



கார்டு ஐடென் லார்காவ செயலாற்றுகை அறிக்கை Performance Report 2013

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Ministry of Private Transport Services



Ministry of Private Transport Services

2013

Performance Report

No34, Narahenpita Rd, Nawala

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Introduction

In compliance to Mahinda Chinthana Future Vision, at present, having initiated a planned process to develop the five-fold fields of naval, aviation, energy, commercial and knowledge to transform Sri Lanka strategically into an important center in world economy, it is being implemented successfully. For successful operation of these development programmes, it is important to improve the productivity of relevant ministries of the country.

Accordingly, conforming to a concept of His Excellency the President of the Democratic Socialist Republic of Sri Lanka, Mahinda Rajapaksha, with the objective of regularizing private passenger transport service of Sri Lanka, the Ministry of Private Transport Services was established on 22nd November 2010 and Hon. C.B. Rathnayake was appointed as the first cabinet minister of this ministry.

Within a short period after the establishment of the ministry, it has provided a massive contribution to improve the private passenger transport service and the National Transport Commission that has been established under the National Transport Commission Act No. 37 of 1991 is controlled under this ministry. There are two functions assigned to the Commission. The first is instructing the Government about the National Transport Policy, the second is regulating interprovincial bus passenger transportation.

Apart from that, within a short span of time like three years, this ministry, in collaboration with the National Transport Commission has put concessionary passenger transportation service projects such as, Gemi Seriya, Nisi Seriya and Sisu Seriya (for transportation of school children), into operation while taking measures to provide the passenger public with relevant facilities through construction of bus stops in several provinces in Sri Lanka including North and East. Necessary measures have been taken to introduce the pre-paid card system as well as to implement combined and circular timetables.

In line with that, by targeting national and provincial development, the Ministry of Private Transport Services and National Transport Commission affiliated to it have currently implemented a large number of programmes within year 2013 and having included physical and financial progress of each development task, this Performance Report has been presented in summary form.

Chapter One

Ministry of Private Transport Services

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”

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

1. Programs implemented in year 2013 in order to establish a quality transport service and expectations for year 2014.

1.1 Formulation and implementation of National Policies

Private transport services are in the rise day-by-day and our ministry having identified the necessity for introducing policy guidance in that regard, based on the Cabinet Board of Ministers' instructions, is already engaged in collaboration with the Ministry of Transport to bring about amendments to the currently existing National Policy so as to provide solutions to the problems related to private transport services. Similarly, discussions are being held regarding matters to be included into a national policy related to deployment of buses in highways and subsequent to discussing with relevant parties about the draft, it is expected to refer the draft to the Cabinet approval in near future.

1.2 Formulating a National Policy on Bus Fares based on the quality status of bus service

Within the current Bus Fare Policy, due to the reason of lack of clear and direct relationship between the bus fare and quality status of the bus service, the need for amending the current policy having reviewed the current fare policy so as to create such relationship, has been identified. By the Cabinet paper presented on 14.08.2013 by the Hon. Minister for this purpose under the title of "Formulating a Bus Fare Policy based on Quality standards", it was decided to take measures to provide the public with a better and quality transport system having reviewed the current bus fare policy. To carry out this task a Cabinet sub-committee was appointed on the approval of Cabinet Board of Ministers. Likewise, in order to support this Cabinet Board of Ministers' sub-committee, a scholarly committee consisting veterans of this field and officers engaged in the field presently have been appointed. This Committee met up on 22.08.2013, 05.09.2013, 04.10.2013, 22.11.2013 and 09.12.2013. In order to decide future activities with regard to this matter, the Committee is conducting necessary surveys and studies at present.

Accordingly, when calculating the bus fares, this Committee will take measures to take into account the revenue received in addition to expenditure fluctuation head, on which present calculation is based on. To identify the required revenue statistics, having selected 50 model routes spread around the country, a research has been initiated. By 31.12.2013, around 05 meetings of this Committee have convened and by around June of 2014, an interim report is expected to be presented to the sub-committee.

1.3 Amendments to the National Transport Commission Act

National Transport Commission has been established according to the Act No. 37 Of 1991 by which provisions have been allocated to regulate buses only. However, since the subject area of the Private Transport Services is broader, it is a timely requirement to amend the National Transport Commission Act to suit to the contemporary times. For that, our ministry and the National Transport Commissions are taking relevant measures jointly.

1.4 Lateral Coordination for the quality status of the private transport service

When the Sri Lankan transport field is considered, it can be seen that its main monitoring role is being carried out by two line ministries, National Transport Commission and Department of Motor Traffic that function under the said line ministries and a number of monitoring institutions functioning under them. Similarly, in compliance to the 13th Amendment to the Constitution, along with the establishment of Provincial Councils, transport related monitoring activities within the province are performed by Provincial Transport Ministries and relevant Provincial Road Passenger Transport Authorities. Therefore, the coordination of all these parties is essential to establish a qualitative and efficient transport service of the country. To achieve this task, this ministry has taken steps to hold progress review meetings with Provincial Road Transport Authorities.

1.5 Implementing Combined Timetables

Deployment of SLTB buses and private buses together according to a combined timetable is a program identified at national level and it is also a concept of his Excellency the President. Herein, private and SLTB buses are expected to depart from one platform according to a ratio of 60:40. In this task, preparation/ implementation of timetables of inter-provincial routes is being carried out by the National Transport Commission and SLTB jointly, whereas, in relation to the provincial roads, action is being taken by relevant Road Passenger Transport Authorities and the SLTB. At present, among 454 inter-provincial routes, timetables have been prepared for 416 routes while in 216 routes, these timetables are put into practice. At present, in Eastern, Southern and North Central Provinces, the combined timetable program is implemented successfully while action is being taken to implement this in the other provinces also. (Table 01)

Table 01- Preparation of Combined Timetables (at provincial level)

<i>Regulatory Institution</i>	<i>Total No. of Routes</i>	<i>No. of routes with Combined Timetables formed</i>	<i>No. of routes implemented</i>	<i>Preparation progress</i>	<i>Implementation percentage</i>
National Transport Commission	454	416	216	91.6%	51.6%
Western Provincial Road Passenger Transport Authority	421	139	108	33%	77.69%
Southern Provincial Road Passenger Transport Authority	503	503	503	100%	100%
Eastern Provincial Road Passenger Transport Authority	114	114	48	100%	42.10%
Central Provincial Road Passenger Transport Authority	525	55	03	10%	5.45%
North Central Provincial Road Passenger Transport Authority	256	256	256	100%	100%
North Western Provincial Road Passenger Transport Authority	317	64	27	20%	42.18%
Sabaragamuwa Provincial Road Passenger Transport Authority	386	100	75	26%	75%
Uva Provincial Road Passenger Transport Authority	283	105	35	37%	33.33%
Total	3,221	1,336	1,055	41%	78.96%

1.6 Lateral Coordination for the quality status of the private transport service

Passenger's responses are very much important for the improvement of the quality status in bus industry, therefore, a Control Room was set up to inform the ministry about the difficulties faced by the passengers and also to make inquiries to obtain necessary information. For these purposes, the public can make complaints or inquiries from the following web address and telephone hotline.

Hotline telephone No. – 0716550000

Web address – www.pts.min.gov.lk

Skype address - **privatetransportservices**

1.7 Construction of Bus Terminals

Construction and development of bus passenger-terminals in various places of the island is being carried out by the Ministry of Private Transport Services as an important step in the quality development of passenger transportation. Under this, in several selected places in national and provincial level, bus terminals have been constructed and steps would be taken within the next year to construct bus terminals at selected special places.

1.7.1 Passenger terminals of Panama, Thirukkivil and Pulmuddei constructed within the Eastern Province.

With the end of civil unrest, the Government implemented a number of development projects to uplift people's lives of the Eastern Province, as a result, people's requirements increased parallel to which the demand for transport sector requirements increased too. According to that, on the request of Eastern Provincial Road Passenger Transport Authority, having constructed 03 passenger terminals in Panama, Thirukkivil and Pulmuddei towns, they were declared open for public use on 01st and 02nd of June 2013. The amount spent on this behalf is around Rupees 9.0 Million.



Panama Bus Stop



Thirukkivil Bus Stop



Handing over Pulmuddei
Bus Stop to people

Constructed bus stop	Amount Spent Rs. Million	No. of Buses deployed	No. of passenger queus	No of Passengers benefitted
Panama	03	25	04	3,750
Thirukkovil	03	50	04	7,500
Pulmuddei	03	45	04	4,200
Mulatiyana	12	64	05	6,800
Melsiripura – phase I	07	69	08	10,350
Karuwalagaswewa – phase II	9.77	91	04	4,550

1.7.2 Mulatiyana Bus Stop



By fulfilling a basic requirement which Mulatiyana town had, our ministry took steps to construct a complete bus stop for the Mulatiyana town. For phases I and II herein, provisions worth Rupees 12 Million was allocated by the Private Transport Services Ministry while construction activities of this is being completed at present. Facilities pertaining to departure of SLTB and private buses from one platform according to a combined timetable have been provided to this bus stop. In addition to that, space necessary for establishing a post office and police post too have been allocated.

1.7.3 Melsiripura Bus Stop

After taking into consideration about the difficulties faced by the public due to the dilapidated and collapsing state of the bus stop of Melsiripura town of Kurunegala district, with the coordination of North Western Provincial Council and Ibbagamuwa Pradeshiya Sabha, our ministry took measures to construct a new bus stop. The ground floor of this bus stop will be constructed with all the facilities required for a passenger terminal and our



ministry had provided provisions worth Rupees 7 Million for the first phase. Parallel to the Deyata Kirula, the National Development Exhibition of 2014, construction work of this is being completed at present.

1.7.4 Karuwalagaswewa Bus Stop



Karuwalagaswewa and Saliyawewa bus stops are an accomplishment of a requirement needed for the said town. This too is constructed by the provisions of Ministry of Private Transport Services by the coordination of North Western Province and Karuwalagaswewa Pradeshiya Sabha, while construction work of this is remaining at the final phase. Along with an additional estimate, the total amount spent for this is Rupees 9.77 Million. The construction work of this bus stand is being completed in parallel to Deyata Kiruala, the National Development Exhibition of 2014.

Bus Passenger Terminals proposed to be constructed in year 2014

Passenger Terminals	Estimated Amount Rupees (Million)
Karuwalagaswewa – Phase II	4.5
Hingurakkgoda	11.5
Akuressa	2.0
Geli Oya	8.0
Total Cost	30.0

1.8 Projects planned by the ministry to be Implemented in future

1.8.1 Introducing a pre-paid card system

As mentioned in the Mahinda Chinthana Future Vision, this ministry has taken steps to introduce a pre-paid card system for passenger transportation. Through this, it is expected to combine public transportation with the information technology and to implement an improved programme that centralizes the passenger. This card system will first be introduced to “Sisu Seriya” bus service.

This method, which would be the most suitable and effective method for improvement of the passenger transport service, would enable the passengers to travel without taking money with them. Through this

- Prevention of not receiving balance money due to absence of change money or any other reason
- Minimizing conflicts between the conductor and the passenger
- Securing the daily income of the bus owner
- Minimizing at least to a certain extent the large expense which has to be borne by the Central Bank of Sri Lanka to cast coins; etc. are expected to be met up.

Many countries that provide high quality transport service have experimented with this system and have achieved higher results. This will provide a greater relief to the people of our country who utilize buses for transportation and it will also be productive to the economy.

1.8.2 Initiating a combined information system

Under this, a national level information system for the field of private transport service is meant to be established. To accurately plan circular time tables, accurate route planning, accumulation of information related to all the bus employee groups, take maximum use from the GPS technology and to prepare blacklists having identified employees who engage in wrongdoing are expected to achieve under this.

1.8.3 Improving transportation related infrastructure facilities

As stated in page 104 of Mahinda Chinthana Future Vision, transportation infrastructure facilities were expected to be improved under this. According to this, measures would be taken to develop infrastructure facilities such as zonal transport centers, bus terminals, leisure centers and installation of electronic name boards in bus stops.

1.9 Training programmes of ministry officers in year 2013

1.9.1 Local Training

Training Institute	Name of Course	No. of officers participated
SDFL Institute	State Finance, Financial Regulations, Office Procedures	01
National Labour Studies Institute	Role of Office Aid in high labour productivity	02
SDFL Institute	Salary Conversions	02
Kelaniya University	Media and Public Relations Diploma Course	01
Sri Lanka Institute of Development Administration	Certificate Course in English for Employment Purposes	04
SDFL Institute	Stores Management & Purchasing Procedure	01
Total		11

1.9.2 Foreign Training

Name of Course	Country	No. of officers participated
Intelligent Transport System and Transport Innovation	Singapore	01
Foreign study tour on transportation	Singapore	03 Officers from ministry 09 Officers from NTC
Total		13

1.10 Other programmes to be implemented within year 2014

1.10.1 Regularizing school transportation services

This ministry has identified the national importance of transporting all the school children safely and effectively from their homes to schools and transport them back from schools to homes.

Accordingly, with coordination and contribution of all the provincial councils, a proper program is expected to be formulated in this regard.

1.10.2 Making Drivers and Conductors Contribute to the Employees' Provident Fund and Employees' Trust Fund

Although contributory money should be paid for the Employees' Provident Fund and Employees' Trust Fund on behalf of drivers and conductors employed in buses, it is not in operation practically. It is a problematic situation for the future survival of bus employees and their families, which also affects directly to the quality of the service rendered by them. Therefore, in order to make all the drivers and conductors claimable for this Employees' Trust Fund and Employees' Provident Fund, this ministry expects to intervene to carry out necessary functions.

1.10.3 Initiating a Driver/ Conductor Welfare Program

As drivers and conductors of public transport services encounter the passenger public directly, their physical and mental conditions become very important in maintaining public relations. Hence, our ministry, having paid attention in this regard, expects to implement the following programs within year 2014 to upgrade driver/conductor welfare. Basic actions required in that regard have already been taken.

- Introducing an insurance scheme for drivers/conductors
- Improving the welfare activities of their families (initiating a scholarship program for school children)
- Organizing sports competitions at national, provincial and district level in which drivers/conductors and members of their families can participate.
- Subsequent to selecting the best driver/ conductor of the year, appreciating their service.
- Providing an opportunity to display their talents through television reality programs.
- Launching a magazine connected to transport services

The main objectives expected to be achieved through all these programs are to upgrade the service status of drivers/ conductors and thereby to improve the quality status of the service provided by them.

1.11 Expenditure summary of the ministry

Expenditure details	Provisions	Actual expenditure	Progress
Recurrent Expenditure	61,975,000.00	61,562,823.00	99.33%
Capital Expenditure	44,800,000.00	24,862,853.00	55.49%
Total	106,775,000.00	86,425,676.00	80.94%



National Transport Commission

Chapter 2

Vision of the National Transport Commission

Ensure a quality, cost effective and safe integrated transport system and services that will provide for the socio-economic development across the country and the different mobility requirements of every citizen of Sri Lanka.

Mission of the National Transport Commission

To advise the Government of Sri Lanka on the National Policy relating to passenger transportation and to establish the required regulatory framework to ensure an efficient bus transportation system that meets up the transport needs of the public.

Objectives/ goals

- Maintaining bus service development activities continually at a qualitatively and quantitatively higher standard.
- Build up an efficient transport system.
- Developing a transport system that allows passengers to select a bus service convenient for them.
- Confirming stability and survival of operators engaged in passenger transport service.
- Providing financial aid to bus services operating in less profitable routes in rural and developing areas, which albeit are necessary according to social requirements.
- Formulating a methodology to prevent the environmental damage caused by passenger transport services and improving it.
- Increasing the efficiency of buses through regularization of running times of buses.
- Confirming the safety and discipline of bus transportation activities.
- Coordinating the bus transport methods of both interprovincial and provincial sections.
- Improving the total labour efficiency of the country.

2.1 Contribution towards bus services prioritizing social requirement

With the objective of providing an efficient public transport service in order to accomplish the social and economic requirements of the passenger public, the projects of; Sisu Seriya school bus service on behalf of school children, Gemi Seriya bus service to improve the rural bus service and Nisi Seriya bus service to properly maintain night bus service, have been identified. These are projects that have been commenced based on providing financial aid. The contribution of both state and private sector bus operators are obtained for this.

2.1.1 School Bus Service Project – “Sisu Seriya”



Since buses allocated only for schoolchildren was not functioning, although a huge expense had to be borne, the parents tended to utilize van services as an alternative to transport their children. As a result of this, what happened was a large number of school vans kept driving everyday towards popular schools. This resulted in heavy traffic congestion in the

morning and at noon in the roads of Colombo as well as in urban areas of the country.

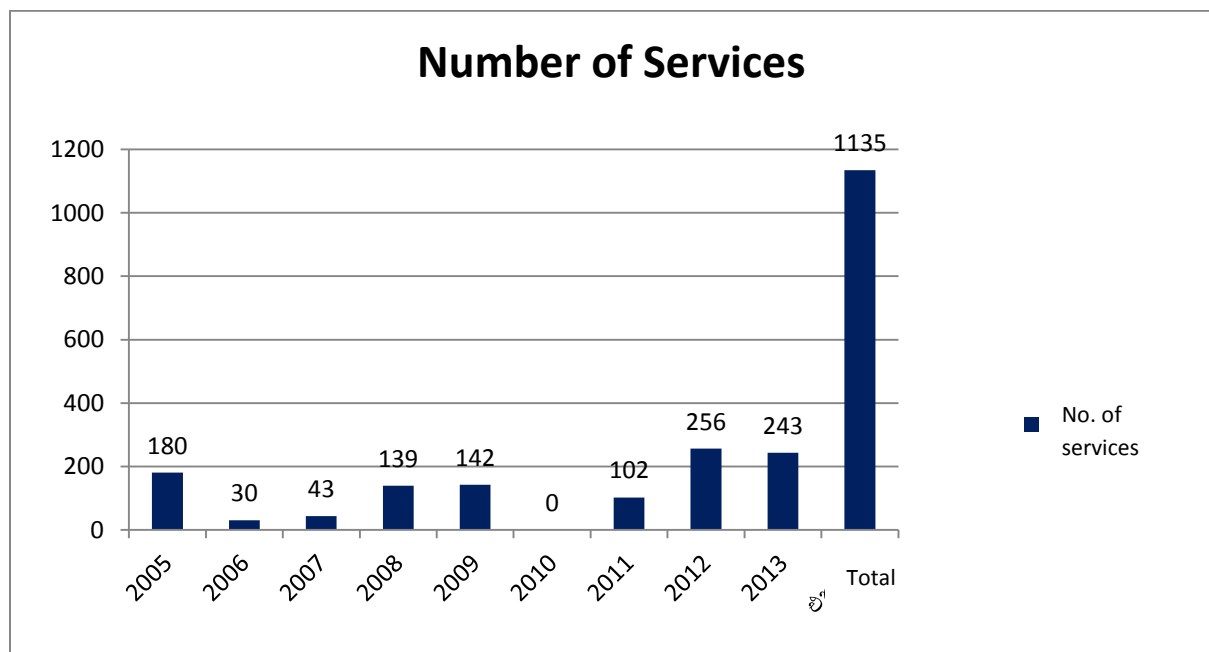
In addition to this due to non-existence of proper method to park these vehicles, congestion in roads around schools became a severe problem.

Under this project, measures will be taken to bring down the turns taken by private vehicles for school children transportation and thereby to minimize the traffic



congestion occurring in the mornings and afternoons in urban areas and to reduce the fuel consumption as well as pollution that take place as a result of smoke emitted from vehicles.

The main objective of this project is to provide facilities to schoolchildren to attend schools on time without physical and mental difficulties as well as to return to homes safely. Further, through a concessionary fare system, providing parents with certain economic relief, taking action to minimize child abuse through credible and formal manner are other objectives of this project.



Buses are obtained for this project through the SLTB buses and private buses. In this service, children are transported by charging a concessionary fee of 50% from the normal fees and according to pre-agreed concessionary fee per Kilometer system.

Number of Sisu Seriya School Bus Service by provinces as at 31st December 2013

Province	No. of Services		
	SLTB	Private	Total
Western	183	112	295
Southern	77	34	111
North Western	39	201	240
North Central	64	59	123
Sabaragamuwa	113	9	122
Uva	55	12	67
Eastern	57	43	100
Central	26	9	35
Northern	23	0	23
Interprovincial	0	9	9
Total	637	488	1125

By 31st December 2013, we were able to increase Sisu Seriya services up to 1135 services, while this is surpassing the target expected for year 2013, that is, 1100 services.

Provisions provided on behalf of Sisu Seriya school bus service

Year	Provisions allocated by the Government (Rs. Million)
September 2005	15.0
2006	38.0
2007	45.0
2008	93.8
2009	140.0
2010	180.0
2011	260.0
2012	245.0
2013	298.7

Source: National Transport Commission

Financial Aid provided to SLTB on behalf of Sisu Seriya

Year	Provisions allocated (Rs.Million)
2005	5.60
2006	26.52
2007	29.84
2008	46.09
2009	84.78
2010	95.66
2011	106.29
2012	148.06
2013	122.79

Source: National Transport Commission

Total expenditure expected in year 2013 for Sisu Seriya project : Rs. 500 Million

Budgetary provisions : Rs.330.77 Million

Additional provisions requested from the Treasury : Rs. 162.5 Million

Consolidated expenditure as at 31st December 2013 : Rs.449.52 Million

Public response: this project has been highly valued by the school authorities, schoolchildren and parents.

Targets for year 2014: 1300 services

2.1.2 Bus service for the rural and non-profitable routes – “Gemi Seriya”



Under the Gemi Seriya project, the transport service acts as a mode connecting villages and towns. The main objective of the Gemi Seriya rural bus service is to provide a trustworthy, economically friendly transport service to rural people to reach towns to get their daily requirements fulfilled.

Through a precise procedure, the actual non-economic routes have been identified and having considered about the losses incurred as a result of deploying buses in the said routes during off

peak hours, providing relief to bus operators who conduct bus services in such routes is being performed through this project. It has been proposed to conduct a study about the economic benefits gained through this project.

Gemi Seriya bus services functioning as at 31st December 2013

Province	No. of Services
Western	1
Southern	4
North Western	13
North Central	6
Eastern	16
Total	40

Source: National Transport Commission

Budgetary provisions for the Gemi Seriya project in year 2013: 18.12 Million

Consolidated expenditure as at 31st December 2013: 8.35 Million

Targets for year 2014: 120 Services

2.1.3 Night Bus Service – “Nisi Seriya”



Nisi Seriya project was initiated by the National Transport Commission to enable the passengers who travel by public transportation at night to reach their destinations without difficulty. The main objective of this project is to provide facilities to passengers, who utilize the final-night service and first-dawn service, to reach their destinations more trustworthily and safely. By December 31st of 2013, 150 such services were in operation.

Nisi Seriya Night Bus Service

District	No. of Services
Colombo	15
Gampaha	2
Kalutara	31
Matara	4
Galle	8
Hambanthota	7
Monaragala	1
Badulla	7
Nuwara Eliya	7
Kandy	36
Ampara	5
Polonnaruwa	6
Kurunegala	12
Rathnapura	3
Puttlam	6
Total	150

Budgetary provisions for Nisi Seriya Project of year 2013: 9.25 Million

Consolidated expenditure as at 31st December 2013: 10.24 Million

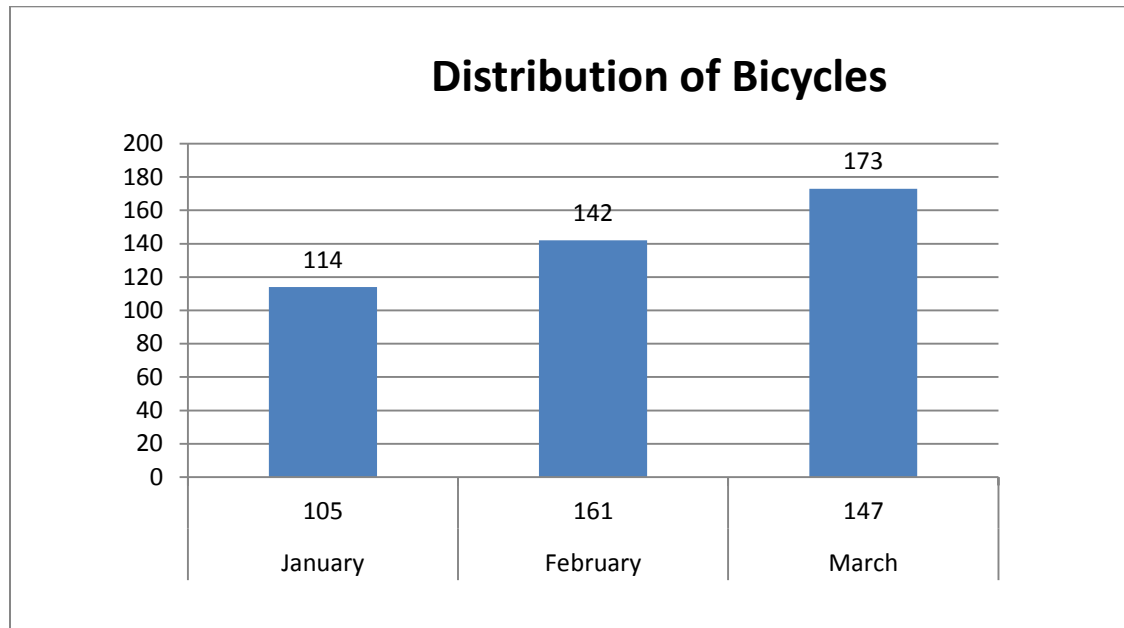
Targets for year 2014: 200 Services

2.2 Providing School Children with Bicycles



With the intention of popularizing bicycle as an environmental friendly transport medium and which fits to the rural economy, distribution of bicycles free of charge to the schoolchildren of rural areas under the Sisu Seriya project, is an important social mission introduced by the National Transport Commission. Under this service, currently, bicycles are distributed to schoolchildren of rural

areas where limited public transport facilities exist and deploying of Sisu Seriya buses is difficult.

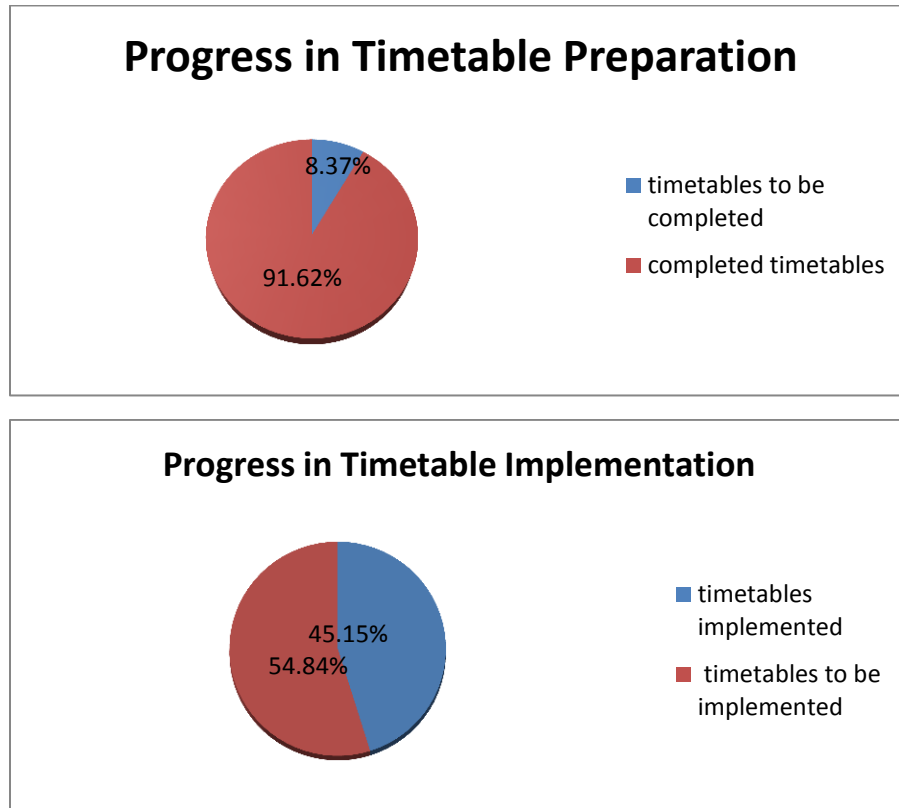


This project has been introduced as a transportation mode for school-students who live in areas where other modes of transportation cannot be provided. By December 31st of 2013, 3050 bicycles have been distributed among school children and, among this, 800 within the Nuwara Eliya district and 500 in the Moneragala district have been distributed. From among the remaining number of bicycles, 250 in Ampara district, 250 in Matara, 500 in Galle and 300 in Hambanthota district have been distributed.

Budgetary provisions: 76.85 Million

Consolidated expenditure as at 31st December 2013: 28.28 Million

2.3 Preparation of Timetables and Amendments



The main objective of this project is to protect the business stability of bus-operators by providing them with equal opportunities through timetable preparation as well by improving quality status of public transport service through provision of a trustworthy, safe, comfortable public transport service. In addition to that, among the other main objectives expected from this project; minimizing the harmful competition existing between the state and private sector bus – operators, also, to maximize the number of Kilometers driven by buses per day are prominent.

Special attention was paid in year 2013 to combined circular timetable project and according to that, for the 454 interprovincial bus services in operation within the year, it was targeted to prepare and complete combined and circular timetables, which was completed by 31st August 2013. Similarly, in accordance with the current passenger request, bringing amendments to the 240 combined and circular timetables that were being prepared and put into operation until year 2011 from commencement of the project was performed in this year.

In the same way, the targets for year 2013 were; deployment of all the interprovincial bus services according to combined and circular timetables within the year and to introduce new technical methods to bring into reference of the passenger public about the ease created by deployment of buses as per combined circular timetables. Under this, displaying timetables by an LED lit display board at the Bastian Mawatha Bus stop has already been commenced. Plans have been made to expand those activities within year 2013.

Budgetary Provisions: 3.0 Million

Consolidated expenditure as at 31st December 2013: 0.72 Million

2.4 Awareness Raising Programs on Road Safety

His Excellency the President has announced year 2011-2020 as the Decade on Road Safety and by that, the necessity for all the relevant institutions to act to minimize road accidents has been stressed.

In present Sri Lanka, around 06 persons die due to road accidents. The Government spends Billions of Rupees per year on behalf of persons wounded by road accidents. Especially, the economic and social problems that occur as a result are many owing to the breadwinners for



the family facing accidents. When all the facts are taken into consideration, increase in road accidents affect very much to the country's total economy, and as a regulatory institution, National Transport Commission's strict operation to prevent road accidents has become a timely necessity.

National Transport Commission, as the public transport regulatory institution, initiated its Road

Safety Unit in year 2011 and its task was expanded within year 2012-2013. Especially, through raising awareness in drivers of interprovincial bus transport service,

minimizing the number of accidents related to those services and thereby to increase the quality of public transport services are main objectives of this project.

The objective of this project is to raise awareness in society through holding road safety workshops island-wide and at district level by the participation of bus drivers, three-wheeler drivers, drivers of school vans as well as drivers of public institutions.



By December 31st of 2013, through holding 12 workshops related to road safety, 1700 drivers, conductors and bus operators have been raised in awareness, while more than 450 schoolchildren too have been acknowledged.

Budgetary provisions: 20.0 Million

Consolidated expenditure as at 31st December 2013 : 15.1 Million

2.5 New Regulatory method based on G.P.S. technology for public transportation



This, having first introduced by the National Transport Commission as an utilization of information and communication technology by the public transport sector to regulate interprovincial buses at remote level by using G.P.S. technology with the aim of providing safe and efficient transport service as well as to improve the quality status of public transport service, is being put into practice successfully.

New regulating method that utilizes modern technology of G.P.S. became successful at the pilot project conducted in year 2011. Therefore, having selected suitable and trustworthy suppliers through a tender procedure, G.P.S. equipment has been installed in 1205 interprovincial passenger buses by year 2013.

A control room has already been established to maintain regulatory functions of interprovincial passenger transport buses, which have G.P.S. equipment installed on them. Therein, action is taken to provide immediate solutions to public complaints through this method as well as to immediately provide information required by passengers, while within year 2013; it is expected to expand the control room that has been established and thereby to extend the regulating method, also, to subject all the buses under G.P.S. technology. Further, within the future year, after subjecting all the interprovincial buses under G.P.S. technology, this technical method is scheduled to be introduced to buses of other provinces and to SLTB buses. By 31st December 2013, G.P.S technology has been installed in 99 routes.

A model of the proposed control room



Budgetary provisions : 75 Million

Consolidated expenditure as at 31st December 2013: 81.84 Million

Targets for year 2014: Regulating public passenger transport service buses via G.P.S. equipment.

2.6 Establishment of Bus Companies

Based on a decision taken by the Government, establishment of bus companies and set the bus services into operation through those companies in a methodical, scientific and productive manner is expected under this. Herein, having taken the contemporary status of decline in passenger transport service into consideration, measures will be taken to make the single bus operators into shareholders of a company with limited responsibilities. To suit to this reformation and Bus Company's establishment process, the National Transport Commission Act No. 37 of 1991 and National Transport Commission Amendment Act No. 30 of 1996 are being amended. The following matters have been identified as the objectives of establishing these bus companies.

- By accumulating bus operators, also, by providing instructions and aid to them to improve their business, providing the public with a safe, trustworthy and qualitative service.
- By bringing down the competition, minimizing road accidents
- Protecting the existing investors within the private bus industry and encouraging future investors.
- Terminating the irregular functioning of bus stops.
- Upgrading the service conditions and welfare conditions of bus employee groups
- Through holding discussions with the company representatives in matters related to permits, ease in taking common decisions and thereby administration become easy.
- Enabling delivery of common solutions to problems occurring in occasions of Illegal deployment of buses, excessive loading, driving at high speed and increasing road accidents, as well as about problems in running timetables.

By the end of December of 2013, 16 companies have been registered and the following companies are functioning very successfully.

1. Wayamba K.G.N. Passenger Transport Company Limited
2. Badulla Passenger Transport Company Limited
3. Matara Passenger Transport Company Limited
4. Kataragama Passenger Transport Company Limited
5. Ambalangoda Passenger Transport Company Limited
6. Rathnapura Passenger Transport Company Limited
7. Colombo Passenger Transport Company Limited
8. Chilaw Passenger Transport Company Limited
9. Vauniya Passenger Transport Company Limited
10. Kurunegala-Kandy Passenger Transport Company Limited
11. Kurunegala-Northward Passenger Transport Company Limited
12. Polonnaruwa Passenger Transport Company Limited
13. Nuwara Eliya Passenger Transport Company Limited
14. Galle Passenger Transport Company Limited
15. Anuradhapura Passenger Transport Company Limited
16. Kandy-Colombo Passenger Transport Company Limited

Budgetary provisions: 5 Million

Consolidated expenditure as at 31st December 2013: 3.58 Million

Target for 2014: maintaining bus companies monitoring activities

2.7 Removing Bus Fare Anomalies

According to a recommendation of the bus fare policy approved by our board of ministers in year 2002, the project to remove the bus fare anomalies was commenced.

Since the currently used fare charts were not prepared as per common criteria and according to a scientific method, also, due to the reason of non-formulation of fare charts by one centralized institution, varied anomalies were seen in the fare charts.

As a result, different fares were charged from passengers travelling the same distance in different routes, while different fares were charged by SLTB buses, private buses as well as

interprovincial buses running in the same route. Regular conflicts between bus passengers and bus employees were prevalent owing to the non-existence of definite fare charts.

With the objective of charging a fee complying with the distance travelled by the bus passenger and with the objective of establishing fare instances subjected to proper standard, a general distance was recommended for a fare instance by the Bus Fare Policy. Accordingly, having measured all the bus routes of the country, and having recommended the general fare instance for a route in plains as 2 Km and for a mountainous route as 1.7 Km, fare instances have been recommended to be established.

With the aim of implementing those recommendations, this project was commenced and by the end of year 2011, after removing the irregularities existing in all the interprovincial routes and having removed the irregularities existing in provincial routes of Western, Central, Southern and North Western Provinces, standard fare charts have been implemented.

By the end of December 2013, measuring activities in 1326 bus routes of the Sabaragamuwa and Uva Provinces have been completed and standard fare charts have been prepared. Likewise, measuring activities pertaining to Northern and Eastern Provinces have been started.

Budgetary provisions : 8.0 Million

Consolidated expenditure as at 31st December 2013: 1.78 Million

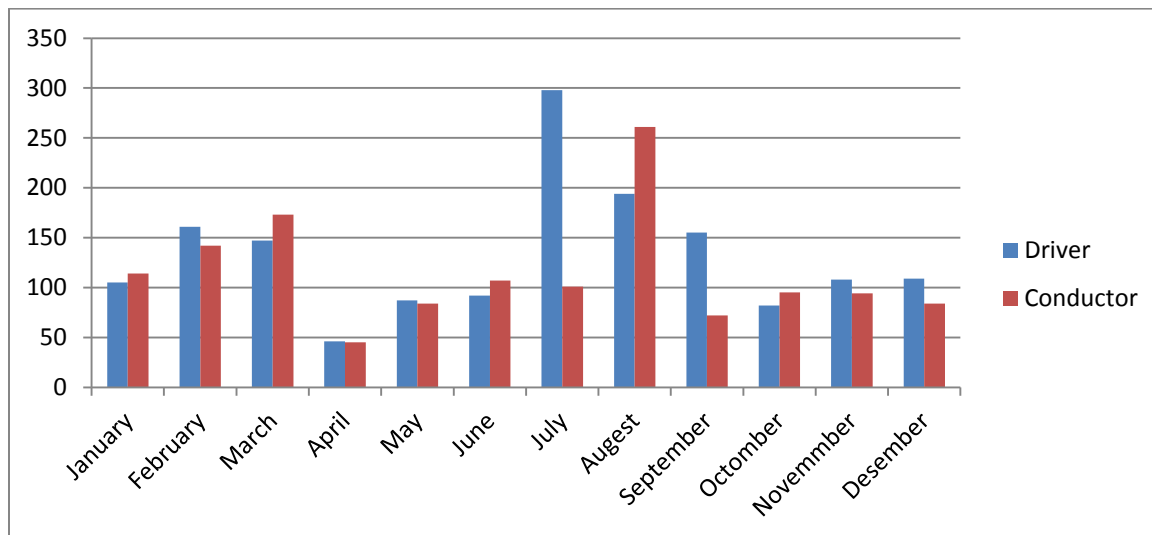
2.8 Registration of Bus Employees and Training

In order to raise the service status and discipline of drivers and conductors serving in interprovincial buses, special training programs are implemented under this. For the bus employees who conclude these training programs successfully, issuance of identity cards too is implemented under this project.



In relation to that, by the end of December in year 2013, training programs for 1584 drivers and 1372 conductors have been conducted within the year.

Training of drivers and conductors by 31st December 2013



Budgetary provisions : 20.0 Million

Consolidated expenditure: 6.96 Million

Target for 2014: implementing training programs for 2400 drivers and conductors

2.9 Physical Examination of Buses

With the intention of upgrading the condition of buses that are mainly used for public transportation and to confirm the provision of a safe and comfortable journey to the public until their destination, this project expects to check the noise level of buses and other conditions for standards such as; length, width and spacing of seats, deployment of drivers and conductors who received proper training and registered with the Commission, studies about the ability to issue formal tickets and other conditions, as well as, surveying and introducing criterion for necessary enforcements. By the end of December 2013, checking standards of 1766 buses and providing 1970 buses with stickers took place.

Budgetary provisions: 4.0 Million

Consolidated expenditure as at 31st December 2013: 1.78 Million

2.10 Surveys

The role of the Surveying Unit is to provide data necessary in occasions of policy formation of the National Transport Commission, planning activities and in instances where timely decisions needs to be taken. Within the role of the National Transport Commission, passengers using

public transport services and bus operators become the major parties, whereas, the main function of the Surveying Unit has been to provide data that are necessary to control optimally the demand and supply for public transportation with a view to meting out justice to both these parties. For this, basically, passenger demand surveys are conducted, therein, through the provision of accurate data as to the existing passenger demand and supply, the information required to prepare timetables pertaining to interprovincial bus deployment, preparation of plans and to provide timely solutions to problems occurring; are supplied. Seventeen surveys have been conducted By the end of December 2013.

Budgetary provisions : 5 Million

Consolidated expenditure as at 31st December 2013: 0.81 Million

2.11 Erecting sign boards for long distance services halting and maintenance



This project has been put into operation with the intention of providing a trustworthy and safe transport service to passengers obtaining transport facilities through long distance bus service, as well as to easily identify the long distance bus stops. By the end of December of 2013, affairs

related to erecting of 326 long distance signboards have been completed. Plans have been made to construct 500 passenger shelters within year 2014.

Budgetary provisions : 8.5 Million

Consolidated expenditure as at 31st December 2013: 10.06 Million

2.12 Constructing passenger shelters for long distance services



The objective of this project is to construct passenger shelters for the comfort of long distance travelling passengers. Under this project, passenger shelter plan has been forwarded to the approval of the Road Development Authority. Thirteen passenger shelters have been constructed within year 2013.

Budgetary provisions : 10.0 Million

Consolidated expenditure as at 31st December 2013: 8.24 Million

2.13 Construction of Bus Stops

2.13.1 Plan of the Vauniya Bus Stop Proposed to be constructed



As one-step in the development of public transportation system, with the aim of providing a complete bus stop to passenger public, the National Transport Commission takes action for development activities of bus Stops.

Accordingly, after a war of 30 years, the Northern Province is developing and parallel to that, the demand for public transportation is increasing. In compliance to that, through the development of bus stops (especially through upgrading of sanitary conditions in bus stops) with the aim of providing facilities to passenger public and bus operators of those areas, it was first decided to commence the construction work of Vauniya Bus Stop as a center for Northern Province. For that, to construct the bus stop in the 03 Acre land provided by the Agricultural Research Institute, procurement activities to select a contractor has been completed and construction work of this is due to commence in year 2014.

2.13.2 Bus Stop of Thalawakele



This Bus Stop of Thalawakele is being constructed on the financial aids of the National Transport Commission. The construction work of this bus stop has aimed to provide the passenger public with better sanitary facilities.

In addition to this, basic planning affairs are being carried out to construct the bus stops of Udupussellawa, Highforeset, Nuwara Eliya, Jaffna, Mulaithivu, Mannar and Killinochchi.

2.14 Establishment of Provincial Offices for the National Transport Commission

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



Through this project, by opening district offices, bus operators and passenger public will be able to get their requirements accomplished at a minimum cost and through minimum time without having to travel to Colombo.



In keeping with that, to ease the administrative activities, the National Transport Board has established a district office in Vauniya district. It is functioning under the monitoring of the main office through the District Secretary.

By this office, tasks like; permit updating, investigating about passenger complaints, solving deployment problems, issuance of log entries/access entries, condition testing of buses, bus

terminal administration are being preformed and it has enabled bus operators and passengers of those areas to get their requirements fulfilled easily.

Therefore, expanding this facility to the other areas of the Northern Province, offices were opened in districts of Jaffna, Mullaitivu, Killinochchi and Mannar in August of 2013.

Budgetary provisions : 32 Million

Consolidated expenditure as at 31st December 2013: 18.606 Million

2.15 National Transport Data Collection

The main objective of this project is to collect, store and analyze data required by institutions and authorities that engage in policy formation related to transport and make plans related to transport, enabling them to identify problems related to transport and provide suitable solutions to those problems. These data are expected to be published annually as a statistics report related to transport. This project commenced in March of 2010.

For this transport related data collection, information is obtained from the following institutions.

1. Ministry of Private Transport Services
2. Ministry of Transport
3. National Transport Commission
4. Sri Lanka Transport Board
5. Road Passenger Transport Authorities
6. Sri Lanka Railway Department
7. Department of Motor Traffic
8. National Transport Medical Institute
9. Central Bank of Sri Lanka
10. Department of Census and Statistics
11. Traffic Police Headquarters
12. Sri Lanka Ports Authority

Transport Statistics Report of year 2012 has been referred to the Procurement Unit for printing affairs. Plans have been made to distribute copies of this Transport Statistics Report to different institutions related to transport, island-wide public libraries and universities.

Budgetary provisions : 2.0 Million

Consolidated expenditure as at 31st December 2013: 3.03 Million

Target for 2014: Launching the transport statistics report for year 2013.

2.16 Information Technology Affairs

Hardware and software maintenance of the National Transport Commission, computer network maintenance, maintenance of the telephone wire system are performed under this. Programming the computer system to calculate the aid money allocated to Sisu Seriya, Gemi Seriya and Nisi Seriya projects; planning SMS and SLIPsys and conducting inspection activities, obtaining information automatically through the improvement of finger print software, compilation of a methodology to obtain information related to entering buses to the Bastian Mawatha terminal are performed in addition to this.

Budgetary provisions : 50 Million

Consolidated expenditure as at 31st December 2013: 64.452 Million

Targets for 2014: maintenance of computer hardware and software as per new requirements

2.17 Constructing places for temporary leisure

In places where long distance buses stop to let the passengers of such buses to get their food, refreshment and other requirements fulfilled, those passengers face severe difficulties due to unclean and unhealthy sanitary facilities available at such places. As a solution to this, having selected private entrepreneurs and through the provision of financial aid to them basic activities pertaining to construction of places for temporary leisure are taking place with the leadership of the National Transport Commission.

Budgetary provisions: 3 Million

Consolidated expenditure as at 31st December 2013: 0.692 Million

2.18 Public Complaints

With the objective of providing a standard, qualitative and disciplined service to the public who are using the interprovincial bus service, the Public Complaint Investigation unit has been established. This has been upgraded to allow the passenger public to present their complaints during the 24 hours of the day. The public can forward complaints through the hotline telephone number (1955), email, letters and presenting themselves personally at the Commission. A public Complaint Unit has been established for this purpose and keeping records and conducting investigation affairs about them and taking necessary action regarding such is carried out by this unit. The Commission has arranged programs to conduct investigation activities related to complaints forwarded against the interprovincial bus services at the office of the National Transport Commission itself while complaints relevant to Provincial Road services to be referred to the relevant provincial officers.

Foreign trainings for which officers of National Transport Commission participated

Name of Training	Foreign Country	No. of officers participated
International Course on Transport Planning and Safety	India – New Delhi	07
Invitation from UTone Bus Company	China	03
Programme On Urban Land Transport Management	Singapore	10
GPS Based Vehicle Tracking System	China	01
Invitation to the International workshop Orientation Programme on Transport and Climate	India	01
study tour to T.B.S. combined terminal, Malaysia	Malaysia	02
Transport Related Training	Japan	01

Expenditure summary - 2013 of the National Transport Commission

Expenditure details	Provisions	Actual expenditure	Percentage
Recurrent Expenditure	500,500,000.00	370,000,000.00	73.92%
Capital Expenditure	162,000,000.00	48,500,000.00	29.93%
Total	662,500,000.00	418,500,000.00	63.16%