Table No. 1.10

1.4.3 Programme for the Improvement of Quality Status of Private Bus Service

Presently, a massive number of private vehicle consumption can be seen in the transport sector. The total number of vehicles existing in Sri Lanka by 2003 was 2,073,869 and it has grown into 2,527,380 by year 2005. Showing a huge escalation it has grown into 4,479,732 by year 2011. Similarly, how the growth in the number of buses has taken place is evinced through the following data.

Year	No. of Buses
2003	69,051
2004	71,818
2005	73,887
2006	77,733
2007	79,870
2008	81,050
2009	81,789
2010	84,280
2011	88,528

When these data are considered, the number of vehicles has escalated dramatically from year 2005 to 2011. Due the increase in private bus vehicles, a number of problems have risen and traffic congestion has become a massive problem currently. Hon. Minister of Private Transport Services, having identified about this situation, appointed a committee to obtain recommendations to improve the quality status of private buses.

To provide solutions to those problems that are existing in the private transport sector and to bring about improvement to this sector; having taken into consideration about the proposals and opinions received from the persons excelled in experience and representing different fields, the committee; after discussing extensively in many occasions, presented the report for improvement of quality status of the private bus service to the Hon. Minister.

Progress of year 2012

Activity	Progress
Appointment of a committee by the Hon. Minister.	Completed
The committee having assembled in number of occasions carrying out discussions and accumulating opinions	Completed
Obtaining public opinion through print and electronic media	Completed
Obtaining opinions having conducted a workshop with the participation of veterans of the transport sector	Completed
By now publicizing the committee report containing recommendations for the improvement of quality status of private bus service.	Has already been published
Referring the committee report to the National Transport Commission and all the Chief Ministers of provinces for implementation of the provisions included herein.	Has already been referred
Taking necessary measures to inform all the public institutions regarding this	Currently in progress

Table No. 1.12

Plans have been made to take necessary steps to implement this committee report from year 2013 onwards.

1.5 Continuous Development and Modernization Corresponding to New Technology

The following projects will be implemented with the intention of achieving the objectives of conducting researches for transportation by introducing new technology to the transport sector, through minimization of ticket usage minimizing the difficulties experienced presently and modernization of the transport sector.

1.5.1 Introducing a Pre-paid Card System

This project is implemented with the main intention of facilitating passengers to easily obtain a ticket having paid only the specified fare. Further, this project also aims to change the ‘the conductor cheats on money’ attitude that prevails in society and to create a better acceptance in society as well as to set a background where the bus owner is assured of receiving a proper income.

This project will be implemented as follows.

- ❖ A pre-paid card system that consists of different monetary values will be introduced and a methodology to enable the public to obtain those cards easily from the market will be made available. In order to make this process easy, all the bus owners will have to open an account in the bank that work together with this project or in an another bank.
- ❖ Having input the places of departure and destination into the ticket machine installed in the bus and having paid the relevant fare by the pre-paid card, the required ticket can be obtained.
- ❖ The fare charged from the passenger will automatically be deposited in the account of the bus owner.

The benefits received to the passenger, bus owner and the employee through this project are as follows.

- The passenger can pay the relevant fare only.
- Money circulation does not take place.
- Inculcation of a good attitude in society about the profession of conductor
- The bus owner is enabled to receive the total income.
- Ability to obtain accurate data related to the bus.

Middle term Targets for the period of 2012-2016 :-

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishment of a transport management mechanism that corresponds to technology	The number of interprovincial routes for which electronic ticketing mechanism has been introduced.	05 (buses) a pilot project by the Museums College	406 (Routes)	(Routes) from 406 to 454	-	-	-

Table No. 1.13

❖ *To introduce the pre-paid card system to interprovincial buses, 13.5 Million Rupees will be spent in year 2013.*

1.5.3 Surveys

The objective of this project is to obtain information required to set up a transport system, which is well planned, and suits both to the present and future.

Progress

Within year 2012, the National Transport Commission has carried out 24 surveys and the cost borne is Rs. 1 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishment of proper planning methodology	Number of surveys conducted	35	36	36	40	40	40

Table No. 1.14

❖ *To execute survey activities of year 2013, 05 Million Rupees will be spent.*

1.6 Establishing a proper Management

The following stated projects will be implemented to with the objective of establishing a proper management system through utilization of strategies to encourage private bus operators to combine their bus services and maintain the total bus service as several business institutions rather than maintaining the bus service of the private sector as a number of businesses with individual ownership.

1.6.1 Setting up of Bus Companies

By taking the Mahinda Chinthana concept of ‘encouraging bus owners to bring the total private bus service under several business institutions, instead of maintaining it as a large number of businesses with individual ownership’ as a precedent, setting up of companies for buses engaged in interprovincial transport service are being carried out as per Companies Act No. 07 of 2007.

Objectives

- Having accumulated scattered bus owners, providing them with instructions and funds necessary to develop that business
- Providing the passenger public with a secure, reliable and qualitative service
- Minimizing the influence on national economy by reducing accidents through minimization of competitiveness
- Securing the investments existing within the private bus industry and encouraging future investments
- Reducing ransom taking
- Upgrading the service conditions of bus employees
- Improving welfare status of bus employees

Progress

By the end of year 2012, 09 bus companies have been registered and the following companies functioned successfully. The amount spent on this behalf is Rs. 1.5 Million.

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 Transport Company Limited
6. Rathnapura Transport Company Limited
7. Vauniya Transport Company Limited
8. Chilaw Passenger Transport Company Limited
9. Kurnegala - Colombo Passenger Company Limited

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishment of a proper transport management structure	Number of bus companies initiated.	10	5 (From 10-15)	5 (From 15-20)	5 (From 20-25)	5 (From 25-30)	5 (From 30-35)

Table No. 1.15

❖ *To establish bus companies in year 2013, a sum of 05 Million Rupees will be spent.*

2. Regularizing the Total Private Transport Service

Private transport service is a sector spread within a broader span. This service includes; all the passenger transport services including private buses, school van services, trishaws, cab services, water-based transport media and goods transportation. When any sector functions without proper control, it tends to distance itself away from efficiency and people-friendliness. Therefore, the total private transport service is expected to be maintained properly and under proper regulations so as to provide its contribution to the economy of the country. With the intention of achieving these goals, projects are being implemented by the ministry.

2.2 Maintaining Private Transport Service Efficiently and Properly

The following stated projects will be implemented to get the objective of efficient and proper maintenance of private transport service accomplished through the strategies of introduction of private transport service policy, introduction of regulatory policies relevant to private transport service and strengthening of the legal framework required.

2.1.1 Formulation of the Policy related to Private Transport Services

Passenger transportation functions under both private and state sectors, where the private transport sector carries out an important role within the transport sector. The private transport service, which is devoid of proper control, has become irregular and inefficient within the transport sector. Within this situation, a number of problems have occurred in the transport sector and it has become a hindrance weakening the progress towards development. If Sri Lanka is to progress towards the Emerging Wonder of Asia under Mahinda Chinthana Future Vision, an economy which is more stable needs to be established. In order to achieve that status, a Sri Lanka, which is of qualitative and more productive infrastructure development, will have to be created. It was the concept of His

Excellency the President that the transport sector should be arranged under proper guidance and formal control if transport sector is to be made to contribute to the economic development of a country.

Having included that concept into the National Policy of the Government, i.e. “Mahinda Chinthana Future Vision”, it has been stated that as 90% among total Sri Lankan population utilize public transport services for their day to day travelling activities, that sector needs to be upgraded into a sector with civility and modernity, accompanied with information technology. To accomplish that task, by directing the passenger transport sector into a developing path, the private transport service sector, which provides a specific contribution to the public bus service, shall thereby be directed into more practical and advanced path. For that, the private transport service needs to be brought into a progressive path in which it shall be converted to a more dignified service replete with discipline, advanced status and people friendly nature. This policy has therefore been formulated to make the future practical programmes of the Ministry easy.

Physical and Financial Progress in year 2012

Activity	Progress
Appointment of a committee by the Hon. Minister for this.	accomplished
The committee having assembled in number of occasions carrying out discussions and accumulating opinions	accomplished
Obtaining public opinion through print and electronic media	accomplished
Obtaining opinions having conducted a workshop with the participation of veterans of the transport sector	accomplished
Formulating the draft act relevant to the policy	accomplished

Table No. 2.1

The Private Transport Services Policy formulated in this way will be made use to plan the development projects of the ministry in future.

2.1.2 Amending the National Transport Commission Act

National Transport Commission has been established under Act No. 37 of 1991 to regulate both SLTB buses and private buses. Since the regulation facility related to the buses only and certain laws have to be amended to suit the present situation, having amended the National Transport Commission Act, the draft act has been referred for the approval of the Attorney General’s Department.

2.1.6 Establishing Divisional Offices for the National Transport Commission

Bus owners and the passenger public scattered around the island have to come to Colombo to get their requirements accomplished from the National Transport Commission. Through the implementation of this project, instead of traveling to Colombo, bus owners and passenger public will be enabled to get their requirements accomplished under a lower cost and within a minimum time period from the offices that will be opened in districts. This project is expected to be implemented bearing a minimum Recurrent Expenditure and by utilizing the existing Government buildings.

Progress:

In order to ease the administrative functions of the National Transport Commission, Vauniya District Office had been commenced and it functions under the supervision of the Head Office through the Government Agent of Vauniya. This office performs duties like updating permits, passenger complaint investigation, solving problems related to operating, log papers and entrance papers issuance, quality testing of buses and bus terminal administration. In accordance to that, having extended this facility to other areas of the Northern Province, the relevant modernization programmes have been carried out in Jaffna, Mulaithivu, Killinochchi, and Mannar districts with the aim of opening district offices.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishing a decentralized administrative structure	Number of divisional offices established	02	04	04	04	05	05

Table No. 2.2

2.1.7 Formulation and Implementation of Standards and Regulations to regulate School Children Transport Services

This project will be implemented with the objective of bringing about a school transport service, which is reliable, secure, efficient, productive and operating under proper management with proper control.

Physical and Financial Progress in year 2012

Activity	Progress
Formulation of a regulatory standards code, participated by all the relevant parties.	Has been completed.

Table No. 2.3

2.1.8 Formulation and Implementation of Standards and Regulations to regulate Trishaw Transport Services

To create a trishaw service, which is reliable, secure, efficient, productive, which functions under proper management with proper control.

Physical and Financial Progress in year 2012

Activity	Progress
Formulation of a regulatory standards code, participated by all the relevant parties.	Has been completed.

Table No. 2.4

3. Assuring Safety and Protection

A main problem existing in the transport sector is proliferation of road accidents, which are reported to us in everyday. Especially, due to the accidents that occur in relation to buses, passenger credibility regarding public transport service depletes while becoming a reason for the escalation of private vehicles within roads, which in turn would result in proliferation of road accidents. As expansion of the road system to suit to the escalating number of vehicles or provision of required infrastructure facilities could not be made immediately, more attention will have to be paid with regard to provision of strategies to assure passenger safety and road protection. In order to achieve these goals through the accomplishment of different objectives, the ministry is implementing projects.

3.1 Assuring Passenger Safety

The following projects will be implemented by using the strategies of setting up of standards related to safety and assuring passenger protection through utilization of modern technology.

3.1.2 Introducing GPS Technology

This is a project, which has utilized modern technology for the enhancement of the transport sector as stated in Mahinda Chinthana Future Vision, and it will facilitate easy regulation of buses and would enable the passenger public to have access to transport related information with the assistance of modern technology. The cameras and equipment related to this will be installed within buses and for supervision of buses; a monitoring room will be established within the National Transport Commission. This monitoring room will operate within 24 hours.

By making use of this technology, passengers can be provided with information related to buses, drivers can be provided with instructions and bus owners can be provided with required information.

Introduction of GPS Technology



Photograph No. 3.1

Benefits

Benefits that can be provided to **Passenger Public** through the GPS (Global Positioning System) are indicated below.

1. Assuring protection (in every minute, the speed is supervised within the monitoring room and informing the bus through the warning bell
2. Creating a better reliability about timetables (through supervision of the location of the bus throughout its allotted journey, ability to obtain details about the next bus)

Benefits that can be provided to **Bus Operators** through the GPS Technology are indicated below.

- i. Enhancement of the protection of the bus
- ii. Prevention of illegal journeys or getting such revealed
- iii. Improved reliability about timetables
- iv. Preventing competition of buses within roads
- v. Boosting fuel efficiency through limitation of speed (through researches conducted in other countries it has been found out that 2% - 7% fuel cost saving has taken place by limiting speed.)
- vi. Convenience of knowing the existing fuel volume
- vii. Prevention of accidents

Benefits that can be provided to **Bus Drivers** through the GPS Technology are indicated below.

- i. Indicating the speed in which the vehicle is driven
- ii. Providing necessary assistance in accident prevention
- iii. Deployment in service efficiently and in accordance to a timetable will enable discharging the service in a satisfactory manner.
- iv. Ability to get information related to the fuel existing.

Route -turn Plan based on the GIS Technology:

Pilot Project : **Galle Corridor**



Map No. 3.1

Progress:

Under the programme to introduce GPS technological equipment to buses which was commenced simultaneous to the programme of introducing new technology to public transportation, GPS equipment have been installed in 467 interprovincial-service buses by the end of year 2012 and the cost borne in that regard was Rs. 15 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Found ation Year 2011	Targets				
			2012	2013	2014	2015	2016
Generating a transport management that corresponds to new technology	Number of buses in which G P S equipment have been installed	177	2989	Maintenance and regulation	Maintenance and regulation	Maintenance and regulation	Maintenance and regulation

Table 3.1

❖ *To install GPS equipments to interprovincial buses in year 2013, a sum of 26.667 Million Rupees will be spent.*

3.2 Assuring Road Safety

The following projects will be implemented to achieve the objective of road protection assurance by adopting the strategies of reducing accidents through awareness.

3.2.2 Programme for Road Safety

With the dawning of peace at the termination of war existed for a long time in Northern and Eastern provinces, we have to face the road accidents war at present. Therefore, in compliance to the Mahinda Chinthana ten year plan emphasizing ‘minimization of the threat posed by transport related accidents’ this project will be implemented to uplift road protection by minimization of road accidents.

Tasks expected to be implemented:

- Awareness raising programmes related to road accidents and road protection (for the officials of the ministry, National Transport Commission, Provincial Road Passenger Authorities’ and officers of Traffic Police)
- Bus drivers and conductors training programmes regarding road protection
- Awareness raising programmes for the mobile inspection teams
- Awareness raising programmes for school children
- Public awareness raising programmes related to road protection, disseminated through electronic and print media.

Progress:

Through conducting 12 workshops on road safety in year 2012, 1700 drivers, conductors, bus operators have been made aware whereas more than 3500 school children have been made aware. Similarly, having advertised via electronic media two electronic media advertisements about road safety, the role of awareness raising in passenger public has been carried out extensively. The expenditure borne in this regard in year 2012 was Rs. 14 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Minimization of accidents through law-abiding and disciplined road usage	Annual number of bus accidents	0	Reduce up to 05%	Reduce up to 05%	Reduce up to 05%	Reduce up to 05%	Reduce up to 05%

Table No. 3.2

- ❖ *For the implementation of programmes related to road protection, a sum of 15 Million Rupees will be spent in year 2013.*

4. Assuring Equality and Fairness (Providing Equal Opportunities and Accesses to Transport)

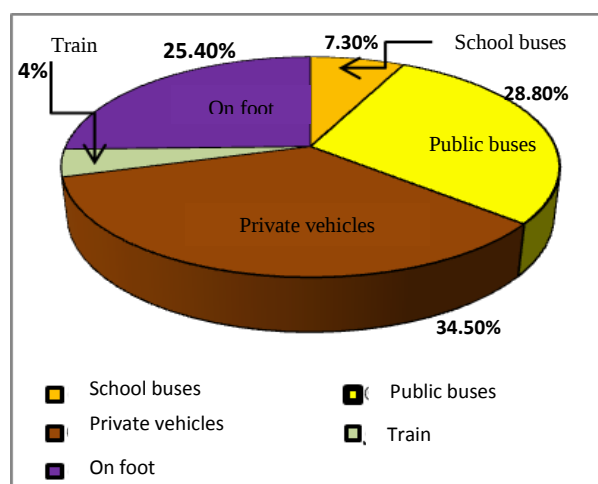
Creation of an environment where all the people of Sri Lanka are able to get their transport requirements accomplished despite rural/urban discrimination and through that, assuring opportunity to acquire equal transport access by all, based on their requirements. The ministry is implementing projects to get these goals realized through the achievement of different objectives.

4.1 Providing a Profitable and Safe Transport Service to School Children

The following projects will be implemented to achieve the objective of providing school children with a profitable and safe transport service through utilizing the strategies of initiation of a bus service assigned for school children only and popularization of non-mechanical transport media among school children.

4.1.1 Sisu Seriya

In contemporary Sri Lanka where measures are being taken for the improvement of education sector through utilization of modern methodologies and skills with the view of bringing up a developed Sri Lanka, more than 43 Million students receive school education.



Graph No. 4.1

Among this, when the Western Province is taken as an example, around 7.3% use school buses as a transport media, 28.8% utilize public transport media, 34.4% use private transport media whereas the remaining part uses other alternative media.

Due to lack of a proper transport system, parents have tended to use school vans as an alternative method even at a high cost or to utilize private vehicles. Because of this situation, in the mornings and afternoons, massive traffic congestion occurs in the roads of Colombo as well as in urban areas throughout Sri Lanka. Even though different measures were adopted to transport school children who remain in roads expecting public transport buses, no successful results have been received through that.

Therefore, under state assistance, a stable bus service in the name of “Sisu Seriya”, which is assigned only to school children, is in operation through the deployment of SLTB and private buses. This transport mode, being a permanent bus service for the school children; covers all the cities of the island and functions properly under a relief-fare system, while assuring credibility and safety.

“ Sisu Seriya” bus services deploying SLTB and Private buses



Photograph No. 4.1

Objectives:

01. Owing to the reliable service, being able to engage in education activities in a clear state of mind having attended school on time.
02. Endowing a good filial generation to society through the creation of an environment where children can travel to their schools and homes safely.
03. Providing relief to the economy of families through half-fare charges.
04. Minimizing running time, wastage of fuel and prevention of environmental pollution by minimizing the severe traffic congestion in roads.
05. Adding up the SLTB as well as the private bus service into the national service of the country.

Beneficiaries:

School Children and teachers

Service Supervision:

A committee has been appointed to inspect whether the Sisu Seriya bus service is functioning properly and as per recommendations made by the said committee; payments are made. In every destination school, school-transport-supervision-committees consisting 07 members as follows will be appointed.

1. Principal/ Deputy Principal - Chairman
2. A teacher - Secretary
3. A supervision teacher - member
4. Two senior students - members
5. Two parents from the school development society – members

Progress:

By the end of year 2012, it was expected to improve the number of Sisu Seriya services up to 1100 and by the end of the year, under the service contribution of both SLTB and private sector, 1119 school bus services could be implemented successfully. The cost borne within the summary year in this regard was Rs. 221 Million.

- ❖ As stated in Mahinda Chinthana Future Vision, a pilot project to introduce an electronic ticketing system for the “Sisu Seriya” bus service was implemented on 23rd of November 2011 for the students of Museaus College, Colombo 08. While providing solutions to the problems identified by the said pilot project, it has been planned to implement this system to the interprovincial passenger transport buses too.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Establishing a transport system assigned for school children only	Number of buses deployed for Sisu Seriya	790 (buses)	(Buses) from 790-1100	(Buses) from 1100 - 1200	(Buses) from 1200 - 1300	(Buses) from 1300 - 1400	(Buses) from 1400 - 1500

Table No. 4.2

Plans have been made to increase the number of Sisu Seriya buses up to 1200 in year 2013 and on behalf of that, 298.775 Million Rupees have been allocated from the budget of 2013.

4.1.2 Providing School Children with Bicycles

As indicated in the Mahinda Chinthana ten year plan, and based on the policy of ‘persuasion for non-mechanical transport methods on suitable occasions’, a programme for allocation of bicycles to accomplish the transport requirement of students of low income receiving families in rural areas where buses are difficult to be deployed under the Sisu Seriya project, is in operation from year 2011.

Photograph No. 4.2 : a programme for distribution of bicycles 2011



Objectives:

- Minimizing transport difficulties of children of rural areas
- Introducing a low cost transport medium that suits to the economy
- Popularizing as a school transport medium devoid of fuel use and environment friendly.

Progress:

Simultaneous to Deyata Kirula Exhibition, 500 bicycles were distributed in the Anuradhapura district while 1200 bicycles were distributed as 200 bicycles in Ampara district, 200 bicycles in Batticaloa district, 100 bicycles in Kilinochchi district, 200 bicycles in Trincomalee district, for which the cost borne in this regard was Rs. 22 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
As an alternative transport system for school children, popularizing as a non-mechanical mode of transport	Number of bicycles distributed to school children	600 (Bicycles)	2000 (Bicycles)	5000 (Bicycles)	5000 (Bicycles)	5000 (Bicycles)	5000 (Bicycles)

Table No. 4.3

For this project, provisions valued 38.850 Million Rupees have been allocated by the budget of year 2013.

4.2 Reducing the gap between the village and town through transport

The following projects will be implemented to realize the objective of reducing the gap between the village and town through transport by making use of the methods of; making transport facilities available between rural areas and urban areas.

4.2.1 Gemi Seriya

From the Population of the country, 70% lives in rural areas and the remaining 30% live in urban areas. Majority of the people living in rural areas are people engaged in agriculture and various minor industries and occupations related to agriculture and in order to get their various requirements fulfilled, they have to travel to the town. In addition, for the tasks like obtaining

health facilities, administrative functions and an education excelled in facilities, they have to travel to town from the village. When there is no public transport system connecting the village and the town, the rural people become helpless.

Having identified the rural areas lacking whatsoever transport facility but requiring such and having selected a bus operator who is able to provide a responsible and efficient service; the project in the name of ‘Gemi Seriya’ is being implemented to provide transport facilities to that village by reimbursing the loss generated through the provision of that service.

As per Mahinda Chinthana Future Vision, the objective of this project is to assure passenger credibility through confirming the continuous existence of Gemi Seriya service for rural areas.

Gemi Seriya Bus Service



Photograph No. 4.3

Benefits received to the rural people :

1. Improvement of infrastructure facilities in rural areas
2. Children's education activities becoming successful
3. Being able to bring the produce of rural areas into town and take their consumer goods to the village
4. Improvement of economic situation of those people
5. Improvement of the health status
6. Attaching the village to the town

How the project is implemented:

- Identifying the roads of rural areas where there are no transport medium available. In order to deploy buses to those roads, obtaining the total assistance of Road Passenger Transport Authority, SLTB and Divisional Secretaries
- Through survey activities, identifying the nature of the requirement
- Establishing a bus-supervision-committee at village level. This committee comprises of a clergy, retired Government officials, Grama Niladhari, Samurdhi Niladhari and a school representative or a representative of other rural organization.
- Introducing a bus operator of the area.

Progress

By the end of year 2012, 12 Gemi Seriya services were in operation and they were functioning as 6 in the North Central Province and 15 in the Eastern Province. The expenditure borne in this regard within year 2012 was Rs. 06 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Connecting rural and urban areas through transport	Number of buses deployed for Gemi Seriya	18 (Buses)	82 (From 18-100) (Buses)	10 (From 100-110) (Buses)	10 (From 110 - 120) (Buses)	10 (From 120 - 130) (Buses)	10 (From 130 - 140) (Buses)

Table No. 4.3

In year 2013, plans have been made to increase the number of Gemi Seriya buses up to 110. For that, a sum of 23.125 Million Rupees has been allocated under the budget of year 2013.

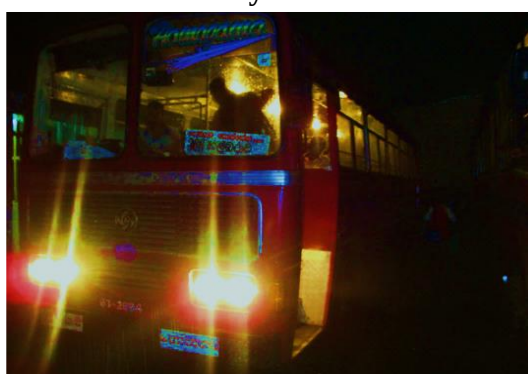
4.4 Minimizing transport difficulties at night and at dawn

The following projects will be implemented to achieve the objective of minimizing transport difficulties at night and at dawn through utilizing the methods of assuring the transportation of people who engage in their professions till at night also to assure the transportation of people who set off to work early in the morning.

4.3.1 Nisi Seriya

The following project is implemented in areas where night-time transportation carried out singly by the SLTB is not sufficient; with the intention of regularizing the night-bus service to facilitate people who travel at night to reach their homes without difficulty and on time after finishing their occupational chores and in a bid to lessen time wasted on roads by them.

Nisi Seriya Bus Service



Photograph No. 4.4

Progress:

By the end of year 2012, 123 services were functioning under the Nisi Seriya project and the cost spent on this behalf was Rs. 03 Million.

Middle term Targets for the period of 2012-2016

Result	Main Performance Index	Foundation Year 2011	Targets				
			2012	2013	2014	2015	2016
Assuring a better transport service at nights and dawn	Number of buses deployed in Nisi Seriya	58 (Buses)	42 (From 58-100) (Buses)	100 (From 100 - 200) (Buses)	100 (From 200 - 300) (Buses)	50 (From 300 - 350) (Buses)	50 (From 350 - 400) (Buses)

Table No. 4.4

In year 2013, plans have been made to increase the number of Gemi Seriya buses up to 200. For that a sum of 9.250 Million Rupees has been allocated under the budget of year 2013.

4.4 Setting up a Fair System of Fares

By utilizing the method of removing the anomalies existing while charging fares based on distance and to get accomplished the objective of creating a reasonable fare system, the following projects will be implemented.

4.4.1 Removal of Bus Fare Anomalies

Due to administration activities of bus passenger transport service being carried out under different institutions established by different laws and regulations for a long time and as a result of non utilization of a scientific method in bus fare revisions, various anomalies in bus fares have occurred.

Subsequent to setting up a national policy for the amendment of bus fares introduced in year 2012, the responsibility pertaining to removal of fare irregularities existing in all the bus routes of the country was assigned to the National Transport Commission.

Identified Irregularities:

- Charging an excess amount for the standard charges prescribed for getting on board, i.e., and the fare for the first section destination (E.g. Charging a fare of Rs. 9/- instead of Rs. 6/-)

- Existence of gaps in fares of the fares chart (certain fare instances neglected) (E.g. Charging an amount of Rs. 28/- for the 10th charging instance, while charging Rs.33/- for the 11th charging instance. Accordingly, fare instances of Rs. 30/- and Rs. 32/- have been neglected.)
- Existence of several instances for one fare.
- No standard correlation between the distance and fare instances.

Subsequent to the implementation of the National Policy, fare irregularities will be removed by considering a standard average distance between fare instances, to be 2 Km for the routes in plains land and to be 1.7 Km, for the routes in mountainous areas.

Benefits:

1. Being able to charge a fare consistent with the distance travelling
2. Charging a definite fare from any bus notwithstanding private or SLTB (Interprovincial/provincial) buses
3. Displaying fares chart within the bus
4. The passenger is enabled to obtain an understanding about the amount of money spent to reach his destination.
5. Minimizing conflicts that occur between the conductors and passenger with regard to bus fares
6. Ability to issue a proper ticket
7. Enabling the use of ticketing machines
8. Ability to computerize the fare notices
9. Enabling the retrieval of fare notices via internet
10. In a fare revision, being able to convert to new fares immediately

Progress

By the end of year 2012, having measured all the bus routes belonging to the Eastern Province, standard fare charts have been prepared for 300 routes. Similarly, activities pertaining to measuring of bus routes of Sabaragamuwa and Uva Provinces have been commenced. The expense borne in year 2012 on this behalf was Rs. 0.93 Million.

Expected tasks for year 2012:

- ❖ Removal of bus fare irregularities of North Central Province has been planned.
- ❖ On behalf of that, a sum of 08 Million Rupees has been allocated by the budget of year 2013.

Other projects implemented on behalf of Passenger Convenience



- **Reservation of seats using modern technology**

At a time when no accepted methodology to reserve a seat in the interprovincial bus service has been devised, this project was implemented as a pilot project in selected routes by the National Transport Commission in partnership with Dialog Company in the mid year of 2011. Based on the success of this service, it was opened for the other telecommunication suppliers too while passengers have the ability to reserve seats through any of the following mentioned channels.

- ❖ Telephone
- ❖ Internet
- ❖ Through representative agencies for reservation of seats
- ❖ Through bus terminals

Head No. 184
Ministry of Private Transport Services
Estimated Provisions and Actual Cost in year 2012

Programme and Project	Nature of Expenditure	Provisions Rupees	Actual Cost	%
184 -1 - 1	Recurrent	23,899,403.00	23,499,150.00	98
	Capital	21,535,682.00	20,083,360.00	93
184 -1 - 2	Recurrent	31,722,947.00	31,682,113.00	88.10
	Capital	64,239,318.00	14,117,686.00	23.89
184 -2 - 3	Recurrent	425,652,650.00	180,000,000.00	42
	Capital	162,000,000.00	32,000,000.00	31.88

Head No. 184
Ministry of Private Transport Services
Estimated Amount for year 2013

Programme and Project	Nature of Expenditure	Provisions
184 -1 - 1	Recurrent	23,475,000.00
	Capital	3,300,000.00
184 -1 - 2	Recurrent	36,500,000.00
	Capital	41,500,000.00
184 -2 - 3	Recurrent	500,500,000.00
	Capital	162,000,000.00