

SRI LANKA RAILWAYS

ADMINISTRATION REPORT - 2021



Principal costing office
P.C.O. Officer
Railway Headquarters
Colombo 10



ADMINISTRATION REPORT - 2021

SRI LANKA RAILWAYS

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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 economically 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 2021), it operates on a liner coverage track network of about 1,439 kms. The Railway network radiates from Colombo the capital throughout the island on mainly 10 lines & 3 Spur lines .

Line wise Track Length in 2021

Main Line Length (A)

No	Line Name	From-To	Total Length (km) Year-2021
1.	Main Line	Colombo Fort - Badulla	292 km
2.	Northern Line	Polgahawela - Kankasanthurai	340 km
3.	Mihintale Line	Anurdhapura - Mihintale Junction	15 km
4.	Thalaimar Line	Madawachchiya - Thalaimar Pier	106 km
5.	Trincomalee Line	Galoya – Trincomalee	70 km
6.	Batticaloa Line	Maho – Batticaloa	211 km
7.	Matale Line	Peradeniya - Matale	34 km
8.	Puttalam Line	Ragama - Puttalam	120 km
9.	Coast Line	Colombo Fort - Beliatta	186 km
10.	Kv Line	Maradahana - Avissawella	59 km
11.	Kolonnawa Spur		2 km
12.	Habour Spur		2 km
13.	Airport Spur		2 km
	Total Distance	* Total Distance as Liner Coverage	1,439 km

* This total distance as liner coverage 1,439 kms consist of length of underlayment railway line owned by Sri Lanka Railway Department.

2nd Line Length (B)

Line	From-To	Distance (Km)
Main Line	Ragama- Rambukkana	69 km
Coast Line	Colombo Fort – Payagala South	49 km
Puttalam Line	Ragama - Kurana	20 km
Total Distance		138 km

3rd Line Length (C)

Line	From-To	Distance (Km)
Main Line	Maradana – Ragama	14 km

4th Line Length (D)

Line	From-To	Distance (Km)
Coast Line	Maradana - Colombo Fort	2 km

The Total Route Length of Railway Lines in kms

No.	Description	Year - 2021 (kms)
1	Liner coverage length- Main line length (A)	1,439 kms
2	2 nd line length (B)	138 kms
3	3 rd line length (C)	14 kms
4	4 th line length (D)	2 kms
	*Total Route Length (A+B+C+D)	1,593 kms

* The total route length consists of length of all railway tracks owned by the Sri Lanka Railway Department

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. Internal Audit Unit
6. Sri Lanka Railway German Technical Training Centre
7. Railway Operations & Transport Management Institute

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01. GENERAL REVIEW

1.1 Summary of Train Mileage for 2020 & 2021

No.	Description	2020	2021	Inc/(Dec)	%
1.	Operated Train kms – Passenger Trains	7,519,826	5,248,129	-2,271,697	-30.21%
2.	Operated Train kms – Goods Trains	471,609	505,583	33,974	7.20%
3.	Operated Train kms – Empty Coaches	56,877	64,647	7,770	13.66%
4.	Operated Train kms – Light Loco	101,724	121,856	20,132	19.79%
5.	Operated Train kms – Special Trains	212,085	341,011	128,926	60.79%
	Total Train kms	8,362,121	6,281,227	-2,080,894	-24.88%

The above table shows the 2021 operated train km's performance. According to this table the total operated train km's has decreased by -2,080,894. It was a -24.88 % compared to the last year. The value of all indices has dropped to a negative level due to the year-round corona pandemic situation. As a results of the above-mentioned case, the suspension of train service from time to time throughout the year is the main reason for this drop down.

1.2 Summary of Track Length in 2021

No.	Description	Year - 2021
1.	Total Route Length	1,593 kms

In 2021 the total route length was 1,593 kms. The below chart shows the railway minimum track geometry considering gauges.

1.3 The Sri Lanka Railway Minimum Track Geometry

No.	Description	Year - 2021
1	Track Gauge (Standard)	1676 mm
2	Ruling Gradient (Maximum)	1:44
3	Ruling Curvature (Minimum)	5 ch (100m)

1.4 Number of Passenger & Passenger kms Comparison

No.	Description	2020	2021	Inc/Dec	%
1.	Number of Passengers	65,080,012	35,962,456	- 29,117,556	- 44.74%
2.	Passenger kms	3,905,554,439	2,158,163,856	-1,747,390,583	- 43.64%

During the year Railway operated 2,158,163,856 passenger kilometres and transported 35,962,456 passengers compared to 3,905,554,439 passenger kilometres and 65,080,012 passengers of previous year, compared to last year passenger kms has decreased by 43.64% & number of passengers decreased by 44.74%. The reduction in the number of train passengers and the number of kilometres travelled was mainly due to the intermittent running of trains throughout the year due to the Corona epidemic.

1.5 Number of Train Trips Run – Comparison 2020 & 2021 years

No.	Description	2020	2021	Inc/Dec	%
1.	Number of Passenger Trains Trips Run	81,360	63,687	-17,673	-21.72%
2.	Number of Goods Trains Trips Run	4,891	5,349	458	9.36%
	Total Trains Trips Run (Passenger & Goods Trains Trips only)	86,251	121,891	-17,215	-19.96%

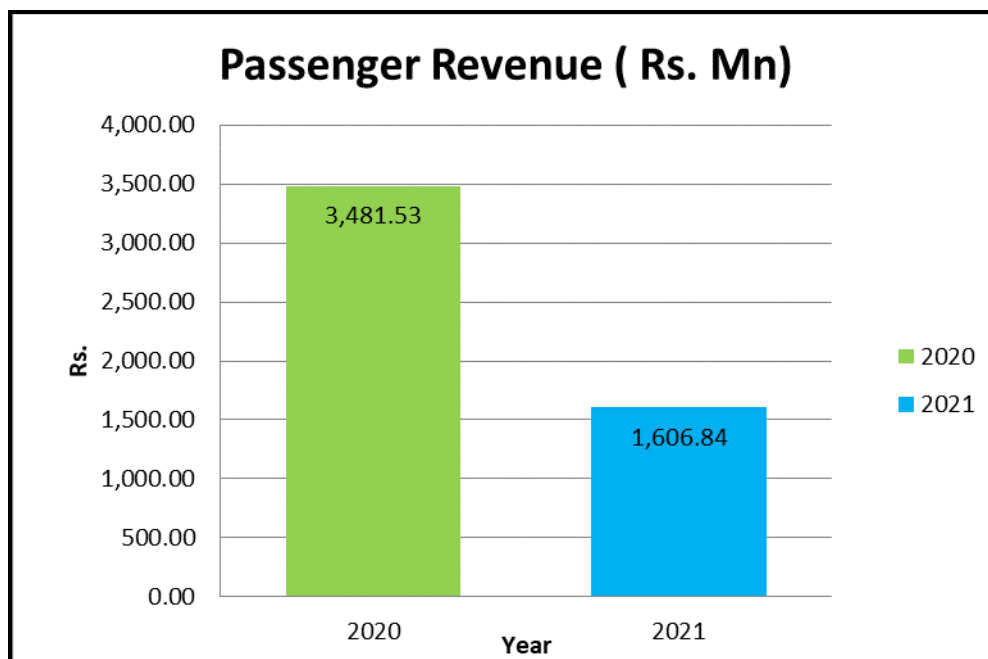
Compared to previous year, In Year 2021 the total running train's trips were decreased by **17,215** trips & 19.96%. number of good trains' trips increased by 458 trips 9.36%. During the 2021 the number of passenger trains trips were decreased by 17,673 trips 21.72%.

1.6 Railway Passenger & Freight Revenue Comparison

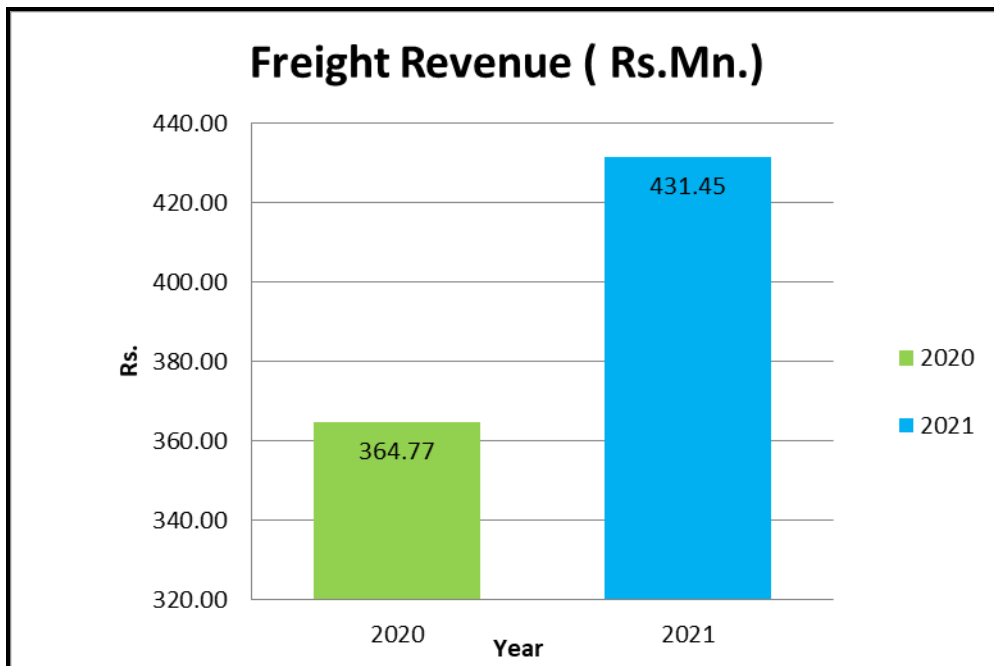
No.	Description	2020	2021	Inc/Dec	%
1.	Passenger Revenue (Rs.) (According to CAR – cash basis)	3,481,536,563.15	1,606,842,920.00	-1,874,693,643.15	-53.85%
2.	Freight Revenue (Rs.) (According to CAR)	364,773,040.14	431,452,573.00	66,679,532.86	18.28%

Compared to previous year the *passenger* revenue has decreased in Rs. 1,874,693,643.15 & 53.85 % *CAR passenger revenue collection based on cash basis*. When considering the freight revenue, it has increased by Rs. 66,679,532.86 & 18.28 %.

Passenger Revenue Comparison 2020 – 2021



Freight Revenue Comparison 2020 – 2021



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02. FINANCIAL STATISTICS

(Financial Statistics According to CAR)

Item	2020 (Rs.)	2021 (Rs.)	Increase/ (Decrease) (Rs.)	Inc (Dec) %
<u>Revenue</u>				
- Passenger	3,481,536,563.15	1,606,842,920.0	(1,874,693,643.15)	-53.85 %
- Freight	364,773,040.14	431,452,573.00	66,679,532.86	18.28 %
- Mail & Parcels	89,089,122.44	59,006,267.00	(30,082,855.44)	-33.77 %
- Miscellaneous	631,247,707.76	581,423,228.00	(49,824,479.76)	-7.84 %
- Total	4,566,646,433.49	2,678,724,988.00	(1,887,921,445.49)	-41.34 %
<u>Recurrent Expenditure</u>				
- Personal Emoluments	10,421,836,554.10	9,598,732,424.00	(823,104,130.60)	-7.90 %
- Fuel	3,257,741,302.77	2,437,930,197.00	(819,811,105.77)	-25.17 %
-Supplies & Requisites	146,625,167.73	150,141,203.00	3,516,035.27	2.40 %
- Other Expenses	791,413,151.88	792,378,551.00	965,399.12	0.12 %
- Total	14,617,616,176.48	12,979,212,375.00	(1,638,403,801.48)	-11.21 %
<u>Loss on Recurrent Exp</u>	(10,050,969,742.99)	(10,300,487,387.00)	(249,517,644.01)	2.48 %

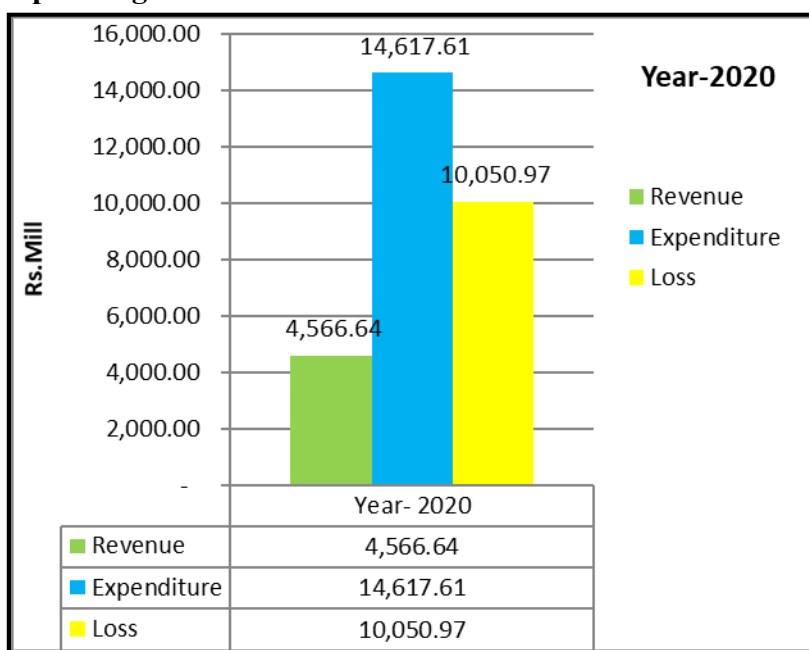
Financial Statistics in 2021

When compared with the previous year, passenger revenue has decreased by 53.85% from Rs. Rs. 3,481.53 million to Rs. 1,606.84 million during the year under review. Freight revenue has increased by 18.28 % from Rs 364.77 million to Rs. 431.45 million. The revenue from parcel and mail transport has decreased by 33.77 % from Rs. 89.08 million to Rs. 59.01 million and miscellaneous revenue has decreased by 7.84 % from Rs. 631.24 million to Rs. 581.42 million during the year under review. The year-round corona epidemic was the main reason for the decline in revenue under each classification. This decline in revenue was due to the occasional disruption to rail transport and the occasional closure of the country. Another reason for the decline in passenger revenue was the very low level of passenger attendance, even when the country reopened. Due to the epidemic, the use of public transport like railways, was minimized & instead of private vehicles used for their own transportation.

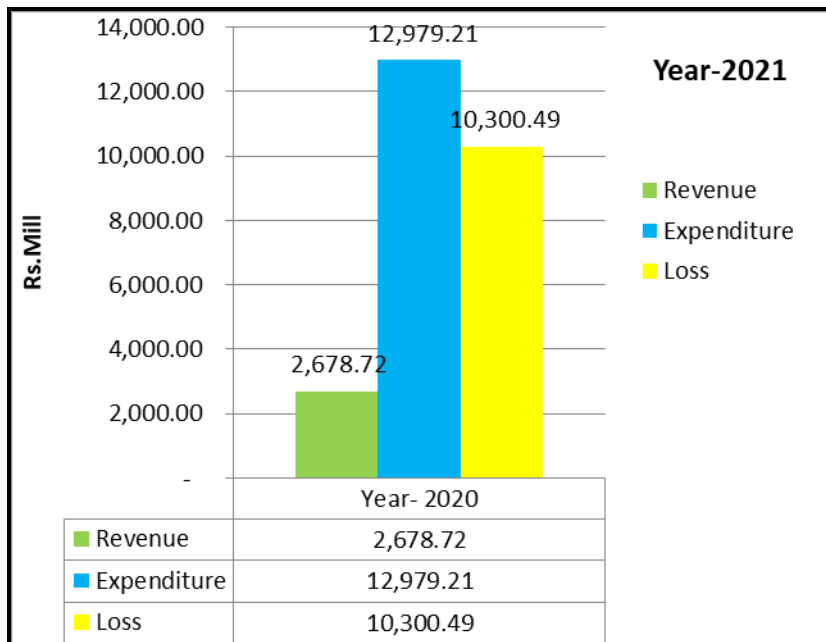
In the recurrent expenditure, personal emolument has decreased by 7.90 % from Rs. 10,421.83 million to Rs. 9,598.73 million. The expenditure on fuel has decreased by 25.17 % from Rs. 3257.74 million to Rs. 2,437.93 million. The expenses of supplies and requisites have increased by 2.40 % from Rs. 146.62 million to Rs. 150.14 million and other expenses has increased by 0.12 % from Rs. 791.41 million to Rs.792.37 million. This epidemic was largely due to a decrease in revenue this year compared to the previous year. The overall recurrent expenditure of Rs 12,979.21 million over the Total revenue of Rs. 2,678.72 million has resulted in an operating loss of Rs. 10,300.48 million during the year.

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

Operating Results – 2020



Operating Results – 2021



Receipts

Total receipts from all sources of income decreased by Rs.1,877.92 million & 41.34 % per cent in the year under review when compared with the previous year, passenger revenue has decreased by Rs. 1,874.69 million & 53.85 % per cent. Freight revenue has increased by Rs. 66.67 million & 18.28 % per cent. The parcel and mail revenue has decreased by Rs. 30.08 million & 33.77 % and the miscellaneous revenue has decreased by Rs. 49.82 million & 7.84 % per cent over the previous year.

Expenditure

The total recurrent expenditure decreased by Rs. 1,638.40 million, from Rs. 14,617.61 million in the previous year to Rs. 12,979.21 million or 11.21 % during the year. The fuel expenditure has decreased by 25.17 % from 3,257.74 million to 2,437.93 million in this year. Supplies & requisites have increased by Rs. 3.51 million or 2.40 % during the year. Personal emoluments have increased of Rs. 823.10 million or 7.90 % over the previous year.

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. Now Sri Lanka Railways is operating total route length of 1,610.857 kilometres.

Number of Stations – Line Wise – Year 2021

No.	Line Name	No of Stations	No of sub Stations	No of Train Halt	Total Stations
1.	Main Line	45	33	26	104
2.	Matale Line	6	6	12	24
3.	Puttalam Line with Airport Spur	19	25	0	44
4.	Northern Line	31	25	17	73
5.	Talaimannar Line (closed)	7	4	0	11
6.	Batticaloa Line	14	17	5	36
7.	Trincomalee Line	4	2	2	8
8.	Coast Line	41	32	0	73
9.	Kelani Vally Line	11	19	7	37
10.	Mihintale Line	1	0	2	3
11.	Kolonnawa Spur	2	0	0	2
12.	Harbor Spur	1	0	0	1
	Total	182	163	71	416

According to the statistics of 2021, 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	585,572	48,277	5,725	7,880	11,527	658,981
2.	Feb	859,516	51,101	7,059	16,974	15,736	950,387
3.	March	941,482	54,309	6,718	18,757	14,886	1,036,152
4.	April	924,813	50,941	6,021	20,068	24,741	1,026,584
5.	May	341,741	32,304	7,005	7,390	20,237	408,676
6.	June	38,168	31,764	3,529	5,742	41,541	120,744
7.	July	177,158	41,776	13,014	7,960	35,666	275,573
8.	Aug	100,231	32,181	4,450	4,876	39,149	180,888
9.	Sept	944	40,535	344	5,923	28,291	76,037
10.	Oct	40,892	28,473	1,689	6,076	35,388	112,517
11.	Nov	523,624	46,091	4,743	8,720	38,254	621,432
12.	Dec	713,989	47,832	4,350	11,490	35,595	813,256
	Total	5,248,129	505,583	64,647	121,856	341,011	6,281,227

Passenger Train kms :-

Passenger trains have covered a total of **6,281,227** 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 **505,583** Kilometres in the year 2021.

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 2021	No of special Trains
1.	Thalawila Festival – March	00
2.	Sinhala Hindu New Year Festival – April	21
3.	Wesak Festival – May	00
4.	Poson Festival – June	00
5.	Pichcha Mal Poojawa Festival – July	00
6.	Esala Perahara Festival – August	00
7.	Thalawila Festival – August	00
8.	Madu Church Festival	00
9.	Annual Festival of Bassilika Tewatte- Ragama	00
10.	Annual Festival of Our Lady At Matara	00
11.	Madu Church Festival – September	00
	Total Special Trains Run in 2021	21

New / Extended 2021 :-

No	Line	Train No.	From	To	Remarks
1.	Coast Line	8337	BEL	MTR	NEW TRAINS
		8747	MTR	BEL	NEW TRAINS

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.

Daily Train Schedule in 2021 Line Wise

No.	Train Operated in weekdays	No of Trains Run Per Day
1	Passenger & Mixed Trains	366
2	Rail buses	8
3	Good Trains	3
4	Oil Trains	18
	Total	395

No	Line Name -Train Operated in weekdays	No of Trains Run Per Day
1	Main Line & Matale Line	147
2	Puttalam Line with Airport Super	42
3	Northern Line	41
4	Talaimannar Line (Closed)	4
5	Batticaloa Line	10
6	Trincomalee Line	6
7	Coast Line	119
8	Kelani Vally Line	22
9	Mihinthale Line	0
10	Kolonnawa Spur	4
11	Harbor Spur	0
	Total	395

Train Schedule in 2021 by Train Type (Per day)

No.	Line	Passenger	Goods Trains	Oil Trains	Rail Bus	Total
1	Main Line & Matale Line	144	1	2	-	147
2	Northern Line	29	2	2	8	41
3	Talaimannar Line (Closed)	4	0	0	0	4
4	Batticaloa Line	10	0	0	0	10
5	Trincomalee Line	6	0	0	0	6
6	Puttalam Line	34	0	8	0	42
7	Coast Line	117	0	2	0	119
8	Kelani Vally Line	22	0	0	0	22
9	Kolonnawa Spur	0	0	4	0	4
	Total	364	3	18	8	395

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

Type of Train	2020 Operated Train kms	2021 Operated Train kms
Passenger	7,519,826 km	5,248,129 km
Freight	471,609 km	505,583 km
Other	370,085 km	527,514 km
Total	8,362,121 km	6,281,227 km

* 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 transport. 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 2020 and 2021. It indicates better utilisation of rolling stock.

	<u>2020</u>	<u>2021</u>
Engine kilometres	10,573,219 km	9,026,612 km
Operated Train kilometres	8,362,121 km	6,281,227 km

Summery of Train and Engine kilometres



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 (included below 5 min delay)		Percentage of 6-10 minutes delay		Percentage of over 10 minutes delay	
	2020	2021	2020	2021	2020	2021	2020	2021
Jan	10542	7478	34%	52%	14%	15%	52%	33%
Feb	9835	9066	27%	47%	14%	16%	60%	37%
Mar	6195	10064	30%	43%	14%	16%	57%	41%
Apr	77	9399	73%	42%	5%	14%	22%	43%
May	220	4319	39%	55%	16%	13%	45%	31%
Jun	7523	852	40%	73%	15%	10%	45%	17%
Jul	10347	3719	44%	62%	16%	11%	40%	27%
Aug	10219	1762	43%	62%	16%	10%	41%	28%
Sep	10188	26	38%	100%	16%	-	45%	-
Oct	8159	869	54%	62%	15%	14%	31%	24%
Nov	2935	7134	66%	41%	10%	13%	23%	45%
Dec	5120	8999	66%	45%	12%	16%	22%	40%
Total	81360	63687	42%	57%	15%	13%	44%	31%
Avg per day	223	175						

Accidents

Nature of Accidents	2020	2021
1) Public involved accidents – deaths	155	120
2) Public involved accidents – Injuries	99	200
3) Elephants knocked down and killed	05	7
4) Damage to level crossings and gates by road vehicles	326	295
5) Collision with road vehicles at level crossing	61	70
6) Collision with coaches and wagons	02	0
7) Take Fires	0	0
8) Cattles run over knocked down & died	27	22
9) Derailments – Running Line	47	46
10) Derailments -Yard	58	65
11) Other mishaps (Such as trailing through points etc.)	01	0
Total	781	825

Particulars of public involved incidents.

Description	2020		2021	
	<u>Number Injured</u>	<u>Number Death</u>	<u>Number Injured</u>	<u>Number Death</u>
➤ Train accidents as a result of- derailment:	--	--	--	--
➤ Train accidents as a result of- collisions:	--	--	--	--
➤ Other movement accidents as a result of falling - off the train while entraining or detraining etc:	43	--	16	2
➤ Non movement accidents- pelting of stones etc:	2	--	2	--
➤ Accidents to people as a result of collision - with road traffic at level crossings:	36	9	45	2
➤ Accidents due to doors of carriages - found open etc:	02	02	01	--
➤ Non movement accidents; accidents to people - on account of trespass on rail track, suicide and misadventure:	155	99	136	116
Total	238	110	200	120

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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 2021 was as follows.

1. Way and work	3203
2. Transportation	3039
3. Mechanical Engineering	2290
4. Motive Power	1549
5. Protection Force	479
6. Signal & Telecom	479
7. Accounting	355
8. General Administration	302
9. Stores	253
10. Commercial & Marketing	76
11. German Tech	31
12. Costing & statistics	09
13. Substitute Employees	41 (work under all sub departments)
Total	<u>12,151</u>

Payment of Compensation:

During the year under review a sum of Rs. 6,629,469.50 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.)
Employees - Deaths (Accidental)	01	Rs. 6,456,216.00
Employees -Disabilities: (Accidents)	02	Rs. 173,253.50
Total	03	Rs. 6,629,469.50

Compensation Received Employees in 2021

Employee - Disabilities: (Accidents)

No.	Name	Designation	Compensation Amount
01.	C.A.H.M.Disanayaka	Security Officer	Rs. 38,510/-
02.	A.G.S.R.Kumara	Technical Assistant -11	Rs. 134,743.50
	Total		Rs. 173,253.50

Employee - Deaths (Accidental)

No.	Name	Designation	Compensation Amount
01.	P.L.M.Anuradha	Substitute Labour	Rs. 550,000/-
02.	K.N.L. Karaunanayaka	Substitute Labour	Rs. 550,000/-
03.	N.W.H.A. Chathuranga	Substitute Labour	Rs. 550,000/-
04.	U.T.Sri Kanatha Silva	Substitute Labour	Rs. 550,000/-
05.	E.K.M.M.Frenando	Substitute Labour	Rs. 550,000/-
06.	B.P.C.Kumara	Technical Assistant -111	Rs. 1,479,600/-
07.	C.A.Thilak Banada	Security Officer	Rs. 1,036,500/-
08.	S.A.Raveen Udhesan	Technical Assistant -111	Rs. 1,190,116/-
	Total		Rs. 6,629,469.50

Scholarships & Educational Tours:

No official has been reported to have gone abroad for a training scholarship examination due to travel restrictions due to the Corona epidemic in 2021.

During that period, two online training programs were conducted and the details are given below.

Online Training Programme in Year 2021

No	Training course / Programme	Name of the officer who attended
1	Capacity Building Webinar Road & Rail Transport Agreements in the Context of the Covid-19 Crisis Response 27 -28 January (Virtual – Online)	Mr. H.M.B. Sampath

Visit Training Programme in Year 2021

No	Training course / Programme	Name of the officer who attended
1	Invitation to attend 14 th International Railway Equipment Exhibition (IREE 2021) Asia's Largest Rail Transportation Event 16-18 December, 2021 at New Delhi, India.	Mr. W.P.M. Fernando Mr. K.G.S. Banadara

05. COMMERCIAL ACTIVITIES

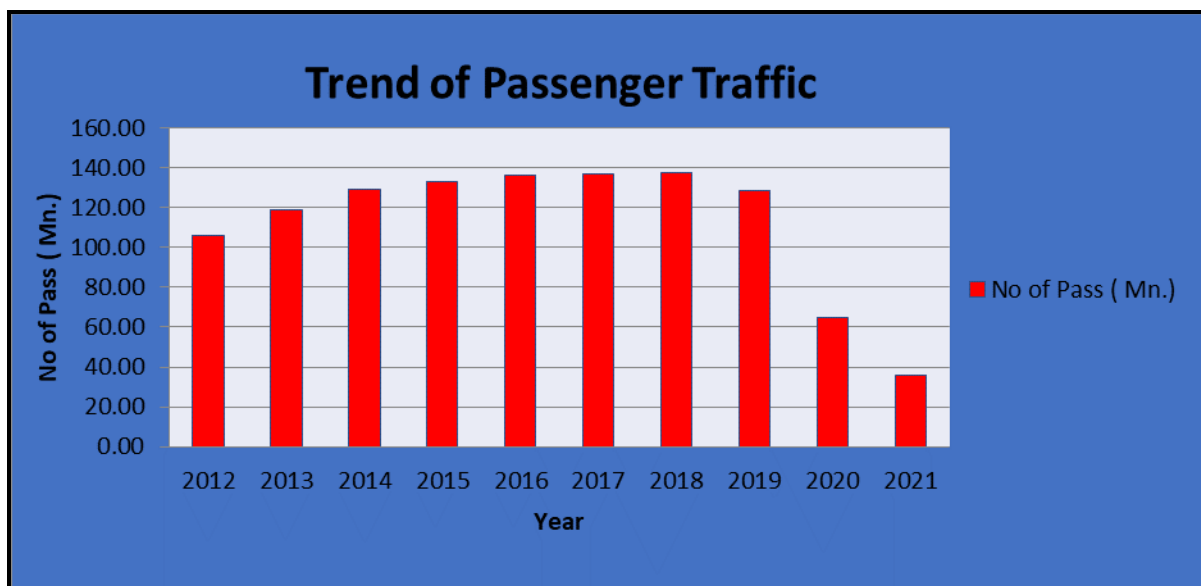
The commercial activities of the railway department come under the purview of the commercial sub department. The Commercial Superintendent is the head of this sub department and assisted by both Deputy Commercial Superintendent and assistant commercial superintendents in handling commercial matters.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

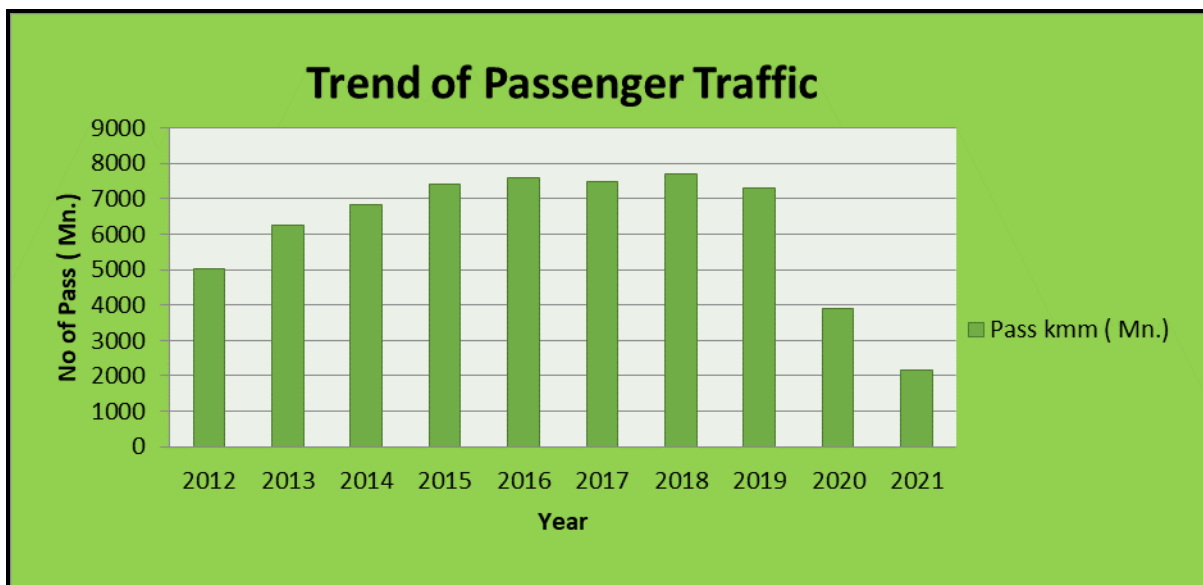
During the year Railway operated 2,158,163,856 passenger kilometres and transported 35,962,456 passengers compared to 3,905,554,439 passenger kilometres and 65,080,012 passengers during the previous year, recording decrease of 1,747,390,582 passenger kilometres (as percentage – 44.72 %) and decrease of 29,117,556 passengers (as a percentage – 44.74 %). This year's corona epidemic was the main reason for the decline in passenger statistics. Despite the epidemic, the train operated successfully when the country opened.

Revenue earned from passenger traffic during the year was Rs. 1,606,842,920.00 compared to Rs. 3,481,536,563.15 during the previous year, and decrease of Rs 1,874,693,643.85. The apparent decline in train passenger revenue was due to the inability of to run trains systematically due to the year-round corona epidemic.

** 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.



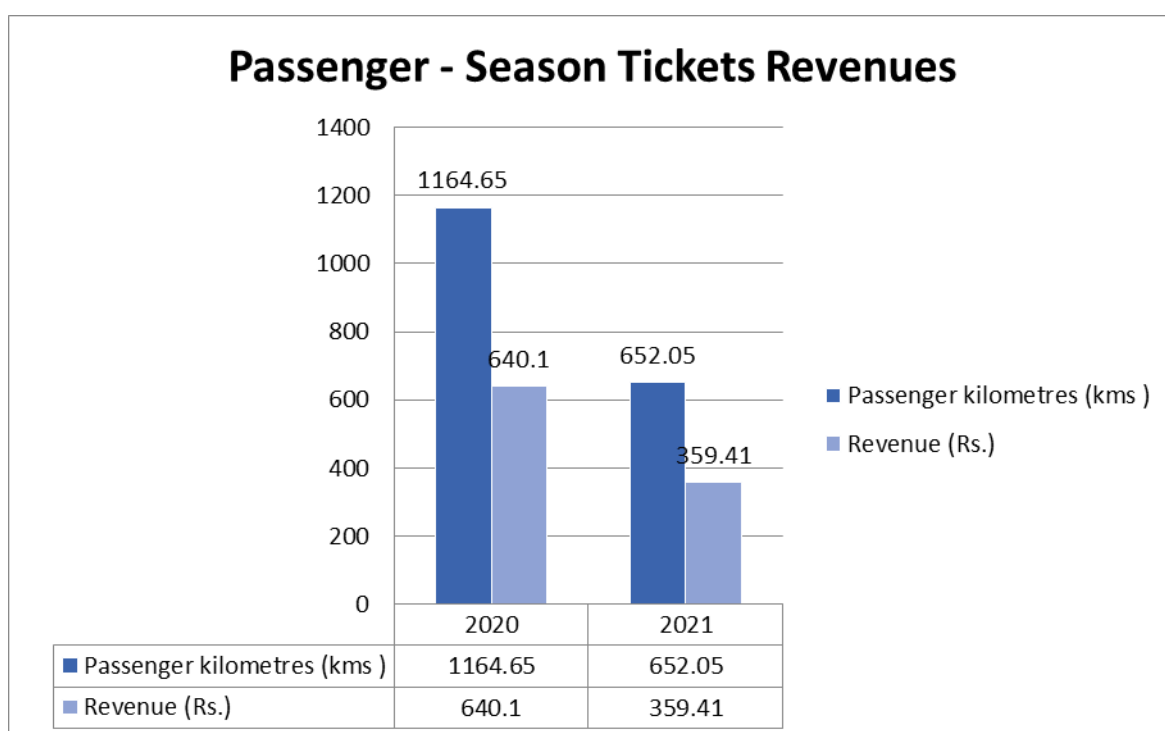
The covid -19 epidemic contributed to a significant reduction in the number of train passengers and the number of passenger kilometres in the current year.

Sales & Marketing Division Generated Income - in 2021

No.	Description	Total Income (Rs.)
	<u>Misc. Income</u>	<u>Rs.</u>
1.	Parcel Income & Postal Income	59,006,267.66
2.	Freight Transport Income	431,452,572.94
3.	Freight Transport Income Holicim- Lime Stone,	31,902,499.23
4.	Rent Income – Railway Stores	41,640,547.81
5.	Promotions & Advertising	12,691,862.29
6.	Rent Income railway Station’s Canteens	3,763,081.54
7.	Rental income (For Sand Transport)	1,938,103.35
8.	Milk Shop & Stall Income	7,593,498.42
	Total	589,988,433.24

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

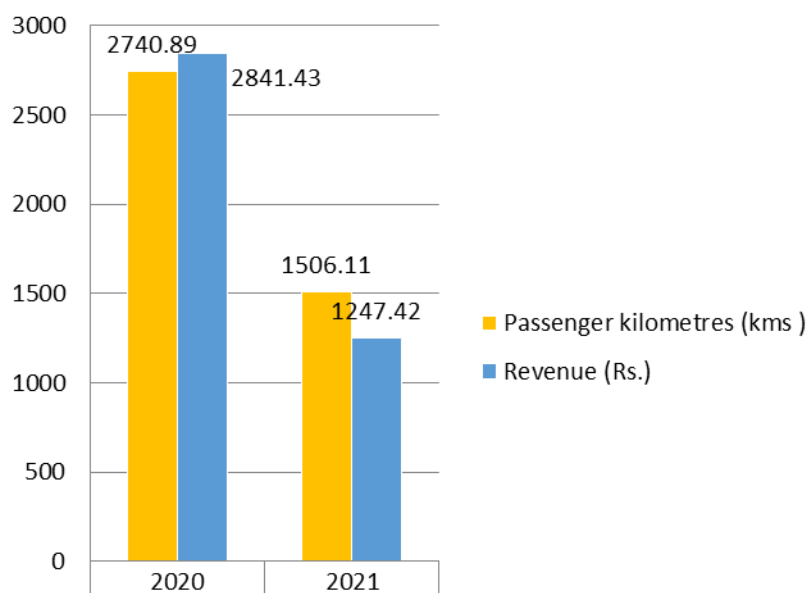
Description	2020	2021
Number of passengers (Mn.)	35.94	19.07
Passenger kilometres (kms Mn.)	1,164.65	652.05
Revenue (Rs.Mn.)	640.10	359.41



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

Description	2020	2021
Number of passengers (Mn.)	29.13	16.89
Passenger kilometres (kms Mn.)	2,740.89	1506.11
Revenue (Rs. Mn.)	2,841.43	1247.42

Passenger - Ordinary Tickets



	2020	2021
Passenger kilometres (kms)	2740.89	1506.11
Revenue (Rs.)	2841.43	1247.42

In addition to the revenue earned from ordinary and season ticket passenger traffic, railway has earned Rs. 59,006,267.00 as mail & parcel revenues during the year against Rs. 89,089,122.44 the previous year.

Retiring rooms :-

Retiring room facilities for the rail passengers are available at Kandy, Mihinthaleya Polonnaruwa, Trincomalee, Baticaloa, Galle, Anuradhapura and Jaffna Railway Stations.

Station with Accommodation Facility

No.	Room Type	Facilities	No. of Rooms	Charge (Without VAT) +VAT (15%) in Rs.
		<u>Anuradhapura Railway Station</u>		
1.	Double Rooms	Two beds AC	01	2587.00
		Two beds non AC	04	1725.00
		Double bed non AC	04	1150.00
2.	Family Rooms	Five beds AC	01	4312.50
		Five beds non AC	02	2875.00
3.	Single Rooms	Single bed	14	1035.00
		<u>Polonnaruwa Railway Station</u>		
1.	Double Rooms	Two beds non AC	17	1725.00
2.	Family Rooms	Three beds non AC	01	2875.00
		<u>Kandy Railway Station</u>		
1.	Double Rooms	Two beds non AC	04	1150.00
2.	Family Rooms	Three beds non AC	01	1380.00
		<u>Batticaloa Railway Station</u>		
1.	Double Rooms	Two beds AC	02	2587.00
		Two beds non AC	02	1725.00
2.	Family Rooms	Three beds non AC	01	2875.00
		<u>Galle Railway Station</u>		
1.	Single Rooms	Single bed non AC	02	977.50
2.	Double Rooms	Two beds non AC	04	1150.00
		Two beds AC	01	2587.50
3.	Family Rooms	Three beds non AC	01	1380.00
		<u>Mihintale Railway Station</u>		
1.	Double Rooms	Two beds non AC	06	1150.00
2.	Family Rooms	Three beds non AC	02	1380.00
		<u>Jaffna Railway Station</u>		
1.	Single Rooms	Single bed non AC	02	1121.25
2.	Double Rooms	Two beds with AC	05	3450.00
		Two beds without AC		1725.00
3.	Family Rooms	Three beds with AC		5750.00
		Three beds without AC	02	2875.00
		<u>Trinco Railway Station</u>		
1.	Family Rooms	AC	04	2875.00
2.	Double Rooms	Non AC		1150.00

Commercial Superintend Office Generated Income - In 2021

No.	Description	Total Income (Rs.)
	<u>General Income</u>	<u>Rs.</u>
1.	Special train reservation Income	741,800.00
2.	Train compartment Reservation Income	-
3.	Fine Income (Passenger travelling without tickets)	1,628,460.00
4.	Viceroy Special Train Reservation	8,142,348.48
5.	Viceroy 02 Carriage Reservation	-
6.	T1 - Rail Car Reservation	-
	General Income	<u>Rs.10,512,608.48</u>
	<u>Misc. Income Details</u>	
1.	A.T.M. Box Income	16,773,515.00
2.	Temporary Rent Reservation Income	55,000.00
3.	Film Screening Income	1,682,250.00
4.	Retire Rooms Reservation Income	4,149,050.00
5.	Mobile Canteen Income (In Trains)	-
6.	Stall Income	1,763,054.00
7.	Car Park Income	14,865,800.34
8.	Kolamba Gedera Rent Income	-
9.	Advertising Campains	200,650.00
	Misc.Total Income	Rs. 39,489,319.34
	Total Commercial Income (General & Misc.)	<u>Rs. 50,001,927.82</u>

Lease of Lands :-

Income received from existing leases of railway lands during the year is Rs.104,982,360.45

Fare Structure :-

Passenger fares were revised upward with effect from 24th August 2018, mainly considering the fuel price increases. (Gazate No. 2085/23)

From any station / to any station	Charge per Kilometre (Rs)		
	1 class	2 class	3 class
1 Zone : 00 Km – 10 Km	4.20	2.30	1.30
2 Zone : 11 Km – 50 Km	3.80	2.10	1.20
3 Zone : 51 Km – 100 Km	3.30	1.80	1.00
4 Zone : 101Km - 200 Km	2.50	1.40	0.80
5 Zone : 201 and above	1.90	1.10	0.60

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.

Season Ticket Fare Structure

No.	Season Ticket Type	Total Value	Monthly Season Ticket Charge (Total Value %)
1	Normal Season Ticket & Zone Season Ticket	Ordinary Ticket Fare * 60	40 % (Ticket Price x 24)
2	Government Servant	Ordinary Ticket Fare * 60	15 % (Ticket Price x 9)
3	University, Technical Collage, UTC , Over 12 & Under 12 School Student	Ordinary Ticket Fare * 60	10 % (Ticket Price x 6)
4	Under 12 School Student	Ordinary Ticket Fare * 60	05 % (Ticket Price x 3)
5	Railway Servant	Ordinary Ticket Fare * 60	05 % (Ticket Price x 1.8)

Tax particulars for the year as follows :- Year 2021

Quarter	VAT Income (Rs)	VAT on Purchases (Rs)	VAT on Imports (Rs)
1 Quarter	14,046,123.00	50,662,540.00	149,095,376.00
2 Quarter	10,634,785.00	46,190,172.00	24,706,190.00
3 Quarter	14,827,468.00	21,158,465.00	701,342,071.00
4 Quarter	19,085,456.00	59,079,124.00	826,667,591.00

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.

Sales & Marketing Office Generated Income - In 2021

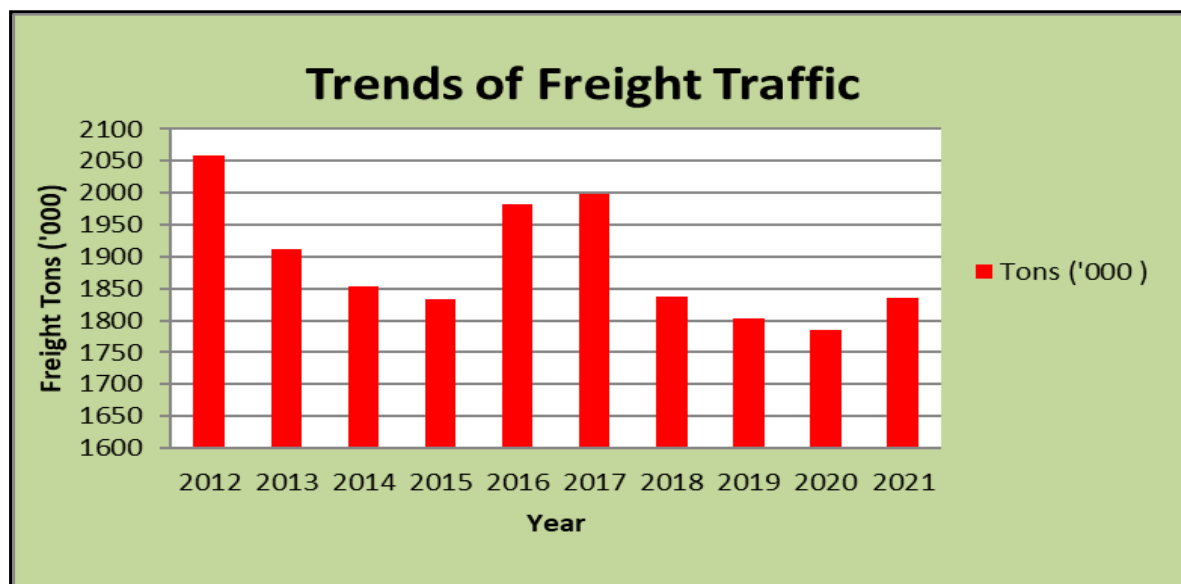
No.	Description	Total Income (Rs.)
	<u>Misc. Income</u>	<u>Rs.</u>
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2.	Freight Transport Income	431,452,572.94
3.	Freight Transport Income Holicim- Lime Stone,	31,902,499.23
4.	Rent Income – Railway Stores	41,640,547.81
5.	Promotions & Advertising	12,691,862.29
6.	Rent Income railway Station's Canteens	3,763,081.54
7.	Rental income (For Sand Transport)	1,938,103.35
8.	Milk Shop & Stall Income	7,593,498.42
	Total	589,988,433.24

Freight traffic

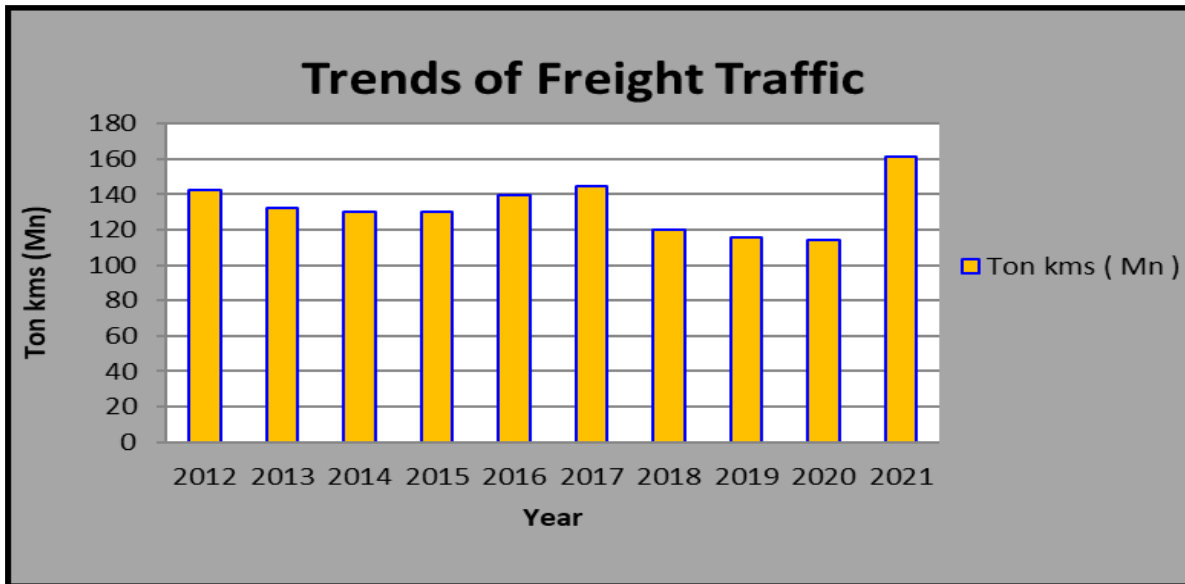
During the year 1,834,721.07 tonnes of goods were transported and an amount of Rs. 578,200,584.34 was earned as freight revenue. Tonne kilometres were recorded as 161,558,251 km.

Description	2020	2021
Tonnage carried (Ton)	1,784,179	1,834,721.07
Ton Kilometres (kms)	114,366,563	161,558,251
Freight revenue (Rs.) (According to PCO data – Accrued Basis)	413,556,767.38	578,200,584.34

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 rate on agreement with the postal department of Rs. 59,006,267 during the year compared to Rs. 89,089,122.44 during the previous year.

Rent-out warehouses (Railway Stores) :-

An income of Rs. 38,226,574.34 was earned from renting out warehouses during the year as against Rs. 60,190,519.05 during the previous year.

Income from advertising :-

An income of Rs. 12,691,862.29 was earned from advertising during the as against Rs. 16,259,456.91 during the previous 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 st of 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 Per ton kilometre (Rs)</u>	<u>Above Rambukkana 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 per ton kilometre (Rs)</u>	<u>Above-Rambukkana 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.

1. Summary of Repairs done for Rolling Stock Engines

Description of the locomotives	2020		2021	
	<u>Overhaul</u>	<u>Overhaul</u>	<u>Overhaul</u>	<u>Intermediate</u>
Diesel-Electric-Locomotives: (M2,M4,M5,M5a,M5b,M5c,M6,M7,M8, M8a,M9,M10, M10A,M11)	9	9	4	80
Diesel Hydraulic Locomotives: (Y,W1,W2, N1, N2)	6	6	3	52
Diesel Hydraulic Power Units: (S3, S4,S5, S6, S7, S8, S9,S10,S11,S12)	15	15	7	59
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.

2. Passenger Capacity of Power Sets

Class	No of vehicles at the beginning of the Year 2020	Total No, Of Seats	Total No. of Passenger Standing Capacity	No of vehicles at the beginning of the Year 2021	Total No, Of Seats	Total No. of Passenger Standing Capacity
S3	Nil	-	-	Nil	-	-
S5	03	60	-	03	60	-
S6	--	--	--	--	--	--
S7	--	--	--	--	--	--
S8	20	640	1280	20	640	1280
S9	15	480	960	15	480	960
S10	15	312	1340	15	312	1340
S11	19	620	400	19	620	400
S12	23	374	748	23	374	748
S13	12	266	153	12	266	153
S14	18	214	153	18	214	153
S 14-A	-	-	-	2	214	-
Total	122	2906	5034	127	3120	5034

3. Rolling Stock field in year 2021

Total in Stock 2018	Description	BG (Bogie) 2021	NG (Non-Bogie) 2021	Total in Stock 2021
98	(a) Diesel Electric Locomotives (M2,M4,M5,M5B,M5C,M6,M7,M8,M9,G1,M10, M10A)	103	-	103
42	(b) Diesel Hydraulic Locomotives (W1, W2, W3, Y)	42	-	42
02	(c) Diesel Hydraulic Locomotives(P1)	-	02	02
109	(d) Diesel Power Coaches (S5,S6,S7,S8,S9,S10,S11,S12,S13,S14)	127	-	127
02	(e) Diesel Mechanical Locomotives (N1, N2)	-	02	02
07	(f) Air conditioned Train Units (S5)	07	-	07
03	(g) Diesel Rail Cars (T1,T2,G1)	02	01	03
08	(h) Motor Trolleys (MT)	08	-	08
06	(i) Steam Locomotives(B1,B2,B8,J1)	04	02	06
01	(j) Steam Rail Cars (V2)	-	01	01
08	(k) Steam Cranes/Hydraulic Cranes (TRC,BTRS)	08	-	08
24	(l) Rail Bus	21	-	21
01	(m) Mini Loco	01	-	01

4. Steam and Rail Car Position including Passenger Capacity

Description	Total no of Rail cars	Total no seats	Bogies	Four wheels
Steam Rail Cars (N.G) V2/331	01	--	--	--
Tourist Saloon (N.G) T1/515	01	28	02	--
Diesel Hydraulic Mechanical Rail - Cars-(BG) T2/323	01	20	02	--

5. Types of Major Overhead Carried out by CME Sub Department

Engine Class	Inter Repairs Frequency (every miles/every hrs)	General Repairs Frequency (every miles/every hrs)
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/M5B	8000-16000 hrs	24000 hrs
M5C	9000-18000 hrs	30000 hrs
M9	30000 hrs	60000 hrs

6. Summary of Repairs done for Rolling Stock

No.	Engine Class	Inter Repair Year -2020 No of Loco	General Repair Year -2020 No of Loco	Inter Repair Year -2021 No of Loco	General Repair Year -2021 No of Loco
1.	M2,M4,M5, MB,MC,M6,M7, M8,M8A,M9,M10,M10A,M11	99	9	80	4
2.	W1, W2, W3, Y	63	6	52	3
3.	S3, S5, S6, S7, S8, S9, S10, S11, S12	85	15	59	7
4.	T1, T2	-	-	-	-
5.	N1, N2	-	-	-	-

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

7. Service Poisson of Rolling Stock Engines

Description	Engine Class	No in Stock	Under repairs in shops	Awaiting re-pairs at shops	In Service
Diesel electric locomotives	M2	13	04	01	08
Diesel electric locomotives	M4	14	04	03	07
Diesel electric locomotives	M5	--	--	--	--
Diesel electric locomotives	M5B	04	03	--	01
Diesel electric locomotives	M5C	07	02	01	04
Diesel electric locomotives	M6	14	02	--	12
Diesel electric locomotives	M7	13	03	02	08
Diesel electric locomotives	M8	08	02	02	04
Diesel electric locomotives	M8A	02	01	--	01
Diesel electric locomotives	M9	09	02	05	02
Diesel electric locomotives	M 10	03	01	01	01
Diesel electric locomotives	M 10 A	06	--	--	06
Diesel electric locomotives	M 11	10	--	02	08
Diesel electric locomotives	G1	01	--	01	--
Diesel Electric Rail Cars (NG)	T1	01	--	01	--
Diesel Electric Rail Cars (BG)	T2	01	--	01	--
Diesel Hydraulic locomotives	W1	03	--	03	--
Diesel Hydraulic locomotives	W2	02	01	--	01
Diesel Hydraulic locomotives	W3	10	02	--	08
Diesel Hydraulic locomotives	Y	27	07	02	18
Diesel Hydraulic Mechanical loco (NG)	N1	01	--	01	--
	N2	01	--	01	--
Diesel Hydraulic loco (NG)	P1	02	--	02	--
Mini Loco (Mechanical Locomotive)	S3	--	--	--	--
Power Coaches	S5	03	--	01	02
Power Coaches	S6	--	--	--	--
Power Coaches	S7	--	--	--	--
Power Coaches	S8	20	05	03	12
Power Coaches	S9	15	04	05	06
Power Coaches	S10	15	03	01	11
Power Coaches	S11	19	02	03	14
Power Coaches	S 12	23	02	--	21
Power Coaches	S 13	12	--	02	10
Power Coaches	S 14	18	--	--	02
Power Coaches	S 14 A	02	--	02	--
Power Coaches	B1A	01	01	--	01

Steam locomotives	B2B/B8C	03	01	01	01
Steam locomotives	J1	02	--	02	--
Steam locomotives	MT	08	02	02	04
Motor Trolleys	TRC	08	02	02	04
Steam Hydraulic cranes	RB	24	04	04	16
Rail Buses	V2	01	01	--	--
Steam Rail Cars	ML	01	-	01	--
Motor Trolleys					

7.2 Steam Locomotive Fleet and Rail Cars

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	-	2	-	2
V2	Hydraulic	350	steam- (300)	-	1	-	1

8. Carriages & Wagon Fleet as at 2021

Description	Total-2020	Total-2021
Coaching bogie stock	1480	1603
Coaching four wheel	02	02
Goods bogie stock	821	819
Goods six wheelers	01	01
Goods four wheel	439	438
Service bogie stock	26	26
Service four wheel stock	278	278

9. Summary of Repairs of Carriages & Wagons

Descriptions	No of Vehicles at the beginning of the year			
	2020	No of Units	2021	No of Units
Coaching Vehicles (B.G.)				
Re-built				
Heavy repairs	52	465	38	372.5
Intermediate repairs				
Light repairs	68	88	55	77
Other Coaching vehicles (B.G.)				
Rebuilt				
Heavy repairs	3	30	2	20
Intermediate repairs				
Light repairs	4	4	7	7
Wagons (B.G.)				
Rebuilt				
Heavy repairs	60	163	56	154
Intermediate repairs	364	73	2	2
Light repairs	2	2	284	56.8

10. Freight Capacity of Wagon Fleets

Description	2020 on books	Carrying Tons	Carrying Gallons	2021 on books	Carrying Tons	Carrying Gallons
Low side Bogies	252	6430		252	6430	
Covered four wheel	347	4521		346	4508	
Covered bogies	247	9942		245	9892	
Livestock wheel	24	312		24	312	
Tank four wheel	14		38550	14		38550
Tank bogies	279		2177136	279		2177136
Brake van four wheel	08			08		
Brake van bogies	01			01		
Misc bogies	25			25		
Bogie hopper wagons	53		1908	53		1908
Container flats (Local)	25		1000	25		1000
Container flats (Imported)	50		2500	50		2500
Misc. four wheel	05		533	05		533
Total	1330	27146	2215686	1337	27083	2215686
<u>Service Vehicles</u>						
Fuel four wheel						
Fuel bogies						
Ballast four wheel	244	3211		244	3211	
Engineering four wheel	17	234		17	234	
Engineering bogies	15	154		15	154	
Misc. four wheel	02	26		02	26	
Total	278	3625		278	3625	
Grand Total	1608	30771	2215686	1608	30771	2215686

11. Class wise Passenger Capacity of Power-Sets – 2021 Y

Type	No. of Vehicles	Standing Passenger Capacity	3 rd Class Seat	2 nd Class Seat	1 st Class Seat	Total passenger of Seat	Total Standing Passenger Capacity
S-6 SBD	06	100	50			300	600
S-7 SBD	09	192	58			522	1728
S-8 SBD	17	196	64			1088	3332
S-9 SBD	15	196	64			960	2940
S-10 SBD	15	196	64			960	2940
S-11 SD	20	38		56		1120	760
S-6 SBC	11	136	66			726	1496
S-7 SBC	09	236	68			612	2124
S-8 SBC	58	253	72			4176	14674
S-9 SBC	60	253	72			4320	15180
S-10 SBC	60	253	72			4320	15180
S-11 TC	60	60	90			5400	3600
S-11 SC	20	48		72		1440	960
S-12 SBD	05	165	120			600	825
S-12 SBC	20	246	180			3600	4920
S-12 AFC	18				44	792	0
S-12 TCBU	8	36	22			176	288
S-12 SC	22	66		44		968	1452
S-12 TC	22	88	66			1452	1936
S-12 ARC	02				32	64	0
S-13 TD	12	45	60			720	540
S-13 AFC	12				52	624	0
S-13 SC	12	48		64		768	576
S-13 TC	30	60	90			2700	1800
S-14 AFC	24				44	1056	0
S-14 SC	21	50		48		1008	1050
S-14 TC	18	58	72			1296	1044
S-14 TCBU	9	45	50			450	405

12. Class wise Passenger Capacity of Passenger Compartments – 2021 Y

Description	Total No. of Vehicles 2021	SEATS			BERTHS		STANDING
		1st	2nd	3rd	1st	2nd	
Carriages of Uniform Class	1090	5186	10930	98898	214	102	135500
Composite Carriages	52		182	2471	18		
Brake Composite	356	370	1624	15414			
Restaurant car	16						
Saloons	14						
Four wheel saloons	01						
Total Coaching Vehicles	1529	5556	15796	116783	232	102	135500
Other Coaching Vehicles							
Luggage Van	34						
Post office Van	10						
Carriage Van	02						
Four Wheel Carriage Van	-						
Misc	28						
Total other coaching vehicles	74						
Grand Total Coaching Vehicles	1603	5556	15796	116783	232	102	135500

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	---	---
W2	3.5862	0.0558
W3	3.2299	0.0633
Y	0.6576	0.0128
S3	--	--
S5	--	--
S6	--	--
S7	--	--
S8	2.1529	0.0190
S9	1.9081	0.0278
S10	2.5991	0.0126
S11	1.4954	0.0109
S12	1.9647	0.0093
S13	1.8071	0.0088
S14	1.7993	--
M2	1.6895	0.0321
M4	3.4897	0.0517
M5	---	--
M5B	3.2942	0.0626
M5C	3.3499	0.0222
M6	3.1964	0.0463
M7	1.9896	0.0293
M8	3.5856	0.0572
M8A	3.4812	0.0329
M9	3.9090	0.0355
M10	3.5338	0.0285
M10A	3.3793	0.0332
M11	3.7073	0.0145
AFC	--	--
R/B	0.3413	--
<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	Gear Comp in Kg	Pure Petrol Lt	Grease Kg
W1	-	-	-	-	-	-	-
W2	-	21,612	77,505	1,206	--	--	47
W3	-	177,884	574,545	11,258.5	--	--	297
Y	-	383,080	251,914	4,916.75	--	--	223
M2	-	507,163	856,875	16,285	1353	302	37.5
M6	-	470,106	1,502,660	21,764.75	1,311	275	79.5
M7	-	257,308	511,941	7,548	546.5	67	110.5
M4	-	455,025.6	1,587,914	23,543	--	--	208
M5	-	--	--	--	--	--	--
M5A	-	--	--	--	--	--	--
M5B	-	58,824	193,780	3,684	--	--	29
M5C	-	170,056	569,675	3,775.4	--	--	51.5
M8	-	229,985.6	824,635	13,149	2575	985	113
M8A	-	24,161.6	84,112	796	--	--	6
M9	-	82,923.2	324,150	2,945.25	--	--	11.75
M10	-	116,174.4	410,535	3,307	0	0	19
M10A	-	237,433.6	802,363	7,887.5	0	0	19.5
M11	-	211,491.2	784,070	3,068	--	--	--
S6	-	-	-	-	-	-	-
S7	-	-	-	-	-	-	-
S8	-	957,251	2,060,874	18,150	-	196.5	1008
S9	-	340,606	649,900	-	-	-	-
S10	-	748,803	1,946,200	28,361.5	2,260.5	1,649	281.2
S11	-	1,155,505	1,727,903	12,559.25	2,497	-	934.25
S12	--	1,018,897	2,001,870	--	--	--	--
S13	-	825,055	1,490,980	7,246.5	--	--	702
S14	-	537,801	967,640	--	192	125	26
AFC-12	-	-	64,660	--	--	10	10.5
R/B	-	39,465.6	13,470	37	4	-	-
VICE ROY	-	-	-	-	-	-	-
AFC-14	-	-	70,520	-	95	--	8
T1.515	-	-	-	-	-	-	-
CRANE	-	-	-	-	-	-	-
B.COW	-	-	-	-	-	-	-
BOILER	-	-	-	-	-	-	-
AIR CO.	-	-	3,020	-	-	-	2
CARRIAGL WAGONS	-	-	-	-	-	2	50.5
	-	-	-	-	-	-	-
Total	--	9,026,612 (km)	20,353,711 (Lt)	191,451.4 (Lt)	10,914 (Lt)	3,611.5 (Lt)	4,274.7 (kg)

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 2021)

Main line length (A)

No	Line Name	From-To	Kilometrage (km)	Total Length (km) Year-2021
1.	Main Line	Colombo Fort-Badulla	0.000 - 292.389 km	292 km
2.	Northern Line	Polgahawela - Kankasanthurai	71.927- 411.390 km	340 km
3.	Mihintale Line	Anurdhapura-Mihintale Juction	203.044-218.044 km	15 km
4.	Thalaimar Line	Madawachchiya - Thalaimar Pier	229.016 - 335.073 km	106 km
5.	Trincomalee Line	Galoya – Trincomalee	224.776 – 295.009 km	70 km
6.	Batticaloa Line	Maho – Batticaloa	136.685 – 347.792 km	211 km
7.	Matale Line	Peradeniya-Matale	112.951 - 146.709 km	34 km
8.	Puttalam Line	Ragama-Puttalam	33.410 - 133.219 km	120 km
9.	Coast Line	Colombo Fort - Beliatta	0.000 - 185.463 km	186 km
10.	Kv Line	Maradana -Avisawella	1.896 – 61.173 km	59 km
9.	Kolonnawa Spur			2 km
10.	Habour Spur			2 km
11.	Airport Spur			2 km
	Total Distance	* Total Distance as Liner Coverage		1,439 km

* This total distance as liner coverage 1,439 kms consist of length of underlayment railway line owned by Sri Lanka Railway Department.

2nd line length (B)

Line	From-To	Kilometrage	Distance (Km)
Main Line	Colombo Fort - Rambukkana	13.646 - 82.537	83 km
Coast Line	Colombo Fort – Payagala South	1.895 - 51.156	49 km
Puttalam Line	Ragama - Kurana	13.646- 33.410	19 km
Total Distance			151 km

3rd line length (C)

Line	From-To	Kilometrage	Distance (Km)
Main Line	Colombo Fort – Ragama	0.000 - 15.542	16 km

4th line length (D)

Line	From-To	Kilometrage	Distance (Km)
Coast Line	Colombo Fort -Maradana	0.000 – 1.895	2 km

The Total Route Length of Railway Lines in kms

No.	Description	Year - 2021 (kms)
1	Liner coverage length-Main line length (A)	1,439 kms
2	2 nd line length (B)	151 kms
3	3 rd line length (C)	15 kms
4	4 th line length (D)	2 kms
	*Total Route Length (A+B+C+D)	1,607 kms

* The total route length consists of length of all railway tracks owned by the Sri Lanka Railway Department

The Sri Lanka Railway Minimum Track Geometry

No.	Description	Year - 2021
1	Track Gauge (Standard)	1676 mm
2	Ruling Gradient (Maximum)	1:44
3	Ruling Curvature (Minimum)	5 ch (100m)

Particulars of construction/Launching and maintenance of bridges and other connected work carried out in 2021 are as follows.

01. No of bridges repaired

I. Heavy repairs of 145M 31ch –M.L.-OHA-IGH

- a. Removing corroded cross girders and foot path.
- b. Providing Transfers though floorings.
- c. Providing new footpath
- d. Painting of bridge.

II. Heavy repairs of 59M 79Ch –C.L. (Between KWE –HKD)

- a. Strengthening of main girders.
- b. Providing additional angles to main girder bottom boom
- c. Repairs of foot path
- d. Urgent repairs of cross girder and rail bearer connections.
- e. Painting work.

III. Repairs of 38M 60Ch –C.L. (Between ALT - BNT)150Ft X 02 span

- a. Repair of cross girder Rail bearer Joints.
- b. Repairs of strengthening of main girder connection.(work in progress)
- c. Removing corroded bolts with new footpath.
- d. Repairs of sway bracings and footpath.
- e. Other repairs in progress 2022

IV. Repairs of 38M 66Ch –C.L. (Between ALT - BNT)100Ft span

- a. Removing corroded wing bracings with new angels bracings.
- b. Removing corroded bolts with new bolts.
- c. Providing new footpath.

V. Heavy repairs of 17M 23ch – C.L. (Between MRT - PND) 60Ft x 10spans

- a. Replacing of corroded bottom wing and providing new angel bracings.
- b. Repairs of main girders, cross girder connections.
- c. Painting of bridge.

VI. Heavy Repairs of 30M 52Ch – PTML (Between LWL - BLT) 34Ft

- a. Strengthening of main girders.
- b. Repairs of trough ends and providing veep holds.
- c. Painting of bridge.

VII. Heavy repairs of 5M 47ch – C.L. (Between BPA - WTE) down line 100ft

- a. Removing corroded sway and wing bracings and providing new bracing.
- b. Strengthening of main girders. (work in progress 2022)
- c. Painting of bridge. (work in progress 2022)

VIII. Heavy repairs of 68M 15ch – C.L. (DNA) – 100ft

- a. Removing corroded overhead bracings and providing new bracing
- b. Strengthening of main girders.
- c. Repairs of main girders rail bearer connections.
- d. Painting of bridge.

IX. Repairs of RGM Overhead Bridge

- a. Providing additional plate and strengthening main girders.
- b. Providing new plate to top of the Lattice girders.
- c. Repairs of footsteps.
- d. Painting work completed.

02. URGENT BRIDGE REPAIRS

- a. Br.36M 49ch -PTML - Providing new bolts for main girders joints and repair end box.
- b. Br.69M 67ch -CL - Repairs of Bracings and foot path.(80ft span)
- c. Br.91M 75ch -CL - Providing new footpath and removing corroded bracings with new.
- d. Br.68M 15ch -NL - Providing new bolts for cross girders main girder connection and other Repairs.
- e. Br.26M 64ch/ 24M 00ch/38M 66ch/ 82M 09ch/82M 46ch/ 98M 17ch/ -CL -
To provide angel clits to protection of O/H Bracings.

03. NO OF NEW BRIDGES LAUNCHED

- a. Launching new bridges at 180M 03Ch & 184M 68Ch –BCOL
- b. Launching new bridges at 22M 35Ch & 23M 24Ch FROM KUR –NGB 02 Line
- c. Assembling new bridge at 154M 75Ch – NL

No of turn tables repaired and painted.

- i. General repairs carried out to other turn tables as required.
- ii. PLG – Heavy repairs to attended to back.
 - MGW (New turn table) /GOA/NOA/BAD/BDA/MHO/PTML
 - ANP/DMA (Combined turn table) DMA Table/TCO/BCO
 - KKS/PLI/GLE

04. REPAIRS OF OVER HEAD HI ROOF AT CME –RML

- a. Effective roof and gutter repairs of shops – 12/13/14/16/21/23/27/28/29/32/39/43/45/ASRS
(building)RML
- b. Repair of lower roof at shop – 45

05. No of bridges Painted in District

Central District

Bridges at 30M 52Ch /29M 32Ch/16M 35Ch /51M 44Ch /16M 35Ch (PTML)

Northern District

Bridges at 107M/36Ch

Lower District

Bridges at 5M 47Ch /17M 23Ch/38M 66Ch /26M 64Ch /27M 00Ch/40M 79Ch/63M 64Ch /68M 15Ch
/86M 07Ch (CL)

Bridges at 3M 19Ch (KVL)

Upper District

Bridges at 76M 41Ch /145M 31Ch/145M 06Ch /146M 56Ch

Eastern District

Bridges at 147M 68Ch /149M 30Ch/145M 72Ch /152M 60Ch (BCOL)

10. SIGNALLING & TELECOMMUNICATION

The main function of Signal and Telecommunication sub department is to maintain the signaling and telecommunication system of Sri Lanka Railways at lowest possible level of failures to cater for effective train operation. In year 2021, Signaling Sub Department continued routine maintenance at extreme level to maintain the signaling and telecommunication system in a proper manner managing the available resources even under the prevailed Covid 19 pandemic situation in the country.

The project started for provisioning of signaling and telecommunication system from BSL to MAG in Kelani valley line continued through the year 2021 by commissioning the new block operating system between MAG and NUG. The new block signaling system facilitates dispatching of four trains one after another into a single block in desired direction enhancing capacity of train operation.

Further, in year 2021 the signal and telecommunication sub department was able to carry out WEL yard Colour light signal system installation work under the new project initiated in year 2019 to replace the existing semaphore signal systems by new colour light signaling system from Polgahawela to Maho introducing Automatic block signaling. The provisioning of CLS system for WEL yard is completed up to 90% and commissioning is yet delaying due to unavoidable procurement delays of relevant materials under the pandemic situation.

Pertaining to the double line railway track project upto NGB, the existing CLS system alteration was completed at the end of year 2021 with CTC panel operating facility from MDA. From KTK to NGB the double line signaling system was designed facilitating bi-direction block operation for both lines. All the Level crossing protection systems in between are modified for double line

The entire designing and installation of above signal systems was completed by the Engineering, Supervisory and Technical staff of the signal sub department it-self including cable laying and ways side works utilizing local materials to the maximum.

1. Provision of Modern Automatic Block signaling system from Nugegoda to Maharagama in KV line

- I. A new Automatic Block Signaling System installed for safer train operation
- II. Enhanced line capacity by improving headway from 13 minutes to 5 minutes where trains can dispatch in 5 minutes interval one after another in a desired direction
- III. Block signaling system has completed at cost of Rs. 25 Million



Cable Laying Works for MAG – NUG Block Signaling



Cable Termination Inside B Type Relay House



MAG Approach Signal and Nawinna Automatic Block Signal

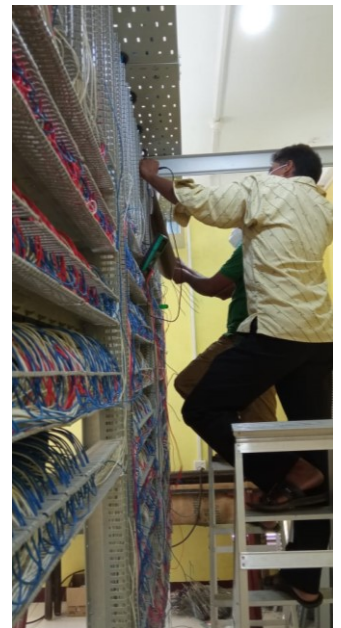
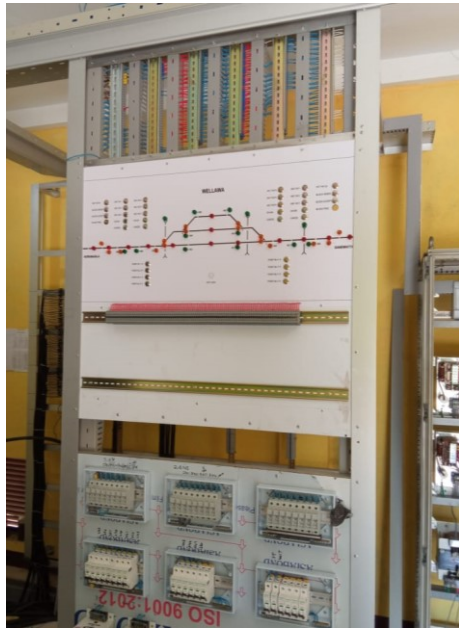
2. Double Line bi direction Colour Light Signaling System from KTK to NGB with Absolute Automatic Block

- I. Altered the existing signaling system at NGB for bi direction train operation in both lines including new scissor cross-over at cost of around Rs. 30 Million
- II. Facilitate the train control for both lines from Maradana central traffic control center altering the existing system.
- III. Altered all level crossings in between KUR and NGB for double line operation.

3. Conversion of Mechanical signaling system to Colour Light Signal System at Wellawa

I. 90% of the construction works completed for the conversion of the existing mechanical signaling system to CLS system.

II. The estimated cost for the entire signaling system is Rs. 25 Million



Inside of the WEL Relay House



Cable Laying Works at WEL

4. Provision of Level Crossing Protection systems for unprotected level crossings

Twenty numbers of level crossing protection systems installed by the signal and telecommunication sub department in year 2021.

Level Crossing Name	Type
1.Thonigala Rd,Ihalagama,Kakirawa	SLR
2.Jayagaga Rd,Thalawa	SLR
3.Thalaimannar (Near Station)	SLR
4.Express Way Supply Rd,YGD	SLR
5.Wewalpanawa,Waga margaya,Pinnawala	SLR
6.Pohoragabadawa Rd HBD	XP4
7.Elugoda Lxing,PDA	SLR
8.Express Way Supply Rd MGG-BEM	SLR
9.Pahala Walakubura	SLR
10.Pola Para,Godawela,PLG	SLR
11.Galabadagama Rd Lxing	SLR
12.Express Way Supply Road (Idiparape RD)	SLR
13.Kapuwarala Wewa Para,Walakubura	SLR
14.Thilinagama Rd	Nable
15.Purana mirigama Rd	Nable
16.BLT Near Station	Nable
17.Wasantharama Rd,Wadduwa	Nable
18.Bodikanda Rd Lxing	Nable
19.GND - PLL Abagaswatta Rd	Nable
20.Inamulla Rd	Nable

5. PDA Level Crossing Rehabilitation Work

Rod line along the level crossing area was rehabilitated with the Re-arrangement works of the Way and Works Sub Department and following works carried out.

- I. An abandoned catch point reconnected for the service
- II. The gate barrier unit shifted with a new mechanical crank arrangement
- III. Turnout point shifted away from the yard by the W&W and connected rod line changed accordingly with compensator bases



PDA Level Crossing Rehabilitation

6. Maintenance of Signaling system

Entire signaling system including Colour light signaling areas and mechanical signaling areas maintained at minimum failure rate conducting preventive maintenance and corrective maintenance properly. In year 2021, Point timber replacements- 71 Nos and Yard Rehabilitations - 13 Nos completed. Over head tablet cables undergrounded 14 km in between LWL & CHL and 1.5 km in between ANP – SRP to minimize cable damages.

According to failure records in previous years compared to 2018 and 2019, a significant reduction of the numbers can be seen in year 2021 (Full train service not continued in year 2020 due to Covid 19 pandemic in the country).

Year	Number of Failures
2018	2284
2019	2430
2020	1374
2021	1877

The signal department managed to repair the severely damaged rod lines and cables in KMA and BNA due to heavy rains fall in year 2021. The construction was carried out in two stages, first fixing supporters for sleepers to mount roller bases as a temporary solution to start the

train service immediately. With the construction of a gabion wall, the roller line was reconstructed permanently as the second stage.



Rod Line Repairing

11. RAILWAY STORES

Stores Stock Account

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

The value of stores held in the Railway Stores Advance Account amounted to Rs 7,502.74 million at the end of 31 st of December 2021 as against Rs 7,012.89 million at the end of December 2020.

Verification of stock was carried out on a continuous verification basis and an annual verification of stores was also carried out in December 2021.

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

(Rs. in Mn.)

Description	Balance as at 01.01.2021	Receipt During 2021	Issues During 2021	Balance on 31.12. 2021	Stock turn Over ratio
Fuel & Lubricant	61.84	-	-	61.84	-
Spares for locomotives	5,645.29	1,391.72	915.44	6,121.57	0.16
Carriages & wagons	290.92	10.73	33.72	267.93	0.12
Signal Equipment	305.04	8.76	40.24	273.56	0.14
Permanent way- Materials	4.61	-	-	4.61	--
General Stores	705.19	263.61	195.58	773.23	0.26
Total	7,012.89	1,674.82	1,081.86	7,012.89	0.8

12. TRAFFIC COSTING AND STATISTICS UNIT

Organisation and Function

The Traffic Costing Unit functions under the Deputy Director (Costing) 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 2020/2021.
- Monthly passenger statistics for 2020/2021.
- Quarterly train and locomotive statistics for 2020/2021.
- Quarterly reports of vehicle kilometres for 2020/2021.

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13. RAILWAY PROTECTION SERVICE

General

Railway Protection Service 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 402 security personnel including one Superintendent and four 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 of Train Service in 2021

During the first quarter of the year 2021, due to the normal operation of the trains, the Railway Security Officers and Officers were deployed to protect all the night mail trains from the start of the journey to the destination. The members of the security forces were deployed with or without armed security personnel and necessary steps were taken to maintain the safety of the passengers. Also, in the year 2021, when there was a difficulty in providing food and drink to the employees working in the Operations Division of the Railway Department due to the covid 19 epidemic situation, the Railway Security Service officers came forward to provide the necessary facilities and to continue the service of the Railways.

By March 2021, train services were completely halted due to traffic & health restrictions imposed across the country in the wake of the covid 19 epidemic. Thereafter, necessary steps were taken to bring the essential personnel to Colombo for rehabilitation, to instruct and monitor their temperature, to follow proper health and safety measures, and to deploy security personnel to guard these trains.

However, with the outbreak of the global epidemic Covid-19 in Sri Lanka at the beginning of 2021, all the necessary arrangements were made to transport all the short and long-distance trains used by

the Army with the assistance of the security forces in accordance with the quarantine rules, with the assistance of the Army. In addition, security personnel have been deployed to cover the entrances and exits of all railway stations in the Colombo suburbs to measure the temperature of the house and to enter the stations.

Two thermometer cameras have been installed at the entrance to the Colombo Fort Railway Station to check the body temperature and these cameras have been deployed by the Railway Security Officers to monitor the body temperature of all those entering the Fort Railway Station.

In the event of a riot caused by the immediate strike by the Railway Department's Trade Unions, the Railway Security Officers will have to work hard to ensure the safety of the railway property, to provide the necessary travel facilities, to identify the perpetrators of the sabotage and to remove them from the railway line. Necessary steps have been taken to remove it as well.

Loss of cables continued to be reported during train stops at railway stations, making it mandatory for selected trains to deploy security guards in plain clothes and to deploy security guards and mobile patrols at train stops. It has been possible to minimize that situation.

Arresting and fine charged

Frequent complaints from passengers about train beggars and unauthorized vendors harassing passengers. With the objective of stopping tickets less passengers on the trains and those who travel in second class compartments with third class tickets, The following security measures have been taken to prevent such problems. A large number of security personnel were deployed at the railway stations to collect fines from the passengers traveling illegally. Last year, 656 people were arrested and fined Rs. 2,032,299.00.

In addition, in the year 2020, persons have been arrested and fined for violating the Railways Ordinance as well as for trading in trains without proper order and unnotarized entering into railway premises, trespassing into railway boundaries, transporting unreasonable goods, transporting unlicensed goods and transporting heavy goods without proper permission.

Security at special occasions, events & festival duties

With the outbreak of the Covid-19 epidemic in Sri Lanka since March 2020, there has been no need to deploy railway security personnel on routine festive duties due to the move to halt all festivals in the island. However, security personnel were increasingly deployed at stations and on trains, advising people to adhere to their health practices.

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. 58 derailments and 2 train collision occurred in 2020. Steps have been taken to provide security to the passengers and the property of the railway station and to provide security to the railway property and the staff of the railway station until the relevant sections are removed.

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 126 such cases were reported and 74 cases were finalised. The remaining 52 cases were under investigation. The unit has levied four arrears of taxes. It was Rs. 822,496.10.

Train prevention duty and care duties

The staff of all security units across the country will work to protect passenger property and maintain law and order by planning security in the railway area. The Railway Security Services Headquarters has set up an Operations Centre at its Railway Security Headquarters 24 hours a day to coordinate train guards island wide to provide immediate action on reported incidents and to have a Staff Officer on duty every night as its Coordinating Officer. Thereby, the duties of the Railway Security Service are covered by proper supervision

In addition to the duties performed by the Operations Unit established by the Railway Security Service Headquarters, officers from outside service stations were brought in to take care of the essential trains including the night mail trains and other Kolonnawa Oil transport trains which commenced operations at the Colombo Yard. Railway security personnel have also been deployed to provide protection with side guns and heavy firearms.

Reporting unauthorized construction in the railway premisses

The Department of Railways is located over a large area from Beliatta to Kankasanthura, Avissawela in Kv line, Trincomalee, Batticaloa, Matale and Badulla, Chilaw. Some of the large tracts of land owned by this department have been acquired by unauthorized occupants. In the year 2020 alone, 416 unauthorized constructions were reported and 195 of them were removed due to the intervention of the Railway Security Officers. Legal action was reported for another 221. It is not uncommon for security personnel to encounter a number of problematic situations when attempting to remove unauthorized structures. That political influence, as well as the support for it, has greatly influenced the reporting of unauthorized constructions by employees of the Permanent Road Inspection Division, but not properly reported.

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.

Prosecution and Removal under State Land and Housing Reclamation Act

Note the number of files started and completed in the year 2021 by the Legal and Investigation Division of the Railway Security Service and the number of cases started and the number of cases completed due to orders.

1. Railway Protection Force / Legal/ Discipline no of files	05
2. Completed fills	01
3. Piscal Orders (Railway Resevation Lands)	03
4. Piscal Orders (Railway)	--

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 2021 – Duties of the Railway Protection Force

No.	Description	No of Passengers Under Custody	Fine (Rs.)
01.	Travelling With out Ticket	50	Rs. 156,630.00
02.	Travelling with a 3 rd clz Tik in the 2 nd clz compartment	02	Rs. 6.100.00
03.	Areas Rent	01	Rs. 16,313,600.00
04.	Unauthorized Sellers	--	--
05.	Beggar	--	--
06.	Level Crossing Legal Actions	06	Rs.9,000.00
07.	Over Weight	08	Rs. 1,944.00
08.	Losses Recovering	17	Rs. 514,868.50
09.	Court Fine	--	--
	Total	84	Rs 16,996,042.50

Band of the Railway Security Service

The Railway Security Service has a well-trained and well-trained band of the Sri Lanka Army Band. Steps have been taken to involve this band in the participation of MPs, Ministers and dignitaries to enhance the seriousness and beauty of the departments and public services in a manner that does not interfere with key duties whenever possible. However, the band was limited to rehearsals as no event was organized this year as the public service was activated according to quarantine methods.

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 Deputy Director General (Training & Human Recourse Development) is the head if the technical training centre. There is a Manager (Training) under the supervision of the the Deputy Director General. 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 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.

Training & Professional Course Conducted by Railway German Tech

No.	Description	Course Level	Course Duration
1	Welding Course	NVQ Level 04	3 Years
2	Diesel Engine Mechanic Course	NVQ Level 04	3 Years
3	Electrician Course	NVQ Level 04	3 Years
4	Mechanical Course	NVQ Level 04	3 Years

Group	Addition Year	No of students				Total
		Deseal Engine	Mechanical Engine	Electrical	Welding	
2019 Group	2019	26	17	24	18	85
2018 Group	2018	25	18	24	19	86
2017 Group	2017	--	06	12	02	20

Infrastructure Provide for Apprentice Examination of NAITA

No.	Description	NVQ 04	NAITA
1	Welding Course	02	02
2	Diesel Engine Mechanic Course	--	02
3	Electrician Course	10	10
4	Mechanical Course	06	06

Training & Professional Examination for Departmental Employees:

Management Assistant 111 EB exam	72
Technical Assistant III	112
Supervisory Management - II Written Exam	15
Total	199

Final Examination for Departmental Trainee Employees: -

Desal Engine Mechanical Technician	--
Electrical Technician	10
Mechanical Technician	06
Welding Technician	02
Total	18

Conducting External Examinations

Sri Lanka Navy – no of participants	04
Sri Lanka Navy – Rs. 25,625/-	

Repairs & Production

Sub Department	Task	Quantity
1. C.M.E	Break Hanger pin	30
2. C.M.E	Break Hanger Bush	71
3. C.M.E	Hand break threaded shaft with complete set	03
4. C.M.E	one M2 class oil striner	01
5. C.M.E	One allbow asambly repaired	01
6. C.M.E	Two allbow asambly repaired	01
7. C.M.E	Train Fans – Maganies plates	44
8. C.E. (Way & Works)	Trolley wheel complete	03
9. C.E. (Way & Works)	Trolley wheel base	12
10. C.E. (Way & Works)	Hydraulic Jack repair	22
11. C.E. (Signal)	Control box	03
12. C.E. (Signal)	WP-PA 8681 Vehicle Repair	01
Total		<u>192</u>

Constructions & other services

01. Providing guides for the group visiting the Ratmalana Railway Factory
02. Lunching Denge prevention programs
03. Provide Instructions of Sustainable cultivation.

Provide work shop facilities for undergraduate students

No.	Institute	No of Students
01.	Engineering Technical Institute (NDES)	49
02.	Higher National Technical Education Institute	05
03.	SLIIT	03
04.	OUSL	18
05.	Undergraduate – Engineering	01
06.	Undergraduate – Engineering Technology	16
	Total	92

15. PLANING 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 2021

1. Prepared action plan for year 2021.
2. Prepared corporate plan for 2021.
3. Prepared progress reports for quarterly, monthly & annually & presented to the ministry of transport.
4. Prepared progress reports & power point presentations.
5. Introducing new project proposals to the ministry.
6. Prepared procurement plan for Railway Department
7. Prepared progress report for the parliament.
8. Prepared progress reports for the annual parliament budget speech all three-official language.
9. Prepared progress reports according to railway sub districts.
10. Prepared "Future Project Concept Proposals" & getting approvals from Ministry of Transport.
11. Prepared power point presentation for annual departmental budgets.
12. Obtaining answers from the relevant sub-department's regarding all requests received under the Information Act and forwarding the information to the applicants
13. Preparation of monthly and quarterly progress reports from public and private sector projects and submitting to the Ministry of Public Transport and Civil Aviation.
14. Supervising the Colombo and Kadugannawa Railway Museums.

16. DATA PROCESSING & COMPUTER UNIT

**Progress of ICT tasks carried out by the Data Processing Unit (DPU)
at the Department of Railways – 2021**

1. Development of Software Application (In-house and full life-cycle)

#	Software Application name	Description	User Department	Progress	Remarks
1	Railway Employee Master Information System - REMIS	Facilitates for keeping the master data record of the employee in each sub-department. Generate Age Analysis Report of the employee	Cabinet Branch of the sub-department	Completed in 2021 and to be Implemented in 2022	<ul style="list-style-type: none"> • System has to be implemented at Appointment 2 Branch • Supports & maintenance
2	Land Leasing Data Entering and File Tracking System	Facilitates for keeping track of Land Leasing Files Movement and printing purposes	Land Division	Completed in 2020 (Not implemented)	<ul style="list-style-type: none"> • Ready to User Acceptance Test • Require further customization accordingly
3	Receipt Data Entering System	Facilitates for receipt data entering and printing purposes	Accounts sub department	Completed in September 2019 and Implemented in 2019	<ul style="list-style-type: none"> • System has been implemented at RC Branch • Supports & maintenance
4	Warrants Data Entering System	Facilitates for warrant data entering and printing purposes	Warrants Branch	Completed in August 2017 and Implemented in 2018	<ul style="list-style-type: none"> • System has been implemented at Warrant Branch • Supports & maintenance

2. Software Support & Maintenance

- ✓ General support and maintenance of the Computer Based Network Railway Management System (CBNRMS) which is implemented at Chief Mechanical Engineers Sub-Department at Ratmalana.
- ✓ General End-User support and maintenance tasks related to the Railway Payroll System (DMS-PayAdmin)
- ✓ Update the Department website, Train Schedule website and GIC website

3. ICT Infrastructure

Following tasks have been carried out by the team of Sri Lanka Information and Communication Technology Services attached to the DPU at the Department of Railways.

☞ Summary of Maintenance of ICT Equipment at Railway Head Quarters by Data Processing Unit

- ✓ Installation of Operating System
- ✓ Replacement of Power supply
- ✓ Find the fault in CMOS and fix
- ✓ Find the fault in Motherboard
- ✓ Installation & update the Utility software packages
- ✓ Replace the Hard Disk Drive
- ✓ Check and reset the BIOS for not detect the hard disk drive
- ✓ Defragment of hard drive
- ✓ Data Recovery from Hard Disk
- ✓ Find the compatibility issues in devises such as HDD, VGA, DVD-ROM
- ✓ Updating Registry files
- ✓ Do the system recovery
- ✓ VGA cable replacement
- ✓ Find the issue on printer and troubleshoot accordingly
- ✓ Replace the battery
- ✓ Installation of Licensed Antivirus Software
- ✓ Find the issue on LAN/ Wi-Fi network and fix the issues
- ✓ Troubleshoot spyware and virus issues

☞ **Details of Maintenance of ICT Equipment at Railway Head Quarters by Data Processing Unit**

	Division/Branch/Unit	ICT Equipment (repairing/troubleshooting)				Antivirus software Installation
		CPU	Printers	UPS	Monitors	
1	Appointment	4	2	3	3	1
2	Transfer	1				
3	Pension	3	4		2	
4	Institutions	1				
5	Employee Relations	5	1			
6	Disciplinary	9	1			
7	Technical	4	3	1		
8	Training	1				
9	General Admin	2				
10	Cabinet	4		5		6
11	Internal Audit	3	1			14
12	Land	9				
13	Sales & Marketing	1				
14	Fly squad			2		
15	Planning	4	1			
16	Revenue	2				
17	Coordination	2				2
18	Principle Costing Unit	4				
19	Season Ticket	2	2			
20	Ticket Printing	1				
21	GNS	1				
22	SRS Accounts Division	5	4	3	3	
23	SRS Indent C		1			
24	SRS Store	1				
25	DAC Trans office	2				
26	DEC Trans office	1				
	Total	72	20	14	8	23

☞ **Summary of the Official Email Addresses of the Department of Railways Created in 2021**

	Sub Department	General Emails for Sections/ Subjects	Emails for Designations	Total
1	General Manager Railways (modification)	-	01	01
2	Procurement Sub Department (SRS)	10	13	23
3	Sri Lanka German Railway Technical Training Center	07	05	12
	Total	17	19	36

4. Other ICT related tasks

- ✓ Providing TEC reports and suitability reports to the ICT equipment procure at the Department of Railways
- ✓ Co-ordination tasks with software and hardware vendors
- ✓ Providing technical co-ordination with ICTA, LGII and SLCERT for software application hosting, email accounts etc.
- ✓ Assigned tasks from Ministry of Technology
- ✓ Other ICT assignments at the Department of Railways

17. 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 51 personnel including an administrative officer recruited from railway clerical service. Human resource assistants are detailed as training audit officers to cover up the vacant positions. Internal Audit section consist of chief internal Auditor, Administrative officer & 15 of internal audit staff & 4 office aids.

Finished Audit Tasks

Railway Stations	26
Railway Sub-Stations	24
Inspector of permanent Way,- Office	03
Trans (Nawalapitiya)	--
Railway Security Office	02

Internal Audit Quarries / Reports

No.	Descriptions	No of Audit Quarries/Reports
1.	Audit quarries/Reports	104
2.	Completed Audit Tasks in Year 2021	42

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18. RAILWAY OPERATING & TRANSPORT MANAGEMENT **INSTITUTE (ROTMI)**

The administration of the Model Training School, which has been in operation since 1920 for the training of officers in the ranks of Station Master, Train Controller, Train Driver, was administered by the Sub-Departments of Transport, and since 2015, all areas such as Railway Operations, Commercial, Warehousing, Costing & Statistics, Rail Management which conducted by the Railway Model School has been restructured under the auspices of the Railway Operations and Transport Management Institute (ROTMI) under the Transportation sub department.

The Institute of Railway Operations and Transport Management consists of three main divisions, the Board of Directors, the Staff and the Lecture Board. The Board of Directors consists of a Chairman and seven members. Chairman Additional General Manager of Railways Operations (GMO) and as a member of the Board of Directors are chief engineer (motive power), transportation superintend, commercial superintend, chief engineer signal & telecommunication, Stores Superintend, director (administrative), & railway security service superintend. The institute operates under a supervising director.

The purpose of establishing this institute was to provide a theoretical & practical train operations training to the officers who working in the Railway Department. Since 2015, this institution has been doing a great service by providing a very efficient service to achieve those goals. This institute conducts training of officers who contribute to the basic train operations. In addition, non-operational training programs implemented for the clerical staff with the objective of enhance their theoretical and practical knowledge of train operations. The above targets were achieved very successfully in the year 2021 and it was possible to implement about 15 training programs to the 680 students in that year.

The training courses implemented by this institute during the year 2021 are as follows

No.	Details of the Training Course	No of Participants
01	Training Program for Railway Shunter	31
02	Training Program for Development officers	60
03	Training Program for Railway Security Service	22
04	Written Examination for Traveling Tickets Checkers	54
05	Eligibility Examination for Traveling Tickets Checkers	54
06	Training Program for Railway Security Service -2021.10.15	23
07	Training Program for Railway Security Service -2021.10.18	35
08	Promotion Examination for Policeman	240
09	Examine Managers Training g Programme	35
10	Training Program for Railway Security Service -2021.10.26	25
11	Training Program for Railway Station Masters	25
12	Attitude Development Programme	25
13	Examine Managers Training Programme -2021.12.06-2021.12.17	17
14	Attitude Changing Development Programme	14
15	Training Program for Railway Sub-Station Masters	20
		680

19. 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 2021 there were 79 registered trade unions & 12 allances. (except Combine Trade Unions). There are 02 welfare officer vacancies but not fill yet.

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