



# **Performance Report - 2014**

**Department of Sri Lanka Railway**



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## **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.



## 01. Objectives

1. To increase the contribution of Railway Passenger transport and freight transport
2. To ensure the safety of train operations
3. To enhance the quality of passenger train services
4. To increase the management efficiency
5. To increase Railway income
6. To develop human resources

## 02. Executive Summary

Year 2014 was special for the Sri Lanka Railways (SLR) which inherited a great history of 150 years. Sri Lanka Railways which was started in 1864, overcoming obstacles and challenges, contributed its fullest support to the Economy of Sri Lanka in the year 2014 too by performing a national mission as a dominant transport system. The National Railway Museum, which was established in the Kadugannawa Railway Premises, was gifted to the nation on 27<sup>th</sup> December 2014, to mark the commemoration of the Railway history of 150 years,

Sri Lanka Railways has contributed for the growth of the National Economy, rendering a continuous passenger and freight traffic service in year 2014 by achieving a satisfactory and efficient performance.

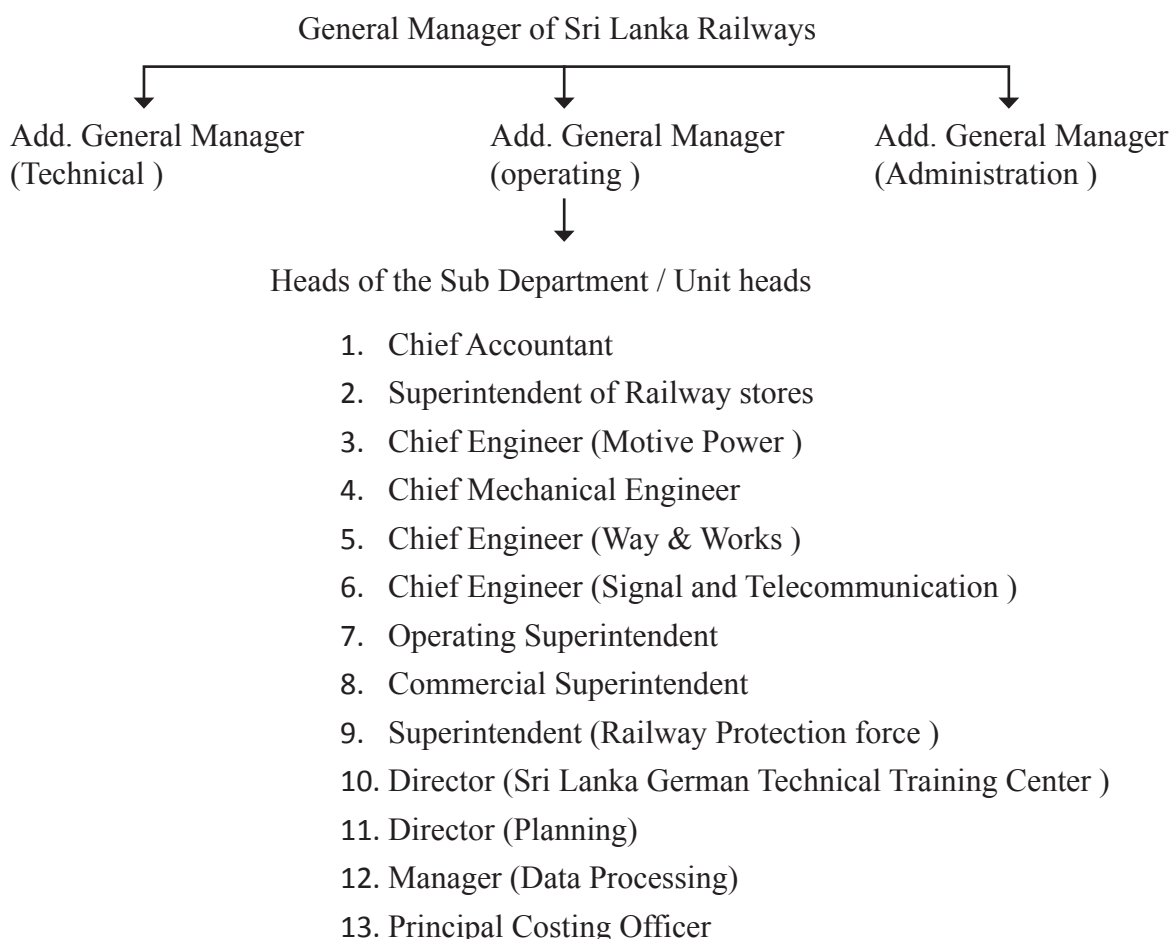
A continuous growth in Railway revenue being sustained passenger traffic through increase of Railway Operations, Upgrade of Passenger facilities, Development of Railway Stations and Introduction of new train services. An increasing amount of passenger attraction was achieved in 2014 indicating a growth of 8.3 % compared to the year 2013. In 2014 Rail way line infrastructure facilities, developments in the Northern Railway line maintenance and upgrading of the fleet of rolling stock, railway Signal and Telecommunication system, & in permanent ways, bridges. installation of new signal and telecommunication system in parallel with the reconstruction of Northern & Thallaimannar railway lines were completed.

Resumption of train operations up to Jaffna after reconstruction of the Northern Rail line which was destroyed by terrorists showed a conspicuous progress in passenger transport in the year 2014. It was reconstructed a distance of 28 Km from Kilinochchi to Pallai and a distance of 38 Km from Pallai to Jaffna and opened for rail traffic on 04<sup>th</sup> March 2014 and 13<sup>th</sup> October 2014 respectively. The Jaffna Railway station, which was destroyed during the war time, was reconstructed with the financial assistance of the Bank of Ceylon and supplementary provision of the Sri Lanka Railway Department and opened for rail operations. Resumption of the rail Transport in the Northern line which has been ceased for 30 years , with the rebuilding of the Jaffna Railway station is a distinctive progress as well as a national mission, possessed by the Railway Department.

Railway revenue, and passenger train operations were increased by 8.96 % , 10.34% and 1.61% respectively with comparison to the year 2013. In 2014, it was Rs. 16,943.26 millions of Recurrent expenditure and Rs. 36,436.04 of Capital expenditure and this is a growth of 60 % and 80 % respectively comparative to 2013. Inclusion of the expenditure of the Northern Railway Line reconstruction project was the main reason for the increased Capital expenditure. Maintenance and upgrading of Railway Rolling Stock (Fleet), permanent ways network and Signal and Telecommunication system were also included in this Capital expenditure. Main reason for increasing the Recurrent expenditure were the inclusion of higher amount of fuel expenditure, salaries and wages.

Although the fuel expenditure was increased in 2014, rail fare was not revised. However confronting to various challenges, it was a mammoth effort providing and implementation of proper management decisions and policies aimed at the purpose of an eco-friendly transport service by which more passengers and freights can be transported at the same time, as an economical transport medium to the nation.

The organizational structure of the Railway Department



### Sub Departments

- 1 General Manager's Office
- 2 Chief Mechanical Engineer's Sub Department
- 3 Chief Engineer Way & Works Sub Department
- 4 Chief Engineer Motive power Sub Department
- 5 Chief Engineer Signal & Telecommunication Sub Department
- 6 Chief Accountant's Sub Department
- 7 Commercial Superintendent's Sub Department
- 8 Operating Superintendent's Sub Department
- 9 Superintendent of Railway stores Sub Department
- 10 Sri Lanka Railway Protection force



## Institutions / Units

- Sri Lanka German Technical Training Centre
- Principal Costing Officer's Office
- Planning Unit
- Data Processing Unit

### Table 1.1 Railway Stations

The total number of Main Railway Stations in Sri Lanka is 167 and 153 are sub railway stations while 40 are train halts.

**Railway Stations**

**Table 1**

No.	Line	Main Railway Stations	Sub Railway Stations	Train Halts
01	Main Line	45	32	20
02	Matale` Line	5	7	12
03	Puttalam Line	19	25	0
04	Kelaniyeli line	11	19	0
05	Batticaloa Line	14	16	4
06	Northern Line (Up to Jaffna)	29	19	3
07	Trincomalee line	4	2	1
08	Coastal Line	36	32	0
09	Thallaimannar line (Up to Madu Road)	2	1	0
10	Mihintale Line	2	0	0
<b>Total</b>		<b>167</b>	<b>153</b>	<b>40</b>

### Number of Railway Stations

Main Railway Stations - 167  
 Sub Railway Stations - 153  
 Train Halts - 40  
 Total - 360

## 03. Background

Rail Transportation is the most favourable transport mode when considering the factors such as running speed, security, comfort, low cost, transport of larger number of passengers reliably when comparing with the road transportation. Furthermore it is considered as an eco friendly transport mode in the world and it releases less amount of carbon to the environment compared to other transport media.

Since independence, successive governments have implemented a variety of steps to uplift the rail transport. However, these steps were not enough to make a significant development in the field of rail transport except primary level train transportation.

Rail transportation was established as a freight traffic medium during the British colonial period and with the socio-economic upliftment and the commercial trend it was converted into a passenger traffic medium from the middle half of the 20<sup>th</sup> century. Within that period, total freight traffic commodity share was 80%, while the share of passenger traffic commodity was 35%. Currently railway contribute passenger traffic and freight traffic are 5% and 1% respectively.

Extension of highway transport network, gradual development in highway based transportation, without having commercial aspects, management problems are the dominant factors, for this poor contribution.

Contributing the fullest support to the National Economy, Sri Lanka Railway caters service for passenger and freight traffic overcoming various challenges and issues arisen. With the hope of providing the most efficient rail transport service in the future, it has formulated new plans for extension and upgrading the existing railway network, adding new locomotives and power sets into the existing fleet of rolling stock, installation of new Signal and Telecommunication system, upgrade of passenger facilities, development of railway assets and applying of information technology.



*Completed Northern rail track*



*Completed Jaffna railway station*

### 3.1 Overview

Sri Lanka Railways achieved a satisfactory performance during 2014 compared to 2013 in terms of Passenger and Freight transportation..

Maintenance and upgrading work in railway rolling stock, improvement of the Signal & Telecommunication system, reconstruction and maintenance of permanent ways network throughout the year in parallel with modernization of railway stations for operating suburban intercity and express passenger trains and freight trains by SLR etc have contributed for this performance.

The other significant development areas were the resumption of the operations in the Northern Railway line up to Jaffna, rebuilding the Jaffna Railway station and opened for operations and implementation of construction affairs in Northern and Thalaimannar lines.

Table 2 shows the overall progress in Northern and Thalaimannar rail lines reconstruction projects during 2014.

Progress of Northern Rail Line Development Projects

Table 2

Project Title	Estimated expenditure (USD)	Target physical Goal (Km)	Progress (%)	
			Financial	Physical
Reconstruction of Railway line from Medawachchi to Madu road	81.30	43	Project completed	
Reconstruction of Railway line from Madu road to Thalaimannar	164.06	63	80%	94%
Reconstruction of Railway line from Omanthai to Palai	195.75	91	Project completed	
Reconstruction of Railway line from Pallai to Kankasanthurai	154.60	56	87%	95%
Installation of Signal and Telecommunication system in the line from for Northern Railway line	96.51	313	60%	95%

Performance Indicators

Table 3

N o	Performance Indicator	2013	2014
01	<b>Train fleet (in service)</b>		
	Engines	71	65
	DMUs	74	77
	Carriages	740	565
	Wagons	819	862
02	<b>Train fleet (no. needed for satisfactory service )</b>		
	Engines	78	80
	DMUs	75	80
	Carriages	500	500
	Wagons	750	742
03	<b>Train operations</b>		
	No of Passengers(Mn)	118.7	129.50
	Freight (MT)	1.91	2.21
04	<b>Train operations (Km Mn )</b>		
	Passengers(Mn)	6,257.37	6,841.97
	Freight	132.45	150.55
	Trains	10.9	11.08
05	Total revenue (Rs.Mn)	5,423.29	5,909.31

	Passengers(Mn)	4487	4,950.8
	Freight		
	Other		
06	Total Expenditure (Rs. Mn)	30,835.46	53,379.31
	Recurrent Expenditure	10,586.47	16,943.26
	Salaries and Wages	3,117.42	3,106.16
	Maintenance		
	Capital Expenditure	20,248.99	36,436.04
07	Fuel Consumption (Auto diesel litre in M )	34.92	34.62
	Total Expenditure for fuel (Rs. Mn)	4,420.4	4,189.5
08	Total Employees	16,456	16,016

According to table 3 performance indicators for the year 2014 show train fleet needed for satisfactory service, train operations and service are higher than 2014. However, the total expenditure during 2014 is greater than 2013, this expenditure included an arrears of payment of Rs.5000 million for the fuel consumed in the previous year.

#### 4. Financial and Physical Progress

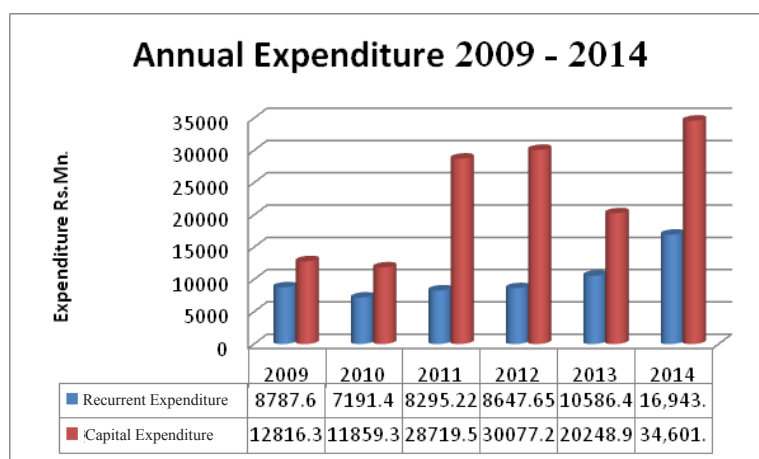
The total expenditure in Sri Lanka Railway Department was Rs. 51,544.61 Mn at the end of the Financial year 2014. It shows a growth of 3.8 % compared to 2013.

**Total provisions and actual expenses in 2014**

**Table 1.4**

No	Expenditure	Provision (Rs.Mn)	Actual Expenditure (Rs. Mn)	Progress (%)
01	Recurrent Expenditure	16,855.86	16,943.26	100
02	Capital Expenditure	36,727.53	34,601.35	94
	Total Expenditure	53,583.39	51,544.61	96

Table 4 shows the expenditure of all the sub departments relevant to provisions and expenditures in 2014.



Financial Progress of the sub departments – 2014

Table 5

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)	516.96	11.58	505.56	11.58	97.8	100
02	Sri Lanka German Technical Training Centre	22.88	8.34	21.66	8.34	94.69	100
03	Chief Engineer Motive Power	10,084.78		10,082.82		99.98	
04	Transportation	2,087.65	24.22	2,113.06	24.22	10.12	100
05	Commercial	43.56	3.41	40.40	3.41	92.75	100
06	Railway Protection Force	355.38	0.70	347.09	0.70	103.49	100
07	Chief Engineer Motive Power	863	486.76	872.67	486.76	101.12	100
08	Chief Engineer (Mechanical)	987.05	7,529.53	1,016.55	7,529.53	102.99	100
09	Chief Engineer (Way and Work)	1,660.76	24,795.09	1,694.79	24,794.03	102.05	100
10	Signal and Telecommunication	253.89	3,867.88	248.63	3,577.46	97.93	92.49
<b>Total</b>		<b>16,855.88</b>	<b>36,727.53</b>	<b>16,943.26</b>	<b>36,436.05</b>	<b>100.52</b>	<b>99.21</b>

According to the Table 5 the Recurrent Expenditure was 100% while Capital expenditure was 99%.

Capital expenditure in 2014 was allocated for following main works.

**(As per the Budgetary provision in 2014)**  
**Sri Lanka Railways**

**Investment Expenditure**

**Table 6**

#	Programme/Activity	Financial Provision			Physical Progress %
		Financial Target (Rs.mn)	Actual Expenditure (Rs.mn)	Progress %	
01	<b>General Administration</b>	8.47	8.47	100	100
	General Manager office	3.06	3.06	100	100
	Principal Costing office	0.5	0.5	100	100
	Chief Accountant office	2.78	2.78	100	100
	Superintendent of Railway Stores	2.13	2.13	100	100
	Training & development unit	3.12	3.12	100	100
	<b>security service</b> Purchase of office equipment and furniture	0.7	0.7	100	100
02	SLRGTTTC	8.34	8.34	100	100
	Machinery & equipment	1.03	1.03	100	100
	Machinery & equipment	5.66	5.66	100	100
	NVQ	1.65	1.65	100	100
	<b>Transport</b> Purchasing office Equipment & furniture	24.22	24.22	100	100
	<b>Commercial Activities</b> Purchasing office equipment & furniture	3.41	3.41	100	100
04	<b>Minor repairs to rolling stocks</b>	486.76	486.76	100	100
	Spares parts Minor repairs to Engines, carriages & wagons	163.87	163.87	100	100
	Improvements to running sheds	19.11	19.11	100	100
	Purchasing office Equipment and furniture	0.47	0.47	100	100
	<b>Major repairs to rolling stocks</b>	1911.30	1911.30	100	100
	Roof and water gutter	1.15	1.15	100	100
	Spare parts for major Repairs to engines carriages and wagons	1629.73	1629.73	100	100
	Repairing carriages	50.90	50.90	100	100
	Purchase engine spare parts	89.51	89.51	100	100
	Rehabilitation of wheel Machine	1.25	1.25	100	100
	Purchase of wheel truing Machine	-	-	-	-

04	Purchase of DMUs from China	5.41	5.41	100	100
	Purchasing office Equipment and furniture	1.32	1.32	100	100
	Purchase of Rolling Stock for Northern Line	-	-	-	-
	Installation of Machine	46.69	46.69	100	100
	<b>Maintenance of permanent Way and Building</b>				
	Buildings and constructions	110.99	110.99	100	100
	Purchase of Tamping Machine	0.49	0.49	100	100
	Purchase of office equipment	0.23	0.23	100	100
	Dayata Kirula Programme	37.14	37.14	100	100
	Belgium Bridge Project	150	150	100	100
	Steel Bridge Project	39.65	39.65	100	100
	Upgrading northern railway line	22.72	22.72	100	100
	Maintenance of Permanent way	2560	2559	99	86
	Concrete sleepers Production Unit	368.86	368.86	100	100
	Ragama-Puttalam Railway line	30.48	30.48	100	100
	Kelani Valley Railway line	30	30	100	100
	Kandy, kadugannawa, Paradeniya, Maho Development Project	17	16.99	99	80
	Dual railway line from Kaluthara South	49.46	49.46	100	85
	to Payagala South				
	Improvement of Railway Stations	353.01	353.01	100	70
	Land Survey	0.13	0.13	100	60
	Improvements to railway lines crossing the road	4.10	4.10	100	90
	Development of costal railway line under Indian aid	399.61	399.61	100	100
	Do	1035.69	1035.69	100	100
	Reconstruction of Omanthei Palei railway line	7365.65	7365.65	100	100
	Do	361.55	361.55	100	100
	Reconstruction of Medawachchi to Madu railway line	2295.60	2295.51	100	100
	Do	34.88	34.88	100	95
	Reconstruction of railway line from Madu to Talaimannar	5124.34	5124.34	100	97
	Do	169.61	169.61	100	95
	Reconstruction of railway line from Palai to Kankasanthurei	5500	5499.99	99.9	80
	Do	169.17	169.17	100	82

04	<b>Signal and Telecommunication system</b>				
	Maintenance of Signal and Telecommunication system	107.97	107.97	100	100
	Replacement the old Machines which are old over 50 years in signal and Telecommunication sub department	37.72	37.72	100	100
	Purchasing of office equipment	0.87	0.87	100	95
	Installation of signal system for the 4 <sup>th</sup> line between Fort, Maradana and the 3 <sup>rd</sup> line between Orugodawatte-Kelaniya	21.49	21.49	100	90
	Installation of signal system for the double line between Ja-ela and Seeduwa	23.26	23.26	100	96
	Installation of new signaling system	0.88	0.88	100	100
	Installation of new signal system for the Rambukkana-Negombo railway line.	0.047	0.047	100	-
	Replacement of 50 years old clocks system between Maradana-Colombo	0.33	0.33	100	-
	Installation of signaling system for Northern railway line	3200	2909.59	91	95
	Do	139.25	139.25	100	90
	Colour light system for Kelani valley line	3.18	3.18	100	90
	Improvement of protective signal system for Coastal line	6.92	6.92	100	95
	Installation of Level Crossings Protection	219.34	219.34	100	90

## 05. Motive Power supply and Rolling Stocks

A satisfactory level for train operation was achieved during 2014 by utilizing the existing rolling stock, which was available for passenger and freight traffic by maintaining and repairing.

Accordingly, office trains, intercity service, express train service, freight traffic were continued its operation satisfactorily throughout the year. Power sets of S -11 and S-12 imported from India and China recently, were very useful to increase the higher amount of contribution in passenger transport service.



## 5.1 Railway Rolling Stock

Table 7 shows the ordinary rolling stock which was available in 2014.

Rolling stock

Table 7

No	Category	Number
01	Locomotives	80
02	Diesel Multiple units	80
03	Passenger Carriages	500

Total number of rolling stock was 660.

## 5.2 Fuel Usage

The fuel used for railway engines and power sets are given in table 8.

Fuel usage

Table 8

Kind of fuel	2013	2014
Diesel liter (Mn )	3492.00	3462
Expenditure for Fuel (Rs. Mn.)	4420.40	4189.50

During the year 2014 the same level of fuel usage of 2013 was kept and the fuel expenditure in 2014 was decreased by Rs. 230.9 million.

## 5.3 Engine Failures

The engine failures from 2010 to 2014 are as follows.

No of Engine failures

Table 9

Year	No of failure
2010	593
2011	660
2012	550
2013	530
2014	503

During 2014, number of failures was 503, which is the lowest since 2010. Regular and efficient maintenance and repairing work have contributed to this situation.

## 06. Permanent ways System and Buildings

A provable change in the Permanent ways system was occurred after a period of approximately 30 years and it was a great contribution to the overall progress in this year. Resumption of train operations between Colombo & Jaffna after reconstruction of the Northern Rail Line was an important contribution and it was a timely needed matter of improving mutual co-operation among different ethnic groups in the country.

By the end of 2014, the whole rail lines net work was opened for operations except Madu to Thaleimannar and from Jaffna to Kankasanturei. Accordingly construction of Jaffna – KKs and Madu – Thaleimannar in the Northern and Thaleimannar line was in the final stage.

It had been allocated Rs. 24,795 million for Capital Expenditure for the maintenance of permanent way, building and construction in 2014 and the expenditure was Rs. 24,794Mn.

Sri Lanka Railway did its utmost for provision of an efficient transport service by maintenance, repairs and upgrades in permanent ways, removal of speed restrictions, constructions and refurbishing Railway station buildings, relaying, sleepers construction of overhead passages, lengthening and raising railway platforms.

**Material, utilized for the Maintenance of Railway Lines** **Table 10**

Material	Quantity No
Rails (feet)	79,093
Wooden Sleepers	64,551
Concrete sleepers	65,532
Steel sleepers	2,754

In 2014, with the regular maintenance in rail lines, which used 64,551 of wooden sleepers, 65,532 of concrete sleepers and 2,754 of steel sleepers and 21,636 nos. of ballast cubes.

The Implementation of rail lines maintenance affairs in 2014 was as follows

- Ceaseless reconstruction of Northern and Thaleimannar rail line
- Construction of Kandy, Peradeniya, Kadugannawa double line
- Construction of Ja-Ela - Chilaw double line
- Construction of maintenance in Kelani valley rail line
- Open for train operations after completion of the triple line and Signalling system from Orugodawatte to Kelaniya
- Maintenance of the Eastern Railway line
- Performances, implemented under the Railway stations development project.
  - Construction of overhead passages.
  - Bulugahagoda, Yagoda, Horape, Keenawala
  - Refurbishing Railway station
  - Upgrading of sanitary facilities at Railway stations

The Bridges project under the Belgium financial aid was implemented in 2014, The project completed its planning and functions to pay the allowance. Expecting to receive all these bridges within this year and its observations are being implemented. It is planned to construct these bridges in following stations:

1. Wellawatta
2. Dehiwala
3. Agulana
4. Polgahawela
5. Narahenpita
6. Ganewatta
7. Katugoda

There were various restrictions and obstacles in the task of provision for an efficient train service and the speed restriction was a major factor among them. 261 of speed restrictions were removed in during the year 2014 with a total distance of 45km.

Table 11 shows the speed restrictions, removed in 2014.

The Speed restrictions removed in 2014 and distance

Table 11

No	Line	Removed speed restrictions	Distance Km
01	Central district	30	6.4
02	Lower District	31	7.7
03	Upper District	38	7.0
04	Northern District	36	5.7
05	Eastern District	126	18.7

## 07. Signal and Tele-communication system

Signal and Telecommunication system rendered a considerable contribution to achieve a satisfactory Railway performances in 2014. Regular maintenance and repairs, upgrading, supervision and monitoring were the dominant factors, which assisted for an efficient Signal and Telecommunication system.

It was able to complete 95% in Signal and Telecommunication system in the Northern and Thaleimannar lines by the end of 2014 and completed the signal system up to Jaffna for train operation. It has been planned to complete the balance work of the signal system from KKS to Thaleimannar by the end of the first half of 2015.

Signal and Telecommunication system performed an important role for the purpose of providing an efficient passenger and freight traffic service in order to provide a safe, reliable and punctual rail transportation.

## Performance Report - 2014

Main performances implemented by Signal and Telecommunication sub department during 2014 were as follows:-

- Implementation of Signal system to Anuradhapura, Thaleimannar and KKS.
- Maintenance in Signal and Telecommunication in the Rail line net work.
- Installation of a new signal system in Ja-Ela - Seeduwa line
- Installation of signaling system for Ahungalla railway station
- Installation of a signal system for Kelani valley line
- Installation of the signal system in coastal line
- Establishment of safe Railway level crossing protection system.

Signal Failures

Table 12

Year	Signal Failure
2012	2209
2013	2550
2014	1562

According to table 12 a considerable decrease of signal failures occurred during 2014 with compared to the year 2013 and beyond. Regular maintenance, repairs and upgrading were done to the signaling system that contributed for this progress.



*Completed Madu Rail line*

## 08. Operation Efficiency

The Main Performance Indicators on Train operations are as follows

Performance Indicators

Table 13

No	Index	2013	2014
01	Revenue per passenger (Rs.)	37.80	38.23
02	Revenue per passenger km (Rs.)	0.71	0.72
03	Number of Passenger km per Passenger	52.71	52.83

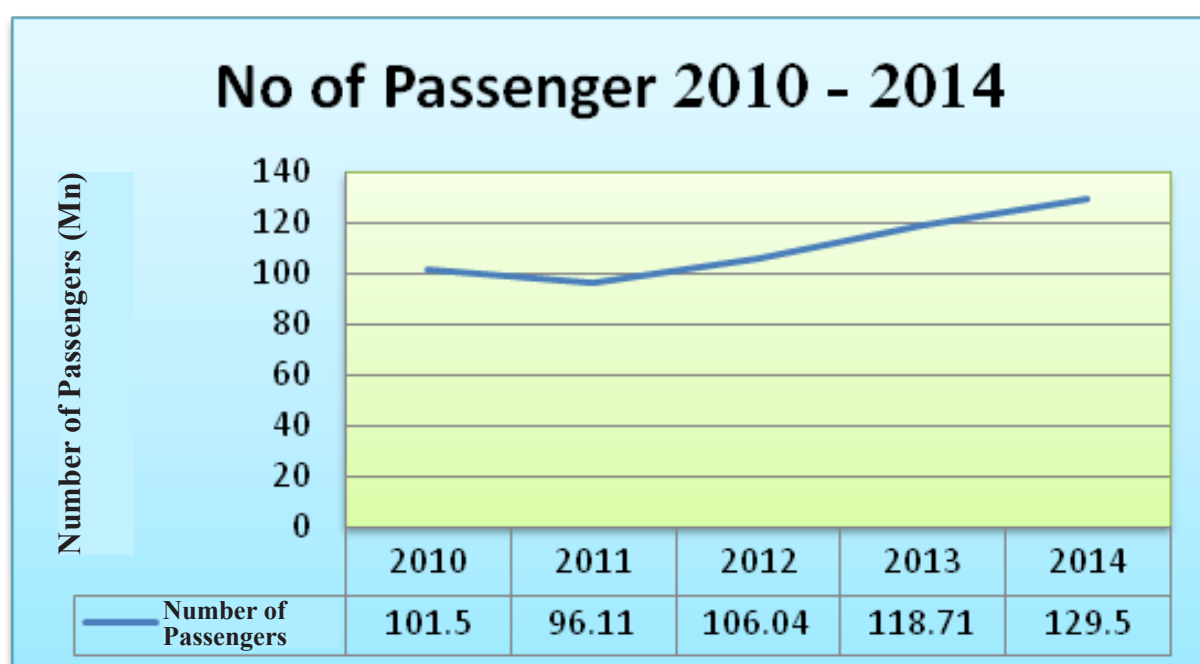
According to table 13 revenue per passenger, revenue per passenger km, and number of passenger km per passenger in the year 2014 indicate a progress in train operations (passenger and freight) with compared to the previous year. No. of operated trains increased, passenger and freight traffic to Jaffna done by SLR were contributed for this performance.

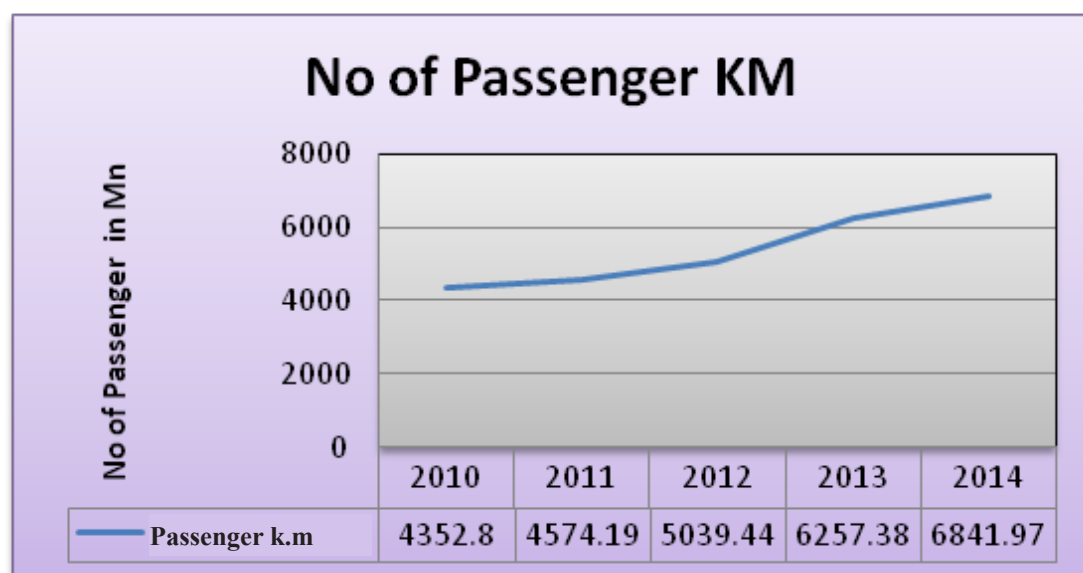
### Railway Passengers

Railway passenger statistical data

Table 14

No	Index	2013	2014
01	Passenger km (Mn)	6257.37	6841.97
02	Number of Passengers (Mn)	118.7	129.5
03	No of Operated Passenger Trains	115,575	117,462
04	Passenger Revenue (Rs. Mn.)	4,487	4,950.8

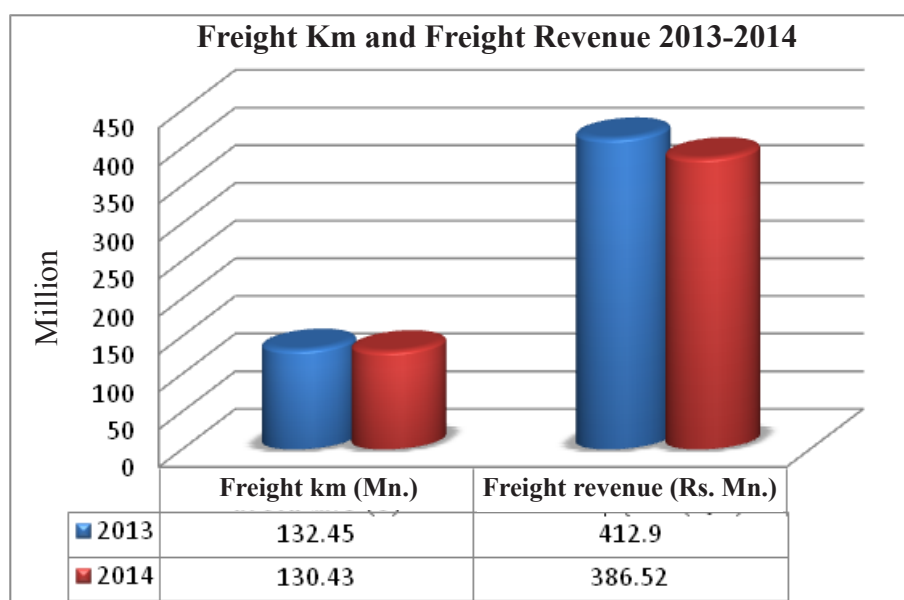




Figures relevant to Rail freight traffic in 2013 and 2014

Table 15

No	Index	2013	2014
01	Freight Km. Mn.	132.45	130.43
02	Freight Ton km. Mn.	1.91	2.11
03	Operated good trains	429	436
04	Freight Revenue (Rs.Mn)	412.9	386.52



It shows a decrease in freight amount compared to 2013. This can be over the past years.

Rail freight traffic is one of the important sources of revenue for the SLR and it is an appropriate programme which can be regularly implemented by identifying proper projects. A feasibility study on container transport was conducted by Asian Development Bank and the Transport Ministry. It could be considered to implement as an amalgamated project.

Overall Train Operations

Table 16

Train Service	The expected No. of Trains	The operated No. of Train	The punctually operated number of Trains	Delay operations				The number of cancelled Trains
				Minutes 06-10	Minutes 11-30	Minutes 31-60	Minutes over 60	
Suburban	73,387	70,714	26,330	12,240	24,698	6,137	1,283	2,672
Local	26,428	23,838	7,916	3,075	6,848	3,105	2,795	2,586
Distant and Intercity	18,455	18,061	2,619	1,575	5,410	4,740	3,840	398
Rail Buses	10,788	4,848	1,879	454	1,453	764	301	5,940
1.Passengers	129,058	117,462	38,744	17,344	38,409	14,746	8,219	11,596
2.Freight	6,721	4,801	788	61	366	442	3,144	1,920
<b>Total</b>	<b>135,779</b>	<b>122,263</b>	<b>39,532</b>	<b>17,405</b>	<b>38,775</b>	<b>15,188</b>	<b>11,363</b>	<b>13,516</b>

According to above table, the required number of passenger trains in 2014 was 129,058 and only 117,462 was operated reporting 91% as percentage. It is 71% as a percentage. Though it was planned to operate 6721 nos of freight trains only, 4,801 nos. of trains were operated reflecting 71%.

Train Kilometres

Table 17

Description	Running of power sets	Cancellation of power sets	Running of diesel Trains	Cancel-lation of Diesel trains	Total of Runnings	Total of cancellations
Suburban	3,691,321	107,627	574,608	16,251	4,265,929	123,878
Distance, Intercity	1, 500,551	32,980	2,895,748	75,791	4,396,297	108,773
Local	45,598	3,305	1,350,544	119,099	1,396,142	122,406
Rail Bus	6,177	0	223,725	166,422	229,833	166,422
I Passenger	5,260,438	158,835	5,049,588	379,457	10,310,026	538,292
II Fright	0	0	419,482	176,487	419,482	176,217
III Empty Trains	29156	0	53,371	0	82,527	0
IV Light Trains	0	0	101,988	0	101,988	0
V Special trains	0	0	0	0	233,659	0

The Operated Special trains Kilometres

Table 18

Description	Diesel trains with Passenger / Fright	Diesel trains without Passenger /Fright	Steam trains with Passenger /Fright	Steam trains without Passenger/ Fright	Total
Special Passenger Trains	111398	3271	0	0	114,669
Special Fright Trains	49226	0	0	0	49,226
Service Trains	8343	1207	0	0	9550
Ballast	72500	0	0	0	72,500
Limestone	8222	8222	0	0	16,444
Break down	3661	0	0	0	3661
Motor Trolley	29859	0	0	0	29859
Trial	2226	0	0	0	2226
Track Motor	0	0	0	0	0
Viceroy	2830	821	0	0	3,653
Hithachi	769	175	0	0	944
Diesel	0	0	0	0	0
other	505	0	0	0	505

Damages for the Public due to Train Accidents

Table 19

Matter	2013		2014	
	Injuries	Deaths	Injuries	Deaths
Injuries & Deaths of train Passengers due to derailments	-	-	0	0
Injuries & Deaths of train Passengers due to Collision	-	-	45	0
Injuries & Deaths of train Passengers due to falling down from trains	50	2	62	1
Injuries & Deaths of train Passengers due to throwing stones to trains	08	-	16	1
Accidents faced by the ordinary people due to clash trains with vehicles at railway level crossings	1	4	43	4
suicides due to clash with the train in the Railway line	66	33	254	142



Considering the above figures, it has not been reported any injuries or deaths due to derailments. 45 injuries had been reported in 2014 due to train collisions. It shows an increase of injuries and deaths by committed of suicide as 254 and 142 respectively. During 2013, it was reported as 66 and 33 respectively. This is an increased number comparative to past year.

In the analysis of above figures, it is clear that suicides and walking along the rail lines are the main reasons for the increase deaths and injuries.

## 09. Financial Efficiency

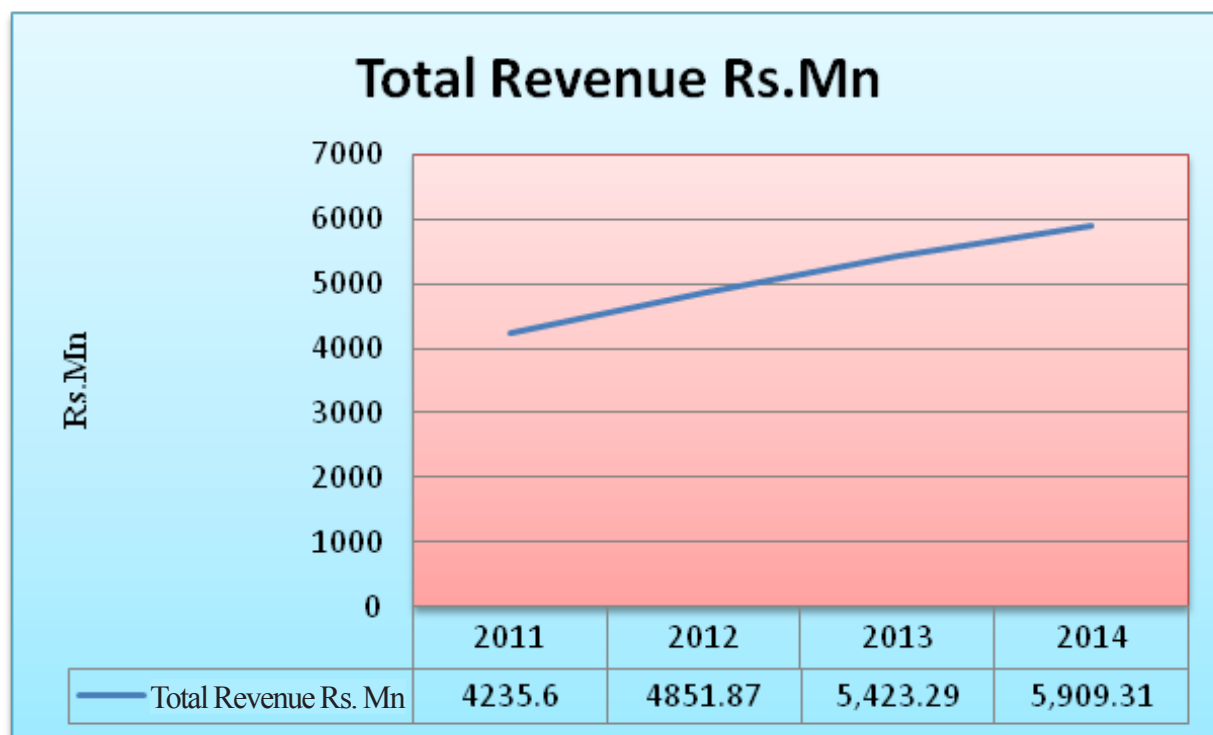
The total revenue in the Department of Railways in 2014 was Rs. 5,909.31 millions and it was Rs 5,423.29 millions. As a whole the total revenue in 2014 was increased by Rs. 48.08millions and it is growth of 9%.

### Financial Contribution

Railway Revenue (Rs.Mn)

Table 20

Description	Year	
	2013	2014
Total Revenue (Rs.Mn)	5,423.29	5,909.31
Recurrent Expenditure (Rs.Mn)	10,586.47	16,943.26
Operating Loss	-5,163.18	11,033.95



The difference between total revenue and expenditure continued during 2014 compared with 2013 indicates an increase when compared with the past year. Including of due payment of nearly Rs. 5,000 Million as fuel expenditure for previous year was the main reason to increase

the Recurrent Expenditure in the year 2014. Increase of fuel prices, higher expenses for salaries and wages have increased the Recurrent expenditure.

Considering the Railway revenue sources, passenger revenue was the main revenue source and it was continuously increased within the past few years contributing 8.22% of the total railway revenue. Increase of train operations, adding new trains and resumption of rail transport to Jaffna are the main factors for this increase.

**Railway Revenue (Rs.Mn)****Table 21**

Description	Revenue	
	2013	2014
Passenger	4,487.65	3,942.30
Freight	412.9	386.52
Others	522.74	431.78
Total	5,423.29	5,909.31

**Passenger Traffic****Table 22**

Description	Number of passengers (Mn)	Passenger Revenue (Mn)
Ordinary Ticket Holders	57.21	3557.21
Season Ticket passengers	61.48	930.44

## Expenditure

The following table shows on the total expenditure in 2014

**Total Expenditure****Table 23**

Year	Expenditure (Rs.Mn)		
	Recurrent expenditure	Capital expenditure	Total Expenditure
2013	10,586.47	20,248.99	30,835.46
2014	16,943.26	36,436.04	53,379.31

The increased Recurrent expenditure during 2014 was mainly due to the increase of fuel prices. The factors caused for increase of Capital expenditure were the expenditure of the Northern and Thalaimannar rail line reconstruction projects, Installation of Signal and Telecommunication system for the Northern line, maintenance of permanent way, maintenance and repairs in the Rolling Stock and Signal and Telecommunication System.

**Freight traffic****Table 24**

Type	Year	
	2013	2014
Freight ton (Mn)	1.91	1.84
Goods ton Km	132.45	130.41

Table 1.23 shows the goods tons transported in 2014 under each category

**Goods transport****Table 25**

Description	Amount of Tons
Agricultural products	24,301
Petroleum products	594,043
Cement	997,434
Innovations	438
Others	1,680
<b>Total</b>	<b>1,617,896</b>

**10. Passenger Facilities and other Developments**

- Reconstruction of the rail line from Madawachchiya upto Madu & opened for passenger and freight traffic and completion of construction of the railway stations, such as Chettikulam, Neriyaikulam, Madu Road, in that line.
- Regular operation of luxurious intercity train service between Colombo Fort – Kandy, vice versa.
- Input of all locomotives and power sets, imported from China and India, for the operations in every line.
- Novel introduction of distance passenger traffic service and input of air conditioned train with efficient operations.
- Regular maintenance and upgrading in Rail line system, Rolling stock and Signal and Telecommunication system.

**Developments completed in Railway Stations**

Following is a list of developments.

- Beautification of station platforms
- Installation of CCTV cameras in Maradana and Colombo fort stations.
- Improvements in passenger rest rooms; facilities and sanitary service.
- Efficient arrangements for receiving details on trains (web site)
- Installation of ATM machines in the Railway stations
- Modernization of passenger rest rooms
- Continuance performances of Railway protection force and fined for the ticketless passengers
- Eviction of unauthorized settlers.

**11. Sri Lanka German Technical Training Institution**

The purpose of SLGTT is to provide qualitative technicians, performed its best during 2014. The courses, coordinated with the Vocational Training Authority had implemented as follows. Further full time courses including national vocational qualification are conducted by S.L.G.T.T are as follows.

**Table No. 26**

No	Course	No of recruited students	No of trainees	No of passed out
01	Diesel Engine Machanic	33	29	30
02	Machiners	19	34	17
03	Electrician	30	72	19
04	Welders	21	28	19
	Total	103	163	85

In 2014, 103 students were recruited, and presently 163 students are being trained and 05 no. of students have passed out in 2014 after completing their courses.

By the end of 2014, it was implemented the performances in its last phase with the purpose of gaining of national vocational training for Mechanical and survey courses. In addition to mechanical and electrical courses.

The necessary reports were submitted to the Tertiary & Vocational Education Commission with the objective of gaining National Vocational Qualifications for diesel engines.

In addition to that the following activities were done by Q.T.T.S within the year 2014.

01. Training of short term courses for the staff in the Railway department.
02. Short term courses for External Institutions
03. Repairing and manufacturing services in the Railway Department
04. Training on Mechanical machines.

## 12. Railway Security Service

The Railway security service performed a great mission efficiently in 2014 by taking all necessary actions for carrying out all lawful orders, investigating & maintaining civil order etc.

Also Railway security service contributed to increase the railway revenue by collecting fines from ticketless passengers. The passengers who travelled another class besides the ticket they entitle & over load of transport.

The following is a summary of the performances achieved by Railway security Service.

Performances of Railway security Service

Table 27

No.	The implemented task	No	The collected amount Rs. Mn
1	Ticketless travel	3,466	9.03
2	Travelling in an irrevelant class	1,570	4.01
3	Over load transport	204	0.53
4	Charge by courts		0.16
5	Other charges , Gates / Property damages		1.34
6	Recovery of arrears tax.		4.86
	<b>Total</b>	<b>5,240</b>	<b>19.46</b>

## Training & Improvements

A large number of officers in the Railway received foreign training from India, Korea, China, Rumania & Germany in 2014 with the objective of improving competencies of the railway employees and the number is 75.

## 13. Steps taken to improve Efficiency & Productivity.

- Import of new power sets from China for operations.
- Raid of ticketless passengers & imposing of fines.
- Regularization & widening the security affairs of the Railway stations & the passengers.
- Regular employing of self employees for mobile sales in the Railway station premises & in the trains under the programme “Divi Neguma” implemented by the Economic Development Ministry.

- Monitoring & assessing the Northern & Thaleimannar rail line , making arrangements to operate trains to Madu in Thaleimannar line and to Jaffna in Northern line.
- Input for passenger traffic after reconstruction of Jaffna Railway Station by the provisions of Bank of Ceylon & Railway Department.
- Construction of 07 over head passages in the Railway lines net work based on Belgium Finance aid.
- Establishment of secure gates for the insecure rail level crossings.
- Regular maintenance in rail network, the railway rolling stock and Signal & Telecommunication system.
- Taking steps to initiate computer programming to collect revenue of railway land reservations efficiently & decentralization of the activities of railway land section was divided it into new units.
- Developments in main railway stations
- Operating punctual, air conditioned , intercity train services to Kandy.
- Widening the facility of seats reservation through mobile phones for all trains.

## **14. Challenges & Issues**

The major challenges of the Railway Department is to earn adequate income for the Treasury allocation and it is expected to face following challenges to solve issues faced during the year 2014.

### **01. Finance**

#### **1.1 Railway Revenue**

- Though the annual Recurrent expenditure is high, it is insufficient to set off the recurrent expenditure of the year 2014.
- Personal wages, salaries & fuel expenditure are the main reasons for increasing Recurrent Expenditure.
- Also there is a loss of a considerable income to the Railway Department due to mismanagement of cafeterias at railway stations and the trains.
- Non utilisation of railway lands for commercial activities.

#### **1.2 Expenditure**

All provisions allocated by the Treasury are utilized and less amount is left for claims. Therefore, it had to face challenges & difficulties in maintenance & development activities. One way to increase the revenue is increase the charges such as railway fares which is not socially preferable. Specially a higher amount for salaries & wages & fuel expenditure within the recurrent expenditure can be mentioned as a main reason.

## **02. Infrastructure Facilities**

### **2.1 The Rolling Stock**

- Sixty five percent (65%) of the Railway locomotives are over 30 – 35 years . Accordingly, it has been revealed that this has resulted a higher amount of money & a long period to maintain & supply spare parts. Since it is difficult to supply spare parts for some locomotives from the relevant mother company, it has created some issues.
- It has increased the trend of delaying train and occuring accidents and as well as delaying of long distance, intercity, mail and good trains because of the failures occuring in locomotives, when they are utilized for passenger and freight transportation.
- Higher expenses for maintenance & service facilities including overtime payments.
- High cost for purchase of new engines.

## **03. International Challenges**

With comparison to the International Railway transport performance index, Sri Lanka Railways has to show higher performance than the existing status. International tourist attraction can be drawn by consideration the following matters.

- Punctual train running
- Usage of information technology
- Upgrading of circuit bungalows for tourists & passenger facilities
- Maintain the quality of passenger carriages and sanitary services should be maintained in a satisfactory level

## **04. Information Technology**

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

However applying of Information Technology for receiving tickets, reservation seats, railway operation, management of lands, property, assets, procurement procedure stocks controlling will be an access for an efficient & internationally compliant rail transport service.

## **05. Environmental Challenges**

Natural and environmental challenges such as earthslips, floods effect to the rail track and signaling system and cause to cancel and delay trains. It is very important to keep human & physical resources ready to face such natural disasters or in an emergency. Although this is not an easy task with the less employees & physical resources.

## **06. Dearth of Employees**

When sustaining daily services, many issues have arisen due to lack of employees in way and works, mechanical & motive power sub departments and in public management services.

As a whole, a large number of employees out of the permanent employees in the Railway Department resign from the duty on retirement or on any other reasons.

Owing to the vacancies, existing in these essential sections, a large amount of money is incurred for the overtime payment annually with the intention of sustain these essential services. (Railway maintenance, repairs, general administration affairs, operations, lines, maintenance, maintenance and repairs in the signal system)

## **07. Low capacity of the Rail Tracks**

With the completion of the reconstructions work in Northern & Thaleimannar lines, it has increased the number of trains to Colombo & departures from Colombo. The access capacity in the rail lines available for these trains. So, it has been reduced the access capacity in the rail lines available for these trains. Large number of trains run punctually and this influences for train accidents. Accordingly, it is compulsory to identify these obstacles and taking proper action timely will be important.

Ex: With the resumption of Northern & Thaleimannar lines, it can be mentioned the reducing of the capacity of Polghawela – Maho single line. This is a very important matter considering the train operations from Northern and Eastern.

The trains operated from Panadura to Colombo Fort in the coastal line are frequently delayed. The main reason for this, operation of many trains from Panadura & insufficiency of the line.

Delays are also occurring to pass the bottle neck of 13 km from Ragama to Colombo Fort and insufficiency of yards & platforms have mainly influenced for this matter. This situation has aggravated with the recently added 20 power sets of S 11 & 13 power sets of S12 for the operations.

08. An urgent requirement is the completion of building railway stations & other necessary buildings since it is planned to construct the railway stations in Northern line & Thaleimannar lines at the middle half of 2014.
09. Though the operational expenditure increased due to increase of fuel price same was not concurrently increased.
10. Issues have arisen in implementation of rail lines & property development affairs due to the problems related to unauthorized railway lands.
11. It is a challenge to carry out the future railway developments due to settlements of unauthorized occupants in railway reservations.



## 15. Key Programmes / Projects implemented in 2014

01. Rehabilitation of Rail carriages
02. Purchase of spare parts for the rehabilitation of Railway Rolling Stock
03. Renovation of Plant & Machinery for the Motive Power Sub Department
04. Purchase of Plant & Machinery for rail track maintenance
05. Construction of steel bridges
06. Construction of Belgium Bridges
07. Manufacturing unit of concrete sleepers
08. Refurbishing and development of railway stations
09. Reconstruction of the rail line from Madu to Thaleimannar
10. Reconstruction of the Rail line from Omanthai to Pallai
11. Reconstruction of the rail line from pallai to Kankasanthurai
12. Installation of the Signal & Telecommunication system from Anuradhapura to Thaleimannar to the Northern Rail Line.
13. Installation of the new centralized signaling system from Maradana to Wadduwa
14. Establishment of secured railway level crossings

## 16. Projects, scheduled to be implemented in future.

Followings are the new railway development projects, scheduled to be implemented in the future prepared by the Railway Department.

01. Electrification the rail line from Veyangoda to Kalutara
02. Renovation the rail line from Maho to Anuradhapura
03. Renovation the rail line from Galoya to Trincomalee and Batticalo in the Eastern Line
04. Construction of the 4<sup>th</sup> line from Maradana to Ragama
05. Construction of the new rail line from Kurunagala to Habarana
06. Construction of the new rail line from Batticaloa to Pothuvil
07. Construction of the double line from Payagala South to Aluthgama
08. Construction of the double line from Peradeniya to Kandy
09. Construction of the double line from Polgahawela to kurunagala
10. Construction of the double line from Peradeniya to Gampola
11. Construction of the double line from Peradeniya to Kadugannawa

12. Construction of the third line from Ragama to Veyangoda
13. Improvements of the Kelani Valley line
14. Construction of the new rail line from Dematagoda to Battaramulla
15. Re-establishment of the old Kelani bridge
16. Purchase of power sets, passenger carriages, oil tanks under upgrades and improvements of the Railway rolling Stock
17. Installation of a new Signalling system between Wadduwa – Rambukkana
18. Installation of a new signaling system instead of the polgahawela – Maho old signalling system
19. Installation of the signaling system Ragama – Negambo
20. Establishment of Railway Level Crossings.