

2014

SRI LANKA RAILWAYS

ADMINISTRATION REPORT - 2014



**Principal Costing Office,
P.C.O. Officer,
Railway Headquarters,
Colombo 10.**

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Department of Sri Lanka Railway



Vision

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

Mission

“ To provide a secured reliable and punctual rail transport system for passenger and goods transportation. ”

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Profile

Sri Lanka Railways which was formerly called Ceylon Government Railway was established in 1864 by Railway Ordinance with the motive of providing transport facilities to passengers and freight. "Provision of a safe reliable and punctual rail transport service for both passenger and freight traffic economically and efficiently" is the mission statement of the railway department. It has operated as a Government Department from its inception to date except for a brief period from 23 July 2003 to 20 November 2004, during that period it was managed as Sri Lanka Railway Authority. Today (End of Year 2014), it operates on a network of about 1,380.41 kms. In this Sri Lanka Railway department has succeeded to complete the missing link Fort to Jaffna. The Railway network radiates from Colombo the capital throughout the Island on ten lines.

Line wise Track Length in 2014

No.	Line Name	Length (km)
1.	Main Line	290.49 km
2.	Matale Line	33.75 km
3.	Puttalam Line	133.86 km
	Puttalam Line – Ariport Spur	2 km
	Puttalam Line- Aruvakalu Spur	37 km
4.	<u>Northern Line</u> Polgahawela to Omanthai Omanthai to Kilinochchi Kilinochchi to Jaffna	193.30 km 63.19 km 65.50 km
5.	<u>Talaimannar Line</u> Medawachchiya to Madu	42.99 km
6.	Batticaloa Line (MHO –BCO)	211.10 km
7.	Trincomalee Line (GOA – TCO)	70.23 km
8.	Coast Line (FOT – MTR)	158.73 km
9.	Kelani Vally Line (MDA – AVS)	59.27 km
10.	Mihintale Line (ANP – MHN)	15 km
11.	Kolonnawa Spur	2 km
12.	Harbour Spur	2 km
	Total	1380.41 km

Organisation

General Manager is the Chief Executive and the Accounting Officer of the Railway Department, responsible to the Ministry of Transport. The General Manger is assisted by an Additional General Manager (Administration) and an Additional General Manager (Operations), and an Additional General Manager (Technical). The Railway organisation is divided into the following sub-departments and units.

Sub-Departments

1. Chief Accountant's Sub Department
2. Commercial Superintend Sub Department
3. Chief Engineer - Motive Power Sub Department
4. Chief Engineer - Way & Works Sub Department
5. Chief Engineer - Signal & Telecommunication Sub Department
6. Superintend of Railway Stores Sub Department
7. Chief Mechanical Engineer's Sub Department
8. Transportation Sub Department

Units

1. Railway Protection Service Unit
2. Principal Costing officer's Unit
3. Sales & Marketing Unit
4. Planning Unit
5. Sri Lanka Railway German technical Training Centre

01. GENERAL REVIEW

1.1 Summary of Train Mileage for 2013 & 2014

No.	Description	2013	2014	Inc/(Dec)	%
1.	Operated Train kms – Passenger Trains	9,928,412	10,288,203	359,791	3.62 %
2.	Operated Train kms – Goods Trains	564,057	328,500	(-235,557)	(-41.76) %
3.	Operated Train kms – Empty Coaches	69,270	82,419	13,149	18.98 %
4.	Operated Train kms – Light Loco	107,262	111,594	4,332	4.04 %
5.	Operated Train kms – Special Trains	254,788	264,365	9,577	3.76 %
	Total Train kms	10,923,789	11,075,082	151,293	1.38 %

The above table shows the 2014 operated train km's performance. According to this table the total operated train km's has increased by 151,293. It was a 1.38 % increase compared to the last year . Compared to last year the goods operated train km's has significantly decreased. That drop was (-41.76 %).The Empty coaches running also increased.

1.2 Summary of Track Length in 2014

No.	Description	Year - 2014
1.	Total Track Length	1381.40 kms

In 2014 the total operational track was 1,380.41 kms. The below chart shows the railway line kilometres considering gauges.

The Total length of railway line in kilometres

No.	Description	Year - 2014 (kms)
1	Total Route Length (Operated)	1380.41 kms
2	Track Gauge	1676 mm
3	Ruling Gradient	1:44
4	Ruling Curvature	5 ch (100m)

1.2 No of Passenger & passenger kms Comparison

No.	Description	2013	2014	Inc/Dec	%
1.	No of Passengers	118,706,386	129,502,373	10,795,987	9.09 %
2.	Passenger kms	6,257,375,747	6,841,966,416	584,590,669	9.34 %

During the year Railway operated 6,841,966,416 passenger kilometres and transported 129,502,373 passengers compared to 6,257,375,747 passenger kilometres and 118,706,386 passengers of previous year, recording a increase of 584,590,669 passenger kilometres and increase of 10,795,987 passengers. In 2014 the new train implementation & new track introducing were helped to increase the no of passengers & passenger kilometres.

1.3 No of Train Trips Comparison

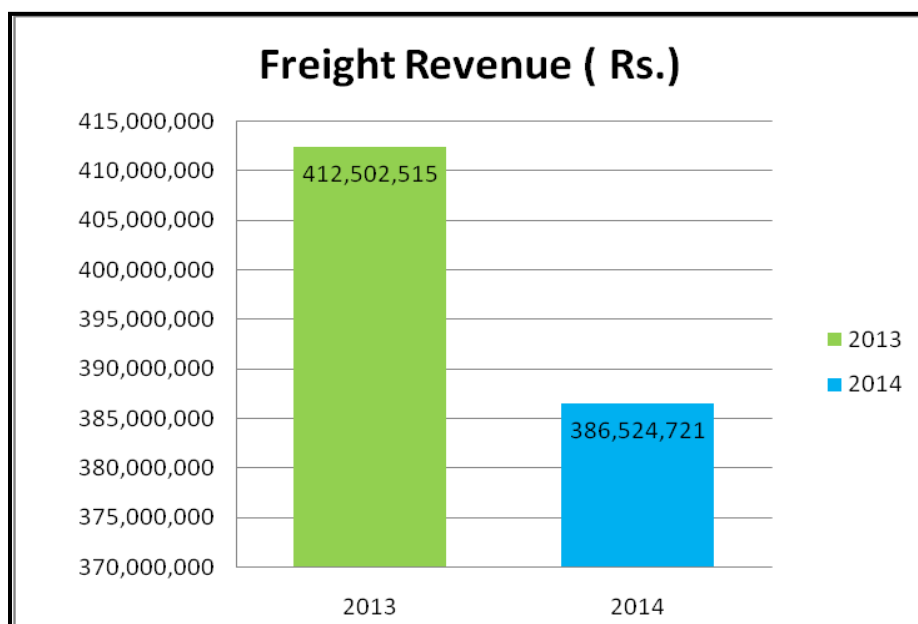
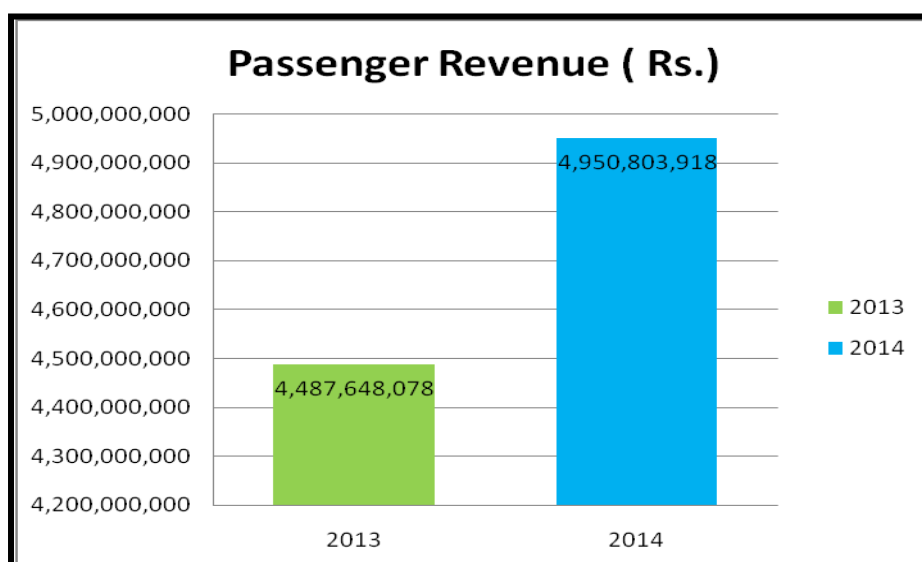
No.	Description	2013	2014	Inc/Dec	%
1.	No of Passenger Trains Trips	115,495	117,462	1,967	1.70%
2.	No of Goods Trains Trips	6,774	4,801	(-1,973)	(-29.12%)
	Total Trains Trips	122,269	122,263	(- 6)	(- 0.01) %

Compared to previous year, In Year 2014 the total train's trips were decreased by 6 trips & (-0.01 %). The no of good trains' trips decreased significantly & it was drop by 1,973 trips & (-29.12 %). During the 2014 the no of passenger trains trips were increased by 1,967 trips.

1.4 Railway Passenger & Freight Revenue Comparison

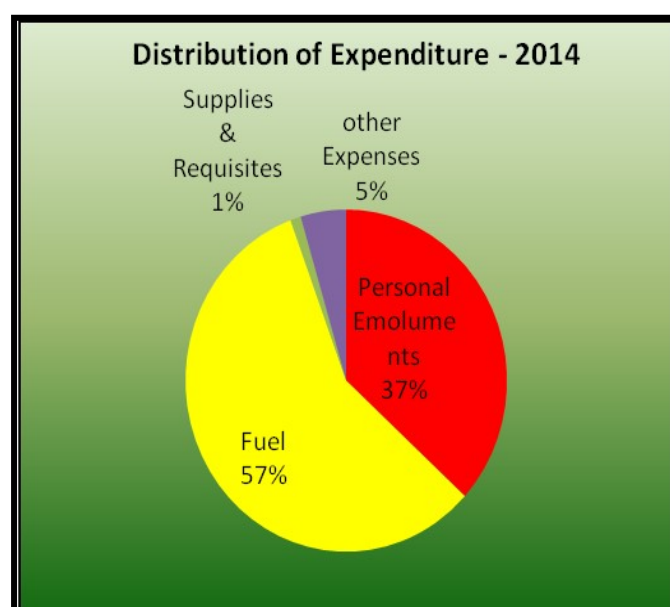
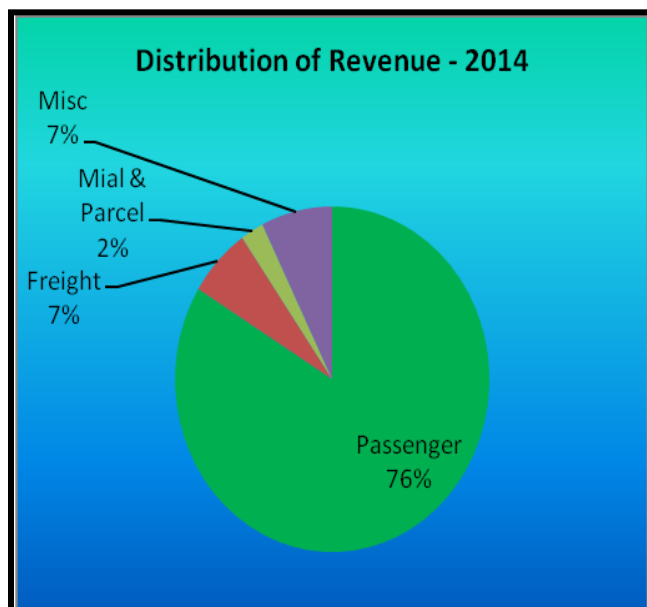
No.	Description	2013	2014	Inc/Dec	%
1.	Passenger Revenue (Rs.)	4,487,648,078.10	4,950,803,918.45	463,155,840.35	10.32 %
2.	Freight Revenue (Rs.)	412,502,514.50	386,524,721.20	(-25,977,793.30)	(- 06.30 %)

Compared to previous year the passenger revenue has increased in Rs. 463,155,840.35 & 10.32 % .
When considering the freight revenue, it has decreased Rs. (-25,977,793.30) & (- 06.30 %).



02. FINANCIAL STATISTICS

Item	2013 (Rs.)	2014 (Rs.)	Increase/ (Decrease) (Rs.)	Percentage Inc (Dec) %
<u>Revenue</u>				
- Passenger	4,487,648,078.10	4,950,803,918.45	463,155,840.35	10.32
- Freight	412,502,514.50	386,524,721.20	(25,977,793.30)	-6.30
- Mail & Parcels	134,504,737.50	140,200,304.55	5,695,567.05	4.23
- Miscellaneous	388,638,159.96	431,782,921.01	43,144,761.05	11.10
- Total	5,423,293,490.06	5,909,311,865.21	486,018,375.15	8.96
<u>Recurrent Expenditure</u>				
- Personal Emoluments	5,886,249,518.32	6,239,565,086.79	353,315,568.47	6.00
- Fuel	3,770,278,630.38	9,751,078,906.49	5,980,800,276.11	158.63
- Supplies & Requisites	182,304,028.15	177,454,809.72	(4,849,218.43)	-2.66
- Other Expenses	747,638,594.39	775,165,299.03	27,526,704.64	3.68
- Total	10,586,470,771.24	16,943,264,102.03	6,356,793,330.79	60.05
<u>Loss on Recurrent Exp</u>	5,163,177,281.18	11,033,952,236.82	5,870,774,955.64	113.70



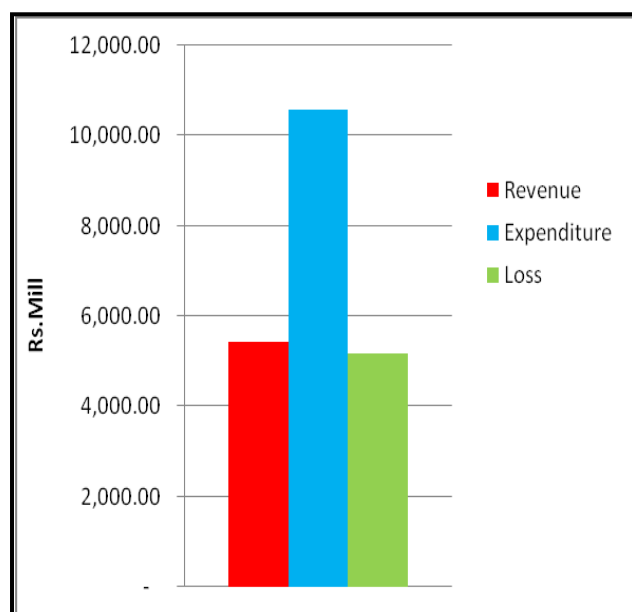
Financial Statistics in 2014

When compared with the previous year, passenger revenue has increased by 10.32 per cent from Rs.4487.6 million to Rs.4950.8 million during the year under review. Freight revenue has decreased by 6.30 per cent from Rs 412.5 million to Rs. 386.5 Million. The revenue from parcel and mail transport has increased by 4.23 per cent from Rs. 134.5 million to Rs. 140.2 million and miscellaneous revenue has increased by 11.10 per cent from Rs. 388.6 million to Rs.431.7 million during the year under review. In the recurrent expenditure, personal emolument has increased by 6.01 per cent from Rs. 5886.2 million to Rs. 6239.5 million. The expenditure on fuel has increased by 158.63 per cent from Rs. 3770.2 million to Rs. 9751.1 million. The expenses of supplies and requisites have decreased by 2.66 per cent from Rs. 182.3 million to Rs. 177.4 million and other expenses has increased by 3.68 per cent from Rs. 747.6 million to Rs. 775.1 million. In relation to the previous year the final accounting records reveal that both the total revenue and total recurrent expenditure have increased. The overall recurrent expenditure of Rs 16,943.2 million over the overall revenue of Rs. 5,909.3 million has resulted in an operating loss of Rs. 11,033.9 million during the year.

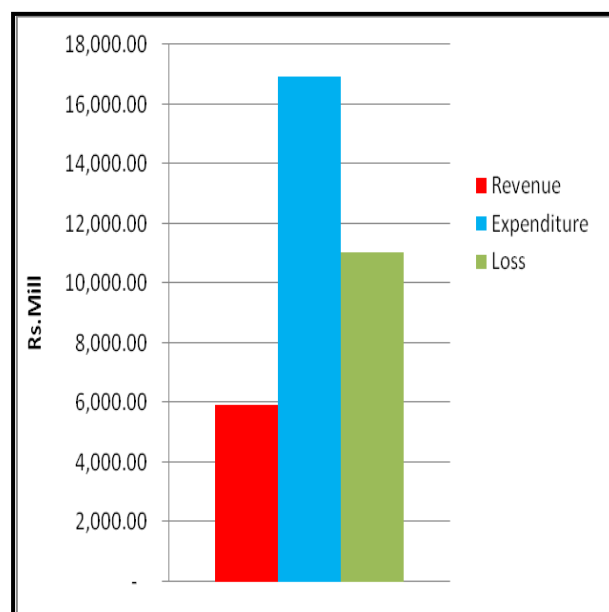
Increasing of fuel expenditure has highly effected to the operating losses of the year 2014.

The operating results during the year compared with previous year are shown in the following tables.

Operating Results - 2013



Operating Results – 2014



Receipts

Total receipts from all sources of income increased by Rs.486.01 million & 8.96 per cent in the year under review when compared with the previous year, passenger revenue has increased by Rs 463.1 million & 10.32 per cent. Freight revenue has decreased by Rs. 25.97 million & 6.30 per cent. The parcel and mail revenue has increased by Rs. 5.69 million & 4.23 per cent and the miscellaneous revenue has increased by Rs. 43.14 million & 11.10 per cent over the previous year.

Expenditure

The total recurrent expenditure increased by Rs. 6356.7 million, from Rs.10,586 million in the previous year to Rs.16,943 million or 60.05 per cent during the year. The Fuel expenditure , which is the highest contributory factor of total expenditure, remained almost same as previous year. Other expenses have increased by Rs. 27.52 million or 3.68 per cent during the year. Personal emoluments have a slight increase of Rs. 353.3 million or 6.01 per cent over the previous year. The fuel expenditure also has increased by Rs. 54.5 million or 2.72 per cent.

Internal Audit unit

Internal Audit Unit as a separate section under the General Manager of the Railway functioned under the direct supervision of the Secretary of the Ministry of Transport. The unit, headed by an Accountant- Internal Audit, consists of an auditing staff of 29 personnel including an administrative officer recruited from railway clerical service. In the auditing cadre 21 vacancies existed during the year. Human resource assistants are detailed as training audit officers to cover up the vacant positions. The whole staff of 08 internal audit officers and 08 human resource assistants, 02 development officers, & 02 government management assistant were grouped into five teams, each having a team leader were detailed in the auditing of following places of work.

Finished Audit Tasks

Railway Stations	103
Railway Sub-Stations	121
Telecommunication and Signal offices	01
Running Sheds	04
Inspector of permanent Way, - Sections	13
Inspector of Building, - Sections	09
General Offices	10
Stores	--
Accounting Section	04

Irregularities like short remittances, cash shortages, excess cash, loss of tickets and other misdeeds were divulged in the audit inspections made during the year. During the process of auditing 131 of such cases to the value of Rs10.00 to Rs. 100.00 and 49 cases to the value Rs. 101.00 to 500.00 could be disclosed. During the year, in the process of continuous auditing 32 cases of irregularities involving the value above Rs. 500.00 are disclosed and after inquiries these cases were reported to the relevant officers for necessary action.

Further the audit queries were made at the offices of the sub departments of OPS, CAR, CEW, CME, and CEM on the matters reported relating the financial and administrative irregularities. In addition to the above cash shortages, over-charges, under-charges, under-remittances at other stations and excesses and shortages of stores items at sections of Inspectors of permanent way, building inspectors, yard foremen were reported to the relevant authorities for further actions.

Continuous verification of stores has been carried out in respect of stores items of Stores Advance Account and annual verification of stores has also been done in addition of the continuous verification of stores.

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03. TRANSPORTATION

Train operational activities come under the purview of superintendent of the transportation sub-department. In keeping pace with the mission statement of “Provision of safe reliable and punctual rail transport service for both passenger and freight traffic economically and efficiently” Sri Lanka Railway has endeavoured in its fullest capacity to maintain train services during the year under review. However train services could not be operated at a satisfactory level amidst many constraints that are of technical, financial, institutional, operational and social nature. In year ended 2014 Sri Lanka Railway department successfully completed Jaffna missing link under the track Rehabilitation project. Now Railway has a operating track network of 1381.41 kilometres. As in the past years train services could not be operated beyond Omanthei to Kankasanthurai on the North line and from Madawachchiya to Thalaimannar Pier on the Thalaimannar line. In Today the new era dawn with peaceful environment enabling to restart development activities all over the country. Under that railway track network lengthen Kilinochchi to Jaffna by 65.50 kilometres.

Number of Stations – Line Wise – Year 2014

No.	Line Name	No of Stations
1.	Main Line	98
2.	Matale Line	24
3.	Puttalam Line with Airport Spur	44
4.	Northern Line	52
5.	Talaimannar Line	3
6.	Batticaloa Line	34
7.	Trincomalee Line	7
8.	Coast Line	68
9.	Kelani Vally Line	30
10.	Mihintale Line	0
11.	Kolonnawa Spur	2
12.	Harbour Spur	0
	Total	362

According to the statistics of 2014, the train service on Main Line, Northern Line, Coast Line, Batticaloa Line, Matale Line, Trinco Line, KV Line and Puttalam Line was in a satisfactory position throughout the year. Further, Transportation sub department has arranged several seasonal and other specials for the convenience of passengers during long weekends & special national holidays.

Operated Train kms

No.	Month	Passenger Trains kms	Goods Trains kms	Empty Coaches kms	Light Loco Kms	Special Trains Kms	Total kms
1.	Jan	866,424	26,635	6,652	10,226	19,020	928,957
2.	Feb	725,490	21,653	5,619	8,681	17,453	778,896
3.	March	888,262	25,533	6,351	9,540	20,094	949,780
4.	April	829,352	21,582	6,334	8,994	26,571	892,833
5.	May	860,442	21,918	7,767	9,659	15,835	915,621
6.	June	852,502	23,792	6,647	10,041	25,270	918,252
7.	July	895,676	34,123	6,993	9,765	19,470	966,027
8.	Aug	901,176	30,929	6,946	9,283	23,458	971,792
9.	Sept	870,616	32,374	6,678	8,787	24,547	943,002
10.	Oct	827,383	29,021	6,073	9,188	20,823	892,487
11.	Nov	888,122	32,843	7,363	7,823	21,118	957,268
12.	Dec	882,759	28,098	8,995	9,608	30,706	960,167
	Total	10,288,203	328,500	82,419	111,594	264,365	11,075,082

Passenger Train kms :-

Passenger trains have covered a total of 10,288,203 kms throughout the year. The above table shows the monthly breakdown.

Freight Trains kms :-

As much as in the previous year freight trains were operated during this year also to transport Prima flour, clinker, cement, and fertiliser. Petroleum products, including diesel, gasoline, kerosene, and fuel oil were transported throughout the year to meet the requirement of the Ceylon Petroleum Corporation. Freight Trains which carried bulk goods have covered a total distance of 328,500 Kilometres in the year 2014.

Special Trains Run :-

Transportation sub department was able to arrange special trains for the extra traffic during special occasions as detailed below.

No.	Special Event in 2014	No of special Trains Run
1.	Thalawila Festival – March	9
2.	Sinhala Hindu New Year Festival – April	8
3.	Wesak Festival – May	2
4.	Poson Festival – June	30
5.	Pichcha mal Poojawa Festival – July	8
6.	Esala Perahara Festival – August	11
7.	Thalawila Festival – August	9
	Total Special Trains Run in 2014	77

New Applications 2014 :-

No.	Line	Train No.	Description	Type	Date
1.	Main Line	-	-	-	-
2.	Matale Line	-	-	-	-
3.	PTM Line	-	-	-	-
4.	Northern Line	4001/4002	FOT/KOC/FOT	Extension KOC-PAL	05.03.2014
		4017/4018	FOT/OMT/FOT	Extension KOC-PAL	05.03.2014
		4089/4090	FOT/OMT/FOT	Extension KOC-PAL	05.03.2014
		4021	FOT/PAL	New Train	07.03.2014
		4022	PAL /FOT	New Train	08.03.2014
		4001/4002	FOT/PAL/FOT	Extension PAL to JFN, Start from MLV	14.10.2014
		4017/4018	FOT/PAL/FOT	Extension PAL to JFN	14.10.2014
		4089/4090	FOT/PAL/FOT	Extension PAL to JFN	14.10.2014
		4021	FOT/PAL	Extension PAL to JFN & MLV to FOT	14.11.2014
		4022	PAL /FOT	Extension JFN to PAL & FOT to MLV	14.11.2014
		4091	FOT/PAL	New Train	14.11.2014
		4092	JFN/FOT	New Train	14.11.2014
3.	BCO/TCO Line	-	-	-	-
4.	K.V.Line	-	-	-	-
5.	Coast Line	8376/8777	KTS/FOT/KTS	New Train	25.08.2014
		8050/8051	MDA/MTR/MDA	Expanding passenger capacity by adding special carriage	26.09.2014

Some important factors affected time keeping of trains.

1. Locomotive failures on the run thereby losing time.
2. Track defects observed during train movement.
3. Failure of tablet instruments and other electrical appliances and colour light signals.
4. Carriage and wagon defects.
5. Speed restriction due to weak track.
6. Non availability of the required number of locomotives and power-sets.
7. Excess time taken over the allocated time for loading and unloading of parcels.
8. Unscheduled train crossing in the single line sections.
9. Mishaps met by passengers on entrain and detrain and on trespassing.
10. Absence of the train crew without prior approval.

Trains Operated in Weekdays - 2014

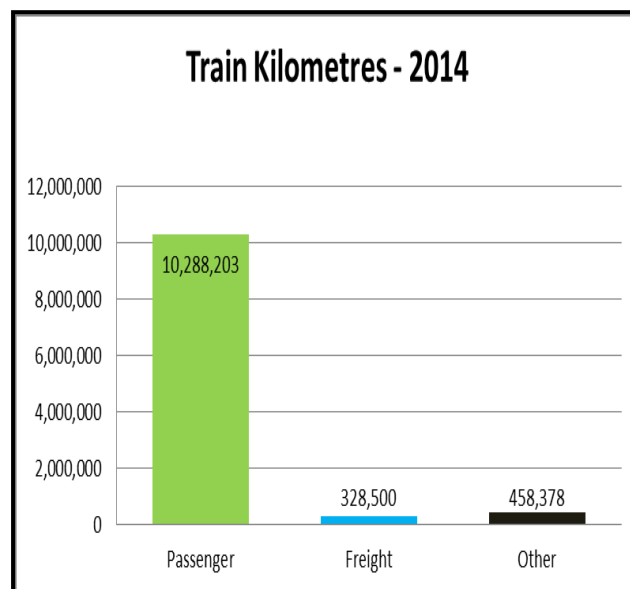
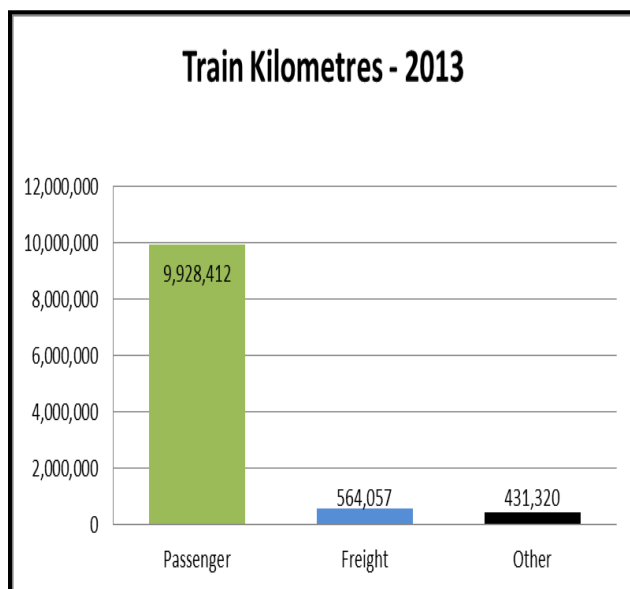
No.	Line Name	No of Trains Run
	<u>Number of Trains Operated in Weekdays - 2014</u>	
1.	Passenger & Mixed Trains	331
2.	Rail Buses	12
3.	Goods Trains	8
4.	Oil Transport Trains	24
	Total Trains	<u>375</u>
	Line	
1.	Main Line & Matale Line	137
3.	Puttalam Line with Airport Spur	49
4.	Northern Line	34
5.	Talaimannar Line	0
6.	Batticaloa Line	10
7.	Trincomalee Line	6
8.	Coast Line	114
9.	Kelani Vally Line	21
10.	Mihintale Line	0
11.	Kolonnawa Spur	4
12.	Harbour Spur	0
	Total	375

Train kilometres by the type of train during the year compared with that of the previous year are shown below.

Type of Train	2013	2014
Passenger	9,928,412	10,288,203
Freight	564,057	328,500
Other	431,320	458,378
Total	10,923,789	11,075,082

* Passenger train kilometres include power, diesel, Hitachi, viceroy, rail car, rail bus and ECC kilometres. Freight train kilometres include freight, freight special and lime stone. Other includes service special and light loco.

Summery of Engine and Train kilometres



The following figures compare the train and engine kilometres for the years 2013 and 2014. It indicates better utilisation of rolling stock.

	<u>2013</u>	<u>2014</u>
Engine kilometres	13,839,020	14,227,567
Train kilometres	10,923,789	11,075,082



Punctuality of passenger trains :-

Time keeping of trains is maintained at a satisfactory level during the year. Particulars of time keeping of passenger trains are shown in the following table

Month	Total no of Trains Run		Percentage of right time		Percentage of 6-10 minutes delay		Percentage of over 10 minutes delay	
	2013	2014	2013	2014	2013	2014	2013	2014
Jan	9763	10260	31%	39%	14%	16%	55%	46%
Feb	8848	8309	29%	37%	14%	15%	57%	48%
Mar	9549	10315	31%	34%	14%	15%	55%	51%
Apr	9155	9441	33%	34%	15%	14%	53%	52%
May	9889	9911	30%	24%	14%	13%	56%	64%
Jun	9688	9809	29%	29%	14%	14%	57%	57%
Jul	9334	10318	33%	31%	16%	15%	51%	54%
Aug	9831	10163	34%	33%	15%	15%	51%	52%
Sep	9627	9868	32%	34%	14%	15%	54%	51%
Oct	10047	9288	29%	33%	14%	15%	57%	53%
Nov	9793	9829	36%	35%	15%	16%	50%	49%
Dec	9971	9951	37%	34%	15%	15%	47%	51%
Total	115,495	117,462	32%	33%	15%	15%	53%	52%
Avg per day	316	322						

Accidents

Nature of Accidents	2013	2014
• Derailments – Running Line	26	40
• -Yard	62	75
• Collision with road vehicles at level crossing	78	46
• Collision with coaches and wagons	1	-
• Other mishaps (Such as trailing through points etc.)	3	06
• Fires	4	-
• Cattles knocked down & died	24	17
• Elephants knocked down and killed	7	09
• Damage to level crossings and gates by road vehicles	357	420

Particulars of public involved incidents.

Description	2013		2014	
	<u>Number Injured</u>	<u>Number Injured</u>	<u>Number Injured</u>	<u>Number Killed</u>
➤ Train accidents as a result of- derailment:	--	--	-	--
➤ Train accidents as a result of- collisions:	07	--	45	-
➤ Other movement accidents as a result of falling - off the train while entraining or detraining etc:	58	01	63	01
➤ Non movement accidents- pelting of stones etc:	08	--	18	--
➤ Accidents to people as a result of collision - with road traffic at level crossings:	47	11	42	05
➤ Accidents due to doors of carriages - found open etc:	01	--	--	--
➤ Non movement accidents; accidents to people - on account of trespass on rail track, suicide and misadventure:	244	157	254	142

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04. HUMAN RESOURCE MANAGEMENT & ADMINISTRATION

The whole range of administrative matters comes under the purview of the Additional General Manager (Administration) of the General Administration Sub-Department. The sub department consist Appointment Branch, Transfer Branch, Disciplinary Branch, Liaison Branch, Training Branch, Cabinets Branch, General Finance Branch, General Administration Branch, Co-ordinating Secretary Branch, Employee Relation Branch, Technical Branch, Pension Branch, Registration Branch, Data-Processing Unit and Planning Unit.

Number in staff

The total number of all grades of staff employed in each sub Department up to 31 December 2014 was as follows. (The figures as provided by the AO – Appointments)

General Administration	268
Accounting	219
Costing & statistics	12
Stores	242
Protection Force	574
Transportation	2836
Commercial & Marketing	68
Motive Power	2582
Mechanical Engineering	2870
Way and work	5115
Signal & Telecom	473
German Tech	46
Substitute Employees	<u>1690</u>
Total	<u>16,995</u>

Payment of Compensation:

During the year under review a sum of Rs. 6,498,382.50 has been paid as compensation to the employees in respect of deaths and disabilities of permanent and temporary nature under the Workmen Compensation – Act, No 19 of 1984. These payments have been made under the instructions stipulated in the Public Administration Circular No 22/93.

Nature of Accident	No of Cases	Amount paid (Rs.)
Deaths (Accidental)	3	4,704,000.00
Disabilities: (Accidents)	3	1,794,382.50
Total	6	6,498,382.50

Scholarships & Educational Tours:

Particulars of staff attended the conference, scholarships, educational tours and seminars etc;

No.	Name	Country & Course
01	H.M.T.M.Nalaka Bandara	Urban Transport Planning and Management from 18 th to 28 th February 2014 –Singapore.
02	G.W.S.Sisisra Kumara	Regional Cooperation Programme sixteenth Training Course 03 rd February to 15 th February 2014 –India.
	C.N.Ranasinghe	- do -
03	Sanath Wijewaththa	Purchase of spares for 58 & 59 class PCC Railway Indent No: SRS (C) RMS 3031/12 RMS 3024/12 RM 3125/12 –India- 2014.01.24 to 2014.01.28
04	H.M.Buddhadasa	Implementation of North Line Signalling Systems.
	M.K.K.Karunadasa	- Do -
	B.A.Sugathadasa	- Do -
	I.A.S.Jayakodi	- Do -
	N.M.Nawarathne	- Do -
	I.Wimalakeerthi	- Do -
	G.Sudasinghe	- Do -
	W.M.B.R.Perera	- Do -
	P.S.K.Sandanayaka	- Do -
	M.A.Chandralal	- Do -
	I.Dharmasiri	- Do -
	K.K.A.Nandasena	- Do -
	N.A.S.H.Nishshanka	- Do -
	C.M.Roddrigo	- Do -
	K.P.Samaraweera	- Do -
	K.D.G.Padmakumara	- Do -
	W.C.M.Silva	- Do -
	R.G.J.Wikramasinghe	- Do -
	H.A.N.S.Kumara	- Do -
	R.P.Premasiri	- Do -
	M.A.S.K.S.K.C.R.Mallawaarachchi	- Do -
05	K.K.Hewawithana	Overseas exposing Programme on solid

		Nasty Management Project –Korea- 2014.04.06 – 2014.04.12
06	M.P.L.N.Piris	Inspection of Fabricated Bridge Gardens At the supplier’s Fabrication unit at Kota in India from 2014.05.11 – 2014.05.15
07	I.I.D.Jayasundara	Rail Traffic Information Auto-Control for Asian Countries 2014.06.04 – 2014.07.18
	U.K.L.W.Gunawardhana	-do-
	W.D.R.Pathmalal	-do-
08	J.A.D.R.Pushpakumara	Knowledge Sharing Programme of Korean Infrastructure Development for high level officially 2014.05.26 – 2014.05.30
09	Wijiya Samarasinghe	Sustainable Urban Transport Planning and Management Course 2014.06.11 – 2014.08.20
10	A.M.Ashoka	Senior on Railway Construction and Management from 2 nd to 22 nd July 2014 – CHINA-
	K.G.S.Bandara	-do-
	D.K.I.P.Kumara	-do-
	V.C.D.Jayasekara	-do-
11	K.A.M.A.D.Samadiwakara	Advance Railway Operation (2 nd year) from 23 rd June 2014 – 13 th July 2014 in Korea
	I.I.E.Yasapalitha	-do-
	K.L.S.Rasanga	-do-
	S.D.Wickramarathne	-do-
	N.A.S.Nandasena	-do-
	H.M.B.Sampath	-do-
	G.M.S.B.Gamaadhikara	-do-
	R.W.D.S.S.Rathnayake	-do-
	P.G.A.Sumanarathne	-do-
	S.M.A.Samarakoon	-do-
	W.G.P.Pushpakumara	-do-
	S.D.A.Priyantha	-do-

12	S.M.Abewickrama	Supply of 250 Railway Carriages for CGR –Romania - 2014.08.26 – 2014.09.12
	H.M.T.N.Nalaka Bandara	-do-
	M.J.D.Pranandu	-do-
13	V.S.Polwaththage	GTC/Urban Railway Management 2014.11.03 – 2014.11.29
	J.A.D.R.Pushpakumara	-do-
14	H.M.K.W.Bandara	Procurement of Switches Crossing & Crossing Check rails to Sri Lanka Railways
	E.M.S.P.K.Deegala	-do-
15	B.M.U.S.Banneheka	Regional corporation Programme 17 th Training Course in India. 2014.09.15 – 2014.09.28
	K.H.M.M.M.Wijekoon.	-do-
16	S.N.Abewickrama	Invitation to visit Inno Trans Exhibition 2014 in Berlin – Germany – 2014.09.23 – 2014.09.26
	M.I.D.Pranandu	-do-
17	Wijaya Samarasinghe	5 th Meeting of SAARC Inter Government Group in Transport in New Delhi on 30 th September 2014
18	H.M.B.Sampath	The 7 th UIC Railway Policy and Management Course 20 th – 24 th October 2014 – Korea-
	S.D.Wickramaratne	-do-
19	Wijaya Samarasinghe	Policy Dialogue on Transport Connectivity in Southern Asia -19-20 November 2014 in New Delhi
20	T.J.E.Yasapalitha	Inspection of supply Installation & commissioning of a New CNC surfer wheel Lathe Machine for Railway workshop, Rathmalana. 2014.11.05 – 2014.11.15
	I.D.Ranjith	-do-

21	M.J.D.Pranandu	Invitation to visit CSR Ringdao Sitang Co. Ltd Procurement of Diesel Multiple units to Sri Lanka Railway. 2014.11.03 – 2014.11.07
22	D.P.Athapaththu	III Advanced Railway Course AE Pakistan Railway Academy wallon Lahore. 2014.11.17 – 2015.01.30
	R.A.N.S.J.Bandara	-do-
23	E.M.S.P.K.Deegala	Inspection of Project Proponent Facilities & Providing – completed works Matara – Katharagama New 1 Railroad Extension Project 2014.12.21 – 2014.12.29
	W.L.K.Karunathilaka	-do-
24	Udaya Kumara	Programme on witness Test in china Mathara – Katharagama New Railroad Extension Project 2014.12.21 – 2014.12.23

05. COMMERCIAL ACTIVITIES

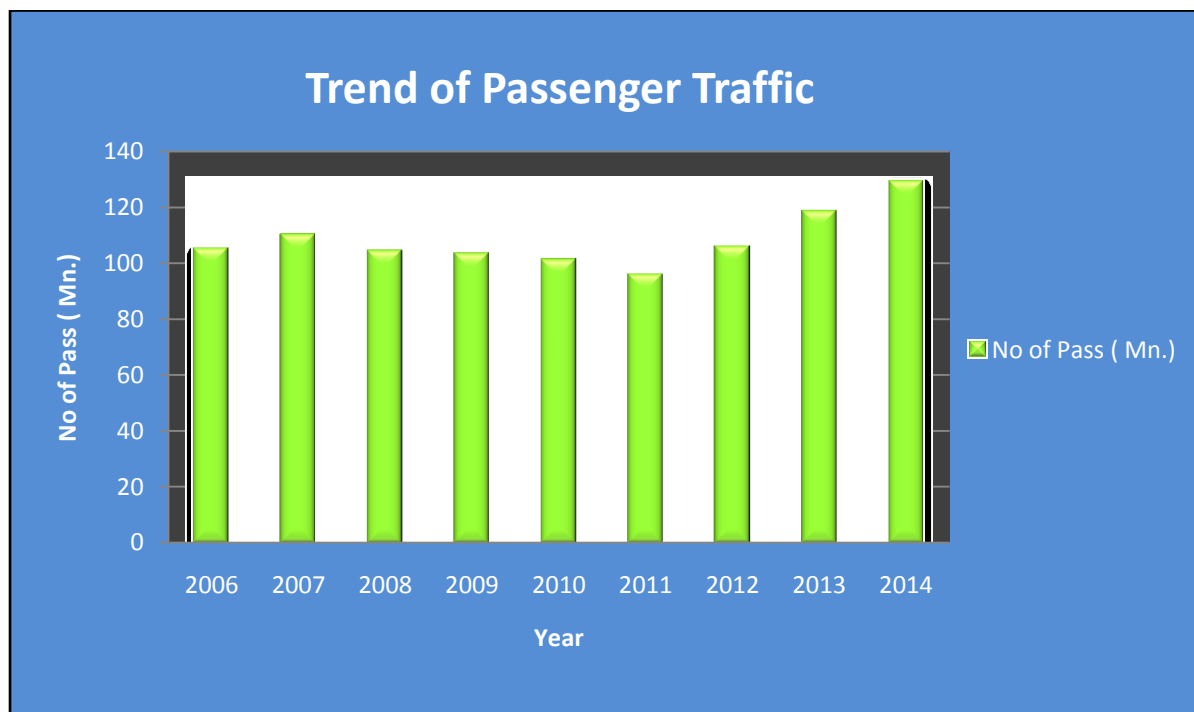
The commercial activities of the railway department come under the purview of the commercial sub department. The Commercial Superintendent is the head of this sub department and assisted by both Deputy Commercial Superintendent and assistant commercial superintendents in handling commercial matters. Among many, the collection of revenue from all sources of income is the main objective. Further commercial sub department finds ways and means to increase the income from all sources of the railways by promoting passenger, freight, parcels and mail transport.

Passenger Traffic

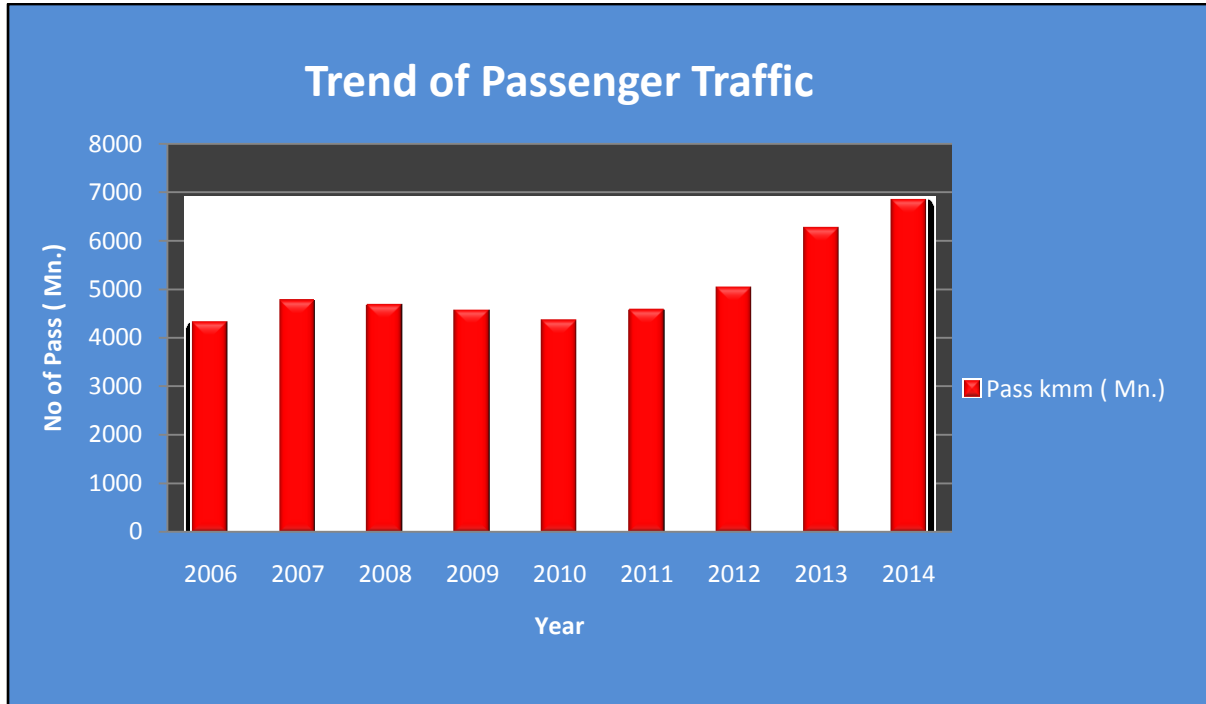
During the year Railway operated 6,841,966,416.00 passenger kilometres and transported 129,502,373 passengers compared to 6,257,375,784.00 passenger kilometres and 118,706,385 passengers during the previous year, recording a increase of 584,590,632 passenger kilometres and a increase of 10,795,988 passengers.

Revenue earned from passenger traffic during the year was Rs. 4,950,803,918.45 compared to Rs. 4,487,468,078.00 during the previous year, and increase of Rs 463,155,840.35.

** Following charts show the trend of total no of passenger traffic for the last nine years.*



* Following charts show the trend of total passenger kms traffic for the last nine years.



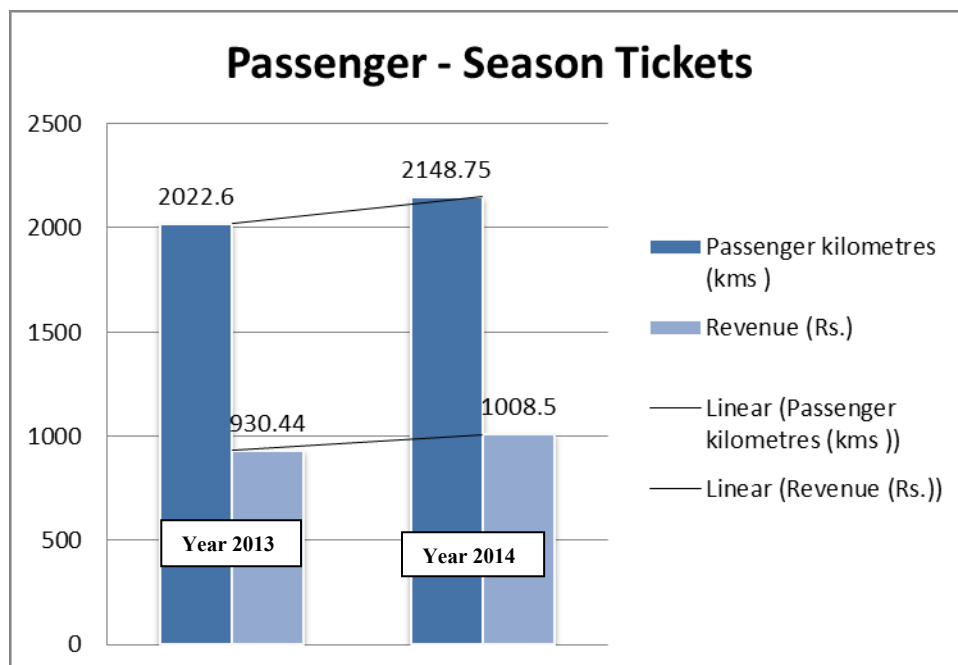
In addition to the revenue earned from ordinary and season ticket passenger traffic, railway has earned Rs. 431,782,921.01 as miscellaneous revenue during the year against Rs. 388,638,159.96 the previous year.

Tax particulars for the year as follows :-

Quarter	VAT Income (Rs)	VAT on Purchases (Rs)	VAT on Imports (Rs)
1 Quarter	16,183,323.00	104,818,073.00	194,336,552.00
2 Quarter	14,934,796.00	75,632,306.00	55,529,983.00
3 Quarter	17,080,870.00	69,634,094.00	68,366,823.00
4 Quarter	15,697,529.00	67,241,606.00	73,710,857.00

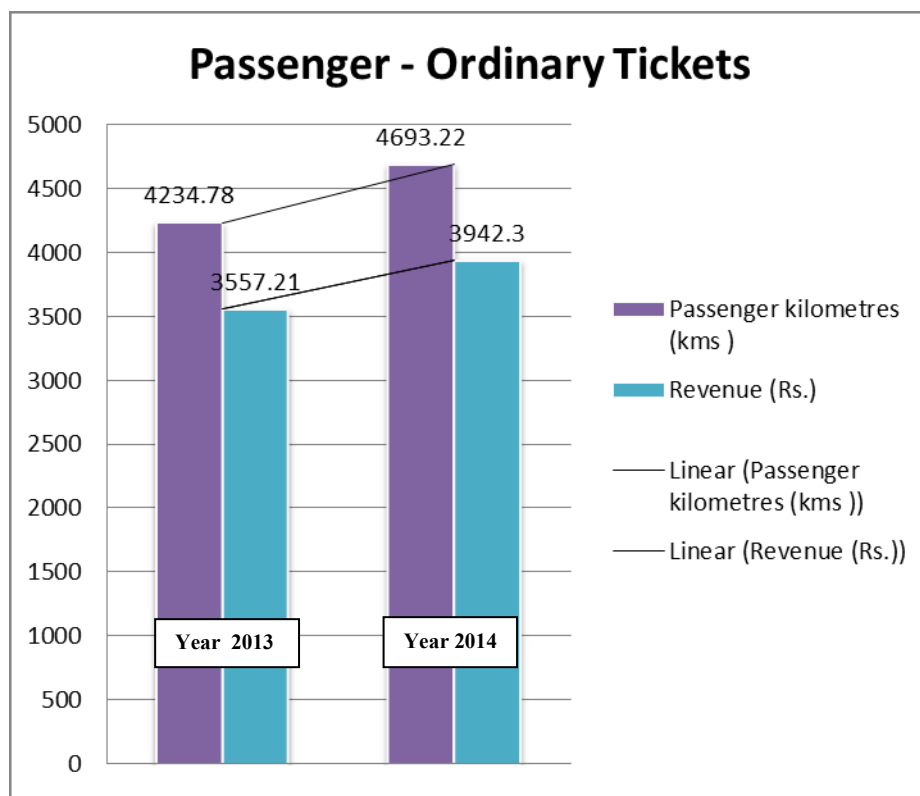
Commuter (i.e., Passengers on season tickets) Million

Description	2013	2014
Number of passengers	61.49	62.42
Passenger kilometres (kms)	2022.60	2148.75
Revenue (Rs.)	930.44	1008.50



Non-commuter (i.e., Passengers on Ordinary Tickets) Millions

Description	2013	2014
Number of passengers	57.22	67.07
Passenger kilometres (kms)	4234.78	4693.22
Revenue (Rs.)	3557.21	3942.30



Lease of Lands :-

Income received from existing leases of railway lands during the year is Rs.112,151,900.79

Fare Structure :-

Passenger fares were revised upward with effect from 01 June 2008, mainly considering the fuel price increases. Then again passenger fares were adjusted downward in line with the fuel price decreases with effect from 01 st of December 2008. By this fare revision fares charged on four tier zones were further increased to five zones. No revision of fares was made during the year under review. Under this scheme of fare revision, fares of ordinary tickets are made available between any two stations and charged as under.

From any station / to any station	Charge per Kilometre (Rs)		
	1 class	2 class	3 class
1 Zone : 00 Km – 10 Km	3.60	2.00	1.10
2 Zone : 11 Km – 50 Km	3.30	1.60	1.00
3 Zone : 51 Km – 100 Km	2.80	1.50	0.85
4 Zone : 101Km - 200 Km	2.10	1.20	0.65
5 Zone: 201 and above	1.60	0.90	0.50

Any fraction of rupee is rounded up to nearest rupee.

General Manager of Railway is empowered in deciding the passenger fares for Inter-City and value added train services under the following conditions.

- The fares decided on should not be below existing normal passenger fares,
- Fares so decided should be competitive with the existing passenger fares of the passenger transport market and could be able to draw the maximum revenue to the railway.

Reservation of:-	First Class Sleeping Berth	Rs. 125.00
	Observation Saloon	Rs. 125.00
	Air Condition	Rs. 125.00

Reservation of Seats:-	1 st Class	Rs 125.00
	2 nd Class	Rs. 75.00
	3 rd Class	Rs 50.00

Minimum charge:- (passenger)

First Class	Rs. 40.00
Second Class	Rs. 20.00
Third Class & Pft Ticket	Rs. 10.00

Retiring rooms :-

Retiring room facilities for the rail passengers are available at Kandy, Mihinthaleya Polonnaruwa, Trincomalee, Baticaloa, Galle, Anuradhapura and Polgahawela Railway Stations. The existing rates including value added tax for rooms per day are as follows.

Single Room Rs. 350.00

Double Room Rs. 700.00

Family Room Rs. 1000.0

Family Room with five beds at Anuradhapura Rs.1300.00

An additional person in a double or family room is levied Rs. 250.00 per day.

Season ticket fares Structure :-

<u>Category</u>	<u>Total Value</u>	<u>Charge</u>
• Ordinary Season Ticket	Ordinary Ticket Fare * 60	40% percent of the total value
Zone Season Ticket: Government Servant University, Technical & Pirivena Student and Scholars over 12 yrs:	Ordinary Ticket Fare * 60	15% percent of the total value
• Scholars under 12 yrs:	Ordinary Ticket Fare * 60	09% percent of the total value
• Railway Servant:	Ordinary Ticket Fare * 60	4.5% percent of the total value
		05% percent of the total value

Every season ticket passenger is required to hold a folder with a photograph for the use of his season ticket as an identity. Folder charge is Rs. 200.00

06. SALES & MARKETING

The unit of sales and marketing headed by the manager-sales and marketing is accountable for the matters relating to transportation of goods, parcels and mail. The unit finds ways and means of increasing the market-share of the railway in the field of freight transportation and to increase the freight revenue. In addition to the scheduled freight trains special freight trains are arranged on the requirement of the private freight dealers on special freight rates. Prima flour, cement, lime stones and petroleum products are transported on agreed conditions with the private parties. The right to use the rail track for the transport of lime - stones using their own locomotives and wagons from Aruwakkalu is given to the Cement Company on an agreement entered with the Railway Department. The rates are levied for the transportation of lime - stones on the conditions entered with and these rates are subject to revise annually in line with the fluctuations of the Colombo Consumer Price Index (CCPI). Railway also provides locomotives on hire to the Company to transport lime stones on special charges. The mail transport is also being done on a contract agreed with the postal department levying special charges.

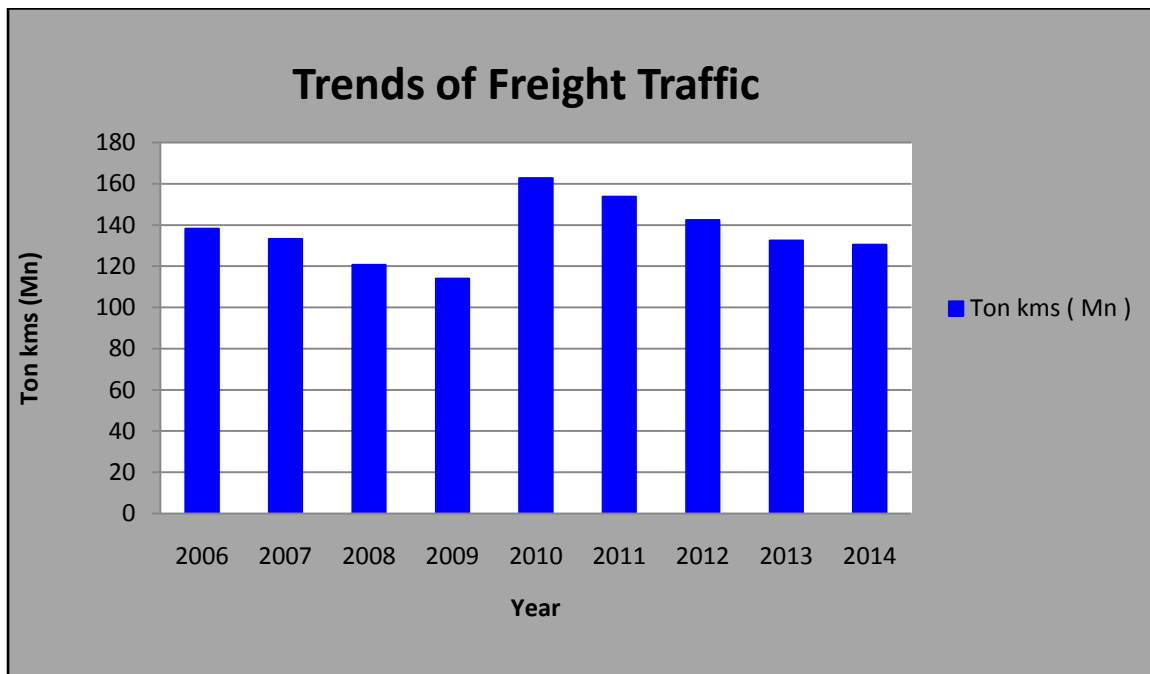
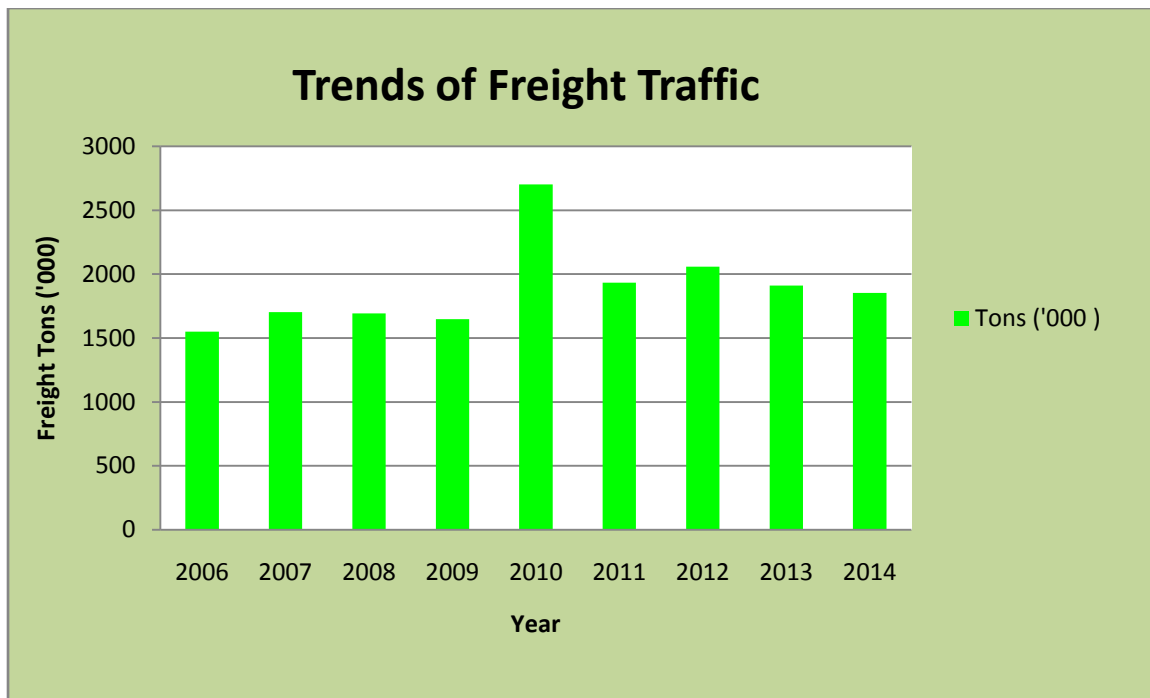
Revision of freight rates, recovery of demurrage, renting out unused railway warehouses, allocation of spaces for displaying of advertisements at stations, station premises, railway lands and on compartments comes under the purview of sales and marketing unit.

Freight traffic

During the year 1,852,513 tonnes of goods were transported and an amount of Rs 435,362,281.69 was earned as freight revenue. Tonne kilometres were recorded as 130,430,743.

Description	2013	2014
Tonnage carried	1,911,634	1,852,513
Ton Kilometres	132,975,649	130,430,743
Freight revenue (Rs.) (<i>According to PCO data – Accrued Basis</i>)	445,462,826	435,362,282

The following chart shows the freight traffic trend in the last nine years.



The above chart shows the freight traffic trend in the last nine years.

Parcel and Mail transport :-

Income from parcel transport and Post office mail transported at a fixed rates on agreement with the postal department of Rs.140,200,304.55 during the year compared to Rs. 119,627,613.75 during the previous year.

Rent-out warehouses :-

An income of Rs 35,261,386.26 was earned from renting out warehouses during the year as against Rs 41,626,804.07 during the previous year.

Income from advertising :-

An income of Rs 4,504,210.00 was earned from advertising during the as against Rs 17,000,000.00 during the previous year.

Hitachi & Air Condition Compartment Running :-

The income of Hitachi train running was Rs. 1,784,272.00 & air condition compartments running income was Rs. 1,383,760.00 during the year.

Freight Rates :-

Railway has a two tier charging systems for goods wherein they are grouped into two classes with different charges for each class depending on whether the goods are carried on lines in the low-lying area of the Island or on lines in the up- Country. (In other words on the main line above Rambukkana, and on Matale Line.)

Freight rate Structure :-

Freight rates have been revised with effect from 01. November 2007 increasing the existing freight rates by 50 per cent and parcel rates by 40 per cent. Rate structure of 8 classes has reduced into 4 classes and again these 4 classes into 2 classes on revisions of freight rates in 1990 and 2001 respectively. During the year under review no revision in the rates structure was made.

The rebate given for some selected commodities i.e. food stuff-prima flour, manure and cement was withdrawn later. Under the rate revision of 2007 the General Manager of Railway is given the discretion in granting special rates for the transport of any goods moved in bulk or in block rates of wagon. These rates are charged for transport of goods and are inclusive of incidental charges such as shunting and placing of wagons for loading and unloading and of empty haulage of wagons.

Existing rates are as follows:-

	<u>Below Rambukkana</u> <u>Per ton kilometre (Rs)</u>	<u>Above Rambukkana</u> <u>per ton kilometre (Rs)</u>
Class 1 –	3.75	5.25
Class 2 –	4.50	6.00

The class 1 is the combination of old classes 1 and 2 while the class 2 is the combination of old classes 3 and 4.

Rates of petroleum products are charged on a special basis as shown under.

	<u>Below-Rambukkana</u> <u>per ton kilometre (Rs)</u>	<u>Above-Rambukkana</u> <u>per ton kilometre (Rs)</u>
Petrol, Gasoline, Diesel, Gas oil, Black oil,Furnace oil:	4.50	5.25
Aviation Fuel:	6.00	-

07. MECHANICAL ENGINEERING

The yearly work - shop output of the mechanical engineering sub department for the year was as follows.

Description of the locomotives	2013		2014	
	<u>Overhaul</u>	<u>Intermediate</u>	<u>Overhaul</u>	<u>Intermediate</u>
Diesel-Electric-Locomotives: (M2,M4,M5,M5a,M5b,M5c,M6,M7,M8, M8a,M9)	10	235	10	211
Diesel Hydraulic Locomotives: (Y,W1,W2, N1, N2,W3)	08	174	06	186
Diesel Hydraulic Power Units: (S3, S4,S5, S6, S7, S8, S9,S10,S11)	17	79	25	69
Diesel Mechanical Locomotives: (P1)	--	--	--	--

Due to financial restrictions, purchase of spare parts for locomotives were curtailed and some old spare parts were used in the locomotive repairs after reconditioning. This has affected the reliability of locomotives to some extent.

Diesel Power Coaches

Class	No of vehicles at the beginning of the Year 2013	Total No, Of Seats	Total No Of Standing	No of vehicles at the beginning of the Year 2014	Total No, Of Seats	Total No Of Standing
S6	02	60	120	04	120	240
S7	02	60	120	06	180	360
S8	20	640	1280	20	640	1280
S9	15	480	960	15	480	960
S10	15	312	1340	15	312	1340
S11	20	620	400	20	620	400
S12 UC	03	1278		13	390	260
S12 KV	04	4080	5480			
Total	81	7530	9700	93	2742	4840

S 5 & S 12 Class – Fully Air Conditioned Tourist (Hitachi)

10 coaches – Train set –04 Nos. – Train sets.

Coach M.C 01

Driving cab motive power generator set and kitchen twin bogies

Coach TD

Trailer dining car, seating capacity 40 twin bogies.

Coach T1

Trailer passenger, seating capacity 40 twin bogies.

Coach T2

Trailer passenger, seating capacity 40, twin bogies

Motive power- 02 Nos 8 cylinders 8,7.75 Borex 8.5"

stroke 900 BHP/1500 RPM. Maximum output under standard condition- maximum speed –50 mph.

Rolling Stock (locomotives, rail cars, cranes & motor trolleys)

Total in stock 2013	Description	Total in stock 2014
100	(a) Diesel Electric Locomotives (M2,M4,M5,M6,M7,M8,M9,G1,M10)	100
48	(b) Diesel Hydraulic Locomotives (W1, W2, W3, Y)	48
02	(c) Diesel Hydraulic Locomotives(P1)	05
93	(d) Diesel Power Coaches (S3,S5,S6,S7,S8,S9,S10,S11)	89
02	(e) Diesel Mechanical Locomotives (N1, N2)	
03	(f) Air conditioned Train Units (S5)	07
02	(g) Diesel Rail Cars (T1,T2)	02
05	(h) Motor Trolleys (MT)	05
06	(i) Steam Locomotives(B1,B2,B8,J1)	25
01	(j) Steam Rail Cars (V2)	
08	(k) Steam Cranes/Hydraulic Cranes (TRC,BTRS)	
24	(l) Rail Bus	
01	(m) Mini Loco	

Steam and diesel Rail Cars

Description	Total no of Rail cars	Total no seats	Bogies	Four wheels
Steam Rail Cars (N.G) V2/331	01	44	01	--
Tourist Saloon (N.G) T1/515	01	35	01	--
Diesel Hydraulic Mechanical Rail - Cars-(BG) T2/323	01	67	01	--

Classification of Repairs to Rolling Stock (locomotives)

Class	Inter Repairs	General Repairs
M2/M6/M7	360000 miles	720000 miles
M8/M4/M8A/M10	400000 miles	800000 miles
W3	10000-20000 hrs	30000 hrs
G1/M5/W1/W2/Y/N1-S5/S7	6000 hrs	12000 hrs
T1/T2	3000 –6000 hrs	4000-8000 hrs
N2	4000 hrs	8000 hrs
S3	5000 hrs	10000 hrs
S6/S8/S9/S10/S11/M5A/S12/M5A	8000-16000 hrs	24000 hrs
M5C	9000-18000 hrs	30000 hrs
M9	30000 hrs	60000 hrs

Light Repairs

Any other repairs and inspection due to unforeseen damages in failures in between the periods set for scheduled repairs.

Particulars of reparation of locomotives, power coaches, rail cars and motor trolleys

Description	Class	No in Stock	Under repairs in shops	Awaiting repairs at shops	In Service
Diesel electric locomotives	M2	13	02	--	11
Diesel electric locomotives	M4	14	01	--	13
Diesel electric locomotives	M5 M5B	06	--	02	04
Diesel electric locomotives	M5C	07	01	--	06
Diesel electric locomotives	M6	14	02	--	12
Diesel electric locomotives	M7	15	07	--	08
Diesel electric locomotives	M8	08	01	--	07
Diesel electric locomotives	M8A	02	--	--	02
Diesel electric locomotives	M9	10	06	--	04
Diesel electric locomotives	M 10	03	--	--	--
Diesel electric locomotives	M 10 A	06	--	--	--
Diesel electric locomotives	G1	06	--	01	--
Diesel electric locomotives	T1	01	--	01	--
Diesel Electric Rail Cars	T2	01		01	--
Diesel Hydraulic locomotives	W1	07	01	04	02
Diesel Hydraulic locomotives	W2	03	--	03	--
Diesel Hydraulic locomotives	W3	10	01	--	09
Diesel Hydraulic locomotives	Y	28	03	01	24
Diesel Hydraulic Mechanical loco	N1	01	--	01	--
Diesel Hydraulic Mechanical loco	N2	01	--	01	--
Diesel Hydraulic loco	P1	02	--	02	--
Mini Loco	01	--	--	01	--
Power Coaches	S5	03	01	--	02
Power Coaches	S6	02	01	01	--
Power Coaches	S7	02	--	--	02
Power Coaches	S8	20	02	--	18
Power Coaches	S9	15	02	--	13
Power Coaches	S10	15	01	--	14
Power Coaches	S11	20	--	01	19
Power Coaches	S 12	23	--	--	23
Steam locomotives	B1A	--	--	--	--
Steam locomotives	B2B/B8C/B1D	03	--	--	03
Steam locomotives	J1	02	--	02	--
Motor Trolleys	NT	05	01	01	03
Steam Hydraulic cranes	TRC/BT/ RC	08	02	02	04
Rail Buses	RB	24	08	--	16
Steam Rail Cars	V2	01	--	01	--

STEAM LOCOMOTIVES AND RAILCARS.

C L A S S	wheel or axle description	Cylinder	Tractive effect at 85%boiler pressure, lbs,	No. on Hand at The be- Gining	No of locos Brought Into Service	No of locos Condemne d During the Year	No in hand at the end
STEAM LOCOMOTIVES 5'6" GAUGE							
B1a	4-6-0	18.5*26	22620	-	1	-	1
B1d	4-6-0	-do-	22620	-	1	-	1
B2b	4-6-0	-do-	22620	-	1	-	1
B8c	4-6-0	15''*22	14025	-	1	-	1
Steam Locomotives & Rail Cars 2'6" gauge							
J1	4-6-4	14'*20	14809	1	-	-	1
V2	Hydraulic	350	steam- (300)	-	1	-	1

Position of steam locomotives, railcars, and cranes

Description	Number
Steam locomotives (B.G)	04
Steam locomotives (N.G)	02
Steam rail cars (N.G)	01
Steam cranes (BG)	06
Steam Hydraulic cranes (B.G)	02

Diesel locomotives power coaches railcars & motor trolleys

Description	Number
Diesel Electric Locomotives	100
Diesel Hydraulic locomotives	48
Diesel Power Coaches	89
Air- Condition Train Unit	07
Diesel Hydraulic & Mechanical locomotives	05
Diesel/Steam locomotives & Rail Cars	03
Motor Trolleys	05
Rail Bus/Mini Loco	24

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08. MOTIVE POWER ENGINEERING

During the year motive power was provided to scheduled trains as well as to new trains and other special trains including ballast trains. The availability of locomotives to maintain normal Train service remained below the required level. In order to address this problem SLR has initialled several fleet upgrading measures and continued with Railway infrastructure development projects during the year.

Consumption of diesel, coal and lubricant :-

Consumption of diesel and coal per engine kilometre and the lubricating oil per engine kilometre is given below.

Class of Engine	Diesel litres per engine km	Lub oil litres per km
W1	3.9808	0.2938
W2	0.0000	0.0000
W3	3.2070	0.0377
Y	1.0834	0.0156
S5	2.9457	0.0795
S6	1.3433	0.0319
S7	1.7408	0.0786
S8	2.3623	0.0209
S9	2.0527	0.0000
S10	2.4919	0.0633
S11	1.9735	0.0120
S12	1.9199	0.0000
M2	2.4874	0.0415
M4	3.1234	0.0447
M5A	---	0.0000
M5B	3.2501	0.0531
M5C	3.0804	0.0344
M6	3.5329	0.0646
M7	2.6117	0.0484
M8	3.5937	0.0390
M8A	3.8214	0.0683
M9	3.8723	0.0210
M10	3.2568	0.0304
M10A	3.2542	0.0426
AFC	0.9383	0.0049
R/B	0.7352	---
<u>Steam locomotives</u>	<u>Coal per engine Km (tonnes)</u>	<u>Lub oil per 100 Kmm</u>
B1	--	--
B2	--	--
B8	--	--

Amount of fuel consumption and kilometres done by each class of locomotive is given below.

Class of Loco	Number of Loco failures	Kilometres	Consumption of Diesel, Coal and Lubricant			
			Diesel Litres	Lubricant Litres	Pure Petrol Lt	Grease Kg
W1	0	6132	24410	1801.5	0	60
W2	0	0	0	0	0	0
W3	74	461058	1478593	17362	0	309
Y	01	513796	556636	8014.5	0	419.75
S3	--	--	--	--	--	--
S5	0	1548	4560	123	0	03
S6	0	21961	29500	701.5	0	0
S7	0	9628	16760	757	205.5	1759
S8	74	1380591	3261335	28816.5	0	0
S9	31	815738	1674500	0	0	0
S10	21	1461362	3641580	92433.5	2078.5	845
S11	23	1702813	3360424	20356	0	21.75
S12	23	2103252	4038070	0	84.5	0
M2	45	1012205	2517756	42007	500.5	69.5
M4	28	941217.6	2939814	42046.5	0	272.5
M5	--	--	--	--	--	--
M5A	0	0	0	0	0	0
M5B	16	235076.8	764015	12471	0	50.15
M5C	8	209478.4	645270	7198	0	52.045
M6	55	1099494	3884372	71008	499.5	208.5
M7	42	431758	1127610	20892	173	197.5
M8	24	530473.6	1906365	20667	1479	94
M8a	05	111680.2	426777	7632	0	26
M9	9	83216	322240	1748.5	0	5.6
M10	4	203670.4	663315	6193.5	0	39.8
M10a	8	648134.1	2109128	27625	0	88.45
B1	--	--	--	--	--	--
B2	--	--	--	--	--	--
B8	--	--	--	--	--	--
V2	--	--	--	--	--	--
AFC	0	113037.6	106058	554	2	7.25
R/B	0	130245.9	95757.6	0	0	0
G1-500	--	--	--	--	--	--
T1-515	--	--	--	--	--	--
Crane	--	--	--	--	--	--
B.Dow	--	--	--	--	--	--
Boiler	--	--	--	--	--	--
Air com	--	--	--	--	--	--
Carriage	--	--	--	--	--	--
Total	491	14,227,567	35,594,846	430,408	5,022.5	4,528.795

09. WAY & WORKS ENGINEERING

The major responsibility of the way & works sub department is maintaining the length of railway line & extends the railway line through re-constructing missing links such as Thalimannar line, Jaffna lines and also build new bridges. Maintaining the railway building under good conditions also similar capacity responsibility of way & works sub department.

The length of railway line in kilometres is given below. (Year Ended 2014)

No.	Line Name	Length (km)
1.	Main Line	290.49 km
2.	Matale Line	33.75 km
3.	Puttalam Line	133.86 km
	Puttalam Line – Ariport Spur	2 km
	Puttalam Line- Aruvakalu Spur	37 km
4.	<u>Northern Line</u> Polgahawela to Omanthai Omanthai to Kilinochchi Kilinochchi to Jaffna	193.30 km 63.19 km 65.50 km
5.	<u>Talaimannar Line</u> Medawachchiya to Madu	42.99 km
6.	Batticaloa Line (MHO –BCO)	211.10 km
7.	Trincomalee Line (GOA – TCO)	70.23 km
8.	Coast Line (FOT – MTR)	158.73 km
9.	Kelani Vally Line (MDA – AVS)	59.27 km
10.	Mihintale Line (ANP – MHN)	15 km
11.	Kolonnawa Spur	2 km
12.	Harbour Spur	2 km
	Total	1380.41 km

Railway Line – 2014

No.	Description	2014 (kms)
1	Total Route Length	1380.41 kms
2	Track Gauge	1676 mm
3	Ruling Gradient	1:44
4	Ruling Curvature	5 ch (100m)

Track Improvement Projects

No.	Improvement Project	Task Complete %
1.	Kandy – Sarasavi Uyana Doubled line improvement Project	Earth filling in progress
2.	Kaluthara – Piyaghala South Doubled line improvement Project	60 % works completed
3.	Seeduwa – Katunayaka Doubled line improvement Project	Double line 70 % work completed
4.	Katunayaka – Galkanda Doubled line improvement Project	5% Double line work completed
5.	Galkanda – Negombo Doubled line improvement Project	Surveying completed
6.	Kurunagala Loop line	50 % earth filling work completed

Projects

No.	Improvement Project	Task Complete %
1.	Medawachchiya - Madhu	Work completed 01 No. Bridge to be replaced 300 Nos. sleepers to be replaced.
2.	Madhu – Talaimannar	Work completed Defect liabilities period extend by CECB to 13.12.2016 03 No. Bridge to be replaced 3864 Nos. sleepers to be replaced.
3.	Omantai – Pallai	Work completed Sleepers to be replaced.
4.	Pallai - Kankesanthurai	Work completed Sleepers to be replaced.

Proposed Projects

No.	Improvement Project	Task Complete %
1.	Kurunegala – Habarana	CANC and TPC appointed
2.	Polgahawela – Kurunegala double line	TEC to be appointed (project to be carried out under Indian line of credit
3.	Mahawa – Omantai	Rehabilitation to be carried out under Indian line of credit, TEC appointed
4.	Maradana - Homagama	Upgrading existing line and station buildings.

10. SIGNALLING & TELECOMMUNICATION

Chief Engineer Signal and Telecommunication (CSTE) is accountable for the maintenance of the mechanical and electrical signalling systems as well as telephone and radio communication network and public address systems. In order to ensure an efficient and safety operation of train services regular repairs and maintenance are carried out throughout the year. The installation of barriers at level crossings also comes under the purview of the Chief signal Engineer. The workshop of the signal sub department engages in assembling and repairing of signal instruments. Installation of modern signal instruments and planning comes under the purview of the planning section. For these purposes CSTE is assisted by a deputy chief engineer for colour light signalling and by seven other signal engineers. The working strength of 481 personnel consists of skilled, semiskilled and non-skilled workers who are under the direct supervision of district signal engineers.

The whole signalling net work is divided into four Districts as follows.

- Upper District: Rambukkana to Badulla and Peradeniya to Matale
Central District: Maradana to Rambukkana, Polgahawela to Maho and Puttalam Line
Southern District: Coastal Line and Kelani Valley Line
Northern District: Maho to Vavuniya, Trincomalee Line and Batticaloa Line

01. Progress of Signalling & Telecommunication

No.	Task/ Project	Completed
01.	Maintenance of Signalling & Communication System	95 % completed
02.	Replacement of 50 year old machinery of CEST sub department	70 % completed
03	Furniture & Office Equipment	40 % completed
04.	Installation of signalling system (4 th Line MDA-FOT & URW-KLA)	70 % completed
05.	Installation of signalling system (JLA-SED Double Line)	50 % completed
06.	Signalling & Interlocking for WAD-LJC & LJC-RBK-NGB	35 % completed
07.	Signalling for new Ahungalla station constructed with Coastal Line	70 % completed
08.	Installation of Signalling in Kv Line by introducing colour light	40 % completed
09.	Installation of Signalling Telecommunication system (ANP to MDG & TLM)	70 % completed

02. Level crossing protection systems completed in 2014

No.	Level Crossing Protection	Type	No.	
1	Coastal Line	Bell & Light	02	Completed
2	Kv Line	Bell & Light	01	Completed
3	Main Line	Bell & Light	02	Completed
4	Northern Line	Bell & Light	09	Completed

03. Training of Staff (Local & Foreign) - Completed in 2014

a. Local Training

No	Training Course	Institute	No.of Staff Attend
01	Training programme on maintenance of construction equipment	ICTD	02
02	Stores management higher diploma	ICTD	04
03	Maintenance of hydraulic & mechatronic system	ICTD	03
04	Training programme for super 5 's as a productivity tool	National Labour Study Institute	15
05	Mini excavator machinery training	ICTD	01
06	Stores management higher diploma	ICTD	04
07	Maintenance of electrical systems	ICTD	04
08	Maintenance of vehicle	IIES	03
09	Maintenance & repairing electric power generating	ICTD	09

b. Foreign Training

No	Training Course	Country	No of Persons
01	Seminar on railway construction management	China	02
02	Training course on rail traffic information and auto control	China	02
03	Basic training on signalling & telecommunication being implemented in northern province of Sri Lanka	India	21

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11. RAILWAY STORES

Stores Stock Account

The railway stores sub department is responsible for maintaining proper stocks of various items. It facilitates providing office equipments & mediates the tender process.

The value of stores held in the Railway Stores Advance Account amounted to Rs 5,106.2 million at the end of 31 st of December 2014 as against Rs 4,181.62 million at the end of December 2013. Receipts and issues during the year amounted to Rs 2,050.76 million and Rs 1,126.20 million respectively.

Verification of stock was carried out on a continuous verification basis and an annual verification of stores was also carried out in December 2014.

The overall stock turnover ratio for the year was 16.15

Details relating to the different classes of stores issues and receipts are given below.

(Rs. in Mn.)					
Description	Balance as at 01.01.2014	Receipt During 2014	Issues During 2014	Balance on 31.12. 2014	Stock turn Over ratio
Fuel & Lubricant	61.9	0.0	0.067	61.9	0.00
Spares for locomotives	3314.7	1624.1	834.2	4104.6	10.91
Carriages & wagons	120.1	68.3	36.1	152.5	0.27
Signal Equipment	206.6	89.1	13.9	281.7	0.06
Permanent way- Materials	4.4	0.010	-	4.4	-
General Stores	473.6	269.1	241.9	500.9	4.91
Total	4181.6	2050.7	1,126.2	5,106.2	16.15

12. TRAFFIC COSTING AND STATISTICS

Organisation and Function

The Traffic Costing Unit functions under the Principal Costing Officer and includes a Statistics Section and a Traffic Costing Section. The function of the Unit is to identify and ascertain cost of services and operations in order to provide management with data to use in tariff fixing and in investment decisions. The Unit analyses and reports operating and revenue statistics and prepares the Annual Report, Railway Facts & Figures, and Summary of Operating and Financial Statistics.

Under operating statistics, records of locomotive, train, and vehicle kilometres are processed and analysed. Under revenue statistics, passenger journeys, passenger kilometres, tonnage of freight forwarded and tonne kilometres are processed and analysed. The Unit distributes monthly, quarterly, and annual returns of statistical data under the above two categories for the information of Railway management.

Traffic Costing Performance

Studies undertaken during the year include the following:

- Analysis of recurrent expenditure and computation of unit costs
- Computation of cost/statistical data for the Transport Studies and Planning Centre and the Transport Data Bank.
- Preparation of the Booklet containing analytical representation of financial and operation results.
- Preparation of the annual Administration Report of the Department for the General Manager.

Statistics Performance

Computation and dissemination of statistical data was continued during the year as summarised below. The Unit expanded the use of personal computers to process statistical data.

- Statistical data for Central Bank and Census and Statistics Department.
- Quarterly goods statistics for 2013/2014.
- Monthly passenger statistics for 2013/2014.
- Quarterly train and locomotive statistics for 2013/2014.
- Quarterly reports of vehicle kilometres for 2013/2014.

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13. RAILWAY POTECTION SERVICE

General

Railway Protection Force is responsible for providing protection for the rail passengers and their property, railway staff and the railway property. The Superintendent leads the Force with the assistance of 572 security personnel including one Superintendent and five Assistant Superintendents.

Security staff was detailed to be watchful of suspicious objects in station premises and in moving trains and to be vigilant for explosive devices, especially at stations, railway yards, and workshops and at entrances of the compartments and wagons attached to the trains. Lady security officers were also deployed to inspect passengers and their bags and baggage at the entrances and exits of the stations. Security was also provided to the passengers and property during the periods of strike and during the times of unrest prevailed among employees.

Security for cash transport

Protection was provided for cash being transported for payment of salaries and wages and for cash being transported from Maradana station to the vault at the Chief Accountant's Office. Security personnel detailed to protect cash in transit were provided firearms and were under the supervision of an assistant superintendent and direction of an inspector. Armed security personnel were deployed round the clock at chief accountant's cash vault for the protection of cash.

Protection to other important trains

Security staff was deployed in escorting other important trains such as those transporting mail, goods, petroleum products. Security was also provided in the express trains and weekend express trains.

Security at special occasions and events

Security staff was detailed to provide security at the Colombo harbour when New power coaches imported from India were unloaded until starting to launch and also security was provided to day and night while they are moving.

Security provided to the persons including High Commissioner of India and Minister of transport at the function of launching new power coaches.

Festival Duties

Security personnel were deployed at the relevant railway stations during the period of under mentioned annual festivals.

- Annual Season of pilgrimage to Sri-Pada.at February 2014.
- National Independence day Celebration Function at February 2014.
- St Anne's Church festival at Thalawila in March,July.
- Wesak and Poson-Full moon poya day ceremonies at Anuradhapura, Mihinthalaaya, Fort, Maradana, Kalaniya and other stations.(Employed more than 80 security staff)
- Esala Perahera (Dalada Perahera) at Kandy. (August 2014)
- Annual Buhari religious festival at Beruwala.

Providing protection at derailments:

Security personnel were detailed to protect the railway property and staff and the passengers and their property at the places where Major derailments took place during the year.

Railway Flying Squad

Railway flying squad which was established in 1996 to look into the matters of crimes, frauds, thefts, irregularities and acts of sabotage in the Department and to bring to book the persons responsible.

During the year under review 197 such cases were reported and 153 cases were finalised The remaining 44 cases were under investigation.

Crimes - Railway Ordinance

Under the provisions made in the Railway Ordinance 4912 persons were taken into custody for the offences of misuse of tickets, unauthorised travelling in trains, unauthorised entry to the railway premises and unauthorised vending an amount of Rs 13,309,556/- was collected as fines from those offenders.

Government Quarters (Recovery of Possession) Act

During the year under review legal action has been taken against 105 persons for unauthorised dwelling and unauthorised construction on railway lands. In the year under review 71 such court cases have been finalised and the remaining cases were under investigation. Chief Engineer Way & Works were informed that to take legal actions against 14 unauthorised constructions.

Crime Prevention

To facilitate response to information on thefts and other offences, a group of security staff was detailed at the security office of the Fort Railway Station and at Head Quarters of the Protection Force to work on Saturdays and Sundays and on Public Holidays. Information of sabotage and malicious damages could be obtained beforehand by the staff and prompt action could be taken to avoid such unlawful acts.

Inquiries

In addition to investigation of matters arising from inquiries conducted by the personnel of the Protection force, the legal investigation unit attached to the Head Quarters of the Protection Force conducted investigations on allegations made in petitions sent to the General Manager, Heads of the Sub-Departments and also on personal complaints of unauthorised structures and sub-leasing of railway property, theft, looting, threatening, felling of trees in railway land and in disciplined behaviour of security personnel and on other various matters.

14. SRI LANKA GERMAN RAILWAY TECHNICAL TRAINING CENTRE

Sri Lanka German Railway Technical Training Centre functioning as a separate Sub-Department under the supervision of General Manager of railway. The director is the head of the technical training centre. There is a Manager (Training) under the supervision of the Director. The Manager (Training) is in charge of formulating and conducting technical training courses and other trade courses to skilled and semi-skilled railway employees and to apprentices recruited from outside. The Manager (Training) is assisted by a working strength of 24 personnel consisting of academic and non-academic staff, and a maintenance supervisor. The main objective of the Technical Training Centre is to conduct full time and part time technical and trade courses to the railway employees, school leavers and to the apprentices selected from outside under the supervision of National Apprentice and Technical Training Authority. The Centre assists the department to maintain efficient transport service by training employees and producing some spare parts to rolling stocks using available resources.

Railway Training Centre provided facilities to NAA

<u>Course</u>	<u>No of participant</u>
Diesel Engine Mechanic (2010 batches)	30
Welding (2010 batches)	<u>04</u>
Total	<u>34</u>

Final Trade tests for Apprentices,

<u>Course</u>	<u>Batch</u>	<u>No of Apprentice</u>
Diesel Engine Mechanic	2010	30
Welding	2010	<u>04</u>
Total		<u>34</u>

Infrastructure facilities were provided for the tests conducted by National Apprentice Authority

Diesel Engine Mechanic	2010/11/12/13	116
Machinist	2010/11/12	34
Electrician	2010/11/12/13	102
Welding	2010/11/12/13	<u>49</u>
Total		<u>301</u>

Work-site and Workshop training:

<u>Institute</u>	<u>No of Participant</u>
GRTTC	301
NVQ Candidates	02
Candidates Degree of University (EUG)	34
Kothalawala Defence Academy	25
Technical Colleges	04
National Vocational Training Authority	01
Sri Lanka Engineering Institute	01
HNDE	13
NDES	41
Open University	11
B.Tec of ALAVIA National Institute of Tech. in India	03
National Diploma in Technology (NDT) (Katubeddha)	<u>05</u>
Total	<u>441</u>

Training for Departmental employees:

<u>Course</u>	<u>Sub-Dept</u>	<u>No</u>
Computer Course	Railway Employees	113
Basic Metal	C.M.E.Rathmalana	66
Practical Training	Nawalapitiya/ANP	30
Basic Metal & Electric Course	C.S.T.E	45
Basic Electric Course	C.S.T.E	18
Basic Welding Course	Way & Works	28
Electric (Basic) Course	Way & Works	11
Workshop Course	C.M.E	<u>10</u>
Total		<u>321</u>

Provision of work - shop facilities for promotion tests for Railway Employees:

Technical Assistant -II (Welding)	15
Technical Assistant –II (C.M.E) (Welding- General)	<u>04</u>
Total	<u>19</u>

For Examination (External)

Engineering Undergraduate Practical Test	17
NDES Diploma Practical Test	<u>40</u>
Total	<u>57</u>

Training Courses and Practical Tests

<u>Institute</u>	<u>No of Participant</u>
Sri Lanka Navy	05
Asian Aviation-one day	<u>09</u>
Total	<u>15</u>

Production and repairs of the spare parts :-

Many spare parts required for the locomotives were produced and repairs were done for the plant and machinery and other equipment for other sub - department during the year.

<u>To</u>	<u>Item</u>
CME-Shop.No.-39	Power Contactors For (M1,M6,M2,M3,M8,) - 15
STE	Power Adjusting Screw – 07

Other Activities

The Institute took great part for participating and coordinating Deyata Kirula exhibition in this year. Guidance and facilities were provided to the school students and external teams to visit workshops. The ROBBY engine repaired & interdict for expedition.

15. Planning Unit

Planning unit directed by Director planning & major objective is railway resources planning effectively & efficiently. Coordinating sub department & guiding is also responsibility of that unit. The following shows major projects running currently & expected projects which are expected to implement near future.

Task completed in year 2014

1. Prepared action plan for year 2014.
2. Prepared corporate plan for 2013 to 2016.
3. Prepared progress reports for quarterly, monthly & annually & presented to the ministry of transport.
4. Prepared north line construction progress report & review.
5. Prepared progress reports for central bank
6. Provided statistical data to the transport commission.
7. Provide statistical data to the Statistical department.
8. Prepared procurement plan for Railway Department
9. Prepared progress report for the parliament.
10. Prepared progress reports for the annual parliament budget speech all three official language.
11. Prepared progress report according to “Mahinda chinthana ” Plan & presented to the parliament.
12. Prepared progress reports according to railway sub districts.
13. Prepared “Future Project Concept Proposals” & getting approvals from Ministry of Transport.
14. Prepared power point presentation for annual departmental budgets.

Special Events in 2014

1. The Bank of Ceylon funded for the constructions of Jaffna Railway Station.
2. In 2014, The train service has continued up to Kankasanturai (KKS).

Projects that expected to implement in future.

1. Railway line construction for Dabulla/Kurunagala/Habarana.
2. Railway Electrification in Colombo suburban area. Panadura - to Weyangoda.
3. Upgrading Kv Line.
4. Installing new Signalling System from Rabukkana to Wadduwa.
5. Installing new signalling System from Matara to Beliaththa
6. Installing new signalling system from Ragama to Negombo.
7. Reconstructing east railway line Gal Oya, Trincomale to Batticalo.

16 . GENERAL

Railway Institutes

Facilities were provided to the staff for reading and recreation through the Railway Institutes situated at Colombo, Maligawatta, Dematagoda, Ratmalana, Kadugannawa, Kandy, Nawalapitiya, Nanuoya, Anuradhapura, Trincomalee and Batticaloa. These Institutes offered various forms of recreation both indoor and outdoor and were well patronised by members. Although these institutes were self-supporting and managed by them-selves, assistance by way of grants from a departmental fund was given to run them satisfactorily. In 2014 there were 80 registered & activated trade unions.

Welfare Activities

In order to look-after welfare of the railway employees, 24 welfare officers are seconded from the permanent staff and stationed at the places of work.

No.	Department	No of Welfare officers
1.	Railway Head Quarters	1
2.	Chief Mechanical Engineers' sub department	3
3.	Chief Engineer Motive Power sub department	2
4.	Chief Engineer Signal & Telecommunication	2
5.	Way & Works sub department	1
6.	District Engineer – (Up) – Nanu Oya	1
7.	District Engineer – (East)	1
8.	District Engineer – (Down)- Galle	1
9.	District Engineer – (North) - Anuradhapura	1
10.	Chief Accountants sub department	1
11.	Transportation Superintend - Navalapitiya	2
12.	Railway Station – Fort	1
13.	Railway Protection Force	1
14.	Railway Clark Service	1
15.	District Engineer – (Central) - Plogahawela	1
16.	Loco Driver Service	1
17.	Railway Guard Service	1
18.	Railway Station Masters' Service	1
19.	Driver Assistant Service	1
	Total	24

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