



Performance Report - 2017

Department of Sri Lanka Railways

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Vision

To be the most Efficient Transport Provider of Southern Asia.

Mission

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

1. Objectives

- Increasing the contribution of Railway Passenger transport and freight transport
- Ensuring the safety of train operations
- Enhancing the quality of passenger train services
- Increasing management efficiency
- Increasing Railway income
- Developing of human resources
- Improving the Railway infrastructure facilities

Services

- ❖ Suburban, Express & Inter –city train services
- ❖ Office Train services
- ❖ Freight Train services
- ❖ Tourist Trains services
- ❖ Facility to reserve seats through mobile phones
- ❖ Special Trains for religious activities
- ❖ Maintaining retiring rooms for pilgrims
- ❖ Providing accommodation facilities at selected Railway Stations
- ❖ Maintaining cafeteria services for passengers

2. Executive Summary

In the year 2017 also, Sri Lanka Railways (SLR), provided its continuous service contributing to the transport sector of Sri Lankan Economy. During the year 2017, SLR showed a considerable development in transporting passenger and freight, as an environmental friendly and economical mode of transport. During this year, passenger revenue dropped marginally due to several strikes led by some Railway Unions which affected railway operational activities. However, SLR could continue its services uninterruptedly.

In 2017, SLR attracted more passengers by widening the service introducing following new train services,

- Commencement of new weekend train service from Colombo Fort to Matale
- Extended daily running evening Meerigama train up to Polgahawela
- Introduction of rail bus service between Kandy – Peradeniya - Gampola

Transportation of Petroleum and Coal were continued during the year and SLR entered into a new agreement with Prima Company to transport flour by train. PRIMA Company expects to provide some wagons to SLR for this purpose.

New Projects

Projects commenced in the year 2016 and some new projects commenced during the year 2017 are as follows.

1. Procurement of new Rolling Stock

- i. Bids called & commenced evaluation process for the Procurement of 10Nos. of Locomotives, 6 Nos. of Power sets, 160 Nos. of passenger carriages, 30Nos. of Tank wagons & 20Nos. of container wagons under the Indian Line of Credit in 2016 and SLR made advanced payments for procurement of Power sets & locomotives in 2017.
- ii. Commenced the bid evaluation procedure for procurement of 9Nos. of Locomotives and 12 Nos. of Power sets for the Upcountry Service.

2. Rehabilitation of 200 Nos. of carriages.

This is a cabinet approved project to rehabilitate 200Nos. of abandoned carriages.

3. Improvement of Kelanivelly line.

Under this project, activities such as development of railway station buildings, extending and raising of platforms, upgrading of rail tracks, signaling system and completion of survey work in Kelani Vally line. Conducting social survey for the resettlement of encroachers. Preparation of plans and related works were done to resettle the encroachers in Kelani Valley line in collaboration with Ministry of Megapolis.

4. Installation of 200 Nos. of Protected Railway Crossings.

Under this project, it is expected to establish the Protected Level Crossings in prioritized basis. This project will be implemented in several steps.

5. Construction of double line from Kaluthara South to Payagala South

This project was completed in 2017. Under this project, renovation works were done to renovate the stations such as Kaluthara South, Payagala south and Katukurunda.

6. Completion of double line from Seeduwa to Katunayaka

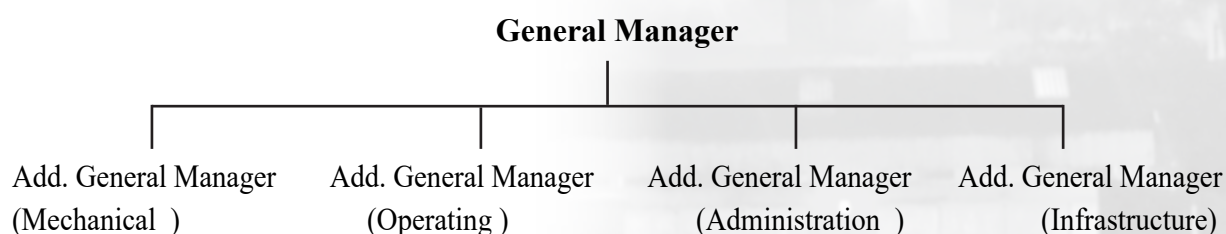
7. SLR and Ministry of Transport & Civil Aviation jointly conducted the Feasibility study for Colombo Suburban Railway Project financed by Asian Development Bank(ADB). This project will be implemented in several phases from 2018. And also ADB has approved funds for the preparation of Master Plan for SLR and it will be implemented from 2018.

Sub Departments and Units Heads

#	Sub departments/Units	Sub departments/Units heads
1	General Manager's Office	General Manager
2	Chief Mechanical Engineer's Sub Department	Chief Mechanical Engineer (Mechanical)
3	Chief Engineer Way & Works Sub Department	Chief Engineer (Way & Works)
4	Chief Engineer Motive power Sub Department	Chief Engineer (Motive Power)
5	Chief Engineer Signal & Telecommunication Sub Department	Chief Engineer (Signal & Telecommunication)
6	Chief Accountant Sub Department	Chief Financial Officer
7	Commercial Superintendent Sub Department	Commercial Superintendent
8	Operating Superintendent Sub Department	Operational Superintendent
9	Superintendent of Railway stores Sub Department	Store Superintendent
10	Sri Lanka Railway Protection Service	Superintendent
11	Sri Lanka German Technical Training Centre	Deputy General Manager (Training & Development)
12	Principal Costing Officer's Office	Principle Costing Officer
13	Planning Unit	Director (Planning)
14	Data Processing Unit	Manager (Data Processing)

Table 01

The organizational structure of the Railway Department



Approved staff

Staff	Approved vacancies	Existing Staff
Executive	212	107
Tertiary	451	100
Secondary	10,958	7,196
Primary Level	8601	8,011
Total	20,222	15,413

Table 02

Rail Track Network

No.	Line	Distance KM	Main Railway Stations	Railway Stations	Sub Railway Stations	Train Halts
01	Main Line From	290	09	36	33	20
02	Matale Line	33	01	05	06	12
03	Puttalam Line	157	03	17	25	0
04	Kelanivelly line	59	-	11	19	0
05	Batticaloa Line	207	01	13	17	03
06	Northern Line	411	06	26	25	02
07	Trincomalee line	33	01	03	02	01
08	Coastal Line	159	03	33	31	0
09	Thallaimannar line	106	-	09	03	0
10	Mihintale Line	10	-	02	-	0
Total		1,465	24	155	161	38

Table 03

3. Overview

During the year 2017 too SLR had been one of the main transport service suppliers engaged in passenger & Freight Transport Service giving continuous contribution to the Transport sector in the National Economy. Proper maintenance of Train Fleet and track, high efficiency in operational activities and upgrading the infrastructure & maintenance to the Signalling & Telecommunication system were continued in 2017. Procurement of new train fleet, completion of double lining from Kaluthara South to Payagala South, developments done to some selected stations in Kelanivelly line, commencing of rehabilitation of 200 Nos of Passenger Carriages were major achievements of SLR in 2017.

Total revenue was increased marginally by 0.1% from Rs.6,462.55 Mn. in 2016 to Rs.6,477.11 Mn. in 2017. Number of passengers 136.05 Mn in 2016 has increased up to Rs 136.66 Mn in 2017 showing 0.5% growth and during this period No of freight tons and freight revenue increased from 1.98 Mn to 1.99 Mn and from Rs.408.96 Mn to Rs.429.11 Mn respectively. Number of passenger Kilometers 7,413.12 Mn in 2016 increased to 7,495.06 in 2017, showing 1.1% growth. No of freight ton Km was increased by 3.5% from 139.91 Mn to 144.79 Mn.

However, Passenger income was dropped marginally by 0.15%. This was because of the strikes held in the year 2017 by railway trade unions, long distance service, suburban trains, intercity service and suburban train services had to be cancelled due to these strikes causing a reduction in some train operations. Also there had been an increasing trend in season ticket holders during the last few years. This was a major reason for the reduction in passenger revenue in 2017. Generally, SLR charges only 40% of the face value of a passenger ticket for the Season Ticket. Number of season ticket holders increased by 4% from 67.07 Mn. in 2016 to 89.76 Mn. in 2017 and the number of ordinary ticket holders was dropped by 3% from 68.97% Mn. to 67.03 Mn.

Decrease in Scrap sales, freight transportation and oil transportation too affected to reduce in the total revenue in 2017.

Total expenditure in 2017 was Rs. 26,969.53 Mn. which includes Rs. 14,080.65 as Recurrent Expenditure and Rs. 12,888.87 Mn. as Capital expenditure. Total expenditure in 2017 was Rs. 29,090.40 Mn. which included Rs. 13,396.29 Mn. as Recurrent expenditure and Rs. 15,694.11 Mn. as Capital Expenditure. When comparing these two, it appears that there is a reduction in Capital Expenditure by 17.96% in the year 2017. Completion of the construction of Northern railway lines under the Indian Line of Credit is the main reason attributed to the reduction in Capital Expenditure. The Recurrent Expenditure was increased due to the increase in the emoluments of the employees by 5.15% in the year 2017.

Performance Indicators

Performance Indicators

No	Performance Indicator	Year	
		2016	2017
01	Total Revenue (Rs. Mn)	6,462.55	6,477.11
02	Number of passengers travelled (Mn)	136.05	136.66
03	Passenger KMs (Mn)	7,413.12	7,495.06
04	Number of freight tons (Mn)	1.98	1.99
05	Freight ton KMs (Mn)	139.91	144.79

Table 04

4. Financial Performance

Revenue

Total revenue was Rs. 6,477.11 Mn. in 2017 and it was Rs.6,462.55 Mn. in 2016. When comparing with 2017 it shows a 0.1% growth.

Table 05 shows the comparative figures of revenue sources.

No	Revenue section	Revenue (Rs. Mn)		Progress (%)
		2016	2017	
01	Passenger	5,366.30	5,357.91	-0.15
02	Parcels & Mails	169.35	171.28	1
03	Freight & live stocks	408.96	429.12	4.93
04	Miscellaneous	517.94	518.80	0.17
Total		6,462.55	6,477.11	0.22

Table 05

Passenger revenue is the main source of the income components and it has marginally decreased by 0.15% from Rs.5,366.30 Mn in 2016 to Rs. 5,357.92 Mn. Meanwhile, Parcel & Mail income had increased by 1% , Freight increased by 4.93% and miscellaneous income increased by 0.17%.

Increasing No. of season tickets holders was the main factor to drop passenger revenue in 2017 because SLR loses 60% revenue from a season ticket. It charges only 40% from the face value of the ordinary ticket. No of normal passengers was decreased by 3% from 68.97 Mn.in 2016 to 67.03 Mn. and no fair revision has been taken place since year 2008. This has been a major reason for the reduction of revenue in 2017.

Expenditure

Total Expenditure decreased by 7.31% from Rs. 29,090.40 Mn in 2016 to Rs. 26,969.53 Mn in 2017. Recurrent Expenditure was Rs. 13,396.29 in 2016 and it was Rs. 14,080.66 Mn in 2017 and Capital Expenditure Rs. 15,694.11 Mn in 2016 and it was Rs.12,888.87 Mn in 2017. Recurrent Expenditure increased by 5.10% due to increase in employees' emoluments and Capital Expenditure was decreased by 17.91%. due to the Completion of the Northern Projects in 2016.

Progress of financial expenditure and fund utilization is shown in table 06 and 07

Actual expenditure and the progress

No	Expenditure	Expenditure (Rs. Mn)		Progress %
		2016	2017	
01	Recurrent	13,396.29	14,080.66	5.10
02	Capital	15,694.11	12,888.87	-17.91
Total Expenditure		29,090.40	26,969.53	-7.3

Table 06

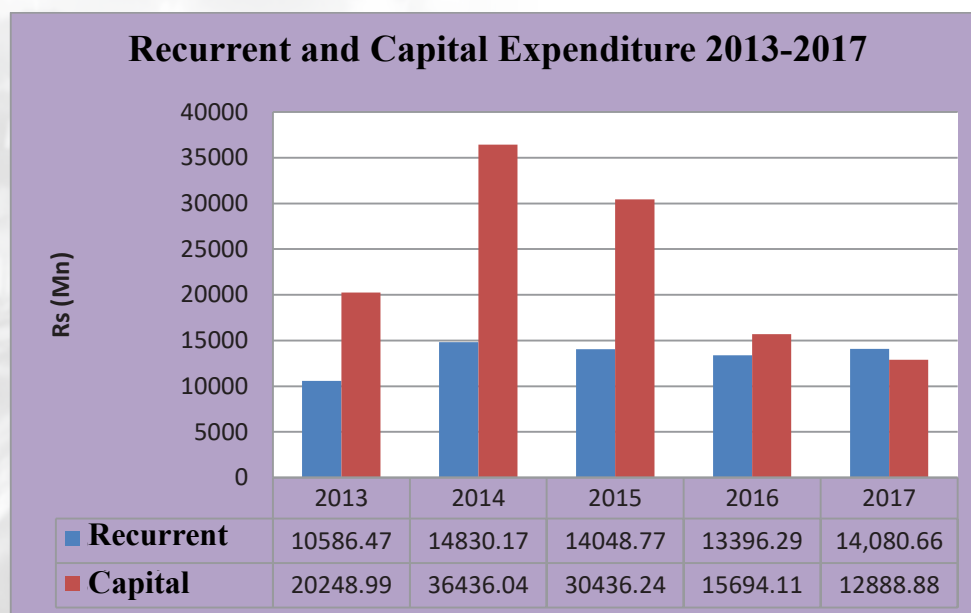


Chart 01

Fund Utilization 2016

#	Fund	Recurrent Expenditure (Rs Mn)	Capital Expenditure (Rs. Mn)	Total (Rs. Mn)
01	Foreign Aid (F.A)	-	5,148.43	5,148.43
02	Foreign Aid/Loan Related Domestic Fund(FARD)	-	315.41	315.41
03	Consolidated Fund (C.F)	14,080.66	7,425.03	21,505.69
Total		14,080.66	12,888.87	26,969.53

Table -07

Table No 08 shows the expenditure details of all sub departments.

Financial Progress in the Sub Departments – 2017

No	Sub Department	Provision (Rs. Mn)		Actual Expenditure (Rs. Mn)		Progress (%)	
		Recurrent	Capital	Recurrent	Capital	Recurrent	Capital
01	General Manager's Office (GM,CAR,SRS)	651.09	16.80	645.11	15.26	99.08	90.86
02	Sri Lanka German Technical Training Centre	31.28	4.6	28.94	4.52	92.53	98.24
03	Transportation	3179.27	24.55	3,098.69	25.29	97.47	103.03
04	Commercial	65.31	6.2	59.78	3.17	91.53	51.10
05	Railway Protection Pores	463.08	0.6	441.88	0.59	95.42	99.85
06	Chief Engineer Motive Power	5866.17	878.60	5,795.65	867.89	99.09	98.78
07	Chief Engineer (Mechanical)	1435.66	10,346.66	1,365.92	7,311.09	95.14	70.66
08	Chief Engineer (Way and Work)	2478.13	5,436.65	2,298.43	3,826.69	92.75	70.39
09	Signal and Tele-communication	401.35	1,172.50	346.25	834.35	86.27	47.07
Total		14,571.34	18,487.16	14,080.66	12,888.88	96.63	69.72

Table 08

5. Operational Performance

Though the operational activities were affected by SLR trade union strikes, SLR managed to continued its operational activities satisfactorily. However , when compared with last year there was a slight drop in operational performance.

Passenger Transport

During the year 2017, 120,311 Nos. of passenger trains were operated. 136.66 Mn.Nos. of passengers were transported. It is a 0.5% increase when compared with last year. No. of passenger Km increased by 1.1% from 7,413.12 in 2016 to 7,495.06 in 2017.

Considering the commuters' comfort, a new weekend train service from Colombo to Matale, rail bus between Kandy –Peradeniya – Gampola, extension of Meerigama daily evening train to Polgahawela have been implemented during the year 2017.

Renovation of railway stations, improvement of sanitary facilities , extension and raising of plat forms were carried out to enhance the quality of the passenger transport service. Following table shows some data of passenger train service

#	Indicator	2016	2017	Progress %
01	Passenger Km	7,413.12	7,495.06	0.1
02	No of passenger	136.05	138.66	0.5

Table 09

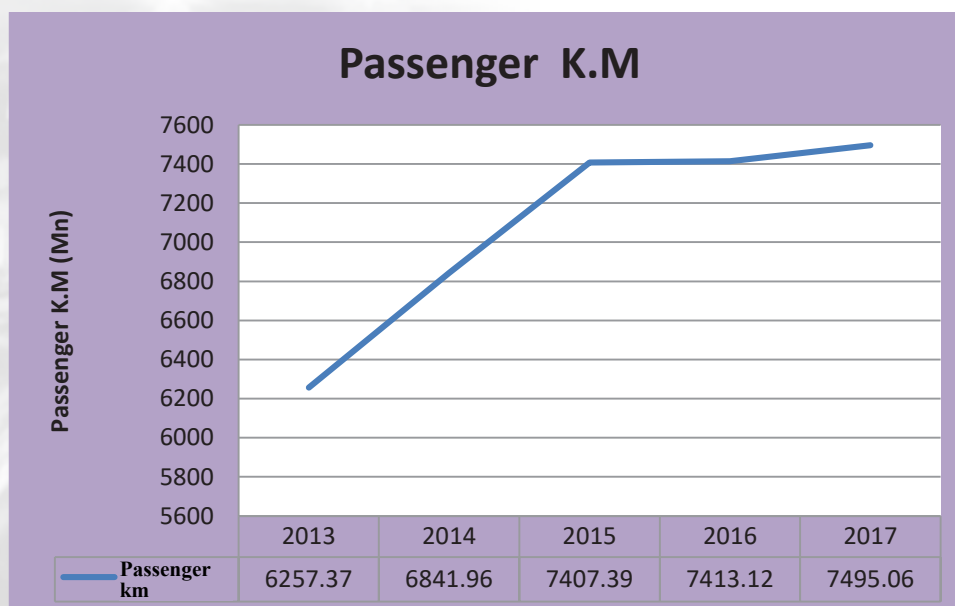


Chart 02

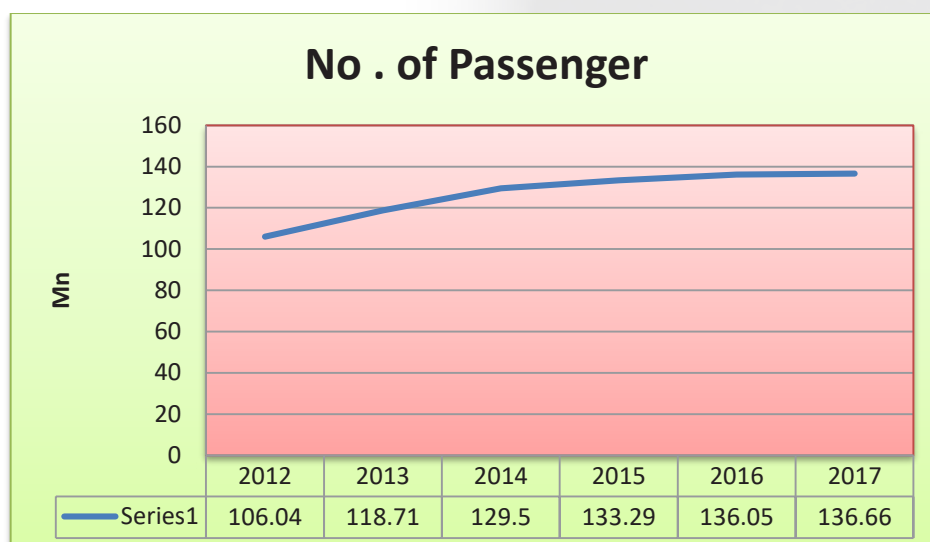


Chart 03

Freight Transport

When compared with last year, freight ton increased from 1.98 Mn to 1.99 Mn by 0.5% and freight revenue increased by 4.9% from Rs.408.96 Mn to Rs.429.11 Mn. Continuous oil and agricultural items transport, widening of cement transport activities mainly contributed to the above favorable condition. Coal transport from China Bay was started in 2016 and continued throughout the year. SLR expects to enhance the freight transport by signing an MOU with PRIMA company to transport flour.

Following table shows the freight ton carried in 2017 in each category

No	Category	Ton s
1	Agree cultural products	17,219
2	Mineral oil productions	658,774
3	Cements	1,258,513
4	Innovations	1,655
5	Coal	58,478
5	Other	3,035
Total		1,997,674

Table 10

Table No. 11 shows the Statistics of freight transport in 2016-2017

No	Indicator	2016	2017	%
01	Freight Km(Mn)	139.91	144.79	3.5
02	Freight ton (Mn)	1.98	1.99	0.5
03	No. of freight trains	6,126	6,590	7.6
04	Freight revenue (Rs. Mn)	408.96	429.12	4.92

Table 11

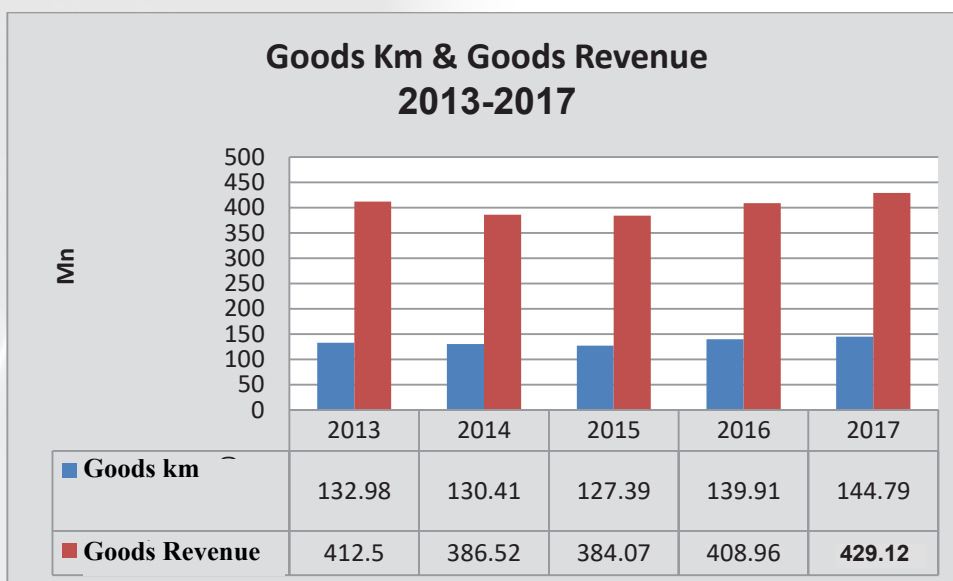


Chart 04

Overall Train operation

Train Service	Scheduled No. of Trains	No. of Train operated	The number of Trains operated punctually	Delay operations			The number of cancelled Trains
				Minutes 11-30	Minutes 31-60	Minutes over 60	
Suburban	69,188	66,688	44,467	18,856	2,833	532	2,500
Local	28,729	26,934	15,117	6,942	3,087	1,788	1,798
Distant and Intercity	21,433	20,889	7,229	6,817	4,530	2,313	544
Rail Buses	8,621	5,800	3,860	1,606	277	57	2,821
1.Passengers	127,971	120,311	70,673	34,221	10,727	4,690	7,663
11. Freight	8,309	6,590	1,281	334	448	4,527	1,719
Total	136,280	126,901	71,954	34,555	11,175	9,217	9,382

Table 12

According to the above table 12, 127,971 trains were scheduled and 120,311 operated. It was 94% out of operated trains, 70,673 Nos. of trains were operated punctually. It was 59%. 8,309 no. of freight trains were Scheduled and 6,590 were operated. It was 79% as a percentage.

Train Operations in Km

Description	running of power sets	Cancellation of power sets	running of diesel Trains	Cancellation of Diesel trains	Total of Runnings	Total of cancellations
Suburban	3,494,484	122,466.3	468,561.1	15,489.64	3,963,045	137,872.5
Distance, Intercity	1,613,212.2	44,047.93	3,472,331	99,468.22	5,085,543	143,516.2
Local	47,295.24	1,597.63	1,442,721	100,021.2	1,490,016	101,381.5
Rail Bus	0	0	147,318.4	49,345.25	147,318.40	49,345.25
I Passenger	5,154,991.44	168,111.9	5,530,931.5	264,324.3	10,685,922	432,115.45
II Fright	0	0	544,071.19	130,960.17	544,071.19	130,960.17
III Empty Trains	42,283	0	30,226.17	0	72,509.17	0
IV Light Trains	0	0	94,685.66	0	94,685.66	0
V Special trains	0	0	0	0	281,524.9	0

Table 13

Damages occurred to the public due to train accidents

Accident Categories	2016		2017	
	Injuries	Deaths	Injuries	Deaths
Injuries & Deaths of train Passengers due to derailments	0	0	0	0
Injuries & Deaths of train Passengers due to Collision	04	0	0	0
Injuries & Deaths of train Passengers due to falling down from trains	75	01	70	04
Injuries & Deaths of train Passengers due to throwing stones to trains	26	03	17	0
Accidents occurred to the public due to trains crash with vehicles on railway level crossings	47	14	59	12
Suicides due people knocked down by trains on rail tracks and carless behaviour	256	180	260	180

Table 14

When considering the above data, it shows less increase in injuries and deaths from train accidents occurred in 2017. No deaths occurred due to derailments and train collisions and only 04 nos of injuries were reported. There had been 260 Nos. of injuries and 180 deaths from attempting to commit suicide. When compared with last year, there was a slight increase in injuries mainly due to people carelessly walking along the track.

Passenger Facilities and other Developments

- Development of the facilities for disabled, providing wheel chairs, sanitary facilities and ramps.
- Commencing a new weekend train service from Colombo to Matale .
- Extending the daily evening Meerigama train upto Polgahawela to improve passenger comfort.
- Renovation of rest rooms and introduction of a system to reserve the rest rooms in a convenient way.
- Development of overhead bridges, station platforms and maintenance of station buildings, and raising the heights of platforms.
- Introducing new trains services
- Opening of sales outlets in main station premises.
- Improvement of ticket reservation for intercity train service.
- Provide extra services such as canteen ,stalls, shops and parking facilities for railway passengers.
- Introducing Rail Bus Services between Kandy- Peradeniya and Gampola
- Installation of 6 new ATM machines at railway stations.

6. Motive Power supply and Rolling stocks

Railway Rolling Stock

Table no 13 shows the average rolling stock available in the year 2017.

No	Category	Number
01	Locomotives	74
02	Power sets	77
03	Passenger Carriages	835
04	Wagons	860

Table 13

Amidst difficulties in procuring spare parts for old engines, SLR continued repairs and improvements to the rolling stocks to maintain an efficient train service. 74 engines and 77 power sets are in service.

With continuous repairs and maintenance, 12,423 Nos. of minor repairs and 1,259Nos. of major repairs were done and 18 carriages were rehabilitated and put into service. In addition to that 5 engines were rehabilitated.



M9 locomotives were rehabilitated in 2017 were released to service

To strength the existing train fleet, SLR commenced the procurement of new train fleet under the India Line of credit. In this project following main items are included.

- Procurement of 06 Power Sets
- Procurement of 10 Locomotives
- Procurement of 30 Oil Tank Wagon
- Procurement of 20 container Flat Wagons
- Procurement of 9 Power Sets and 12 Locomotives for upgrade the Up Country Train Service
- Rehabilitation of 200 abandoned carriages with the assistance of private sector.

Fuel Usage

The fuel used for railway engines and power sets are given in table

Description	2016	2017
Diesel liter (Mn)	37.5	37.8
Expenditure for Fuel (Rs. Mn.)	3,560.0	3,592.0

Table.16

The fuel usage in 2017 was 37.8 liters and the fuel expenditure was Rs. 3,592.0 Mn

7. Permanent way Buildings and new construction

Upgrading and maintaining activities were done to the permanent way without interruption, 174,987 ft rail, 84,644 Nos. of Concrete sleepers and 19,048 Nos. of wooden sleepers were laid and 24,014 cubes of ballast were put into the track during the year.

Material utilized for Rail Line Maintenance.

Material	Quantity (Nos.)
Rails (feet)	174,987
Wooden Sleepers	19,048
Concrete sleepers	84,644
Ballast cubes	24,014

Table 17

Constructing of double lines from Puttalam to Seeduwa , rehabilitation of Kelani Velly railway line and rehabilitation works in Kandy-Peradenya –Kadugannawa railway line were carried out during the year. Under the infrastructure development activities; implementation of double line of the rail track between Kaluthara South to Payagala, maintenaning station buildings and installation of bridges under the Belgium line of credit were carried out during the year and replacement of new bridges at Katugoda, Angulana and Wellawatte were completed in 2017.



Newly repaired Angulana Bridge



Newly constructed double line between Kaluthara South and Payagala stations

New access given to Kurunagala Railway station by constructing of a new platform and loop line thereby minimizing the train delays.

Upgrading of Kelenivally Line continued and this project is implemented under a special budget proposal in 2016. Expedited the Kelenivally line upgrading works by using following materials. 12Nos. of wooden sleepers, 5,044Nos. of Concrete sleepers, 1,600 cubes of ballasts.

Raising height of platforms, providing solar power to the stations, conducting social survey to identify encroachers to resettle them and installing colour light signal system in four railway stations are major activities carried out under this project.

And also, initialized the activities of double line the track from Polgahawela to Kurunegala. A study was commenced to upgrade the train service in Colombo suburban area with the technical assistance of ADB. Through this project it is expected to renovate and develop the infrastructure facilities from Veyangoda to Panadura.



Newly constructed overhead bridge and platform at Katukurunda railway station



Newly constructed Habaraduwa railway station

Details of new constructions and development of buildings done during the year are as follows.

No	Development Activities	Completed No.
01	Rehabilitation of Steel Bridges	13
02	Installation of Over Head Bridges	08
03	Record Room	01
04	Inspector Permanent Way (IPW) Quarters	02
05	Station Masters' Quarters	09
06	Minor Staff Quarters	02
Total		35

Table 18

The Speed restrictions, removed in 2017 are indicated in the following table

No	Line	Removed speed restrictions
01	Central district	12
02	Lower District	48
03	Upper District	26
04	Northern District	98
05	Eastern District	51
Total		235

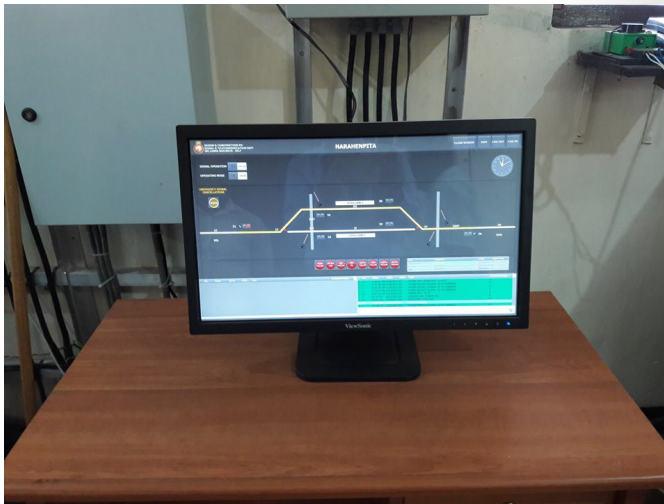
Table - 19

235Nos. speed restrictions were removed in 2017. This is a satisfactory level and there is a progress when compare the same with figure the last year.

8. Signal and Tele-communication system

Continuous maintenance in railway signaling & Telecommunication system is a vital factor for providing uninterrupted and efficient train service. In 2017 also, maintenance works in railway signalling & Telecommunication system were done efficiently and following were the major activities among them.

- Development of signal system between Ja-Ela - Seeduwa double line enabling trains to run both direction.
- Connecting a loop line with the rail line toward Colombo in Ambepussa Yard to Provide facilities for Colombo bound trains to change line easily.
- Installation of a new signaling system for Ahungalla railway station.
- Change the inward signaling of Polgahawela Yard into colour light signaling and install two signals in the yard to control trains efficiently.
- Installation of colour light signal system in Naharahrenpita yard
- Introduction of LED for the railway signaling system. At the end of 2016, 20 LED signals were installed.
- Initializing of installing of 200Nos. of protected railway level crossings. These protected Railway level Crossings will be installed according to a prioritized list of unprotected locations.



New Signal System installed at Narahenpita railway station in 2017

9. Sri Lanka German Railway Technical Training Institution (SLGTTI)

SLGTTI is involved dedicatedly to create quality technicians during the year 2017. Providing infrastructure facilities and hold examinations, evaluate the students training at Engineering Technology Institute, examining the training workshops of University students are some of the activities performed by SLGTTI

Training courses conducted by SLGTTI are implemented mainly as follows. Full Time Courses at the level of National Vocational Qualification (NVQ) are available

Details of training Courses conducted by SLGTTI

No	Course	No of trainees	No of passed out
01	Diesel Engine Machanic	50	31
02	Machiners	37	15
03	Electrician	73	19
04	Welders	21	18
Total		181	83

Table -20

In year 2016, 181 students have been trained, 83 students were passed out by the end of the year 2017.

10. Railway Security Service

In 2017, too Railway Protection Service performed their duties at their best providing protection to Railway Yards, other properties of Railway and passengers.

Different methods were taken to apprehend and prosecute ticketless travellers, those who travelled in higher class compartment than in what they have bought for and unauthorized vendors in trains.

The following Table 21 is a summary of the performances achieved by Railway protection Service.

No.	The implemented task	No	The collected amount Rs
1	Ticketless travel	1,333	4,154,462.00
2	Travel in classes irrelevant to their tickets	292	912,992.00
3	Over load transport	60	17,500.00
4	Charge by courts	473	1,190,610.00
5	Other charges, Gates / properly damages	82	2,149,289
	Total	2,240	8,424,853.00

Table 21

11. Steps taken to improve efficiency & productivity.

- Calling for quotations and conducting evaluating activities to procure 10 Nos.of locomotives and 06 Nos. of power sets under the Indian Line of Credit
- Calling for quotations and conducting evaluating activities to procure 160 Nos. of Passenger carriages, 30 Nos. of Oil Tanks and 30 Nos. of Container Flat Wagons under the Indian Line of Credit
- Improvement of Kelanivelly Line
- Installation of 200 Protected Railway Crossings
- Recruited new Station Masters and Railway Guards to make the train service efficient.
- Conducting raids to apprehend ticketless passengers & fine them.
- Regularization & widening the security conditions of the Railway stations & the passengers.
- Procurement of 07 Nos. of Bridges under the Belgium Line of Credit.
- Regular maintenance in rail network, rolling stock and signal & telecommunication system were done.
- Steps taken to initiate computer programming to collect revenue of railway reservations efficiently & decentralization of the activities of railway lands division.
- Developments in main railway stations
- Taking steps for rehabilitation of 200 Passenger Carriages.
- Rehabilitation of Locomotives

12. Challenges & Issues

One of the biggest challenges the SLR has faced is to accrue a substantial income to commensurate the annual fiscal provisions granted by the treasury. In addressing this situation in 2017 following problems had to be solved..

01. The gap between the Recurrent Expenditure and the Revenue continued due to the increase in salaries and Expenditure for Fuel in Recurrent expenditure.
02. Budgetary provisions were not sufficient due to high cost in Capital Expenditure. Hence these projects had to be implemented with foreign funds. The long procurement of rolling stock and obtaining approval for the rehabilitation of rail tracks were the main issues.
03. 65% of the existing fleet of locomotives are over 30 years and to purchase spare parts for maintenance incurs a long period.
04. Problems faced with the encroachments in railway reservations for the future developments of railway.
05. Inordinate time taken for the procedure of procurement process.
06. Excessive time taken for in finalizing technical matters with regard to construction of rail lines, procurement of Rolling Stock and installation of signalling systems.
07. Excessive time taken for the rehabilitation of old carriages to be released for the passenger transport.

In addition to the above challenges, following challenges, have also identified by SLR.

- **Information Technology**

Conform to information technological procedures & to encourage to use them is a challenge due to the lack of human & physical resources & attitudes of the employees.

However applying of information technology for issuing tickets, reservation seats, railway operations, management of lands, property and assets, procurement procedure, stocks controlling will be an asset for an efficient & internationally accepted rail transport service.

- **Environmental Challenges**

Environmental challenges such as landslides, floods are a threat to the existence of the rail track & signalling system and as result of such things delays or cancellation of trains can occur. It is very pertinent to have human & physical resources ready in case of emergencies and natural disasters.

Lack of employees and physical resources impedes the creation of such system.

- **Dearth of Employees**

Problems are encountered in providing daily services due to lack of employees in different sections.

As a whole a large number of employees retire, resign or leave the department for some other reasons creating vacancies in the permanent cadre.

Overtime expenditure is increased annually due to the existing vacancies in general administration, maintenance, and repair operations in all department of SLR.

13. Major Capital Activities carried out during year 2017 (Over 100 Mn)

No	Major Capital Activities	Expenditure (Rs. Mn)
01	Maintenance of rail track & developments	2,763.04
02	Major repairs made to the railway stock	2,132.62
03	Minor repairs made to the railway stock	845.90
04	Development of Railway stations & buildings	343.51
05	Procurement of Concrete Sleepers	262.08
06	Development & maintenance of Signalling system	179.95
07	Purchasing of spare parts & rehabilitation of engines	147.71
08	Installation of protected rail crossings	145.46
09	Construction of Buildings & structures	120.99
10	Upgrading of Kelanivelly line	108.98

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14. Railway development projects to be implemented in future

New railway development projects to be implemented according to the Railway Master Plan proposed by SLR are as follows:

01. Electrification of railway Line from Veyangoda to Panadura
02. Upgrading of railway Line from Maho to Omanthei
03. Construction of railway line from Kurunegala to Habarana.
04. Double lining from Peradeniya to Kandy
05. Double lining from Polgahawela to Kurunegala
06. Double lining from Peradeniya to Gampola
07. Double lining from Peradeniya to Kadugannawa
08. Replacement of Kelani Bridge

09. Improvement and increase of rolling stock. Under this project new power sets, Passenger carriages, oil tank wagons & container flat wagons will be procured.
10. Installation of protected level crossings
11. Rehabilitation of 200 nos of passenger carriages.
12. Improvement of workshops and running sheds.
13. Rehabilitation of locomotives.
14. Upgrading of Kelanivelly Line