

2015

SRI LANKA RAILWAYS

ADMINISTRATION REPORT – 2015



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

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Department of Sri Lanka Railway



Vision

“To be the most efficient transport provider of Southern Asia”

Mission

*“Provisions of a safe, reliable and punctual rail transport
Service for both passenger and Freight Traffic and
Efficiently.”*

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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 2015), it operates on a network of about 1,460.91 kms. In this Sri Lanka Railway department has succeeded to complete the missing link Fort to KKS. 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 Jaffna to Kankasanthurai (KKS)	193.30 km 63.19 km 65.50 km 17.45 km
5.	<u>Talaimannar Line</u> Medawachchiya to Madu Madu to Talaimannar Pier	42.99 km 63.05 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	1460.91 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), Additional General Manager (Infrastructure), 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 2014 & 2015

No.	Description	2014	2015	Inc/(Dec)	%
1.	Operated Train kms – Passenger Trains	10,288,203	10,932,907	644,704	6.27 %
2.	Operated Train kms – Goods Trains	328,500	377,271	48,771	14.85 %
3.	Operated Train kms – Empty Coaches	82,419	121,489	39,070	47.40 %
4.	Operated Train kms – Light Loco	111,594	98,166	(-13,428)	(-12.03 %)
5.	Operated Train kms – Special Trains	264,365	267,286	2,921	1.10 %
	Total Train kms	11,075,082	11,797,118	722,038	6.52 %

The above table shows the 2015 operated train km's performance. According to this table the total operated train km's has increased by 644,704. It was a 6.27 % increase compared to the last year . Compared to last year the goods operated train km's has increased.

1.2 Summary of Track Length in 2015

No.	Description	Year - 2015
1.	Total Track Length	1460.91 kms

In 2015 the total operational track was 1,460.91 kms. The below chart shows the railway line kilometres considering gauges.

The Total length of railway line in kilometres

No.	Description	Year - 2015 (kms)
1	Total Route Length (Operated)	1460.91 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	2014	2015	Inc/Dec	%
1.	No of Passengers	129,502,373	133,291,404	3,789,031	2.93 %
2.	Passenger kms	6,841,966,416	7,407,386,454	565,420,038	8.26 %

During the year Railway operated 7,407,386,454 passenger kilometres and transported 133,291,404 passengers compared to 6,841,966,416 passenger kilometres and 129,502,373 passengers of previous year, recording a increase of 565,420,038 passenger kilometres and increase of 3,789,031 passengers. In 2015 the new train implementation & new track introducing were helped to increase the no of passengers & passenger kilometres.

1.3 No of Train Trips Comparison

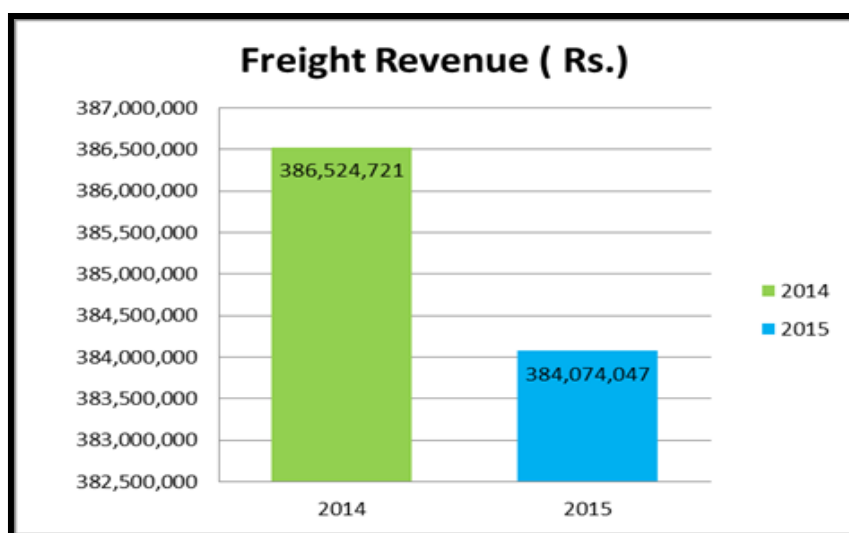
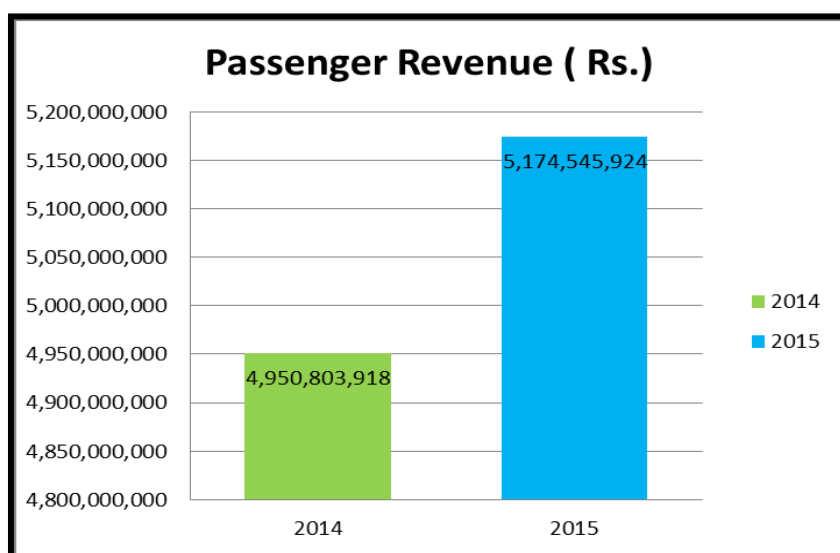
No.	Description	2014	2015	Inc/Dec	%
1.	No of Passenger Trains Trips	117,462	117,193	(- 269)	(- 0.23 %)
2.	No of Goods Trains Trips	4,801	3,999	(- 802)	(- 16.70 %)
	Total Trains Trips	122,263	122,263	(- 1,071)	(- 0.88) %

Compared to previous year, In Year 2015 the total train's trips were decreased by 1,071 trips & (- 0.88 %). The no of good trains' trips decreased significantly & it was drop by 802 trips & (-16.70 %). During the 2015 the no of passenger trains trips were decreased by 269 trips.

1.4 Railway Passenger & Freight Revenue Comparison

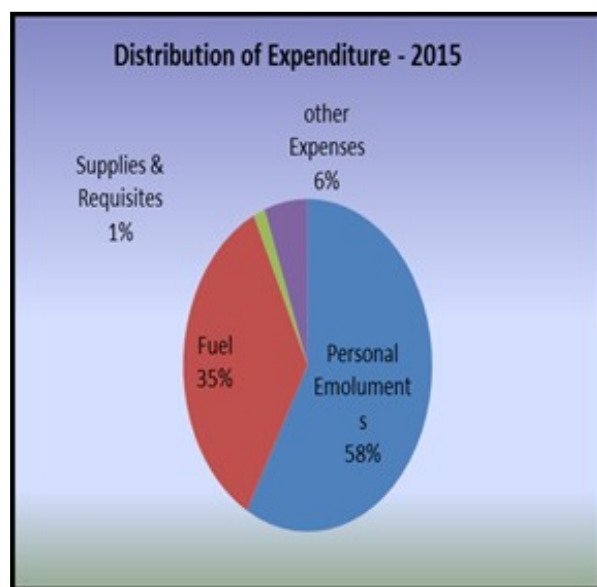
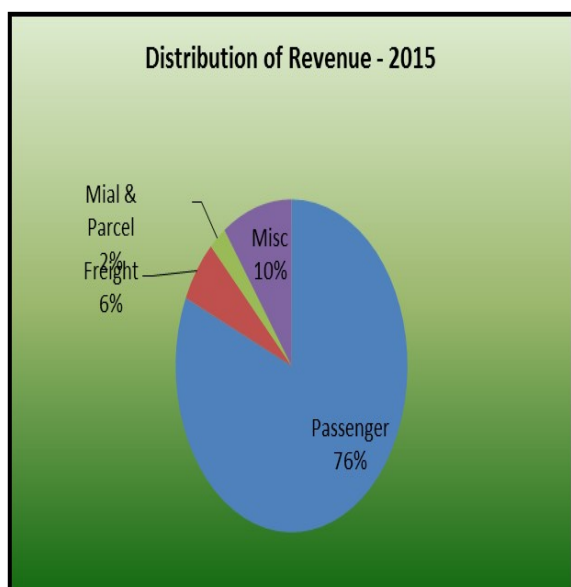
No.	Description	2014	2015	Inc/Dec	%
1.	Passenger Revenue (Rs.)	4,950,803,918.45	5,174,545,924.00	223,742,005.55	4.52 %
2.	Freight Revenue (Rs.) (According to CAR)	386,524,721.20	384,074,047.00	(-2,450,674.20)	(- 0.63 %)

Compared to previous year the passenger revenue has increased in Rs. 223,742,005.55 & 4.52 % .
When considering the freight revenue, it has decreased by Rs. (-2,450,674.20) & (- 0.63 %).



02. FINANCIAL STATISTICS

Item	2014 (Rs.)	2015 (Rs.)	Increase/ (Decrease) (Rs.)	Inc (Dec) %
<u>Revenue</u>				
- Passenger	4,950,803,918.45	5,174,545,924.00	223,742,005.55	4.52
- Freight	386,524,721.20	384,074,047.00	(-2,450,674.20)	-0.63
- Mail & Parcels	140,200,304.55	153,286,720.00	13,086,415.45	9.33
- Miscellaneous	431,782,921.01	622,693,441.00	190,910,519.99	44.21
- Total	5,909,311,865.21	6,334,600,132.00	425,288,266.79	7.20
<u>Recurrent Expenditure</u>				
- Personal Emoluments	6,239,565,086.79	8,165,652,220.00	1,926,087,133.21	30.87
- Fuel	9,751,078,906.49	4,880,385,741.00	(-4,870,693,165.49)	-49.95
-Supplies & Requisites	177,454,809.72	214,079,798.00	36,624,988.28	20.64
- Other Expenses	775,165,299.03	788,657,796.00	13,492,496.97	1.74
- Total	16,943,264,102.03	14,048,775,555.00	(-2,894,488,547.03)	-17.08
<u>Loss on Recurrent Exp</u>	11,033,952,236.82	7,714,175,423.00	3,319,776,813.82	-30.09



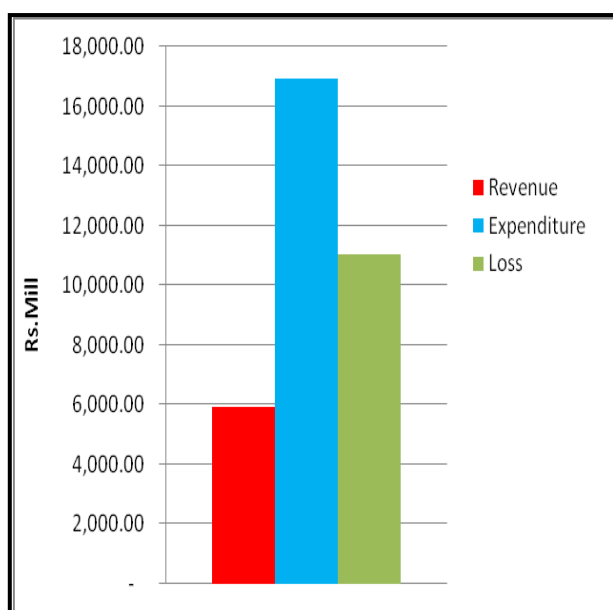
Financial Statistics in 2015

When compared with the previous year, passenger revenue has increased by 4.52 per cent from Rs. 4950.8 million to Rs.5174.5 million during the year under review. Freight revenue has decreased by 0.63 per cent from Rs 386.5 million to Rs. 384.1 Million. The revenue from parcel and mail transport has increased by 9.33 per cent from Rs. 140.2 million to Rs. 153.3 million and miscellaneous revenue has significantly increased by 44.21 per cent from Rs. 431.7 million to Rs.622.7 million during the year under review. In the recurrent expenditure, personal emolument has increased by 30.87 per cent from Rs. 6239.5 million to Rs. 8165.7 million. The expenditure on fuel has decreased by 49.95 per cent from Rs. 9751.1 million to Rs. 4880.4 million. The expenses of supplies and requisites have increased by 20.64 per cent from Rs. 177.4 million to Rs. 214.08 million and other expenses has increased by 1.74 per cent from Rs. 775.1 million to Rs. 788.6 million. In relation to the previous year the final accounting records reveal that total revenue has increased & total recurrent expenditure has decreased. The overall recurrent expenditure of Rs 14,048.8 million over the overall revenue of Rs. 6,334.6 million has resulted in an operating loss of Rs. 7,714.2 million during the year.

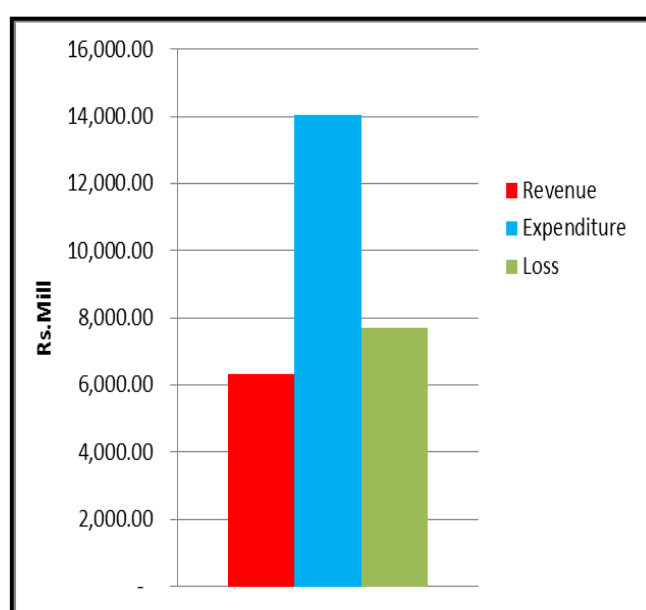
In 2014 fuel expenditure has recorded paying of unsettled accrued bills which would be the major reason for higher fuel expenditure in that year 2014.

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

Operating Results - 2014



Operating Results – 2015



Receipts

Total receipts from all the sources of income increased by Rs.425.2 million & 7.20 per cent in the year under review when compared with the previous year, passenger revenue has increased by Rs 223.7 million & 4.52 per cent. Freight revenue has decreased by Rs. 2.45 million & 0.63 per cent. The parcel and mail revenue has increased by Rs. 13.09 million & 9.33 per cent and the miscellaneous revenue has increased by Rs. 190.9 million & 44.21 per cent over the previous year.

Expenditure

The total recurrent expenditure decreased by Rs. 2,894.5 million, from Rs. 16,943 million in the previous year to Rs.14,048 million or 17.08 per cent during the year. The fuel expenditure, which is the highest contributory factor of total expenditure of last year, but in this year it show statistically significant drop by 49.95 %. The reason was in the last year Sri Lanka railways settled accrued fuel bill which was approximately Rs. 5,000 million. Supplies & requisites have increased by Rs. 36.62 million or 20.64 per cent during the year. Personal emoluments have a significant increase of Rs. 1,926 million or 30.87 per cent over the previous year.

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 23 vacancies existed during the year. Human resource assistants are detailed as training audit officers to cover up the vacant positions. The whole staff of 06 internal audit officers and 12 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	90
Railway Sub-Stations	98
Telecommunication and Signal offices	--
Running Sheds	--
Inspector of permanent Way, - Sections	13
Inspector of Building, - Sections	05
General Offices	--
Stores	--
Accounting Section	03

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 120 of such cases to the value of Rs10.00 to Rs. 100.00 and 37 cases to the value Rs. 101.00 to 500.00 could be disclosed. During the year, in the process of continuous auditing 14 cases of irregularities involving the value above Rs. 501.00 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 2015 Sri Lanka Railway department successfully completed Jaffna to Kankasanthurai (KKS) missing link under the track Rehabilitation project. Now Railways have an operating track network of 1460.91 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 Jaffna to Kankasanthurai (KKS) by 17.45 kilometres.

Number of Stations – Line Wise – Year 2015

No.	Line Name	No of Stations	No of sub Stations	No of Train Halt	Total Stations
1.	Main Line	34	13	22	69
2.	Matale Line	04	06	09	19
3.	Puttalam Line with Airport Spur	19	25	-	44
4.	Northern Line	27	18	03	48
5.	Talaimannar Line	07	04	-	11
6.	Batticaloa Line	14	16	04	34
7.	Trincomalee Line	04	02	01	07
8.	Coast Line	36	32	-	68
9.	Kelani Vally Line	11	19	-	30
10.	Mihintale Line	01	-	02	03
11.	Kolonnawa Spur	01	-	-	01
12.	Harbour Spur	01	-	-	01
	Total	159	135	41	335

According to the statistics of 2015, 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	902,788	33,197	9,692	9,996	26,416	982,089
2.	Feb	833,249	34,926	9,296	8,456	29,917	915,844
3.	March	930,709	35,716	5,748	6,618	26,472	1,005,263
4.	April	887,397	30,187	3,269	7,179	20,225	948,256
5.	May	930,720	39,696	11,557	9,232	19,855	1,011,060
6.	June	902,588	31,029	9,034	9,021	28,798	980,469
7.	July	939,654	26,379	12,527	10,062	21,085	1,009,707
8.	Aug	943,202	23,503	11,829	6,200	17,155	1,001,889
9.	Sept	918,175	29,136	12,210	7,032	23,980	990,533
10.	Oct	931,725	36,086	11,780	7,125	19,379	1,006,095
11.	Nov	887,049	27,657	11,991	7,992	13,938	948,627
12.	Dec	925,651	29,760	12,556	9,253	20,066	997,286
	Total	10,932,907	377,271	121,489	98,166	267,286	11,797,118

Passenger Train kms :-

Passenger trains have covered a total of 11,797,118 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 377,271 Kilometres in the year 2015.

Special Trains kms :-

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

No.	Special Event in 2015	No of special Trains
1.	Thalawila Festival – March	09
2.	Sinhala Hindu New Year Festival – April	14
3.	Wesak Festival – May	06
4.	Poson Festival – June	28
5.	Pichcha mal Poojawa Festival – July	04
6.	Esala Perahara Festival – August	11
7.	Thalawila Festival – August	09
8.	Madu Church Festival	04
9.	Annual Festival of Bassilika Tewatte- Ragama	11
10.	Annual Festival of Our Lady At Matara	02
	Total Special Trains Run in 2015	98

New Applications 2014 :-

No.	Line	Train No.	Date	From	To	Remarks
1.	Kv Line	9653	01/04/2015	HMA	FOT	New
2	TMP Line	5067	01/04/2015	FOT	TMP	New
		5452	02/04/2015	ANP	TMP	Extended ANP/TMP 02/04/2015
		5068	02/04/2015	TMP	FOT	New
		5868	03/04/2015	TMP	ANP	Extended TMP/ANP 03/04/2015
3.	Northern Line	4022	03/01/2015	KKS	JFN	Extended KKS/JFN 03/01/2015
		4021	03/01/2015	JFN	KKS	Extended JFN/KKS 03/01/2015
		4017	03/01/2015	JFN	KKS	Extended JFN/KKS 03/01/2015
		4882	04/01/2015	KKS	JFN	New
		4442	04/01/2015	JFN	KKS	New

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 - 2015

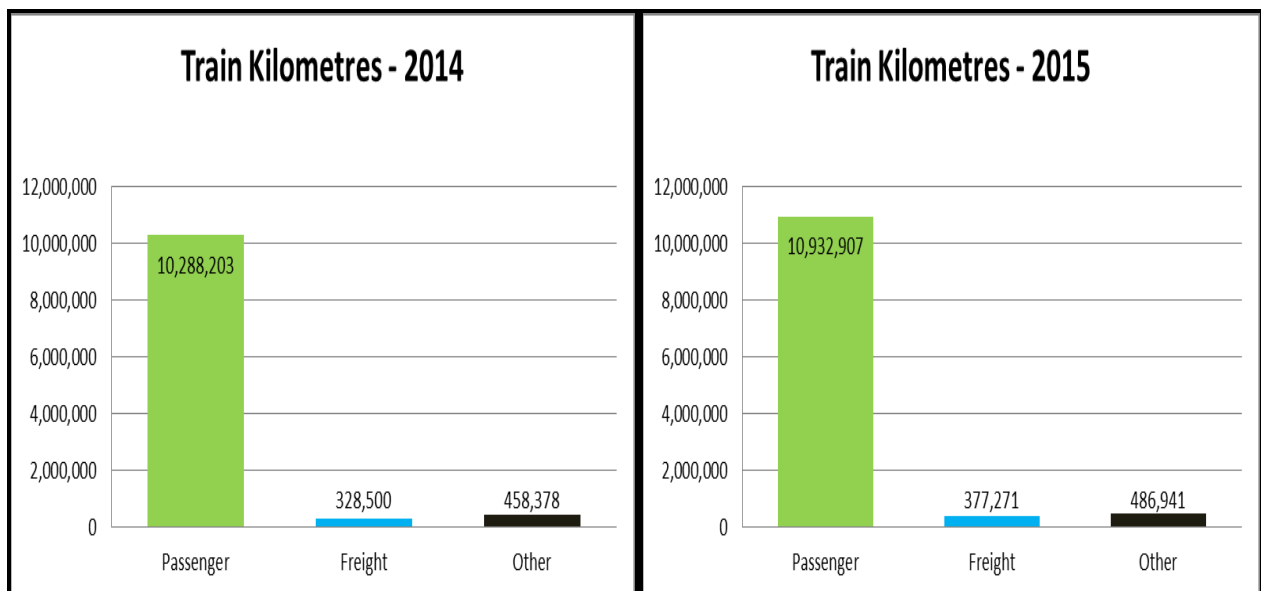
No.	Line Name	No of Trains Run
	<u>Number of Trains Operated in Weekdays - 2015</u>	
1.	Passenger & Mixed Trains	355
2.	Rail Buses	6
3.	Goods Trains	6
4.	Oil Transport Trains	20
	Total Trains	<u>387</u>
	Line	
1.	Main Line & Matale Line	148
3.	Puttalam Line with Airport Spur	42
4.	Northern Line	40
5.	Talaimannar Line	4
6.	Batticaloa Line	10
7.	Trincomalee Line	6
8.	Coast Line	113
9.	Kelani Vally Line	20
10.	Mihintale Line	0
11.	Kolonnawa Spur	4
12.	Harbour Spur	0
	Total	387

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

Type of Train	2014	2015
Passenger	10,288,203	10,932,907
Freight	328,500	377,271
Other	458,378	486,941
Total	11,075,082	11,797,119

* 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.

Summary of Engine and Train kilometres



The following figures compare the train and engine kilometres for the years 2014 and 2015. It indicates better utilisation of rolling stock.

	<u>2014</u>	<u>2015</u>
Engine kilometres	14,227,567	14,621,629
Train kilometres	11,075,082	11,797,119



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	
	2014	2015	2014	2015	2014	2015	2014	2015
Jan	10260	9988	39%	36%	16%	16%	46%	48%
Feb	8309	9278	37%	36%	15%	16%	48%	48%
Mar	10315	10303	34%	39%	15%	16%	51%	45%
Apr	9441	9292	34%	36%	14%	15%	52%	48%
May	9911	9818	24%	41%	13%	16%	64%	44%
Jun	9809	9655	29%	40%	14%	16%	57%	44%
Jul	10318	9980	31%	40%	15%	15%	54%	45%
Aug	10163	10046	33%	42%	15%	15%	52%	43%
Sep	9868	9327	34%	39%	15%	15%	51%	46%
Oct	9288	10086	33%	41%	15%	15%	53%	44%
Nov	9829	9505	35%	38%	16%	15%	49%	47%
Dec	9951	9915	34%	40%	15%	15%	51%	46%
Total	117,462	117,193	33%	39%	15%	15%	52%	46%
Avg per day	322	321						

Accidents

Nature of Accidents	2014	2015
• Derailments – Running Line	40	47
• -Yard	75	109
• Collision with road vehicles at level crossing	46	68
• Collision with coaches and wagons	-	-
• Other mishaps (Such as trailing through points etc.)	06	05
• Fires	-	-
• Cattles knocked down & died	17	19
• Elephants knocked down and killed	09	10
• Damage to level crossings and gates by road vehicles	420	485

Particulars of public involved incidents.

Description	2014		2015	
	<u>Number Injured</u>	<u>Number Killed</u>	<u>Number Injured</u>	<u>Number Killed</u>
➤ Train accidents as a result of- derailment:	-	--	--	--
➤ Train accidents as a result of- collisions:	45	-	--	-
➤ Other movement accidents as a result of falling - off the train while entraining or detraining etc:	63	01	73	03
➤ Non movement accidents- pelting of stones etc:	18	--	17	--
➤ Accidents to people as a result of collision - with road traffic at level crossings:	42	05	44	11
➤ Accidents due to doors of carriages - found open etc:	--	--	--	--
➤ Non movement accidents; accidents to people - on account of trespass on rail track, suicide and misadventure:	254	142	246	161

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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 2015 was as follows. (The figures as provided by the AO – Appointments)

General Administration	262
Accounting	231
Costing & statistics	11
Stores	330
Protection Force	581
Transportation	3430
Commercial & Marketing	83
Motive Power	2475
Mechanical Engineering	2785
Way and work	4502
Signal & Telecom	471
German Tech	44
Total	<u>15,205</u>
Substitute Employees	2107
Contract Employees	184
Total	<u>17,496</u>

Payment of Compensation:

During the year under review a sum of Rs. 3,806,030.00 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)	1	1,323,830.00
Disabilities: (Accidents)	8	2,482,200.00
Total	9	3,806,030.00

Scholarships & Educational Tours:

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

No.	Name	Country & Course
01	Mr. A.M. Arif. – Director (Admin)	General Management Programme For Senior Executives Session 124 High Commission of India. (2015.01.05 to 2015.01.30)
02	Mr. W.P.M. Fernando (CEW)	Inspection of switches, Crossing and Check Rails at Kolkata in India from 21.01.2015 to 02.02.2015 – Contract No. SRS/F.6840
	Mr. M.P.L.N.Peries (CE) (T&B)	-Do-
03	Mr. A.M. Asoka – DE (L)	Inspection of Railway Bridges to be Supplied from Belgium.
04	Mr. J. Uthayakumar Chief Engineer (Track & Brigdes)	Supply of Steel Bridges under Belgium Aid (SRS/F/6871)
05	1. Mr.G.D.D.P. Ranasingha – Engineer (Assistant District)	Supply of Steel Bridges under Belgium Aid (SRS/F/6871)
	2. Mr.W.A.P. Dharmasena – Engineer (Assistant District)	- Do-
	3. Mr.W.A.P. Wijesiri Superuisory Manager – BRICGBS	- Do -
	4. Mr.B.J. Wengappuli – Chief Bridge Inspector	- Do -
06	Mr. B.M.U.S. Banneheka.(Engineer)	Course on Sustainable Urban Transport Planning & Management – From 13 th to 17 th April – 2015. Singapore. (Not attended)
07	1. Mr.K.S.R.R. Ariyaratne. Signal Engineer (Southern)	Provision of Signalling for Ahungalle Station Constructed, under Coast Line track Rehabilitation Project –SRS/F 6969.
	2. Mr.K. Thushianthan	- Do-

	Signal Engineer (Central)	
08	1.Mr.P.Nihal (D. Engineer)	Seminar on Railway Construction Engineering & Management for Developing Countries – from 27 th July to 16 th August 2015 – China.
	2.Mr.L.A.S.K. Lokuarachchi. (D. Engineer)	- Do-
	3.Mr.K.K. Hewavithana. (D.C. Engineer)	- Do-
	4.Mr.W.N.D.Perera.	- Do-
	5.Mr.K.A.C.S. Wijerathna.	- Do-
	6.Mr.P.S.K. Watawala (Accountant)	- Do-
	7.Mr.K.S.R.R. Ariyaratna. (Engineer)	- Do-
	8.Mr.A.D.A.V. Jayasingha (S. Engineer)	- Do-
	9.Mr.B.M.V.S. Banneheka. (Engineer)	- Do-
	10.Mr.M.P.L.N. Peries (D.C. Engineer)	- Do-
09	Mr.D.W.N. Amarasena. (D. Engineer)	2015 SAARC Special Training Program Transportation Policy Course for Infra Development – From 03 rd September 2015 to 23 th September 2015
10	1. Mr.N.J. Indipolage (Trans Colombo)	GTC/RTC: Comprehensive urban Transport Planning – From 12 th October to 12 th December 2015, Japan.
	2.Mr.K.Thushinthan. (S. Engineer)	- Do-
11	1.Mr.V.C.D. Jayasekara. (D.C. Engineer)	Regional Cooperation Programme Eighteenth Training Course 05 th to 17 th October 2015
	2.Mr.R.D. Siriwardhana (IT Officer)	- Do-
12	Mr.H.H.D.S.L. Jayathilaka (Engineer)	KCCP: Urban Railways Management From 08 th November to 05 th December – 2015 -Japan
13	1.Mr.W.A.V.I. Wijerathna. (Accountant)	Railway Planning and Development for Underdeveloped Countries From 07 th to 27 th September 2015 – China.
	2.Mr.N.H.Suminda (Accountant)	- Do-
	3.Mr.P.G. Wijayasiri. (D. Engineer)	- Do-
	4.Mr.W.A.P. Dharmesena. (D. Engineer)	- Do-
	5.Mr.R.F. Alecsandar (D. Engineer)	- Do-
	6.Mr.R.M.D.M. Rathnayaka (M. Engineer)	- Do-

	7.Mr.H.M.B. Sampath (Engineer- HLS)	- Do-
14	1.Mr.M.J.D. Fernando (CEM)	Procurement for the Design, Manufacture, Supply & Commissioning of NOS Motor Trolleys to Sri Lanka Railways, Procurement No. SRS/F.7079 India.
	2.Mr.G.A. Krishantha. (MEC)	- Do-
15	1.Mr.L.D.Ranjith (M. Engineer)	Procurement for the Supply, Installation & Commissioning of a CNC Under floor Wheel Lathe Machine (Wheel Truing Machine) Procurement No SRS/F.7077
	2.Mr.T.J.E. Yasapalitha	- Do-
16	1.Mr.L.A.D.I.U.Perera (S.M)	112 th Advanced Railway Course to be held at Pakistan Railway Academy, Walton Lahore from 2 November 2015 to 31 January 2016.
	2.Mr.Y.U.N. Sumanasekara (Forman)	- Do-
	3.Mr.H.G.D. Gunathunga	- Do-
	4.Mr.A.A.W. Amarasingha	- Do-
17	Mr. Wijaya Samarasinghe (OPS)	04 th Meeting of the working Group on the Trans – Asia Railway Network, 23-24 November 2015 Bangkok.
18	1.Mr.W.P.M. Fernando (C. Engineer)	Joint ESCAP – UIC Seminar on Facilitation and Costing of railway Services along, the Trans – Asian Railway Bangkok, 9 to 11 December 2015.
	2.Mr.J.I.D. Jayasundara (S. Engineer)	- Do-
19	Mr.W.N.D. Perera. (C. Engineer)	Inspection of 600 Nos. Solid Wheel to Sri Lanka Railways – Procurement. No. SRS/F 7204.
20	1.Mr. S.M.Abeywickrama. (G.M.T)	AUSRAIL PLUS CONFERENCE and EXHIBITION in Melbourne, Australia.
	2.E.M.S.P.K. Deegala. (D. Engineer)	- Do-
21	1.K.P.D. Karunanayaka.	Free Training Abroad for Railway Personnel on Maintenance of Locomotive Starting Batteries.

	2.G.D.C. Bandupriya	- Do-
22	1.Mr.H.M.T.N. Nalaka Bandara (G.M.O)	Seminar on Railway Operation Management and Rail Track Maintenance for Under Development Countries 2015-11 th to 31 st .
	2.S.G. Pemakumar (C. Engineer)	- Do-
23	1.H.S. Feranando (Accountant)	Capacity Building Training Programme in UK for Finance Managers.
	2.P.S.K. Watawala (Accountant)	- Do-

05. COMMERCIAL ACTIVITIES

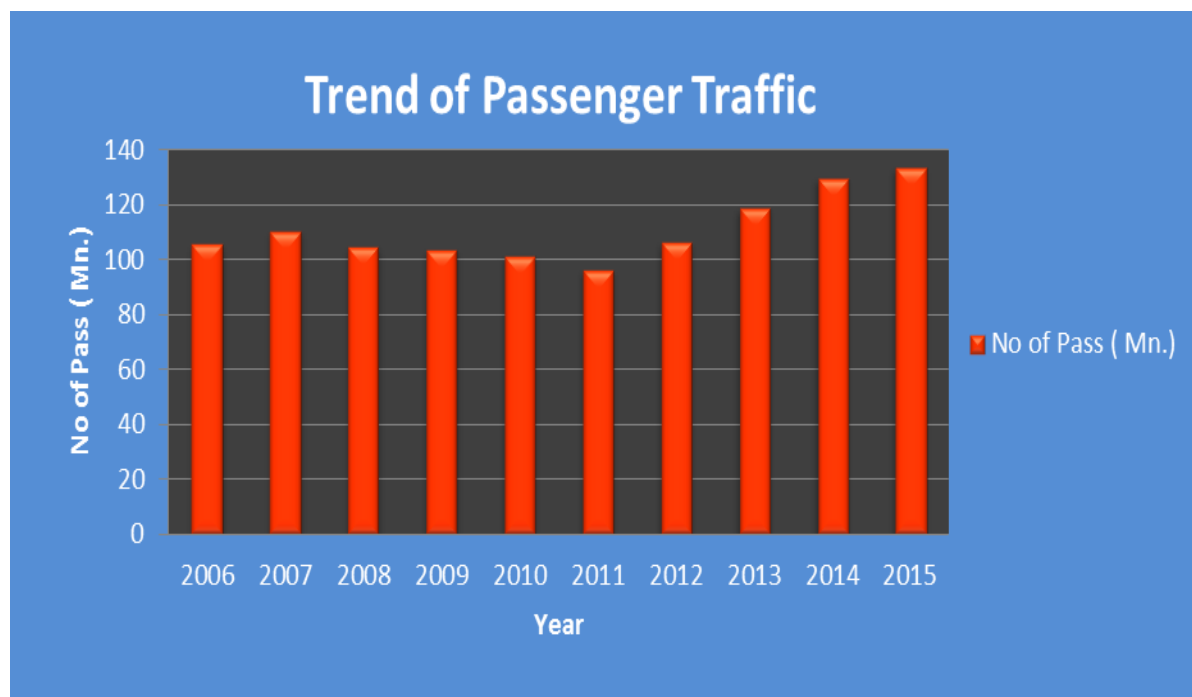
The commercial activities of the railway department come under the purview of the commercial sub department. The Commercial Superintendent is the head of this sub department and assisted by both Deputy Commercial Superintendent and assistant commercial superintendents in handling commercial matters. 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

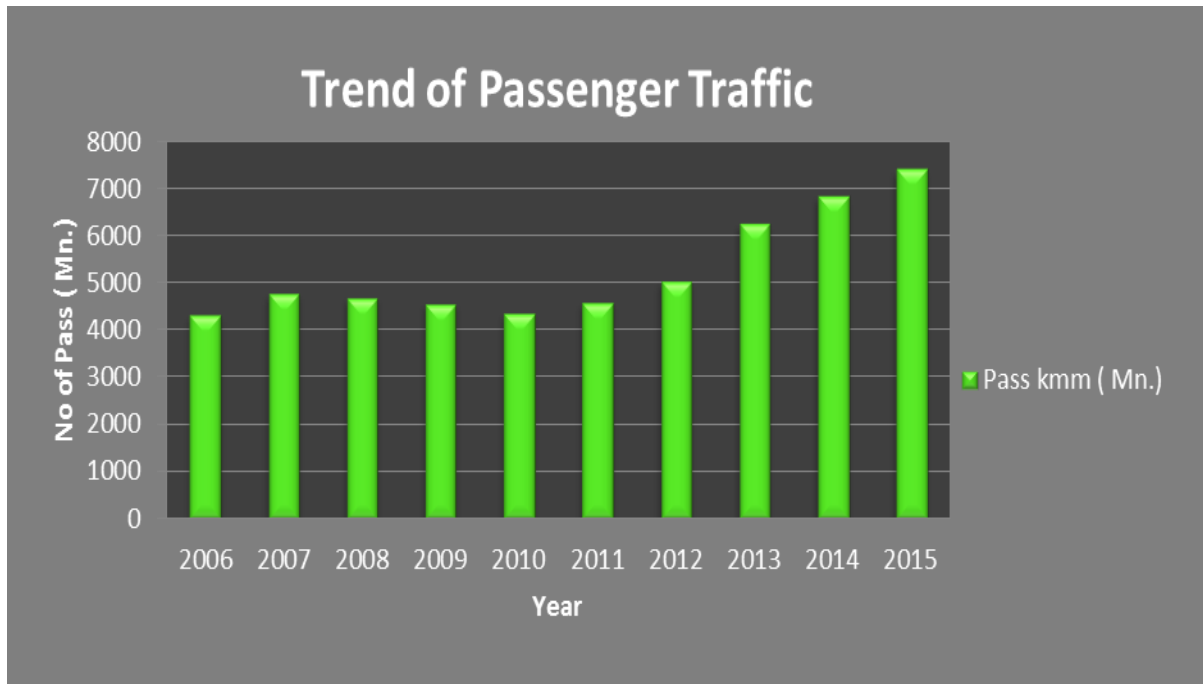
During the year Railway operated 7,407,386,454 passenger kilometres and transported 133,291,404 passengers compared to 6,841,966,416.00 passenger kilometres and 129,502,373 passengers during the previous year, recording a increase of 565,420,038 passenger kilometres and a increase of 3,789,031 passengers.

Revenue earned from passenger traffic during the year was Rs. 5,174,545,924.00 compared to Rs. 4,950,803,918.45 during the previous year, and increase of Rs 223,742,006.00.

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



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



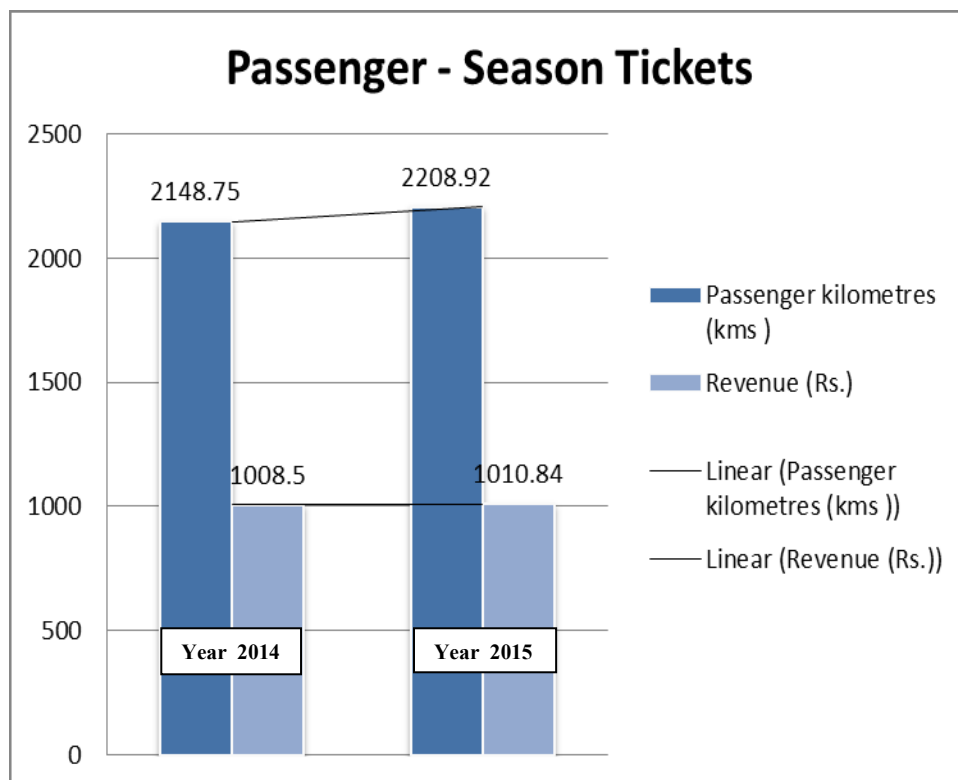
In addition to the revenue earned from ordinary and season ticket passenger traffic, railway has earned Rs. 622,693,441.00 as miscellaneous revenue during the year against Rs. 431,781,921.01 the previous year.

Tax particulars for the year as follows :-

Quarter	VAT Income (Rs)	VAT on Purchases (Rs)	VAT on Imports (Rs)
1 Quarter	16,041,126.00	54,719,818.00	64,897,002.00
2 Quarter	12,233,385.00	57,300,605.00	95,233,202.00
3 Quarter	15,216,618.00	49,005,801.00	102,972,990.00
4 Quarter	16,182,838.00	95,434,431.00	104,643,690.00

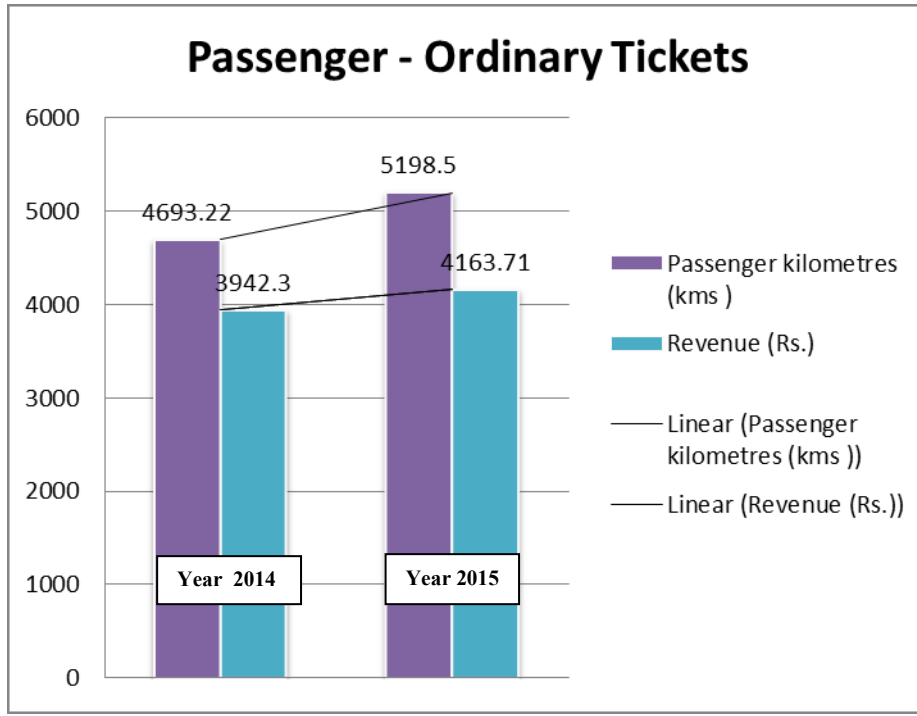
Commuter (i.e., Passengers on season tickets) Million

Description	2014	2015
Number of passengers	62.42	66.62
Passenger kilometres (kms)	2148.75	2208.92
Revenue (Rs.)	1008.50	1010.84



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

Description	2014	2015
Number of passengers	67.07	66.67
Passenger kilometres (kms)	4693.22	5198.50
Revenue (Rs.)	3942.30	4163.71



Lease of Lands :-

Income received from existing leases of railway lands during the year is Rs.104,835,347.25

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	1.80	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	10% percent of the total value
• Railway Servant:	Ordinary Ticket Fare * 60	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.

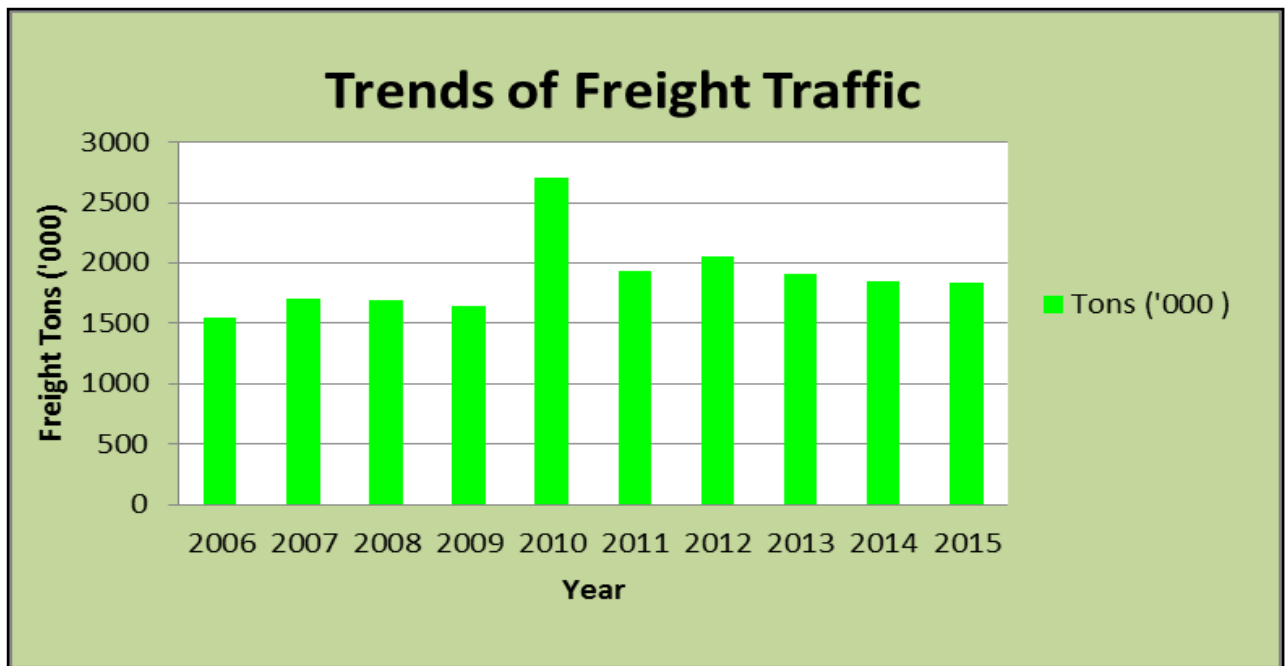
Revision of freight rates, recovery of demurrage, renting out unused railway warehouses, allocation of spaces for displaying of advertisements at stations, station premises, railway lands and on compartments comes under the purview of sales and marketing unit.

Freight traffic

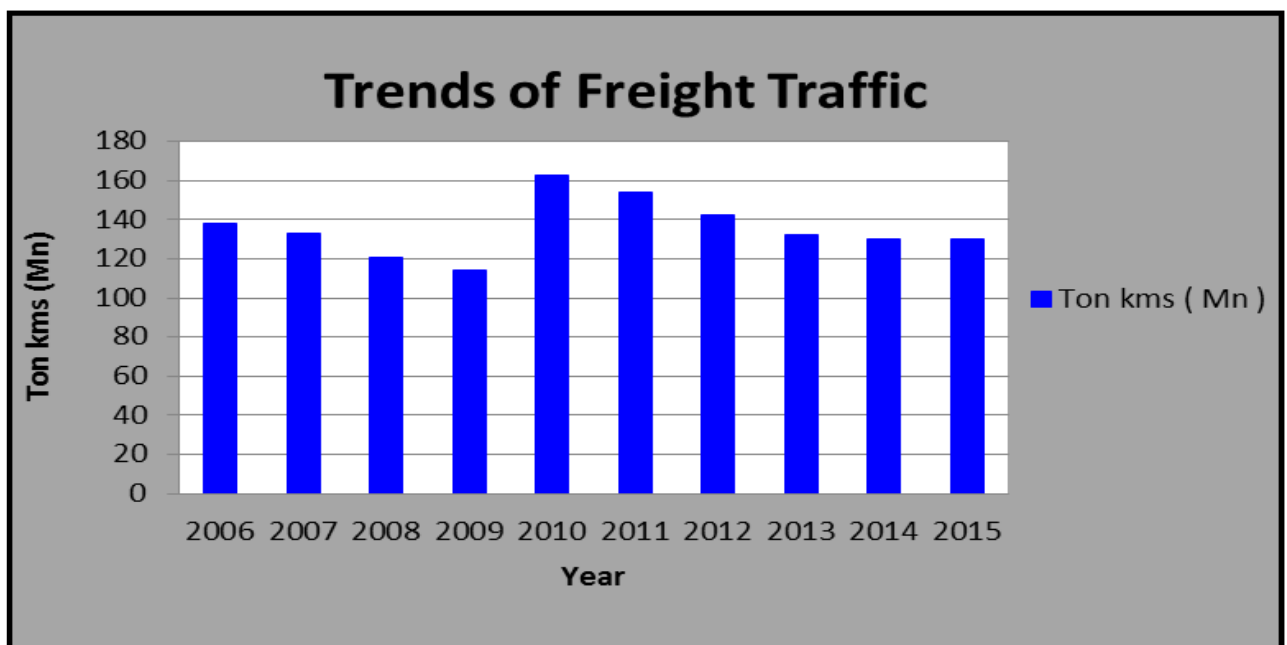
During the year 1,834,171 tonnes of goods were transported and an amount of Rs 466,221,010 was earned as freight revenue. Tonne kilometres were recorded as 130,021,929.

Description	2014	2015
Tonnage carried	1,852,513	1,834,171
Ton Kilometres	130,430,743	130,021,929
Freight revenue (Rs.) (<i>According to PCO data – Accrued Basis</i>)	435,362,282	466,221,010

The following chart shows the freight traffic trend (freight ton) in the last ten years.



The following chart shows the freight traffic trend (freight ton kms) in the last ten 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.153,286,720.00 during the year compared to Rs. 140,200,304.55 during the previous year.

Rent-out warehouses :-

An income of Rs 62,675,175.10 was earned from renting out warehouses during the year as against Rs 35,261,386.26 during the previous year.

Income from advertising :-

An income of Rs 9,754,814.75 was earned from advertising during the as against Rs 4,504,210.00 during the previous year.

Rent income (Engine hiring) :-

The rent income which was hiring railway train engines (M-2 , M-4) to the Holicim lanka pvt ltd was Rs. 110,615,454.94 during the year 2015 & compared to last year it has increased.

M-2 Engine daily running rent was Rs. 556,875.00

M-4 Engine daily running rent was Rs. 707,231.25

The total income from limestone transport was Rs. 62,814,369.71 & total freight transport was Rs. 384,074,046.79.

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	-

Special Event in 2015

Sri Lanka railway's has come to an agreement with the Holicium Lanka Pvt ltd for the Coal Transport from China Bay to Maho Junction. The duration of the agreement is 5 years since December 2015.

07. MECHANICAL ENGINEERING

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

Description of the locomotives	2014		2015	
	<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	291	08	197
Diesel Hydraulic Locomotives: (Y,W1,W2, N1, N2,W3)	06	186	04	212
Diesel Hydraulic Power Units: (S3, S4,S5, S6, S7, S8, S9,S10,S11)	25	69	20	70
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 2014	Total No, Of Seats	Total No Of Standing	No of vehicles at the beginning of the Year 2015	Total No, Of Seats	Total No Of Standing
S6	04	120	240	04	120	240
S7	06	180	360	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 S12 KV	13	390	260	23	690	460
Total	93	2742	4840	103	3042	5040

S-12 – 06 coaches – 02 NOS Train Set.

S-5 – 04 coaches – 02 NOS Train set.

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 2014	Description	Total in stock 2015
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
05	(c) Diesel Hydraulic Locomotives(P1)	05
89	(d) Diesel Power Coaches (S3,S5,S6,S7,S8,S9,S10,S11)	99
	(e) Diesel Mechanical Locomotives (N1, N2)	
07	(f) Air conditioned Train Units (S5)	07
02	(g) Diesel Rail Cars (T1,T2)	02
05	(h) Motor Trolleys (MT)	05
	(i) Steam Locomotives(B1,B2,B8,J1)	
	(j) Steam Rail Cars (V2)	
	(k) Steam Cranes/Hydraulic Cranes (TRC,BTRS)	
25	(l) Rail Bus	25
	(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 – Y 2015

Description	Class	No in Stock	Under repairs in shops	Awaiting re-pairs at shops	In Service
Diesel electric locomotives	M2	13	01	--	12
Diesel electric locomotives	M4	14	02	--	12
Diesel electric locomotives	M5 M5B	06	03	02	01
Diesel electric locomotives	M5C	07	01	--	06
Diesel electric locomotives	M6	14	03	--	11
Diesel electric locomotives	M7	15	06	--	09
Diesel electric locomotives	M8	08	01	--	07
Diesel electric locomotives	M8A	02	--	--	02
Diesel electric locomotives	M9	10	07	--	03
Diesel electric locomotives	M 10	03	--	--	03
Diesel electric locomotives	M 10 A	06	--	--	06
Diesel electric locomotives	G1	01	--	01	--
Diesel electric Rail Cars	T1	01	--	01	--
Diesel Electric Rail Cars	T2	01		01	--
Diesel Hydraulic locomotives	W1	07	01	04	02
Diesel Hydraulic locomotives	W2	03	01	01	01
Diesel Hydraulic locomotives	W3	10	05	--	05
Diesel Hydraulic locomotives	Y	28	08	01	19
Diesel Hydraulic Mechanical loco					
Diesel Hydraulic Mechanical loco	N1	01	--	01	--
Diesel Hydraulic loco	N2	01	--	01	--
Mini Loco	P1	01	--	01	--
Power Coaches	01	--	--	01	--
Power Coaches	S5	03	--	--	03
Power Coaches	S6	01	--	--	01
Power Coaches	S7	02	--	--	--
Power Coaches	S8	20	04	--	16
Power Coaches	S9	15	05	--	10
Power Coaches	S10	15	01	--	14
Power Coaches	S11	20	04	--	16
Steam locomotives	S 12	23	03	--	20
Steam locomotives	B1A	01	--	--	01
Steam locomotives	B2B/B8C/B1D	03	01	01	01
Motor Trolleys	J1	02	--	02	--
Steam Hydraulic cranes	NT	05	01	01	03
Rail Buses	TRC/BT/ RC	08	02	02	04
Steam Rail Cars	RB	24	06	04	14
	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 beginning	No of locos Brought Into Service	No of locos Condemned 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	99
Air- Condition Train Unit	07
Diesel Hydraulic & Mechanical locomotives	05
Diesel/Steam locomotives & Rail Cars	02
Motor Trolleys	05
Rail Bus/Mini Loco	25

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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	4.4130	0.0492
W2	3.6947	0.0173
W3	3.3332	0.0135
Y	1.0925	0.0248
S5	1.2613	0.0588
S6	1.6891	0.0641
S7	1.6209	0.0140
S8	2.3119	0.0089
S9	2.1400	0.0000
S10	2.6835	0.0155
S11	2.0038	0.0055
S12	1.8745	0.0000
M2	2.4478	0.0167
M4	3.0851	0.0135
M5A	---	0.0000
M5B	3.2930	0.0164
M5C	3.3448	0.0101
M6	3.4676	0.0176
M7	2.7554	0.0155
M8	3.5032	0.0085
M8A	3.3078	0.0123
M9	3.6782	0.0066
M10	3.3674	0.0101
M10A	3.4176	0.0114
AFC	-	-
R/B	0.2814	0.0045
<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	7138	31500	1551	0	58.5
W2	3	10718	39600	685.25	0	6
W3	74	378115	1260330	16953.25	0	293.75
Y	0	495370	541170	13447.5	0	363
S3	--	--	--	--	--	--
S5	0	3885	4900	288	0	10
S6	0	4825	8150	522.5	0	0
S7	2	2912	4720	66	249.75	2272
S8	78	1447697	3346880	29891.5	0	0
S9	32	748660	1602100	0	0	0
S10	38	1392847	3737720	57847.5	2866.25	803.1
S11	29	1684259	3374950	18396.75	0	707.5
S12	18	2292253	4296850	0	0	0
M2	37	969751	2373791	39621.7	301	77.5
M4	33	1219763	3763036	50920	0	291.5
M5	--	--	--	--	--	--
M5A	0	0	0	0	0	0
M5B	12	229646.4	756220	12434.5	0	24
M5C	14	246080	823090	8335.5	0	70.92
M6	55	1081941	3751690	66101	298	71
M7	33	380140	1047419	16237.05	51.3	128.5
M8	14	543880	1905295	16244	1578	94
M8a	6	149633.6	494965	6096	0	30
M9	20	218536	803815	5322.5	0	26.4
M10	4	258204.7	869476	8809	0	14
M10a	7	685800	2343793	26811	0	535
B1	--	--	--	--	--	--
B2	--	--	--	--	--	--
B8	--	--	--	--	--	--
V2	--	--	--	--	--	--
AFC	0	0	239100	2	33	37.75
R/B	0	169574.2	47715	216	0	1
G1-500	--	--	--	--	--	--
T1-515	--	--	--	--	--	--
Crane	--	--	--	--	--	--
B.Dow	--	--	--	--	--	--
Boiler	--	--	--	--	--	--
Air com	--	--	--	--	--	--
Carriage	--	--	--	--	--	--
Total	509	14,621,629	37,468,775	396,799.5	5,377.3	5,915.42

Loco class wise engine failures in year 2015

Loco Class	No of Engine Failures	No of Engine Failures attended in shed	No of Engine Failures sent to C.M.E	No of Engine Failures sent to shop 19 & 26
W 1	-	-	-	36
W 2	3	3	-	-
W 3	74	48	2	24
Y	-	-	-	-
S 5	-	-	-	-
S 11	29	29	-	-
M 2	37	34	3	-
M 6	55	52	3	-
M 7	33	28	5	-
M 4	33	27	6	-
M 5 A	-	-	-	-
M 5 B	12	12	-	-
M 5 C	14	9	5	-
M 8	14	12	2	-
M 8 A	6	6	-	-
M 9	20	20	-	-
M 10	4	4	-	-
M 10 A	7	7	-	-
S 6	-	-	-	-
S 7	7	2	-	-
S 8	78	78	-	-
S 9	32	32	-	-
S 10	38	38	-	-
S 12	18	18	-	-
AFC	-	-	-	-
R/B	-	-	-	-
Vice Roy	-	-	-	-
Total	509	459	26	24

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 2015)

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 Jaffna to Kankasanthurai (KKS)	193.30 km 63.19 km 65.50 km 17.45 km
5.	<u>Talaimannar Line</u> Medawachchiya to Madu Madu to Talaimannar Pier	42.99 km 63.05 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	1460.91 km

Railway Line – 2015

No.	Description	2015 (kms)
1	Total Route Length	1460.91 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 390 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
01.	Installation of Electric operated barrier at BTU, Mallakam and Thelippalai
02.	Installation of Mechanical operated barrier at pallama Rd, BGY
03.	Installation bell & Light at AGL
04.	Overhauling Mechanical operated barrier at Thimbilla L'xing, WKL, Marawal L'xing and Kalido gate
05.	Replacement of barrier machine at GPH,NGB,KUR
06.	Yard overhauling at CHL,KCH,FOT,WLW,MTL,RML,MRT,PND,RBK,VGD,PLL,MIR, GNW,TLA,POW,GLM
07.	Renewal of point timbers 41 Nos.
08.	Replacing of point Machines 07 Nos – Point system overhauling and machine replacement.
09.	Installation Convex Mirrors – 07 Nos
10.	Conversion of CLS 311 & 308 at MIR into high Signals and replacement of HLA home signal
11.	Providing Signalling for direct admission for the 3 rd line at PTA

12.	Rehabilitation of lock bars at PTA,KRN,WEL,GNW and RBK
13.	Replacing of decayed 07 nos Signal units between PLL-PLG
14.	Conversion of 05 Nos point machines by 90 lbs system at MIR, VGD and PLG
15.	Providing signalling for 3 rd line WLA
16.	Laying UG cables for tablet at Weligalla-GMP,KLW-MLG,KNI-GOA
17.	Bed timber replacement at KDT
18.	Connecting of DDR farm type gate to signal cabin
19.	Replacement of 40 nos wooden timbers by iron plates at upper division
20.	Installation of tablet instruments for WKD-PNI section
21.	Replacing overhead line between CBY-TAN, TAN-KNI

Training of Staff (Local & Foreign) Completed in 2015

a .Local Training

No	Training Course	Institute	No of Persons
01	Basic construction & maintaining course	ICTD	03
02	Information Technology course	SLIDA	03
03	Diesel Generator – Maintaining Course	ICTD	05
04	Mini Excavator – Machinery Course	ICTD – Galkulama	01
05	Language Development Course – English	Language Department	04
06	Certification course in Computer Networking & Linux Server Administer Action	Author’s Clerk Institute	02
07	Modern power electronic course	Author’s Clerk Institute	06
08	Programmable logic controller course (PLC-2015 Thursday /Friday)	Author’s Clerk Institute	04
09	CPD Course on modern electronic test & measuring with digital emphasis	Author’s Clerk Institute	04

b. Foreign Training

No	Training Course	Country	No of Persons
01	Application for incidental expenses provision of signalling for Ahungalle station constructed under coast line track rehabilitation project	Australia	02
02	Seminar on railway construction engineering & management of developing countries	China	02
03	Regional cooperation programme – 18 th Training course	India	01
04	Pakistan inter-regional railway training college 112 th advance railway course	Pakistan	01
05	Seminar on Railway-Asian Railway	Thailand	01

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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 5,609.6 million at the end of 31 st of December 2015 as against Rs 5,106.2 million at the end of December 2014.

Verification of stock was carried out on a continuous verification basis and an annual verification of stores was also carried out in December 2015.

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

(Rs. in Mn.)

Description	Balance as at 01.01.2015	Receipt During 2015	Issues During 2015	Stock Increase 2015	Stock Decrease 2015	Balance on 31.12. 2015	Stock turn Over ratio
Fuel & Lubricant	61.9	0.0	0.047		(-0.047)	61.8	0.00
Spares for locomotives	4104.6	1441.7	1072.4	369.3	(-258.4)	4473.9	0.25
Carriages & wagons	152.5	171.9	123.4	48.4	(-0.00347)	200.9	0.70
Signal Equipment	281.7	151.1	36.1	115	-	396.7	0.11
Permanent way- Materials	4.4	0.050	-	0.050	-	4,532.8	-
General Stores	500.9	231.8	261.1	4.5	(-33.89)	471.56	0.54
Total	5,106.17	1,996.68	1,493.25	537.36	(-292.40)	5,609.6	0.28

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 2014/2015.
- Monthly passenger statistics for 2014/2015.
- Quarterly train and locomotive statistics for 2014/2015.
- Quarterly reports of vehicle kilometres for 2014/2015.

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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 568 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 2015.
- Provide security facilities for the New Year season April 2015.
- Provide security facilities for the Pichamal Pujawa 2015.
- National Independence Day Celebration Function at February 2015.
- St Anne's Church festival at Thalawila in March,July.
- Wesak and Poson-Full moon poya day ceremonies at Anuradhapura, Mihinthala, Fort, Maradana, Kalaniya and other stations.(Employed more than 100 security staff)
- Esala Perahera (Dalada Perahera) at Kandy. (August 2015)
- Annual Buhari religious festival at Beruwala.
- Ragama Basilika religious festival at Ragama.
- Provide security facilities for the Christmas Season December 2015.

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 155 such cases were reported and 130 cases were finalised. The remaining 25 cases were under investigation.

Crimes - Railway Ordinance

Under the provisions made in the Railway Ordinance 1842 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 6,591,246.34/- was collected as fines from those offenders.

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.

In 2015 – Duties of the Railway Protection Force

No	Month	Passenger Travelling With out Ticket		Passenger Travelling With out Ticket – 1 st Class		Higher Wight Transport		Legal Actions		Departmental Actions	
		No	Fine (Rs.)	No	Fine (Rs.)	No	Fine (Rs.)	No	Fine (Rs.)	No	Fine (Rs.)
01.	Jan	25	66,580.00	2	5,820.00	3	910.00	-	-	4	81,000.00
02.	Feb	75	191,730.00	22	71,915.00	2	242.00	15	14,500.00	2	43,560.00
03.	Mar.	44	88,300.00	30	82,890.00	1	111.00	32	26,640.00	7	144,200.00
04.	Apr.	42	108,940.00	32	84,035.00	8	2015.00	14	15,550.00	9	76,171.80
05.	May	51	132,720.00	101	263,315.00	4	2,913.00	12	20,500.00	9	492,945.84
06.	June	46	118,545.00	91	236,130.00	-	-	12	23,250.00	6	216,165.60
07.	July	77	200,850.00	48	126,165.00	4	1,213.00	24	32,060.00	8	360,719.54
08.	Aug.	57	145,310.00	23	64,794.00	8	4,717.00	12	10,400.00	10	264,865.00
09.	Sept.	63	166,550.00	90	227,770.00	6	1,408.00	-	-	6	150,000.00
10.	Oct.	65	165,630.00	86	240,280.00	7	2,382.00	37	48,080.00	5	108,220.50
11.	Nov.	49	127,210.00	48	154,190.00	2	1,082.00	51	62,590.00	6	224,044.06
12.	Dec.	152	391,110.00	72	189,355.00	10	1,680.00	13	456,390.00	111	52,010.00
	Total	746	1,903,475.00	645	1,746,659.00	46	17,250.00	222	709,960.00	183	2,213,902.34

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>
Electrical – NVQ 4	<u>15</u>
Total	<u>15</u>

Final Trade tests for Apprentices, (External)

<u>Course</u>	<u>No of Apprentice</u>
Diesel Engine Mechanic /Welding/Electric/Machine	81

Infrastructure facilities were provided for the tests conducted by National Apprentice

Authority

Diesel Engine Mechanic	2015	64
Electrician	2011	22
Welding	2011	<u>17</u>
Total		<u>103</u>

Work-site and Workshop training:

<u>Institute</u>	<u>No of Participant</u>
GRTTC	301
NVQ Candidates	01
Candidates Degree of University (EUG)	52
Kothalawala Defence Academy	20
Technical Colleges	04
National Vocational Training Authority	02
Sri Lanka Engineering Institute	01
HNDE	12
NDES	52
Open University	12
Colombo Naval & Engineering Collage	01
S.L.I.T. Candidates	02
Monash University - Candidates	<u>02</u>
Total	<u>462</u>

Training for Departmental employees:

<u>Course</u>	<u>Sub-Dept</u>	<u>No</u>
Computer Course	Railway Employees	104
Basic Metal	C.M.E.Rathmalana	66
Basic Welding Course	Railway Employees	71
Basic liquid Course	Railway Employees	28
Basic Electrical Course	Railway Employees	42
Special Railway Driving Training Course		24
Diesel engine course		28
Basic Metal & Electric Course	C.S.T.E	45
Basic Electric Course	C.S.T.E	10
Basic Welding Course	Trainees	<u>59</u>
Total		<u>321</u>

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

Technical Assistant -II (Welding)	49
Technical Assistant –II (C.M.E) (Welding- General)	<u>194</u>
Total	<u>243</u>

For Examination (External)

Engineering Undergraduate Practical Test	30
NDES Diploma Practical Test	<u>12</u>
Total	<u>42</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 tip	- 22
STE	Power Adjusting Screw	- 33
Shop – 28	Aluminium filter covers	- 01
Shop – 01	Indoor Frame	- 01
Shop – 10	S-8 Composure	- 01
Shop- 39	Aluminium Bearing Housiem	- 01
Shop – 24	O.K. Cages	- 16

Other Activities

01. Provide repair services to the C.M.E's Shops
02. Provide motor vehicle services
03. Provide water supply, electricity supply, building repair services.
04. Maintaining telephone system of the organization.
05. Organizing “ Dengi prohibition” programmes.

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 2015

1. Prepared action plan for year 2015.
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 & power point presentations.
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.
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.

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 2015 there were 78 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

END

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