



Ministry of Highways

Road Development Authority



ANNUAL REPORT

2020





Map 1: Completed, Ongoing & Committed Road Projects

Corporate Management Structure

Chairman

Mr. C. P. Athuluwage

Director General

Mr. K.Amaraweera (retired in July 2020)/Mr. D.M. Dayaratne (Covering Up)

Additional Director General - Assets Operation & Management

Mr. S. Opanayake

Additional Director General - Construction Design

Mrs. R.A.S.K. Kaluarachchi (Covering Up)

Additional Director General - Network Planning (Acting)

Mr. D.M. Dayaratne

Additional Director General - Projects

Mr. K. Amaraweera (retired in July 2020) /Mr. P.K.D. Tissera (Covering Up)

Directors of Functional Divisions

Director Maintenance Management	:	Mrs. S.D.P. Chandani (Acting) /Mrs.P.A.S.M.Marasinghe /Mrs.B.A.R.Premaratne
Director Construction	:	Mr. P.K.D. Tissera
Director Rural Bridge Construction	:	Mrs.T.S.Silva (Acting)
Director Highway Designs	:	Mrs. R. A. S. K. Kaluarachchi
Director Engineering Service	:	Mr. L. S. Premathilake
Director Research and Development	:	Dr. (Mrs.) H.L.D.M.A. Judith /Mrs.K.L.I.Ranasoma (Acting)
Director Land	:	Mr. D. M. Dayarathne
Director Environmental and Social Development Division	:	Mrs. T.D.Wijewardena
Director Planning	:	Mrs. D. N. Siyambalapitiya
Director Expressway Operation, Maintenance and Management	:	Mr. J.N. Lodiwick (Acting)
Director Mechanical	:	Mr. I.M.S.Keerthi (Acting)
Director Training	:	Mr. K.P.I.R. Perera (Acting)
Director Legal	:	Mr. J. Waidyadasa
Director Procurement	:	Mr. V. Mohan
Director Administration	:	Mrs.N.S.Athukorala/Mr. N. Sooriyakumaran (Covering up)
Director Finance	:	Mr. H. Kannangara
Director Internal Audit	:	Mr. K.Damboragama/ Mr. J.Rathnayake (Covering up)
Director Quality Assurance & Progress Monitoring	:	Mrs. T. Ratnajothi
Director Property Management and Revenue	:	Vacant

Project Directors of Project Management Units

Project Director (Outer Circular Highway – Phase III)	Mr. N.K.L.Netthikumara
Project Director (Extension of Southern Expressway Project Section 1)	Mr. M.S. Nilawfer
Project Director (Extension of Southern Expressway Project Section 2)	Mr.K.W. Kandambi
Project Director (Extension of Southern Expressway Project Section 3)	Mr.K.W. Kandambi
Project Director (Extension of Southern Expressway Project Section 4)	Mr. A.P.K. Abeydeera
Project Director (Central Expressway Project Section 1)	Mr. W.K.Kodituwakku
Project Director (Central Expressway Project Section 2)	Mr. K.H.M.A.K. Kehelella (Covering Up)
Project Director (Central Expressway Project Section 3)	Mr. L.V.S. Weerakoon
Project Director (Central Expressway Project Section 4)	Mr. L.V.S. Weerakoon(Acting)
Project Director (Special Project Management)	Mr. S.H. Jayasinghe (Acting)
Project Director (Miscellaneous Foreign Aided Project)	Mr. I.K.Baddegama (Acting)
Project Director (Transport Connectivity and Asset Management Project) / Head PIU (Climate Resilience Improvement Project)	Mr. L.U.D. Atapattu
Project Director (Southern Road Connectivity Project)	Mr. W.K.Kodituwakku
Project Director (Priority Roads Projects 3 - Phase I(A))	Mrs. W.T.I.N. Tissera
Project Director (Priority Roads Projects 3 - Phase I(B))	Mr. S.H. Jayasinghe
Project Director (Priority Roads Projects 3 - Phase II)	Mr. M.R. Sudath
Road Network Improvement Project(China Exim Bank-Hunan funded)	Mr. M.R. Sudath
Project Director (Local Bank Funded Project)	Mr. W.R.A.N. Pemathilake
Project Director (Northern Road Connectivity Project/Port Access Elevated Highway)	Mr. A.H.M. Nizar
Project Director (UK Steel Bridge Project/Spanish Flyover Project)	Mr. A.P.M. Warnakulasooriya
Project Director (Badulla-Chenkaladi Road Improvement Project)	Mr. J.A.V.S. Jayakodi
Project Director (New Kelani Bridge Construction Project)	Mrs. D.A.S.Jayasekara
Project Director (Landslide Disaster Protection Project of the National Road Network)	Mr. K.P. Kodithuwakku
Project Director (i-ROAD Project - Project Co-ordination / Western Province)	Mrs. K. R. D. J. K. Weerakoon/ Mr. L.U.D.
Project Director (i-ROAD Project - Central Province)	Mr. A.S.A. Azher

Project Director (i-ROAD Project - Southern Province)	Mr. S.R. Pathirana
Project Director (i-ROAD Project - North Western Province)	Mr. R.M.P. Rathnayake
Project Director (i-ROAD Project - Sabaragamuwa Province)	Mr. A.A. Premathilaka
Project Director i Road UVA (i Road - II)	Mr.A.L.M.Nizar /Mr. M.M.G.K. Muhandiram
Project Director i Road East (i Road -II)	Mr. T.Pathmarajah
Project Director i Road NP (i Road - II)	Mr. C.Vathanakumar
Project Director i Road WP (i Road - II)	Mrs. K. R. D. J. K. Weerakoon
Project Director (Ruwanpura Expressway Project)	Mrs. H.G.N. Premakanthi (Acting)
Project Director (Elevated Highway from New Kelani Bridge to Athurugiriya Project)	Mr. K. Selvanathan

Introduction

Annual Report of the Road Development Authority (RDA) for the year 2020 discusses the organizational and operational aspects of RDA in brief and provides rather detailed information on its performance and achievements during the year. A brief overview on operational aspects and performance of the RDA has been given at the beginning and the organizational aspects of the RDA have been discussed. The performance of each functional division with respect to the area of work/ service of the RDA during the year 2020 have been enumerated next. The detailed information on each foreign funded project, the management of which was directly handled by the Ministry of Highways also has been included. The overall financial performance of RDA has been presented under a separate chapter of the report. At the end of the report achievement of goals and objectives has been presented, while the financial statement and the Auditor General's Report has been given as Annexes to the report.

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Abbreviations

AADT	Annual Average Daily Traffic
ADB	Asian Development Bank
ADG	Additional Director General
ADT	Average Daily Traffic
AO&M	Asset Operation & Management
BIQ	Basic Information Questionnaire
BIV	Bridge Inspection Vehicle
BMS	Bridge Management System
Bn	Billion
BOQ	Bill of Quantity
CDB	China Development Bank
CE	Chief Engineer
CEA	Central Environmental Authority
CEP	Central Expressway Project
CEB	Ceylon Electricity Board
CKE	Colombo – Katunayake Expressway
CP	Contract Package
DCP	Dynamic Cone Penetration
DF	Domestic Funds
DG	Director General
Dwg	Drawings
EDCF	Economic Development Corporation Fund
EE	Executive Engineer
EOM&M	Expressway Operation, Maintenance and Management
EOT	Extension Of Time
EP	Eastern Province
EPF	Employees’ Provident Fund
ESDD	Environmental and Social Development Division
ESEP	Extension of Southern Expressway Project
ETF	Employees’ Trust Fund
Exp	Expressway
FAG	Foreign Aid Grants
FAL	Foreign Aid Loans
FARDF	Foreign Aid related Domestic Funds
FWD	Falling Weight Deflectometer
GIC	Government Information Center
GIS	Geographic Information System
GOSL	Government of Sri Lanka
GPRS	General Packet Radio Service
GPS	Global Positioning System
HDM – 4	Highway Development & Management - 4
HIMS	Highways Information Management System
IC	Interchange
ICTAD	Institute for Construction Training and Development
ITS	Intelligent Transport System

JICA	Japanese International Cooperation Agency
KFAED	Kuwait Fund for Arab Economic Development
km	Kilometer
LAIS	Land Acquisition Information System
LBFP	Local Bank Funded Project
LED	Light Emitting Diode
LOA	Letter of Acceptance
MCC	Manual Classification Counts
MFAP	Miscellaneous Foreign Aided Project
MFNSV	Multi Function Network Survey Vehicle
MIS	Management Information System
MM	Maintenance Management
Mn	Million
MOFP	Ministry of Finance and Planning
MOHP&S	Ministry of Highways, Ports & Shipping
MOU	Memorandum of understanding
MPC	Ministry Procurement Committee
MW	Mawatha
NAITA	National Apprentice and Industrial Training Authority
NBT	Nation Building Tax
NCP	North Central Province
NIBM	National Institute of Business Management
NP	Northern Province
NPD	National Planning Department
NRCP	Northern Road Connectivity Project
NWP	North Western Province
NWS & DB	National Water Supply & Drainage Board
OCH	Outer Circular Highway
OFID	OPEC Fund for International Development
OPEC	Organization of the Petroleum Exporting Countries
PCU	Passenger Car Unit
PD	Project Director
PIP	Project Implementation Plan
PM&R	Property Management and Revenue
PMU	Project Management Unit
POS	Point of Sales
PRP	Priority Roads Project
PSC	Pre Stressed Concrete
R&D	Research and Development
RBCD	Rural Bridge Construction Division
RDA	Road Development Authority
RFAL	Reimbursable Foreign Aid Loans
RIS	Road Information System
ROW	Right of way
RP	Resettlement Plan
RPPF	Road Project Preparatory Facility

Rs.	Sri Lankan Rupees
SCAPC	Standing Cabinet Appointed Procurement Committee
SCARC	Standing Cabinet Appointed Review Committee
SFD	Saudi Fund for Development
SI	System Interchange
SLLR & DC	Sri Lanka Land Reclamation & Development Corporation
SLRAMS	Sri Lanka Road Asset Management System
SOR	Scheme of Recruitment
SP	Southern Province
SPMU	Special Projects Management Unit
SRCP	Southern Road Connectivity Project
STDP	Southern Transport Development Project
TLS	Traffic Light System
TOR	Terms Of Reference
UDA	Urban Development Authority
UP	Uva Province
VAT	Value Added Tax
VOC	Vehicle Operating Cost
WB	World Bank
WLAN	Wireless Local Area Network
WP	Western Province
WPP	Western Provincial Project office

Overview

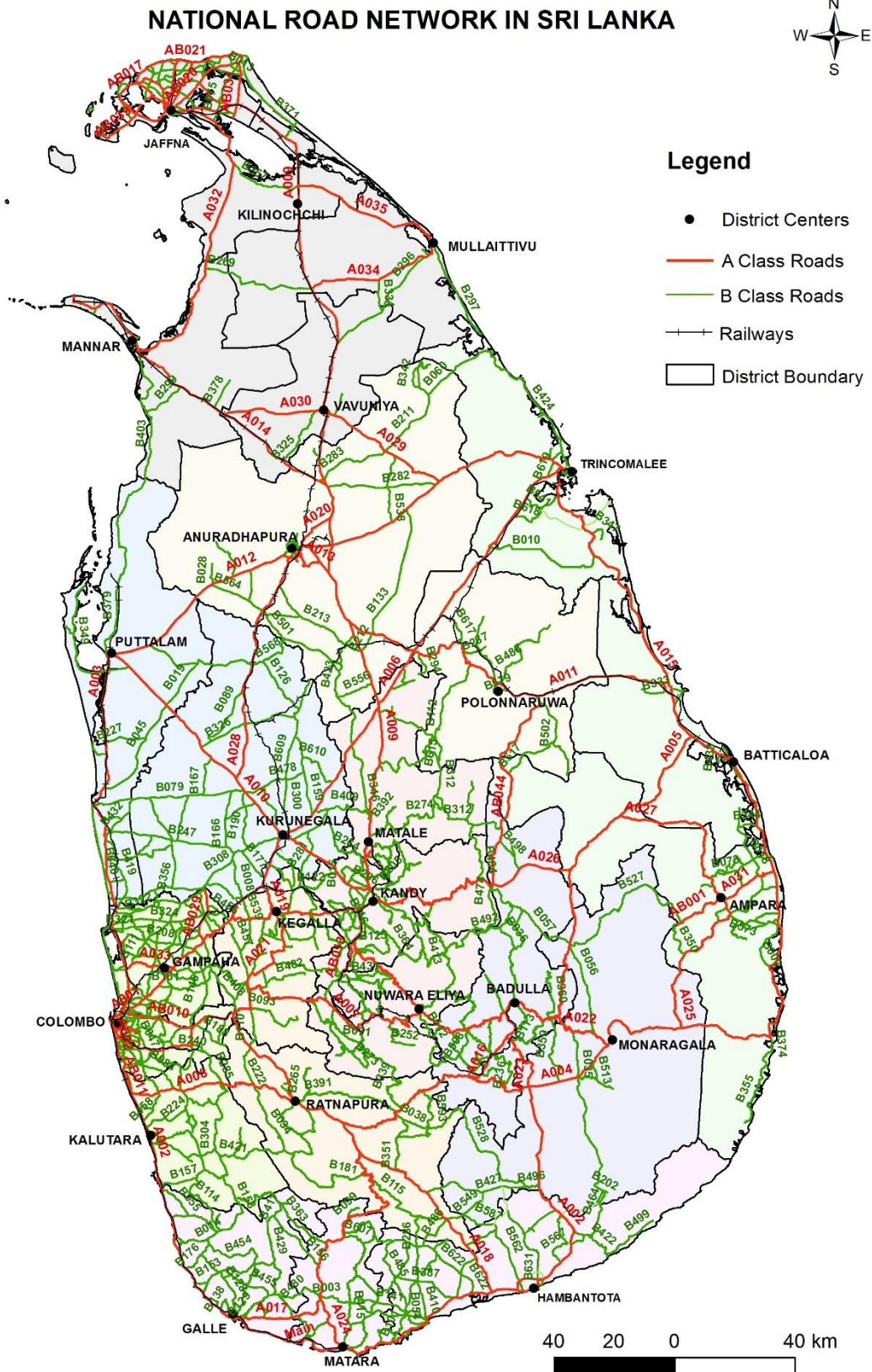
The socio – economic development and subsequent economic growth of any nation is strongly linked to its transport infrastructure. Moreover, the level and quality of transportation systems in any country are of crucial significance in influencing political, economic and social progress, and these must be considered at every stage of local, national and regional development planning. Recently, most of the significant development programmes have been implemented under Infrastructure development whilst considerable portion of the budget allocation was intended to highway sector.

The current road density of Sri Lanka of 1.7 km of roads per square kilometer is very high when compared to its regional peers. Sri Lanka's road network is dense and well laid out to provide accessibility to the country's entire population across the provinces. However, with the steady growth of vehicular traffic since 1978, the capacity of the road transport system still has become inadequate which resulting the reduced efficiency in mobility especially in city areas. However, the RDA has been working on a sustainable programme to rehabilitate and improve the National Road Network to reach the required level of service.

Road network of Sri Lanka is mainly divided into three categories as National Roads, Provincial Roads and roads governed by Local Authorities. The RDA takes over roads that belong to the Provincial Councils / Local Authorities time to time considering the network connectivity and enlist them into the National Road Network. The National Road Network consists of 12,224.7km of Trunk (A class) and Main (B class) roads, 271.68 km of Expressways and about 4,250 bridges (span of more than 3m) as at end of 2020. Road Development Authority is responsible for maintenance and development of the National Road Network and planning, design and construction of new highways, bridges and expressways to augment the existing road network.

Table 1: National Highway Network of Sri Lanka

Province	Expressways/km	National Roads/km		
	E Class	A Class	B Class	Total
Western	108.00	373.79	1,235.26	1,609.05
Central		408.59	1,333.71	1,742.30
Southern	161.82	352.91	1,154.39	1,507.30
Northern		734.49	524.99	1,259.48
Eastern		619.55	551.14	1,170.69
North Western		352.80	1,005.14	1,357.94
North Central		491.19	706.12	1,197.31
Uva		468.52	692.94	1,161.46
Sabaragamuwa	1.86	415.58	803.55	1,219.13
Total	271.68	4,217.42	8,007.24	12,224.66



Map 2: National Road Network in Sri Lanka

Maintenance of National Highways

The roads have to be maintained regularly to prevent from deterioration and to keep their service quality at satisfactory level throughout the year. The total funds required for the road maintenance allocated under the Road Maintenance Trust Fund are released to the regions according to the road condition assessments. In addition to the routine maintenance, the RDA has a system to carry out periodic maintenance such as sand sealing and crack sealing. During the year 2020, 307km of roads have been sand sealed /resurfaced /crack sealed.



Expressway Construction

The expressway network of Sri Lanka has been identified covering all important corridors in order to cater to the future traffic demand and development activities. Construction of Godagama to Brawakumbuka section of the Southern Expressway (E01) was completed and opened to public on 25th February 2020. Central Expressway starts from Kadawatha on the OCH and extend towards Dambulla, via Kurunegala with links to Galagedara from Pothuhera. Civil works is in progress for Kadawatha to Kurunegala section.



Road Rehabilitation and Improvement

Rehabilitation of roads is equally important to keep the road network in serviceable condition. The rehabilitation helps to extend the useful life of a road preventing imminent fall of service quality and transportation breakdowns. Mear routine maintenance and rehabilitation of the age old highways do not contribute much to achieve desired mobility without improving them to add extra capacity. Capacity, riding quality, road safety and traffic management are the prime factors that need to be addressed to achieve the desired mobility on the road network. During the year 2020, rehabilitation and improvement of about 124km of Natioanl roads, 32 bridges and 3,013 km of rural roads have been completed.



Collection of Income

The RDA makes income as consultancy fees for providing advisory services, designs and carrying out field and laboratory tests. It also earns revenue from its assets as expressway tolls and rent from shopping complexes, gantries, resting parks in addition to the income from bus shelters, TV cable poles, hoardings, lottery stalls and fines from unauthorized hoardings etc.

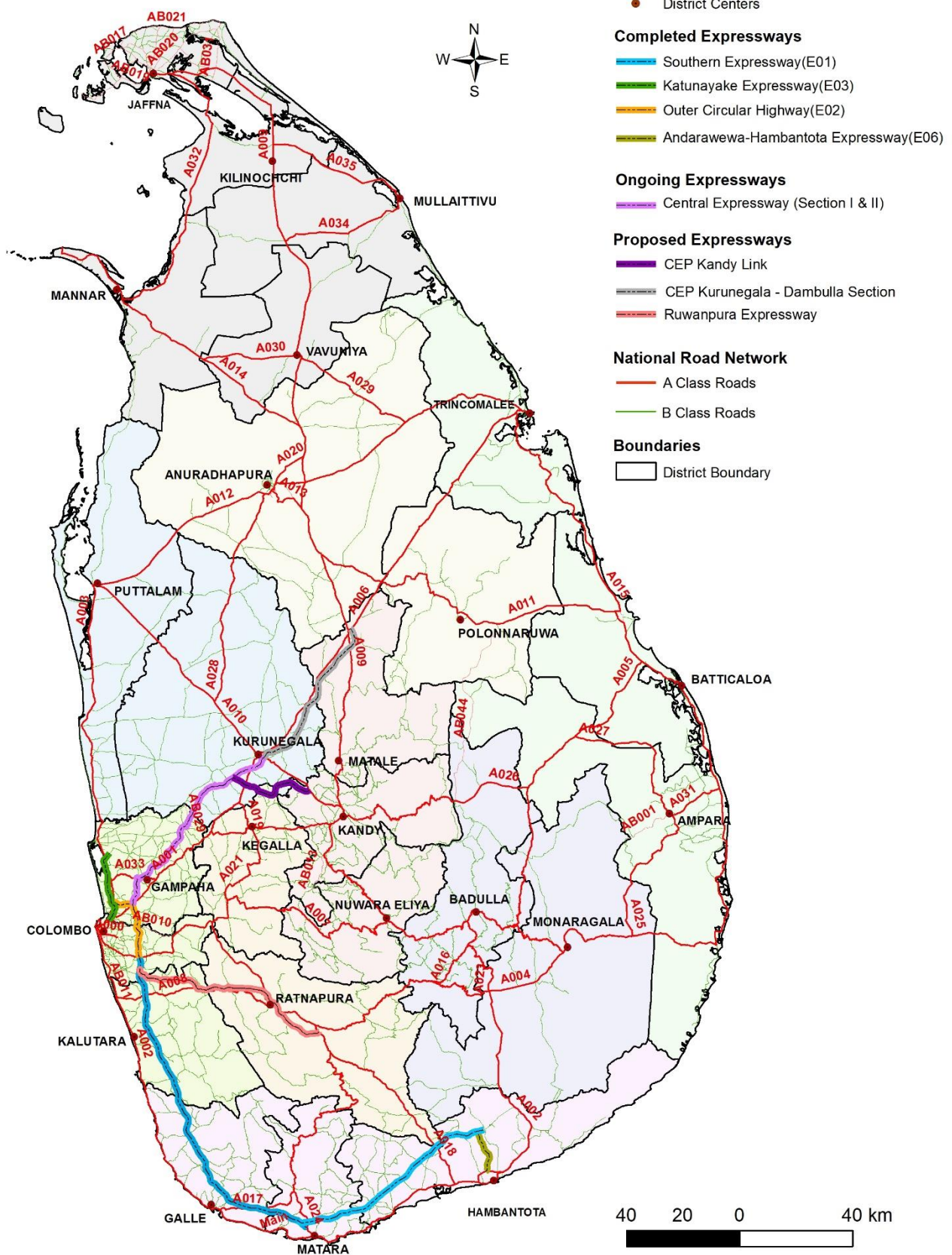
Financial Performance

The total funding allocation for RDA including domestic and foreign funds for the year 2020 was Rs. 254.82 billion and expenditure was Rs. 226.07 billion.

Table 2: Financial Performance based on source of funds

Source of fund	Allocation (Rs Mn)	Expenditure (Rs Mn)
Domestic Funds	42,490.69	40,421.62
Foreign Loans	189,541.75	168,028.28
Reimbursable Foreign Loans	102.93	99.87
Foreign Finance Associated Costs	20,293.60	16,859.13
Foreign Financing related Domestic Co- financing	2,394.95	658.81
Total	254,823.92	226,067.72

EXISTING AND PROPOSED EXPRESSWAY NETWORK IN SRI LANKA



Map 3: Expressway Network in Sri Lanka

An Introduction to RDA

The Road Development Authority (RDA), incorporated as a statutory body under the Ministry of Highways by the RDA Act No.73 of 1981, became successor to the Department of Highways in 1986. Since then, the RDA has become responsible for the maintenance and upgrading the National Highway Network.

Road Development Authority is one of the institutions under the Ministry of Highways which is the apex organization in Sri Lanka for highways sector. The Ministry is responsible for the formulation of policies and programmes covering the subjects related to Highways sector.

The RDA is the premier highway authority in the country and is responsible for the maintenance and development of the National Highway Network, comprising the Trunk (A Class) roads, Main (B Class) roads and Expressways and the planning, design and construction of new highways, bridges and expressways to augment the existing National road network.

The National Highway Network consisted of 12,496.3km of roads including Expressways of length 271.7 km and about 4,250 bridges as of the end of 2020.

Management of the RDA

RDA is managed through a Board of Management appointed by the Hon. Minister in charge of highways. The Board of Management is responsible to the Hon. Minister for the implementation of Government Policy for the development of the National Highway Network in the country.

Seven board meetings were held during the year 2020 and the Board of Management comprised of the following members as given below.

Board of Management of RDA for year 2020

Chairman: Mr.C.P.Athuluwage

Appointed Members:

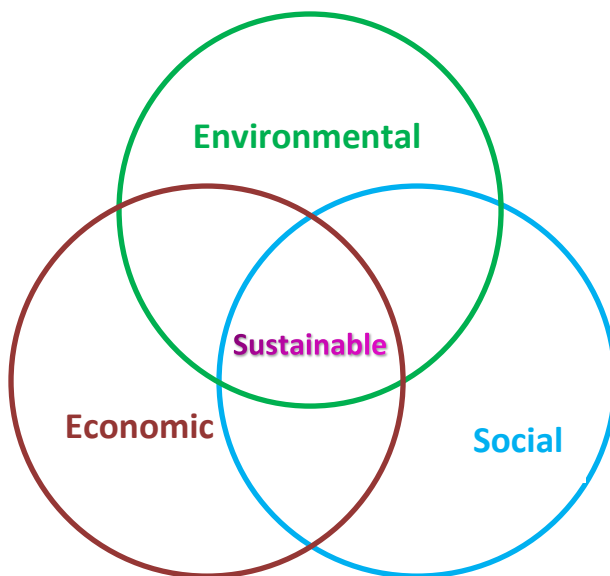
- Mr.B.M.C.K.Basnayake
- Mr.Chryshantha Kapuwatta
- Mr.C.P.Ratwatte
- Mr.S.Yehiya
- Dr.I.D.M.Rathnayake
- Dr.G.A.J.S.Bandara

Ex-Officio Members:

- Mrs.E.A.R.Renuka
- Mr.P.Ranaweera
- Mr.R.H.Ruvinis (Retired in Oct 2020)/ Mr.T.Wijethunga
- Mr.D.P.Wickramasinghe
- Mr.M.R.G.A.B.Muthukude
- Mr.K.P.B.V.Silva
- Mr.W.H.K.D.B.Rathnayake
- Mr.H.Jayasinghe

Our Vision

Sustainably Developed Sri Lanka



Our Mission

As the premier national organization of the road sector, to provide an adequate and efficient network of national highways, to ensure mobility and accessibility at an acceptable level of safety and comfort, in an environment friendly manner, for the movement of people and goods paving way for the socio-economic development of the nation.



Goals and Objectives

- ❖ Achieve an adequate national highway network;
- ❖ Achieve an acceptable level of mobility in the national highway network through maintaining the roads at an acceptable condition;
- ❖ Provide a high mobility expressway network;
- ❖ Take measures to reduce road user cost;
- ❖ Improve road safety in the national highway network;
- ❖ Ensure protection of the environment in all its activities;
- ❖ Ensure efficient utilization of assets and investments;
- ❖ Promote organizational development to enhance overall performance of RDA;
- ❖ Assist in the development of the local road construction industry.



Organizational Structure

The RDA is a major Civil Engineering Organization with specialized skills in Highway and Bridge Planning, Design, Construction, Maintenance and Highway Safety. The organizational structure is designed to carry out the functions assigned to the RDA and to achieve its goals and objectives.

The RDA organization under the Board of management has the Director General as the Chief Executive Officer. In the organizational structure, the Director General is assisted by 5 Additional Director Generals and 19 Directors to carry out various functions.

In addition there are 27 Project Management Units headed by Project Directors of under the Ministry of Highways and are appended to the RDA through the Director General. The organizational chart of the RDA is given in figure 1.

Employees of the RDA

The total approved cadre of the RDA under different service categories is given in the table below.

Table 3: Summary of the Approved Cadre of RDA

No	Category of Employees	Approved Cadre
1	Senior Management Service	88
2	Engineering Service	769
3	Administrative officer's Service	19
4	Information technology Service	19
5	Accountant's Service	29
6	Legal officer's Service	6
7	Junior Administrative Service	47
8	Account / Audit Assistant's Service	70
9	Associate Officer's Service	78
10	Technical Service - I	103
11	Technical Service - II	1,102
Extra Services		
12	Clerical & Allied Service	2,266
13	Supportive staff	2,603
Sub Total		7,199
14	Labor (Permanent)	4,024
15	Labor (Casual)	
Total		11,223

Functional Divisions

In the organizational structure of the RDA, there are 19 functional divisions of which each Division is headed by a Director. The Directors of all the divisions are reporting to the Additional Director General, to the Director General or directly to the Chairman as per the details given below;

The Directors of the following two Divisions are directly reporting to the Chairman.

Internal Audit Division

Quality Assurance & Progress Monitoring

The Director Legal (*Legal Division*) is directly reporting to the Director General.

The Directors of the following seven Divisions are directly reporting to the Additional Director General (Asset Operation & Management)

Construction Division

Maintenance Management Division

Property Management and Revenue Division

Rural Bridge Construction Unit

Procurement Division

Mechanical Division

Expressway Operation, Maintenance & Management Division

The Directors of the following four Divisions are directly reporting to the Additional Director General (Construction Design).

Highway Designs Division

Engineering Services Division

Research & Development Division

Environment & Social Development Division

The Directors of the following three Divisions are directly reporting to the Additional Director General (Networks Planning).

Planning Division

Land Division

Training Division

The following two Divisions come under the Additional Director General (Administration and Finance)

Administration Division

Finance Division

As there is no ADG (Administration and Finance) has been appointed yet, these divisions report directly to DG.

Project Management Units

Most of the foreign funded projects are handled by the respective Project Management Units (PMUs), and they are functioning as independent PMUs under the Ministry of Highways & Road Development and Petroleum Resources Development. Projects Management Units are as follows;

1. PMU of Outer Circular Highway Project Phase 3
2. PMU of Extension of Southern Expressway Project Section 1
3. PMU of Extension of Southern Expressway Project Section 2
4. PMU of Extension of Southern Expressway Project Section 3
5. PMU of Extension of Southern Expressway Project Section 4
6. PMU of Central Expressway Project Section 1
7. PMU of Central Expressway Project Section 2
8. PMU of Central Expressway Project Section 3
9. PMU of Central Expressway Project Section 4
10. PMU of Priority Road Project 3- Phase I(A)
11. PMU of Priority Road Project 3- Phase I(B)
12. PMU of Priority Road Project 3- Phase II
13. PMU of Miscellaneous Foreign Aided Project
14. PMU of Southern Road Connectivity Project
15. PMU of Northern Road Connectivity Project
16. PMU of Special Project Management Unit
17. PMU of Transport Connectivity and Asset Management Project
18. PMU of Local Bank Funded Project
19. PMU of Badulla - Chenkaladi Road Improvement Project
20. PMU of the New Bridge Construction Project Over Kelani River

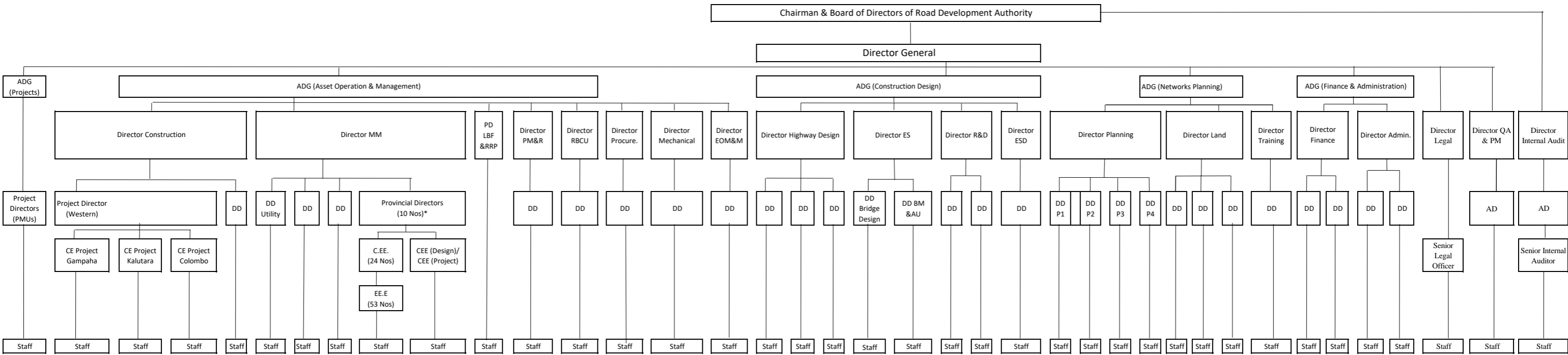
21. PMU of Climate Resilience Improvement Project
22. PMU of Integrated Road Investment Programme (i-Road) Project (I& II)
23. PMU of China EXIM Bank (Hunan Branch) Funded Project
24. PMU of Landslide Disaster Protection Project
25. PMU of UK Steel Bridge Project/Spanish Flyover Project
26. PMU of Elevated Highway from New Kelani Bridge to Athurugiriya Project
27. PMU of Port Access Elevated Highway Project
28. PMU of Ruwanpura Expressway Project

These PMU's maintain independent accounting units, responsible to the Ministry of Highways & Road Development and to Road Development Authority. At the RDA level, the activities of those projects are coordinated by the Additional Director General (Projects).

The organizational chart of the Project Management Units of the RDA is given in Figure 2.

Provincial Setup

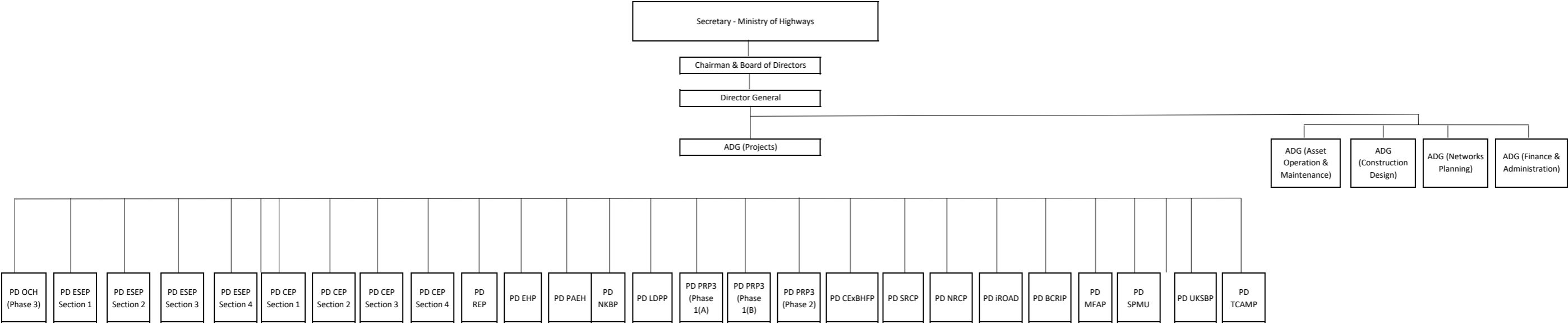
Under the provincial set up of the RDA, there are 10 Provincial Directors reporting to Director Maintenance Management. As the Eastern Province has been divided into two regions, there are two Provincial Directors in that Province, one in Batticaloa and the other in Akkaraipattu. Under each Provincial Director, there is a Chief Engineer for each District and an Executive Engineer for each division. The Provincial Directors, Chief Engineers and Executive Engineers are supported by a number of other Engineers and Technical staff appointed on the basis of the workload.



ABBREVIATION

- ADG - Additional Director General
- Admin. - Administration
- C.EE. - Chief Engineers
- DD - Deputy Director
- EE.E - Executive Engineers
- PD - Project Director
- EOM&M - Expressway Operation, Maintenance & Management
- ES - Engineering Services
- ESD - Environment and Social Development
- MM - Maintenance Management
- PM&R - Property Management & Revenue
- PMUs - Project Management Units
- Procure. - Procurement
- R&D - Research & Development
- RBCU - Rural Bridges Construction Unit
- QA&PM - Quality Assurance & Progress Monitoring
- BM &AU - Bridge Management and Assessment Unit
- * Including Additional Provincial Director(Akkaraipattu)

Figure 1: Organization Chart of Road Development Authority (RDA)



ABBREVIATION

- | | |
|---------|---|
| ADG | - Additional Director General |
| PD | - Project Director |
| NKBP | - New Bridge Construction Project Over Kelani River |
| LDPP | - Landslide Disaster Protection Project |
| PRP | - Priority Road Project |
| ESEP | - Extension of Southern Expressway Project |
| CEP | - Central Expressway Project |
| CRIP | - Climate Resilience Improvement Project |
| EHP | - Elevated Highway Project |
| iROAD | - Integrated Road Investment Programme |
| MFAP | - Miscellaneous Foreign Aided Project |
| NHSP | - Southern Road Connectivity Project |
| NRCP | - Nothern Road Connectivity Project |
| OCH | - Outer Circular Highway Project |
| BCRIP | - Badulla - Chenkaladi Road Improvement Project |
| REP | - Ruwanpura Expressway Project |
| SPM | - Special Project Management Unit |
| UKSB | - UK Steel Bridge Project |
| TCAMP | - Transport Connectivity and Asset Management Project |
| LBF | - Local Bank Funded Projects |
| PAEH | - Port Access Elevated Highway |
| CExBHFP | - China Exim Bank(Hunan Branch) Funded Project |

Figure 2 : RDA Project Management Units’ Organizaton Chart

Performance of the RDA during year 2020

1. Road Maintenance

Maintenance of the National Road Network is implemented through the Maintenance Management (MM) Division and the Director (Maintenance Management) direct and coordinate the works of the Provincial Directors with the assistance of the Deputy Directors.

In order to maintain and improve the quality condition and mobility of the national road network MM Division implement the following main activities.

- Routine/ Recurrent Maintenance (Maintenance of Roads rehabilitated under Foreign Funds)
- Periodic Maintenance (Surface Application / Minor Improvement)
- Structure Improvement (Bridges, Culverts, Drainages)
- Maintenance of Lights, Signal Lights, Road Markings & Installation of Road Furniture
- Emergency Work / Disaster works
- Operation and Maintenance of Ferries

Table 4: Progress of Periodic Maintenance Rectification, Resurfacing and Sand sealing in 2020

<i>Province</i>	<i>Sand Sealing, AC Overlay and Crack Sealing (km)</i>
Western Province	18.13
Central province	36.98
Southern Province	15.42
Northern Province	68.35
Eastern Province	0
Eastern Province (APD – Akkaraipattu)	1.5
North Western Province	0
North Central Province	74
Uva Province	41.95
Sabaragamuwa Province	50.73
<i>Total</i>	<i>307.06</i>

Table 5: Progress of RMTF Road Maintenance Work in Year 2020

Description		Allocation 2020 Rs.	Expenditure 2020 Rs.
Project 01 -	Routine Recurrent Maintenance (Maintenance of Roads rehabilitated under Foreign Funds (Kuwait , JICA , ADB , WB)	1,820,000,000.00	1,809,819,359.58
Project 02 -	Periodic Maintenance (Surface Application / Minor Improvement)	913,000,000.00	898,977,601.29
Project 03 -	Structure Improvement (Bridges, Culverts, Drainages)	344,000,000.00	341,529,951.92
Project 04 -	Maintenance of Lights, Signal Lights, Road Markings & Installation of Road Furniture	828,000,000.00	825,222,871.11
Project 05 -	Emergency Work / Disaster works	878,000,000.00	865,512,898.72
Project 06 -	Operation and Maintenance of Ferries	9,891,000.00	8,247,209.21
Total		4,792,891,000.00	4,749,309,891.83

2. Highways Development under Local funds

a. Widening & Improvement of Roads/Bridges under GOSL Fund

The Construction Division handles the widening and improvements of National roads under the allocation of Local funds. Important road links that connect main roads and smaller road sections that need attention but cannot be offered to donor funding and small weak bridges are being rehabilitated and reconstructed under the widening and improvement programme. At the pre - construction stage, preparation of Tender documents, placing paper notices for inviting bids, issue of Bidding Documents, opening of Bids and issuing of Letter Of Acceptance (LOA) are implemented and in the post – construction stage, Director Construction facilitates, the employer (Director General RDA) by Monitoring the Financial and Physical Progress, by inspecting, checking and advising the site work, by evaluating and recommending approval for Payment Certificates, variation to the Contracts, Extension of Time (EOT), Price Escalations, Termination (In case of lack of progress) etc.

During 2020, widening and improvement of 148.47 km were completed and 212.85 km were in progress as at end of 2020 under GOSL funds.



Pedestrian underpass in front of the Hospital, Kuliya, Kuliya



Rehabilitation of Ambepussa - Kurunegala - Trincomalee Road (33+000 - 37+000km)
Balance Work

Table 6: Details of Projects carried out under Widening and Improvement in 2020

District	Allocation for the year 2020	Expenditure for the year 2020	Awarded in 2020		Ongoing as at end of 2020		Completed during 2020	
			No.of Projects	Length/km	No.of Projects	Length/km	No.of Projects	Length/km
Western Province								
Colombo	441.55	439.56	5	0.77	20	8.77	2	45.71
Gampaha	356.99	356.32	4	6.23	16	38.72	8	6.73
Kalutara	115.02	113.96	3	1	11	10.25	0	2.21
Central Province								
Kandy	264.73	264.61	3	0	31	9.51	0	13.5
Matale	33.80	33.80	0	0	21	7.21	0	0.3
Nuwara Eliya	105.46	105.46	0	0	32	33.99	0	1.7
Southern Province								
Matara	377.80	377.80	0	0	10	34.1	0	0
Galle	40.50	40.42	1	0	2	1.85	0	0
Hambantota	123.89	123.89	0	0	6	4.78	1	0.35
Northern Province								
Jaffna	67.29	67.29	0	0	11	9.04	0	0
Killinochchi	157.09	157.09	1	0	27	2.73	0	22.83
Mannar	0.00	0.00	0	0	4	4.80	0	0
Vavuniya	91.89	91.89	2	3.04	1	1	0	0
Mullative	23.29	23.29	0	0	8	1.75	0	0
Eastern Province								
Batticaloa	31.82	31.82	1	0	3	1.25	0	3.25
Ampara	22.88	22.13	0	0	1	0	0	1.46
Trincomalee	56.62	56.62	0	0	1	0.93	1	0.7
North Western Province								
Kurunagala	333.67	333.67	2	4	24	6.4	0	17.68
Puttlam	165.10	165.10	0	0	2	2	28	23.15
North Central Province								
Anuradhapura	128.67	128.67	0	0	3	4.4	0	4.27
Polonnaruwa	8.99	8.99	0	0	2	1.9	0	0
Uva Province								
Badulla	127.38	127.38	0	0	5	9.15	0	0
Monaragala	41.62	41.62	5	0	2	9.6	0	0
Sabaragamuwa Province								
Kegalle	114.61	114.61	0	0	5	0.29	1	0.49
Rathnapura	122.45	122.45	1	0	11	8.43	0	4.14
Total	3,353.10	3,348.42	28	15.04	259	212.85	41	148.47

b. Local Bank Funded Road Projects

This project was established to manage the contracts for the rehabilitation/up gradation of roads which are funded by the local commercial banks and Consulting by Road Development Authority and some of the Roads are consulting by CECB and the Contractors are local. 64 no of road/bridge projects implemented under this project. Almost all projects have been completed by end of 2019.

Table 7: Progress of Local Bank Funded Road Projects during year 2020

Road/ Bridge Name	TEC (RS Mn)	Date of Commencement	Date of completion	Progress up to 2019	Expenditure up to 2019 (RS Mn)	Progress as at end of 2020	Expenditure during the year 2020 (RS Mn)
Colombo -Kandy Road A001 (Kadawatha - Nittambuwa)-23km	6,956.05	10.09.2013	31.12.2018	99.9%	5,958.80	100%	253.36

Table 8 : Progress of Land Acquisition

Road	Progress	Remarks
Colombo – Kandy Road	99%	Delay due to delaying payment of compensation

c. Awakening Polonnaruwa District Development Programme

The government has taken steps to implement “Awakening Polonnaruwa” District Development programme within the period of 2016-2020 and commenced urgent projects under the approval granted by the Cabinet of Ministers.



Map 4: Map of Awakening Polonnaruwa Programme

Table 9: Progress of activities during the year 2020

Description/ Road Name	Chainage(km)		TEC (Rs.Mn) with VAT	Date of Commencement	Anticipated/Actual Date of completion	Progress up to end of 2019 (%)	Expenditure up to end of 2019 (Rs.Mn)	Progress as at end of 2020 (%)	Expenditure During the year 2020 (Rs.Mn)
	From	To							
Improvements to Elahera-Girithale Road (B112)	0+000	29+000	3,422.98	03.01.2017	29.06.2019	100.0	1709.0	100.0	397.3
Improvements to Manampitiya -Aralagnwila Maduruoya Road	3+000	33+000	2,049.41	03.01.2017	09.05.2019	45.0	563.1	45.0	121.6
Improvements to Minneriya- Galoya Road	0+000	14+540	1,553.47	03.01.2017	07.08.2019	97.0	652.6	98	236.2
Improvements to Dehiattkandiya- Aralagnwila Road	0+000	21+100	1,656.66	03.01.2017	23.03.2019	100.0	889.2	100.0	159.9
New Bridge Across Kumbukkan Oya	-	-	132.89	03.01.2017	03.03.2018	100.0	103.3	100.0	3.2
Improvements to Maradankadwala- Habrana - Tirikkondiyadimadu Road	66+350	71+310	1,333.20	03.01.2017	30.11.2019	100.0	907.0	100.0	330.9
Improvements to Dambulla-Bakamuna- Kalagahawela Road (B615)	18+450	32+048	1,062.68	03.01.2017	14.08.2018	100.0	484.0	100.0	44.7
Improvements to Polonnaruwa New Town Road	0+000	1+100	323.21	03.01.2017	31.10.2019	100.0	206.2	100.0	61.5

d. Development of 100,000 kms of Alternative Roads to Access Main Roads and Expressways

According to the new National policy framework “Vistas of Prosperity and Splendour” the Programme for development of 100,000 km alternative road system to facilitate a higher level of access to main roads, expressways and all internal and rural access roads was commenced in 2020. This program has been approved by the Cabinet of Ministers via memorandum No. 19/3398/001 dated 18/12/2019. This program has been planned to complete in 5 years.

The Ministry of Roads & Highways implement this program in all districts of the country by awarding contract packages to the contractors who are registered under CIDA through grades C6 to CS2, contractors registered with Provincial Councils, and contractors presently working under RDA and contractors with pending upgrade to CIDA registration.

The program is implemented under following four methods;

- Contract Awarding
- Work Orders
- Direct Labor
- By Sri Lanka Army

Table 10: Plan of the 100,000km Programme

Year	Length (km)
2020	8,000
2021	30,000
2022	25,000
2023	25,000
2024	12,000
Total	100,000

Table 11: Summary Progress of Development of 100000 km of Alternative Roads

Description	TEC(Rs. Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at end of 2020	Expenditure During the Year 2020 (Rs. Mn)	Remarks
Development of 100,000 km of Alternative Roads to Access Main Roads and Expressways	2,000,000	20.04.2020	19.04.2024	4.17%	2,976.31	Treasury Funds
					16,136.90	From Loans
Total					19,113.21	

Table 12: Provincial Summary of 100,000km of Alternative Roads Development programme as at 31st of December 2020

Province District	No. of Roads	Length of Road	Road Completed		No. of Roads Ongoing			
			No. of Roads	Length (km)	100-50%		50-0%	
					No. of Roads	Length (km)	No. of Roads	Length (km)
Central	956	1,418.98	107	180.99	62	89.64	393	604.20
Uva	504	1,093.31	34	82.44	26	63.79	225	536.24
North Central	616	921.70	34	40.25	39	44.90	283	406.69
Southern	1,434	2,030.27	214	273.83	76	159.70	560	836.73
Western	1,651	1,539.44	269	215.65	78	56.30	660	414.69
Northern	295	438.38	0	0	3	4.65	81	98.79
Sabaragamuwa	926	1,218.47	59	66.02	25	43.06	325	464.78
Eastern	553	681.48	52	27.22	41	40.48	144	191.37
North Western	1,102	2,034.14	83	183.96	102	176.43	502	942.52
Grand Total	8,037	11,376.16	852	1,070.35	452	678.94	3,173	4,496

Ragala Reywaka Road (Nuwara Eliya)



Before



After

Dunkannawa to Sandanangama - Puttalam District



Before



After

Salalihini Mawatha, Colombo



Before



After

3. Reconstruction of Bridges under Local Funds

a. Reconstruction of Damaged/ Weak Bridges on National Highways

Reconstruction of Damaged/ Weak Bridges on National Highways is executed through the Maintenance Management (MM) Division. Under this program improvement of weak bridges were attended through ICTAD registered contractors. In this year 2020, 18 bridges were completed, the provincial progress is given below.

Table 13: Progress of Weak Bridges Improvement Work 2020

Province	Estimated Cost (Rs. Mn)	No. of Bridges	Physical Progress		Expenditure upto end of 2020 (Rs. Mn)
			Completed	On Going	
Western Province	530.0	10	2	8	79.15
Central Province	710.01	14	4	10	161.05
Southern Province	41.9	1	1	0	19.57
Northern Province	18.07	3	2	1	6.13
Eastern Province	86.5	3	3	0	48.96
Eastern Province (APD – Akk)	0.0	0	0	0	2.98
North Western Province	199.96	5	2	3	41.12
North Central Province	198.53	8	2	6	53.19
Uva Province	95.0	2	1	1	29.06
Sabaragamuwa Province	183.79	4	2	2	56.45
Total	2,063.76	50	19	31	497.66

b. Rural Bridge Construction

Mainly Rural Bridge Construction Division is responsible for construction of rural bridges using steel components from dismantle old bridges, construction of Bailey Bridges under emergency situations and attending urgent repairs of RDA bridges.

Table 14: Bridges Completed in 2020

No	Road Name/ Bridge Name & No.	TEC (Rs. Mn)	Bridge Span/m	District/Location of the Bridge	Project Period
1	Deck & bridge approach construction of bridge across Hasalaka Ela at Udakumbura Hunnasgiriya (36 m 3 span) 2018/008	8.84	36.00	Kandy	4 Months
2	Construction of balance work of bridge across Ritigaha oya at Lewala, Bulathkohupitiya, Kegalle. (36m , single) 2018-002	19.66	36.00	Kegalle	9 Months
3	Construction of bridge across Poromaruwa Ela on Talewela road at Kanuheththewa, Kegalle. 2019-WO-02A	8.66	8.00	Kegalle	6 Months
6	Construction of bridge across Namal Oya at Gampaha Kolaniya Namal oya, Inginiyagala. (72m , 6 span)2014/24	21.06	72.00	Ampara	12 Months
7	Construction of bridge across Kalaoya on Kagama, Helabodugama road Bulnewa. 2018-005	45.15	78.00	Anuradapura	12 Months
8	Construction of bridge across Tattagalayaya ela at Meegoda, Dambana. (12m ,single span) 2018-004	8.21	12.00	Badulla	9 Months
9	Balance work of construction of bridge across Naigala Dola at Kithsiripura, Hakmana. (08m , Single span) 2014/12	5.26	8.00	Matara	6 Months
10	Construction of bridge across Wallawal Ela at Wallawa, Miyanawita, Deraniyagala. 2019-003	16.39	15.00	Kegalle	9 Months
11	Construction of bridge on Kannantota Galowita Road. 2019-005	6.41	5.00	Kegalle	9 Months
12	Construction of balance work of bridge across Meemure Oya at Weekada Meemure. 2019-022	3.60	30.00	Kandy	6 Months
13	Construction of balance work of bridge across Pelawathu Oya at Sadagoda Meegahathena. 2019-023	7.99	20.00	Kalutara	6 Months
14	Construction of bridge across Napella Ela at Palugama, Undugoda, Kegalle. 2019-WO-01	12.39	9.00	Kegalle	6 Months
15	Construction of bridge across Maruboda Oya at Thembiliwala, Behenella, Kithulgala. 2019-WO-03	11.17	9.50	Kegalle	6 Months
16	Construction of bridge across Kuda Oya opposite jumma Mosque at Wilpola Dippitiya, Aranayaka. 2019-026	14.72	12.00	Kegalle	9 Months
17	Construction of bridge across Guru Ela On Hapathgamuwa Gurussa Road at Hapathgamuwa, Melsiripura. 2019-032	8.88	10.00	Kurunegala	9 Months
18	Construction of bridge across Irrigational Stream on Weewala kanda Wimalasekara mawatha off Horana - Kalutara road at Horana. (5 m) 2019-034	5.17	5.00	Kalutara	6 Months
19	Construction Wing wall for Bailey Bridge at Meankagama Lankagama.	0.90	-	Galle	6 Months
20	Construction of bridge at Entrance of Manikkamadu Temple	2.66	-	Ampara	6 Months

Table 15: Bridge Constructions ongoing

No	Road Name/Bridge Name & No	TEC (Rs. Mn)	Bridge Span/m	District	Project Period	Progress as at end of 2020
1	Balance work of Udadumbara poggola bridge,Kandy.(15m Single Span) 2013/09	6.19	15.00	Kandy	One Year	90%
2	Construction of bridge across Galbedi Dola at Udugama. (15m , single span) 2014/58	7.96	15.00	Galle	One Year	96%
3	Construction of brdge across Homa Dola at Kondagala, Nagoda. (24m , single span) 2014/61	12.85	24.00	Galle	One Year	78%
4	Balance work of construction of bridge across Yaddhehi Kanda Ela at Hiniduma West. (Rambutangas Deka, Tawalama DS) 16m,span 2014/18	8.96	16.00	Galle	One Year	97%
5	Widening and Redecing of bridge on Udawela-Galwala Road at Pahurugolla Village Theldeniya. 2016/06A	19.70	17.00	Kandy	10 Months	72%
6	Construcion of bridge across Lunuwilawatta, Kekulan Ovita Ela at Nugaduwa, Galle. 2019-014	9.99	8.50	Galle	6 Months	44%
7	Construction of bridge across Mawanana Egoda Ovita Ela at Giggummaduwa,Neluwa.2019-010	20.41	20.00	Galle	9 Months	51%
8	Construction of bridge across Mandagal Oya at Orupeellagama, Deraniyagala. 2019-004	12.89	22.50	Kegalle	12 Months	90%
9	Construction of bridge across Maskeli Oya at Ceeton Ratherford, Maskeliya. 2019-016	34.68	72.00	Nuwara-Eliya	18 Months	75%
10	Construction of bridge across Ketaboola Oya at Ketaboola, Kothmale.2019-017	10.58	10.00	Nuwara-Eliya	9 Months	95%
11	Construction of bridge across Mool oya at Hope Estate, Hewaheta. 2019-018	7.15	8.00	Nuwara-Eliya	6 Months	95%
12	Construction of bridge across Weddage Kandura on Nagadeepa Heeressagoda road at Nagadeepa Uraniya, Rideemaliyadda. 2019-019	16.21	12.00	Badulla	12 Months	96%
13	Construction of bridge across Muthur Lagoon on Palai Nagar-Naithal Nagar road at Palai Nagar Muthur, Trincomalee. 2019-021B	18.81	12.00	Trinco	12 Months	60%

No	Road Name/Bridge Name & No	TEC (Rs. Mn)	Bridge Span/m	District	Project Period	Progress as at end of 2020
14	Construction of balance work of bridge across Mawak Oya at Katugalgama, Kandanpitita, Ingiriya.2019-024	5.83	20.00	Kalutara	6 Months	36%
15	Construction of bridge across Gangadessa Oya on Hinatipanakanda Dehiliyaddakumbura Road at Hinatipanakanda, Udamulla, Mawanella. 2019-WO-04	15.80	9.00	Kegalle	9 Months	78%
16	Construction of bridge across Yan Oya Sawararu Ela on Pulmudei, Gomarankadawala road at Pulmudei. 2019-025A	20.76	24.00	Trinco	12 Months	88%
17	Construction of bridge across Nillambe Oya at Palle Delthota, Nillambe new Town. 2019-027	19.31	15.80	Kandy	12 Months	50%
18	Construction of bridge across Maha Oya at Hunuketadegalaha, Pussawela, Meemure. 2019-029A	19.17	52.00	Kandy	12 Months	65%
19	Construction of bridge across Loggol Oya at Thaldena, Meegahakiula.2019-028	9.70	15.00	Badulla	9 Months	65%
20	Construction of bridge across Kimbulwana oya at Bulathwelyaya Menikpaya road at Menikpaya, Melsiripura. 2019-030	26.46	20.00	Kurunegala	12 Months	25%
21	Construction of bridge across Kimbulwana oya at unit 03, Kimbulwana Oya Melsiripura. 2019-031	10.94	15.00	Kurunegala	12 Months	85%
22	Construction of bridge across Kimbulwana Oya at Peragahamula Yaya Hettigama Road at Kumbukgete. 2019-033	9.64	15.00	Kurunegala	9 Months	98%
23	Construction of Bridge across Waulelena Ela on Pragathipura, Negenahira Kanda Road at Eswatta Puwakpitiya, Awissawella. 2020-007	12.71	9.00	Colombo	9 Months	60%
24	Construction of bridge across Bope Batalawatta Road in Udagama, Bope.2020-010	5.99	12.00	Colombo	9 Months	35%
25	Construction of Bridge across Mudiyalakadura on Bokkemadawala, Baddullagammana Road at Bokkemadawala, Bibbila.2020-12	11.47	8.50	Monaragala	9 Months	5%
26	Construction of Bridge across Damunuwinna Oya on Madalanda bibila.2020-013	12.81	15.00	Monaragala	12 Months	5%
27	Construction of balance work of bridge across Bali Amuna Oya at Poggolla, Ududumbara.2020-001B	2.35	15.00	Kandy	3 Months	25%

Table 16: Bridge projects started in 2020

No	Road Name/Bridge Name & No	TEC (Rs. Mn)	Bridge Span/m	District	Expected Completion Date	Progress as at end of 2020
1	Construction of Bridge across Waulelena Ela on Pragathipura, Negenahira Kanda Road at Eswatta Puwakpitiya, Awissawella.2020-007	12.71	9.00	Colombo	30.04.2021	60%
2	Construction of bridge across Bope Batalawatta Road in Udagama, Bope.2020-010	5.99	12.00	Colombo	31.05.2021	35%
3	Construction of Bridge across Mudiyalakadura on Bokkemadawala, Baddullagammana Road at Bokkemadawala, Bibbila.2020-12	11.47	8.50	Monaragala	31.12.2021	5%
4	Construction of Bridge across Damunuwinna Oya on Madalanda bibila.2020-013	12.81	15.00	Monaragala	31.12.2021	5%
5	Construction of balance work of bridge across Bali Amuna Oya at Poggolla,Ududumbara.2020-001B	2.35	15.00	Kandy	31.03.2021	25%
10	Construction of Bridge across Parayan aru on Thennamarawadi, Kokkuthuduwai Road at Pulmudai, Trincomalee. RDA/DPR/UBTW/2020/21/2	33.97	42. 67	Trinco	30.06.2022	Contract Awarded
11	Construction of Bridge across Odikkaru aru on Thennamarawadi, Kokkuthuduwai Road at Kokkuthuduwai, Mulathiue.RDA/DPR/UBTW/2020/21/3	31.98	15.00	Mulathiue	30.06.2022	Contract Awarded
12	Construction of bridge across Solewewa, Saliya Junction Road at Unit 7, Sandagala, Solewewa, Giribawa.RDA/DPR/UBTW/2020/21/05	16.53	12.00	Kurunegala	31.12.2022	Contract Awarded
13	Construction of Bridge across Marapana Oya at Batewatta, Deewela.2020-008	15.64	6.00	Kegalle	31.12.2021	Contract Awarded
14	Construction of Bridge across Kokkumodai aru on Thennamarawadi, Kokkuthuduwai Road at Kokumodai Mulathiue.2020-009	18.27	10.00	Mulathiue	31.12.2021	Tender evaluation stage

No	Road Name/Bridge Name & No	TEC (Rs. Mn)	Bridge Span/m	District	Expected Completion Date	Progress as at end of 2020
15	Construction of Bridge across Panhal Oya on Thottama Omirangawa road at Tottama Dambana Ampara.2020-014	22.04	30.00	Ampara	31.06.2021	Contract Awarded
16	Construction of bridge across Gal Oya on Badullagammana Kaudella road at Kaudella,bibila.2020-015	13.55	15.00	Monaragala	31.03.2022	Contract Awarded
17	Construction of approach road at Kadathalamulla village bridge in front of Rathmalagoda School.2020-011A	1.53	20.00	Kurunegala	31.06.2021	Contract Awarded
18	Repair work of Sirikurusa Bridge on St Nicholas road at Negombo. RDA/DPR/BRW/2020/101	38.60		Gampaha	31.06.2022	Contract Awarded
19	Construction of bridge across Dahamal Oya on Kehelkotuwa Kalugahawadiya road at Kehelkotuwa Medagama, Bibile. RDA/DPR/UP/DKKMB/2020/148	20.00		Badulla		Tender Evaluation
20	Construction of balance work of bridge across Kala Oya at Kagama Helabadugama Road at Kagama Bulnewa. RDA/DPR/NCP/KKHB/2020/147	15.00		Anuradapura		Tender Evaluation
21	Construction of Jacket wall to bridge no.17/4 on Wanduramba Ethumale Yakkatuwa. RDA/RBCD/SP/GOSL/2020/016	1.20	0.00	Galle	31.06.2021	Contract Awarded
22	Construction of Retaining wall at Attidiya Land. RDA/RBCD/WP/GOSL/2020/017	3.69	0.00	Colombo	31.06.2021	Contract Awarded
23	Construction of winwall for Bailey at Lankagama	0.90	0.00	Galle		Completed
24	Construction of bridge at Entrance of Manikkamadu Temple	2.66	0.00	Ampara		Completed

4. Design of Roads and Bridges

a. Highway Designs Division at RDA Head office

The highway Designs Division is one of the specialized divisions in RDA and this division is involved in the preparation of geometric design of roads, intersections, traffic light signalized intersections. The responsibilities also include reviewing the design of expressway / interchanges etc., prepared by the Consultants.

Progress of the work done in Year 2020

Table 17: Completed Designs by Highway Designs Division in 2020

Route No	Road Name/Section	Length (km)	Description
	New Bridge connection Kotte road and Nawala road	0.70	Road Section
A002	Colombo - Galle road (32+000 + 33+000 km) in Wadduwa	1.00	Road Section
B168	Kadawatha - Ragama - Welisara Road (0+000 - 7+500km)	7.50	Road Section
B068	Ingiriya Halwathura Agaloya Road	2.00	Road Section
New Road	Angoda Koswatta New Road	0.90	Road Section
AB010	Colombo - Hanwella road -Low level road from Kuduwel to Wele Junction (13+080 - 13+660km)	0.58	Road Section
New Road	Defence Head quarters Eastern entrance	0.50	Road Section
B470	Nawala Rajagiriya Road	2.50	Road Section
A001	Improvements to Colombo - Kandy Road Ranmuthuga road junction	0.45	Road Section
A002	Katukurunda to 52/1 Bridge	5.50	Road Section
B263	Kaduvela junction to Wele Junction (4 lane design)	1.50	Road Section
Non RDA	Wanaguru mawatha	1.44	Road Section
A001	New Kelani Bridge access roads	1.50	Road Section
B368	Pitakotte -Thalawathugoda Road	1.0	Road Section
Non RDA	Piliyandala Service Road	0.50	UDA
Non RDA	Battaramulla Bypass(section from Subuthipura to Udumulla road)	0.80	UDA
PRDA	Thalawathugoda Hokandara Road	0.10	Western Province Project
PRDA	Watuwatta Junction		Gampaha Projects
PRDA	Bingiriya Investment Zone	6.00	BOI Project
	Wagawatta Industrial Zone		
PRDA	Arunagama Road	0.46	BOI Project
PRDA	Interanal roads of industrial zone	0.52	BOI Project
PRDA	Hettiyakotuwa Junction		BOI Project
PRDA	Thunthota Junction	0.30	BOI Project
A001	Galigamuwa Town	0.75	Town Improvement Project

Route No	Road Name/Section	Length (km)	Description
B157	Neboda Town (Horana-Anguruwatota-Aluthgama road)	1.00	Town Improvement Project
Non RDA	Birds Park Road	21.00	Expressway Designs
Central Expressway	Gettuwana IC design	8.50	Expressway Designs
Central Expressway	Central Expressway (78-137km)	59.00	Expressway Designs
B456	Warakapola - Kandalama Road (CEP -2)	10.50	Expressway Designs
A002	Port City & Marine Drive Tunnel	2.50	Expressway Designs
E02	Outer Circular Highway-NS II	9.32	Expressway Designs
A004	Slave Island / Akbar Mw,Uttarananda Mw, Baladakshe Mw	1.20	Fly Over
	Port Access Elevated Highway	5.30	Elevated Highway
	Construction of new access road from Kottawa to Mahenawatta, from High level near Walawwatta to Diyagama Road near Katuwana	1.05	Bypass Road
	Ratnapura Bypass	3.10	Bypass Road
	Hanwella Bypass	0.60	Bypass Road
	Warakapola Bypass	2.35	Bypass Road
Intersection Designs			
A017/ By Road	Deniyaya Hospital Junction	0.40	Priority Junction Design
B046	Intersection of Bar Road and Railway Station Road at Batticaloa	0.75	Priority Junction Design
B424 & B060	Intersection on Trincomalee-Pulmuddai road (B424) and Bogahawewa - Pulmuddai road (B060) at Factory	0.30	Priority Junction Design
B94/ B146	Giridara Junction	0.30	Priority Junction Design
AB004/ B214	Thotupola Junction	0.60	Priority Junction Design
B299	Chilawathurai T Intersection	0.45	Priority Junction Design
B023	Intersection on Approach road to Admiralty Building (B023) at General Hospital Trincomalee	0.15	Priority Junction Design
B140	Intersection on Gravets road (B140) & Court road near court complex Trincomalee	0.40	Priority Junction Design
AA015	Intersection on Batticaloa- Tirikkondiadimadu-Trincomalee road (AA015) near 109Km post	0.40	Priority Junction Design
B424, B140	Intersection on Trincomalee-Pulmoddai road (B424-1km) and Dockyard road(B140), in front of Urban Council	0.36	Priority Junction Design

Route No	Road Name/Section	Length (km)	Description
B140	Dockyard road (B140), Court road - junction near court complex Trincomalee Area	0.40	Priority Junction Design
A004	Bar Road Junction	0.60	Priority Junction Design
A004	Batticaloa Station road intersection	0.60	Roundabout
B324 / B271	Mallawapitiya Intersection , Kurunegala	0.60	Roundabout
	Intersection of Peliyagoda - Puttalam Road and Wennappuwa - Kirimatiyana Road at Lunuwila	0.40	Roundabout
B140	Gampaha Junction	0.3	Priority Junction Design
B469 & PRDA	Ambagaha Intersection	0.5	Priority Junction Design
B130	Galle - Wakwella Road		
	Vidyaloja junction	0.2	Signalized Design
	Minuwangoda junction	0.4	Priority Junction Design
	Julgaha junction	0.5	Signalized Design
	Kalegana junction(roundabout)	0.5	Roundabout
A002	Colombo - Galle- Hambantota- Wellawaya Road (Galle Bus Stand to Expressway Entrance)		
	Railway junction	1	Signalized Design
A002	Galle Town Intersection	1	Roundabout
	Navy camp Junction	0.6	Signalized Design
A31 & B18	Intersection of Karativu- Ampara road(A31), & Ampilanthurai-Veeramunai road (B18)	0.3	Priority Junction Design
B240	Padukka Intersection	0.22	MFAP
B367	Piliyandala-Maharagama road and Piliyandala Service Road	0.20	MFAP
B221	Sapugaskanda Intersection	0.60	Priority Junction Design
A003	Kandana Intersection	0.30	Priority Junction Design
B458/B216 A008	Bandaragama Intersection (Signal)	0.4	Western Province Project / Signalized Design
B214	Udupila Junction	0.30	Western Province Project / Priority Junction Design
New Road	ABP-Kudagama Intersection	0.30	UDA /Priority Junction Design
New Road	ABP-BOI-1Intersection	0.30	UDA /Priority Junction Design
New Road	ABP-BOI-2 Intersection	0.30	UDA /Priority Junction Design

Route No	Road Name/Section	Length (km)	Description
New Road/ B408	ABP-ABP and Meewitigammana Road Intersection	0.30	UDA /Priority Junction Design
Non RDA	Udumulla intersection	0.30	UDA / Signalized Design
B368/ Japan Friendship Road	Kibulawala Junction	1.50	Signalized Design
B533/ AB15	Osu uyana Junction	0.50	Signalized Design
B084	Pamankada Intersection	0.60	Signalized Design
A002	Intersection of CRWB Road(A002), Hospital Road & Shasanawardana Road at Galavilawatte, Homagama	0.45	Signalized Design
AB31	Koddikamam Intersection	0.60	Signalized Design
B435	Galwana Intersection on Orugodawatta- Ambatale Road	1.00	Signalized Design
B368 & Non RDA	Intersection of Pitakotte- Thalwathugoda Road & Madiwela Road	0.50	Signalized Design
A000 & AC004	Aurvedic junction	0.60	Signalized Design
B533/ AB15	Osuuyana Junction	0.50	Signalized Design
B084	Pamankadai Intersection	0.60	Signalized Design
B084 & B216	Intersection of Colombo - Horana Road (B084), Kesbewa -Kindelpitiya - Bandaragama Road (B216) and Pilyandala bypass at Kesbewa	1.00	Signalized Design
A001 & B583	Intersection at Colombo - Kandy Road (A001) and Mawanella Bypass (B583) at Mawanella	0.45	Signalized Design
A002	Intersection of Hakmana- Beliatta- Tangalle Road (B141), Dikwella- Beliatta-Walasmulla Road (B054) at Beliatta	0.45	Signalized Design
B240 / B263	Intersection of Kotte - Bope Road and Malabe- Kaduwela Road at Malabe	0.6	Signalized Design
B84/PRDA Road	Kindelpitiya Junction	0.3	Signalized Design
B247 & B243	Kurunegala Bus stand Junction	0.40	Signalized Design
Other Work			
	Parking arrangement In front of Borella cemetery parking bays		
	Parking arrangement on parking bays near Dept. of Motor traffic(RMV)		
	Parking arrangement on parking bays near Ridgeway Hospital		
	Parking arrangement on parking bays near J'pura Hospital		
	Parking arrangement on parking bays under Dehiwala Fly over		

Route No	Road Name/Section	Length (km)	Description
	Feasibility study to reduce Traffic congestion on Bandaragama Town		
	Feasibility study to reduce Traffic congestion on Kurunegala and Horana		

Table 18: Progress of the Ongoing Designs by Highway Designs division in 2020

Route No	Road	Length (km)	Description	Design Progress as at 31.12.2020
B063	Botale - Meerigama Road (2+800-5+680km)	3.00	Road Section	50%
	New Bridge connecting Kotte road and Nawala road	0.70	Road Section	50%
B262	Makola Udupila Road(0+000-4+000)	4.00	Road Section	50%
New Road	Kerawalapitiya Industrial Zone	2.20	Road Section	40%
B246	Kurana Thaladuwa Road	2.00	Road Section	50%
	Additional lane to parliament road from flyover to Ayurvedic junction	1.00	Road Section	25%
B466	Weligama - Thelijjawila road	1.80	Road Section	40%
A002	Katukurunda junction to 52/1 Bridge	5.50	Road Section	35%
A004	Kottamunai Bridge Approach	6.00	Road Section	50%
B267	Mampe - Kottawa Road	5.00	Road Section	70%
B504	Maharagama - Pamunuwa - Thalapathpitiya Road	0.50	Road Section	60%
A001	Improvements to Colombo-Kandy Road Ranmuthugala road junction	0.45	Road Section	35%
B263	Kaduwela junction to Wele Junction (4 lane design)	1.50	Road Section	55%
A002	Thalpitiya - Wadduwa Road	2.00	Road Section	25%
B404	Ariyawilasa Road	2.50	Road Section	20%
B254	Rerouting of Makola-Mabima Road	0.80	Road Section	75%
A003	Peliyagoda Puttalam Road from Kochchikade to Dalupotha	5.70	Road Section	30%
B214	Kelaniya - Mudungoda Road (from 13+000 to 29+000km)	16.00	Road Section	50%
B191	Kalutara - Nagoda Road	1.60	Road Section	60%
Non RDA	Kerawalpitiya Industrial Zone	1.20	Road Section	80%
B207	Katukurunda - Neboda Road	0.80	Road Section	60%
A002	Colombo - Galle- Hambantota- Wellawaya Road (Galle Bus Stand to Expressway Entrance)	4.00	Road Section	55%

Route No	Road	Length (km)	Description	Design Progress as at 31.12.2020
B130	Galle - Wakwella Road	3.40	Road Section	55%
Non RDA	Access road for Veyangoda Economic centre	0.20	Road Section	30%
B310	Narthupana - Warakagoda Road	3.00	Road Section	35%
A011	Maradankadawala-Habarana-Thirikkondiamadu road (74+000-83+400) (5.8kms inundation sections)	9.40	Road Section	60%
A001	New Kelani Bridge access roads	1.50	Road Section	35%
B367	Piliyandala-Maharagama Road ,Piliyandala intersection up to Piliyandala Bypass road	0.40	MFAP	50%
	Makulduwa Junction	0.30	MFAP	50%
A017	Galle- Deniyaya- Madampe Road (113+000 - 130+600 km)- Stage 1	17.60	MFAP	60%
A001 & AB042	Getambe Flyover	1.20	MFAP	33%
	Kandy Tunnel	5.56	MFAP	40%
B435	Orugodawatta Ambatale Road	7.7	MFAP	45%
B096	Dematagoda - Wellampitiya Road	2.3	MFAP	56%
PRDA	Palatuwa - Nadugala Road	5.00	MFAP	45%
Non RDA	Kurunegala Bypass	3.40	UDA	60%
Non RDA	Battaramulla Bypass (section from Udumulla to Koswattha)	1.20	UDA	50%
A008	Wagawatta Intersection	0.50	Western Province Project / Priority Junction Design	50%
B231	Kelanimulla-Angoda Road	0.72	Western Province Project	50%
B208	Airport road (Katunayaka-Veyangoda road, 0+700-1+700km)- Stage 2	1	Western Province Project	50%
B157	Horana - Aguruwathota Road	3	Western Province Project	50%
	Denzil Kobbekaduwa Mawatha	1.5	Western Province Project	30%
B469	Welikada - Kohilawaththa road(Buthgamuwa road)	1.1	Western Province Project	90%
	Marine Drive Extension (Dehiwala to Oban side)	0.4	Western Province Project	55%
Non RDA	Marine Drive (Melborn to Kollupitiya)	1.2	Western Province Project	80%
B288	Gampaha- Miriswatta Road		Gampaha Projects	50%

Route No	Road	Length (km)	Description	Design Progress as at 31.12.2020
Non RDA	Millaniya-Pelpola road	5.30	BOI Project	65%
	<i>Wagawatta Industrial Zone</i>			
	Main entrance	0.20	BOI Project	60%
BOI	Internal roads of industrial zone	0.52	BOI Project	50%
PRDA	Wagawatta Road	2.60	BOI Project	90%
B324	Negombo - Mirigama Road	5.50	MEGAPOLIS	45%
	Battaramulla Connecting Road	0.18	MEGAPOLIS	45%
Non RDA	Pitipana Dampe road (Technocity roads- Section A, B, & C)	1.80	MEGAPOLIS	50%
	Light Rail Transport line	6.80	MEGAPOLIS	30%
A002	BRT - Galle Road(Maliban Junction to William Junction)	5.00	MEGAPOLIS	60%
Non RDA	Sukithapura Bypass	1.06	MEGAPOLIS	70%
A002	BRT - Galle Road(Kurusa Junction to Maliban Junction)	5.20	MEGAPOLIS	25%
B263	Widening and Improvements of Thaladena Junction	0.30	MEGAPOLIS	75%
Non RDA	Kirimandala Mawatha	0.70	MEGAPOLIS	30%
A017	Deniyaya Town Development	1.00	Town Improvement Project	35%
Ruwanpura Expressway	Interchange Design of Ruwanpura Expressway to Southern Expressway at Kahathuduwa	2.00	Expressway Designs	40%
E-01	Design of Rest Area at 8+300 on Southern Expressway	1.00	Expressway Designs	10%
Non RDA	Birds Park Road	21.00	Expressway Designs	35%
	Pettah Multimodal and Port city LRT line	0.80	Expressway Designs	25%
E-01	Pelpola Interchange	3.00	Expressway Designs	90%
	Aluthmawatha Interchange	1.20	Expressway Designs	50%
	Avoiding Four Level Crossings between Kosgama & Avissawella on High Level Road	4.50	CGR	15%
	Elevated Highway from Orugodawatta to Rajagiriya (Phase I)	6.90	Elevated Highway	80%
	Avissawella Bypass	2.48	Bypass Road	30%
	Hikkaduwa Bypass	6.00	Bypass Road	63%

Route No	Road	Length (km)	Description	Design Progress as at 31.12.2020
	Welimada Bypass	0.40	Bypass Road	60%
Intersection Designs				
B207/ B304	Nagoda Junction	0.60	Priority Junction Design	40%
B214	Waduwegama Junction	0.30	Priority Junction Design	50%
	Weliweriya Kirindiwela junction at welweriya	0.3	Priority Junction Design	35%
B287,B552 & B155	Hingurakgoda Clock Tower Junction	5.00	Roundabout	25%
A004	Hulandawa Junction	1.2	Priority Junction Design	50%
B308 & AB029	Giriulla Junction	0.5	Priority Junction Design	65%
A004/ Non RDA	Panagoda Junction	0.4	Priority Junction Design	30%
B322	Lunu Kade Junction at Negombo	0.2	Priority Junction Design	30%
B146	Meevitigammana Junction	0.3	Priority Junction Design	30%
A004	Oluvil Inetrsection	0.5	Priority Junction Design	5%
B207 & B157	Neboda Junction	0.6	Priority Junction Design	50%
B430	Medagampitiya junction	0.3	Priority Junction Design	30%
B158	Gorakaduwa Junction	0.3	Priority Junction Design	60%
B214	Udupila Junction	0.3	Western Province Project / Priority Junction Design	50%
B473 & B419	Wennappuwa - Kirimetiya (B473) Road, Thoppuwa - Madampe (B-419) Road at Thulawala Road at Kirimetiya	0.45	Priority Junction Design	30%
AC005	<i>Improvements to Baseline Road Junctions</i>			
AC005	Kitulwaththa road junction	0.30	Signalized Design	70%
AC005	Kanaththa junction	0.80	Signalized Design	70%
AC005	Kirimandala Mawatha junction	0.45	Signalized Design	70%
AC005	Thibirigasyaya Junction	0.40	Signalized Design	70%
AC005	Prison Junction	0.40	Signalized Design	70%
AC005	Lesly Ranagala Mawatha Junction	0.40	Signalized Design	70%

Route No	Road	Length (km)	Description	Design Progress as at 31.12.2020
AC005	Dematagoda Junction	1.00	Signalized Design	70%
AC005	Park Road Junction	0.50	Signalized Design	70%
AC005	Polhengoda Junction	0.40	Signalized Design	70%
B084	Intersection at Colombo-Horana road and Piliyandala Service Road	0.20	UDA /Priority Junction Design	40%
Non RDA	Intersection at Thalangama deport	0.30	UDA /Priority Junction Design	25%
B120, B345 & B368	Pitakotte Junction	0.60	Signalized Design	75%
B533/ AB15	Osu uyana Junction	0.50	Signalized Design	50%
B084	Pamankada Intersection	0.60	Signalized Design	50%
AB31	Koddikamam Intersection	0.60	Signalized Design	50%
B291/ B530	Ebuldeniya Junction	0.80	Signalized Design	32%
B304/ A002	Katukurunda Junction	0.50	Signalized Design	45%
B263	Intersection of Malabe - Kaduweala Road and Kahantota Road at Pittugala	0.60	Signalized Design	68%
B263 & Non RDA	Intersection of Malabe - Kaduwela Road, Chandrika Kumarathunga Mw and Canal Road	0.50	Signalized Design	35%
A001	Pilimathalawa Intersection	0.30	Signalized Design	40%
B058	Kadawatha Bus Stand Junction	0.65	Signalized Design	65%
B247 & B243	Kurunegala Bus Satnd Junction	0.40	Signalized Design	35%
B504	Pamunuwa Intersection	0.60	Signalized Design	30%

b. Bridge Designs Office and Bridge Management & Assessment Unit (BM&AU)

The Engineering Services Division (ES) is established under the Additional Director General (Construction and Designs) and headed by Director/ Engineering Services consists of two separate offices called Bridge Designs Office and Bridge Management and Assessment Unit (BM&AU).

Bridge Designs Office

The Bridge Designs Office is responsible to provide designs for Bridges, elevated highways, viaducts, underpasses, overpasses & other road related structures and strengthening of weak and narrow bridges along with training of young engineers and it is managed by Additional Director/Bridge Designs which is one of the specialized divisions of the RDA. There are Senior Design Engineers, Design Engineers, Trainee Design Engineers, Draft Personnel and other supporting staff under the Additional Director/ Bridge Designs.

The work accomplished by the Bridge Designs Office during the year 2020 could be described generally as follows.

- Site investigations (excluding foundation investigations and traffic surveys), including feasibility studies for bridge projects and formulating bridge design proposals.
- Detail engineering design of culverts and bridges including approaches, preparation of working drawings, tender documents, Engineer's Estimates and acquisition documents for bridge projects.
- Providing advice and instructions in order to implement construction as per drawings, especially where situations different from what was envisaged at design stage have been encountered.
- Carrying out inspections and designs on existing bridges whenever needed for the strengthening arrangements and major repairs.
- Carrying out design calculations and drawings for non-standard lengths for P.S.C. bridge beams & Steel girders.
- Providing annual training for 12 nos. Engineers in Bridge Designs to enable them to partially fulfill the requirements to obtain professional qualifications.
- Preparation of type drawings.
- Updating Rate Analysis and Estimates of bridge contracts for 2020 rates and preparation of price escalation indices.
- Execution of structural assessment of bridges for the transportation of abnormal heavy loads to various parts of the Island as and when requested by the Planning Division.
- Checking of alternative designs submitted by Contractors.
- Checking of design reports submitted by Consultants.
- Rendering services to the PMU Divisions whenever requested by the Project Directors.
- Granting approval to casting of standard bridge beams and other related precast items by precast production yards.
- Checking of bridges to ascertain the suitability of arrangement to lay water lines along existing bridges.
- Checking of bridges to ascertain the suitability of arrangement to lay telecommunication and CEB cables along existing bridges.
- Managing and updating Bridge Database System (BDS) by feeding final inspection results of bridges.
- Preparing list of weak/narrow bridges on priority basis for repair / reconstruction /widening island-wide.

The total number of bridge design projects handled during this year was 83 including 27 those were continued from previous year and 31 were carried over to the year 2021. In addition, works of 2 bridge projects were stopped due to under construction by I Road project. Projects handled were the bridges identified for rehabilitation under Public Investment Programme and bridges taken up on request of PMUU such as MFAP, SPMU and the outside organizations.

All aspects on project design and preparation of working Drawings, Bill of Quantities and Engineer's Estimates were completed for 50 bridges and the total estimated cost of projects is Rs. 5551 million approximately.

Table 19: Progress of the design work carried out by Bridge Designs Office in Year 2020

Item	Route No.	Bridge No.	Length (m)	Description	TEC without taxes (Rs. Mn.)	Progress of design as at end of 2020	Remarks
Urgent Bridge Projects & Bridges identified from the List of Weak Bridges							
1	B454	36/2	5.8	Wanduramba Ethumale Yakkatuwa Road	37.7	100%	Completed
2	B055	24/3	13.5	Bentara Uragaha Elpitiya Road	70.0	100%	Completed
3	A004	200/10	5.0	Colombo Ratnapura Wellawaya Batticaloe Road (widening and redecking)	30.0	100	Completed
4				Bridge at Ch. 1 + 600 on Access road to proposed investment zone at Bingiriya		35	
5				Bridge at Ch. 1 + 640 on Access road to proposed investment zone at Bingiriya		35	
6	B004	7/4	4.7	Akuressa Ketanwila Road	22	100	Completed
7	B142	4/3		Hakmana MeeElla Thalagahamwaduwa Road		60	
8	A017	48/12	9.8	Galle Deniyaya Madampe Road	28.0	100	Completed
9			3.7	Proposed Box bridge at Ch. 1+300 on bypass road to Kotte Bope Road	18.0	100	Completed
10	B014	28/2		Ambalangoda Elpitiya Pitigala Road		40	
11	B158	11/7	5.7	Horawela Pelawatta Pitigala Road	22.0	100	Completed
12	B224	7/1		Kirimetiya Yala Road		55	
13	B572	1/2		Addalachanai Alankulam Road		65	
14	A011	42/6		Maradankadawala Habarana Thirukondiyadimadu Road		50	
15	B480	1/1	13.5	Yakkalamulla Ketanwila Road (widening)	43.9	100	Completed
16	B429	3/10		Udugama Hiniduma Road			Work stopped
17	B429	3/7		Udugama Hiniduma Road			Work stopped
18	A008	49/2		Panadura Nambapana Ratnapura Road		45	
19			126.0	Bridge across Seethawaka river on Avissawella By-pass Road	558.5	100	Completed
20	B607	2/7		Bengamuwa Molokgamuwa Galgoda Road (widening)	46.9		Completed
21	B363	11/1	5.8	Pelawatta Kankotiyawatta Thiniyawala Morawaka Road	20.5	100	Completed
22	B449	4/2		Wadduwa Moronthuduwa Road		70	

Item	Route No.	Bridge No.	Length (m)	Description	TEC without taxes (Rs. Mn.)	Progress of design as at end of 2020	Remarks
23	B483	3/2		Sammanthurai Malkampiddi Deegawapi Road		35	
24				Foot bridge adjoining to Mavanella bridge		40	
25	B368	3/2	7.8	Pitakotte Thalawathugoda Road (widening)	59.1	100	Completed
26	B368	3/4	9.8	Pitakotte Thalawathugoda Road (widening)	67.0	100	Completed
27	A004	7/1	27.4	Colombo Ratnapura Wellawaya Batticaloa Road (Temporary bridge)		100	Completed (dwg only)
28	A000		4.9	Proposed Pedestrian underpass near Mc. Donald's at Rajagiriya on Kollupitiya - Sri Jayawardenapura Road(A 000)	118.6	100	Completed
29	A000	5/1	11.0	Kollupitiya - Sri Jayawardenapura Road (widening)	84.9	100	Completed
30	A000	7/1	29.7	Kollupitiya - Sri Jayawardenapura Road (widening)	56.9	100	Completed
31			126.9	Viaduct on Ceremonial Access Road to Defence Head Quarters	449.1	100	Completed
32	A000		4.9	Proposed Pedestrian underpass near Sarana Road at Rajagiriya on Kollupitiya - Sri Jayawardenapura Road (Widening)	97.6	100	Completed
33			32.5	Bridge over Kirillapone canal at Wellawatta for marine drive	67.9	100	Completed
34			603.3	Proposed bridge connecting Nawala and Ethulkotte	2106	100	Completed
35	B062	2/1	11.6	Borella Rajagiriya road (widening)	36.6	100	Completed
36	B263			Bridge near Chandrika Kumarathunga Mw on Malambe Kaduwela Road		45	
37	B232	1/4	10.4	Kolonnawa Yakbedda road	58.0	100	Completed
38	B226	1/5	7.0	Kirindiwita Ganemulla Road	43.7	100	Completed
39	B238	2/7		Kottawa Batemulla Road		55	
40	B444	4/5		Veyangoda Kaleliya Road		50	
41	B324	18/1	4.1	Negombo - Mirigama Road	25.0	100	Completed
42				Temporary Toll gate at Seeduwa on Colombo Katunayake Expressway	49.0	100	Completed
43				Temporary Toll gate at Peliyagoda on Colombo Katunayake Expressway	49.0	100	Completed
44				Viaduct No. 01 on Ratnapura bypass road		40	
45				Viaduct No. 02 on Ratnapura bypass road		45	
46				Viaduct No. 03 on Ratnapura bypass road		30	
47				Viaduct No. 3 on Warakapola bypass road		75	
48	B324	8/2	4.7	Negombo - Mirigama Road	22.3	100	Completed
49	B355	8/1		Panama - Kumbukkana Road		40	
50	B248	19/1		Labuduwa - Wanduramba - Sandarawala Road		25	

Item	Route No.	Bridge No.	Length (m)	Description	TEC without taxes (Rs. Mn.)	Progress of design as at end of 2020	Remarks
51	B430	11/3		Udugampola Divulapitiya Road		35	
52	B214	21/1		Kelaniya - Mudungoda Road		100	Completed (dwg only)
53	B047	1/1		Battaramulla - Pannipitiya Road (widening)		45	
54	B094	7/1	13	Dehiwala – Maharagama Road	20.2	100	Completed
55		3/3	4.43	Kottawa Athurugiriya Road		100	Completed (dwg only)
56				Viaduct No. 1 on Warakapola bypass road		50	
57			75.7	Viaduct No. 2 on Warakapola bypass road	223.3	100	Completed
58	B640	23/1	80.9	Nainamadama Iranawila Chilaw Road (redecking)	62.0	100	Completed
59	B368	4/4	5.0	Pitakotte Thalawathugoda Road	17.5	100	Completed
60	B368	4/5	2.5	Pitakotte Thalawathugoda Road	18.0	100	Completed
61				Pedestrian underpass at Ch. 144.8 km at Bandarawela	142.7	100	Completed
62	B084	28/1	4.1	Colombo Horana Road		100	Completed (dwg only)
63			9.0	Bridge at Ch. 0 + 410 on Warakapola bypass Road	39.8	100	Completed
64			3.6	Bridge at Ch. 0 + 690 on Warakapola bypass Road	19.5	100	Completed
65		31/1		Colombo Ratnapura Wellawaya Batticaloa Road		15	
66	A004	40/1		Colombo Ratnapura Wellawaya Batticaloa Road		15	
67	A001	31/3	14.5	Colombo Kandy Road (widening) (Alternative design)		100	Completed (dwg only)
68	A001	32/2	38.9	Colombo Kandy Road (widening) (Alternative design)		100	Completed (dwg only)
69				Proposed mezzanine floor in Maganeguma Mahamedura Building		70	
70	AB31	6/2	16.6	Puloly Kodikamam Kachchai Road		100	Completed (dwg only)
71	AB31	6/3	16.6	Puloly Kodikamam Kachchai Road		100	Completed (dwg only)
Bridges under MFAP (Saudi Fund)							
72	B435	2/1	7.2	Orugodawatta Ambatale Road			Completed (dwg only)
Bridges under SPMU							
73				Underpass Bridge at Ch. 0+600 on Baseline Extension project (Phase III)		70	
74			4.7	Box Bridge at Ch. 0+140 on Baseline Extension project (Phase III)	36.0	100	Completed
Bridges under Ministry of IE & IP							
75			4.2	Box bridge at Ch. 2+349 on Road from Wagawatta Junction to BOI Industrial Zone		100	Completed (dwg only)

Item	Route No.	Bridge No.	Length (m)	Description	TEC without taxes (Rs. Mn.)	Progress of design as at end of 2020	Remarks
SLLR&DC Funded Projects							
76	B 084		4.0	New bridge near Ranasinghe Mawatha on Colombo Horana Road (between 3rd and 4th km)	46.3	100	Completed
UDA Funded Projects							
77			3.7	Br. on Access rd to proposed Manning market Complex from Expressway link Rd at Peliyagoda Interchange	66.4	100	Completed
Non RDA Bridges							
78				Alternative design for Br. No. 1 over Madu Ganga at Balapitiya		70	
79			133.2	Alternative design for proposed bridge across Bentara river connecting Ittapana and Horawala (3rd Proposal)	565.9	100	Completed
80				Madinagoda Bridge		65	
81			5.8	Box culvert on Kelanimulla - Ganga Asabada Road (widening)	5.8	100	Completed
82				Kummedda Bridge in Kalutara District		20	
83				Wackwella Bridge across Gin River in Galle District		10	
					5,551		

Bridge Management and Assessment Unit (BM&AU)

The BM & AU was established with the Technical Assistance granted by JICA for the formulation of mechanism of bridge management and assessment based on scientific analysis of all factors concerned, such as structural capacity, importance of the bridge location, availability of alternative route etc. in order to prepare schedule of prioritization of rectification of weak bridges. The BM & AU is managed by Additional Director with Engineers and other staff provided by RDA.

The work accomplished by BM&AU during the year 2020 could be described as follows;

The inspection & verification of about 4226 bridges have been completed Island-wide. The bridges under repair, widening & reconstruction are to be fed to the BMS after the completion of ongoing construction activities. The construction of parking shed for the Bridge Inspection Vehicle (BIV) has been completed.

Table 20: Progress of the BMS as at end of 2020

Province	Bridge Inspected up to Dec 2020	Data Entered to BMS by Dec 2020	Inspection of weak bridges by Dec 2020
Western	787	787	128
Central	460	460	21
Southern	487	487	32
Northern	357	357	26
Eastern	384	384	23
North Western	423	423	15
North Central	392	392	09
Sabaragamuwa	530	530	08
Uva	406	406	05

c. Kandy Design Office

Initially, Design Office (Kandy), RDA has been established in the view of training engineers with designs related to highways. With the expansion of the highway sector in the country, this design office also has been expanded to cater the requirements of the country. During the year 2020, this design office handled mainly the following tasks:

1. Designs of expressways (Detailed Designs, Preliminary Designs and ROW acquisition Drawings of Central Expressway project and Ruwanpura Expressway Project)
2. Assisting for preparation of feasibility studies of above expressways
3. Design of highways in all provinces
4. Designs of bridges and other structures for highways in all provinces
5. Designs of bridges for Rural roads (Not belong to RDA)
6. Procurement and supervision of survey work required for above designs
7. Procurement and supervision of hydrology studies required for above designs
8. Procurement and supervision of geotechnical investigations required for above designs
9. Field investigation required for above designs

Details of the work carried out during year 2020 are given in table 19.

With expansion of this office, the design engineers and other staff also have been increased and presently, the works of this office are carried out through two offices as given below:

- a) Design Office (Kandy) – 6A, Gannoruwa Road, Peradeniya (Design Office)
- b) Design Office at Sethsiripaya Old Building (1st Floor) for Structural designs of Expressways and Highways)

Table 21: Progress of the work carried out by the Designs office (Kandy) in Year 2020

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
A007	Bridge No 103/7, 104/3, 106/6, 108/5	-	Reconstruction of Bridges on Avissawella – Hatton – NuwaraEliya Road	-	100%
B507	Bridge No 4/1	14.0 m	Reconstruction Bridge no 4/1 on Rendopola – Ambewela Road	-	95%
B359	Bridge No 16/1	23m	Reconstruction Bridge no 16/1 on Passara – Hingurukaduwa - Pelawaththa Road	71.00	100%
B317	Bridge No 8/1	2/9.5, 7.01m	Nawalapitiya – Dimbula Road	-	80%
B329	Bridge No 15/5	2/11.5m	Norwood – Bogawanthalawa - Champion Road	-	80%
B042	Bridge No 5/7	16.5m	Koslanda Punagala Road	-	70%
A009	Bridge No 10/5	2/4.60m	Reconstruction of Bridge No. 10/5 on Kandy Jaffna Road	59.6	100%
AB26	Bridge No 7/1	18.5m	Reconstruction Bridge no 7/1 on Mathale – Udupihilla Road		90%
AB26	Bridge No 4/2	19m	Reconstruction Bridge no 4/2 on Mathale – Udupihilla Road		90%
B392	Bridge No 1/5	34m	Widening of Bridge no 1/5 on Raththota – Gammaduwa Road		20%

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
B122	Bridge No 3/2	15.5m	construction Bridge no 3/2 on Galagedara – Rambukkana Road	33.85	90%
B027	Bridge No 1/2	27.0m	construction Bridge no 1/2 on App. Road to Watawala Railway station		85%
B247	Bridge No 2/3	1 no	Construction of Bridge No 2/3 on Madolkele – Kabaragala – Kandenuwara (B247) road	46.20	50%
B125	Bridge No 4/5	1 no	Construction of Bridge No 4/5 On Galaha – Pupuressa – Delpitiya Road		80%
B125	Bridge No 8/5		Widening of Bridge No 8/5 On Galaha – Pupuressa – Delpitiya Road		80%
B413	Bridge No 40/2	69.0 m	Design review of Padiyapellella bridge, including superstructure, piers and abutments.		40%
B328	Bridge No 12/1	10.4 m	Construction of Bridge at Norton-Maskeliya road		85%
B614	Bridge No 3/5		Reconstruction of bridge No 3/5 at Uddappuwa – Andimunai Road, Revised & Costruction issue	208.71	100%
B122	Bridge No 12/1		Improvement of bridge No 12/1 on Galagedara – Rambukkana Road, Revised	55.6	90%
B279	Bridge No 17/1		Widening and Redecking of bridge No 17/1 on Mawanella – Hemmathagama – Gampola Road	148.3	95%
A009	Bridge No 34/2		Costruction of toe wall and Retaining wall at bridge no 34/2 on Kandy – Jafna Road	16.25	100%
A001			Construction of Under Pass On Colombo – Kandy Road at Teaching Hospital Entrance, Peradeniya	77.07	100%
Non RDA	Maliduwa Bridge at Galle		Reconstruction of Milidduwa Bridge at Ambalanwaththa – Karapitiya Road	90.6	100%
A011	Bridge No 75/1		Construction of Bridge No 75/1 on Maradankadawela - Habarana - Tirikkondiadimadu Road	30.75	100%
A005	Culvert No 58/5		Construction of Retaining wall at Cul No 58/5 On PBC Road	15.21	100%
B121		1.5 km	Design Review of Gadaladeniya – Paranapattiya Road		50%
A009	By pass road	3.5 km	Construction of bypass road to connect Kandy – Jaffna (A9) road and Matale - Illukkumbura- Pallegama (B247) road.		100%

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
B274	35+300 km – 43+770 km	8.46 km	Widening and improvement of Mathale – Ilukkumbura – Laggala Road	478	100%
B284	5+000-14+550	9.4 km	Widening and improvement of Meddawatta Kekandura Yatiyana Road		40%
B511	0+000 km – 4+420 km	4.42 km	Widening and improvement of Keerthibandarapura Naranthalawa		90%
B377	0+000 km – 8+050 km	8.05 km	Widening and improvement of Pujapitiya – Alawathugoda Road		60%
A024		2.5 km	Widening and improvement of Matara – Akuressa Road		75%
B054		1.2 km	Widening and improvement of Beliatta – Walasmulla Road		75%
A010	0+000 km – 13+650 km	12.5 km	Widening and improvement of katugastota – Kurunegala – Puttalam Road		30%
A001	Kandy 02 (A-001)		Construction of Over pass		50%
B100	0 - 6.60 km and 7.0 – 8.4 km	13.9 km	Widening and improvement of Dikella – Ketawala Road (Haliela) and Jangula – Halabe – Maspenna Road		80%
A026	Between Cul. No 37/4 & 37/5	46 m	Construction of Retaining Wall		100%
B306		10 m	Construction of Retaining Wall		100%
B518			Construction of Over pass at Intersection of Dalada veediya and sangaraja Mw,Kandy		100%
B349	Bridge No. 7/3		Construction of Bridge No 7/3 on Lady Macallum Raod		75%
B331		0.95	Improvement to Lower Lake road at Nuwara Eliya		50%
A009	Bridge No 10/5		Construction of Bridge		75%
B492		40.6 km	Widening and improvement of Kandehandiya - Adikarigama Randenigala - Loggaloya Road		20%
A001			Construction of Over pass Pedestrian Bridge HNB Junction (near queens Hotel) at Kandy		100%
Non RDA		5 km	Widening and improvement of Link road Akuressa - Hakmana Rd, Palattuwa - Nadugala rd		10%
Non RDA		3 km	Widening and improvement of Hingurupattala - Danadeniya Junction		5%

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
A027	(33+000 to 57+400)	24.4 km	Widening and improvement of Ampara - Uhana - Mahaoya Road		15%
A009	(58+000 to 71+000)	13 km	Widening and improvement of Kandy - Jafna Road		10%
B364	(From Peradeniya to Deltota)	25 km	Widening and improvement Peradeniya - Deltota - Rikillagaskada Road		10%
Non RDA		1	Bridge Construction at Maha oya, Bujjomuwa - Thulhiriya Rd		5%
Non RDA		1	Construction of Retaining wall along Road from Dambagoda - Ilamadara primary school via Kadangoda at Kadugannawa		0%
Non RDA		1	Bridge Construction at Megoda Dimuthugama Road at Meepilimana, Nuwaraeliya.		10%
Non RDA		1	Bridge Construction for access road from Nuwara Eliya old Hospital Building to New Building		10%
B623	Bridge No. 5/2 & 6/2	2	Bridge Construction on Medamulana - Gonadeniya Road		10%
B377	No. 3/3 at	1	Bridge Construction on Pujapitiya – Alawathugoda Road		5%
A009 & B519		1	Construction of Under pass at A-9 & B-519 Junction - Kandy City		15%
B015	Between cul. Nos. 1/2 ,1/3 & 9/5,9/6	2 nos	Construction of retaining wall		20%
Non RDA			Bridge Construction across Gallanda oya on Thallanda-Pallegama road		10%
Non RDA			Bridge Construction across Pinnagolla Oya on Thallanda-Welandarana road		10%
Non RDA			Bridge Construction across Pinnagolla Oya on Ranngalla-Dambagahawela		10%
Non RDA	Bridge	1	Bridge Construction across Polonna Oya on Kahanhana- Kalugammulla		10%
Non RDA	Bridge	1	Bridge Construction across Kiridi Oya Randenigoda- Wehera yaya road		10%
Non RDA	Bridge	1	Bridge Construction across Vila Oya on Minipura- Kekulan road		10%
A005	Bridge No 241/1	1	Bridge Construction on Peradeniya-Badulla –Chenkaladi road		20%
B364	Nos, 46/1, 36/10, 46/8, 48/3, 45/2, 43/3	6	Bridge Construction on Peradeniya - Deltota - Rikillagaskada Road		10%

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
B007	No. 2/12	1	Bridge Construction Alawathugoda - Ankumbura - Keppetigala Road		0%
Non RDA		1	Bridge Construction Across Uma Oya at Uva Paranagama		10%
Non RDA	CH 0+590, 3+100, 8+200	3	Bridge Construction on Welivitamulla road at Monaragala		10%
B279		2.4 km	Geometric Design for Nidahas Swarna Jayanthi Mawatha		10%
A006		1	Construction of Muttettugala fly over		10%
B413		1	Review of the Pretension beam Bridge over Ma Oya on TRR road		50%
Non RDA	Panamure Bridge	1	Bridge Construction on Embilipitiya PS road		25%
Non RDA	Unella Bridge	1	Bridge Construction on Matara PS road		50%
A009	Bridge No. 27/5		Bridge Construction on Kandy - Jaffna Road		5%
CEP Section- 1	23+400 – 32+400	9.0 km	Detail Design at Expressway		80%
CEP Section- 1	23+400 – 32+400	Varies	Cross Road at Expressway		75%
CEP Section- 1	23+400 – 32+400	Varies	Frontage road at Expressway		70%
CEP Section- 1	23+400 – 32+400	9.0 km	Preparation of additional acquisition Drawing		50%
CEP Section- 1	13+800 – 20+800	7.0 km	Modified preliminary design of Expressway		90%
CEP Section- 1	Rambukkana IC		Modified preliminary design		90%
	A-9 – A10 By Pass Road	6.0 km	Preparation of land acquisition Drawing		100%
CEP Section- 1	13+800 – 20+800	7.0 km	Detail Design at Expressway		95%
CEP Section- 1	13+800 – 20+800		Cross road at Expressway		95%
CEP Section- 1	13+800 – 20+800		Frontage road at Expressway		95%
CEP Section- 1	13+800 – 20+800	7.0 km	Description of Additional acquisition drawing		100%
CEP Section- 1	13+800 – 25+500	12.3 km	Modified preliminary design at Expressway		100%
CEP Section- 1	13+800 – 20+800	7.0 km	Drainage Design of Expressway		60%
CEP Section- 1	32+400 – 36+981	4.58 km	Detail design at Expressway		95%

Route No.	Road Section/ Bridge No	Length/ Nos	Description	TEC (Rs.Mn.)	Progress as at 31.12.2020
CEP Section- 1	Meerigama IC		Detail Design at Expressway		60%
CEP Section- 1	32+400 – 36+981		Cross Roads/side roads frontage		95%
CEP Section- 3	25+500 – 30+500	5.0 km	Modified preliminary design Expressway Section iii		100%
CEP Section- 3	25+500 – 30+500		Preliminary design of Cross roads / Frontage roads		90%
CEP Section- 1	Veyangoda Interchange		Detail Design of Interchange		70%
CEP Section- 1	3+400 – 10+200		Preparation of Drainage Plan		90%
CEP Section- 1	23+400 – 32+400		Preparation of Drainage Plan		80%
	0+000 – 2+600		Detail Design at Maithreepala Sirisena Mawatha		95%
	1+100 – 3+500		Detail Design at Nidahas Swarna Jayanthi Mawatha Polonnaruwa		70%
CEP Section- 3	30+500 – 32+500	2.0 km	Modified preliminary design of Expressway		80%
CEP Section- 3	30+500 – 32+500	2.0 km	Preliminary design at Cross Roads		80%
CEP Section- 3	Pothuhera Road IC		Modified preliminary design IC		85%
	Polgahawela Road IC		Modified preliminary design IC		85%
	Galagedara Intersection Road		Modified preliminary design		70%
Ruwanpura Expressway	0+000 – 26+300	26.3km	Modified preliminary design		100%
Ruwanpura Exp Section- 1	0+000 – 26+300	26.3 km	Preparation at Acquisition drawing		90%
	Expressway Connectivity Roads		Preliminary design & Acquisition for Connectivity Roads		85%
Ruwanpura Exp Section- 2	25+000 – 45+000	20 km	Finding alternative trace along Kalu Ganga		5%

d. Rathnapura Design Office

Design office – Rathnapura is one of the three outstation design offices in Road Development Authority. This office was officially established in 2007 under re-engineering programme of RDA. However IESL approval for the design training in PD's office Sabaragamuwa dates back to November 2002.

Design office – Rathnapura functions under chief engineer – Designs – Rathnapura and accredited by IESL for design trainings of six engineers per year for the professional review.

This office is mainly focused to carry out both highway and bridge designs within the province including non – RDA works.

In addition to design, surveying, setting out works, preparation of estimates, condition reports and site inspections are carried out as per the provincial director's instructions.

Table 22: Progress of Activities during the Year 2020

Road Section/ Bridge No	Length / km	Description	TEC/ (Rs. Mn)	Design progress as at end of 2020
Rathnapura EE Division				
Design of bridge no 105/2 on Colombo – Rathnapura – Wellawaya – Batticaloa road		Survey , Highway Design, Bridge design and Estimate	57.4	100 %
Horizontal alignment and acquisition plan for RTS fuel shed junction at Hidellana , Rathnapura on Colombo – Rathnapura – Wellawaya – Batticaloa road		Survey , Junction design		100%
Retaining wall and new horizontal alignment at CTB depot junction Rathnapura on Colombo – Rathnapura – Wellawaya – Batticaloa road		Survey , Highway Design , Junction design, wall design and estimate	20	100%
Design and survey of Ketaliyampalla road section (Non RDA)		Survey		100%
New Horizontal alignment and vertical profile for the chainage 0+000-4+000 Km on Malwala carney road	4.0	Survey , Highway Design		100%
Horizontal alignment and vertical profile for the chainage 11+500-14+700 Km on Idangoda - Ayagama road	3.2	Highway Design		100%
Horizontal alignment and vertical profile for the chainage 12+000-16+500 Km and 1+000 – 4+000 km on Ayagama – Kukulegama road	7.5	Highway Design		100%
Pelmadulla EE Division				
Redecking of bridge no 5/9 of collapsed bridge section on Pelmadulla - Madampe – Nonagama road		Surveying , Design and estimate	4.0	100 %

Road Section/ Bridge No	Length / km	Description	TEC/ (Rs. Mn)	Design progress as at end of 2020
Retaining wall between 5/3 and 5/4 LHS on Pelmadulla - Madampe – Nonagama road		Surveying , Retaining wall design and estimate	14.5	100 %
Design of bridge no 2 on Bogaha Junction to Wallaketiya road at Opanayaka(non RDA)		Surveying , Design and estimate	24.8	100 %
Retaining wall between 5/3 and 5/4 LHS on Colombo – Rathnapura – Wellawaya – Batticaloa road		Surveying and Retaining wall design	27.0	100 %
Retaining wall between 138/3 and 138/4 LHS on Colombo – Rathnapura – Wellawaya – Batticaloa road		Surveying and Retaining wall design	25.0	100 %
Widening of bridge no 6/4 (LHS) on Balangoda – Bowatta – Kalthota road		Surveying , Design and estimate	10.0	100 %
Horizontal alignment and vertical profile for the chainage 0+000-2+000 Km and 3+000 – 7+000 km on Ayagama – Kukulegama road road	6.0	Highway Design		100%
Embilipitiya EE Division				
Survey of Buluthota road (24+000 – 26+000)	2.0	Survey		100%
Horizontal Alignmnet at bridge location 93/2 on Galle – Deniyaya – Madampe road		Survey and Highway Design		100 %
Kegalle EE Division				
Widening of bridge no 1/1 (RHS) on Nelumdeniya – Alawwa road		Surveying , Design and estimate	38.0	100 %
Ruwanwella EE Division				
Design of bridge no 21/1 on Galigamuwa – Ruwanwella road		Surveying , Design and estimate	48.0	100 %

Constraints to Progress

- Vacant position of Senior Design Engineer
- Inadequate of computer facilities (for 6 design trainees and other staff requirement is 10 computers , but available only 7 computers ; out of two computers are non-compatible for design software)

Remidial Actions Proposed

- Filling vacancies
- Provide at least 3 computers for design trainees and senior engineer

e. Kurunegala Design Office

Design Office (Kurunegala) involved in carrying out designs for both highway and bridges within the province. In addition to design, design review, surveying, setting out works, preparation of estimates, condition reports, site inspections are carried out as per the provincial director's instructions.

This office facilitate RDA engineers and engineers in other govt. organizations for their professional review design on the basis of one year design training program. This office also provides training facilities for students of vocational training institutions in the area.

Activities carried out during year 2020

- Preparation of estimates of 100,000 km road program – Estimated 225 km road length
- Design review works of 100,000 km road program – Geometric designs and culvert designs
- Land acquisition plan work of Kurunegala Circular Road
- Land acquisition plan work of Kurunegala by pass road
- Gettuwana to Mallawapitiya design review and Land acquisition plan work of Kurunegala Circular Road
- Design of Bridge No ¼ in Kuliypitiya Pandiwela Road.
- Design of overpass in Bibiladeniya, Marawila Udubaddawa Road
- Design of Culverts for RDA Roads
- Design of 06 Nos of rural bridges
- Design of Bridge 19/1 in Kurunegala – Narammala - Madampe Road
- Design of Bridge 19/2 in Kurunegala - Narammala - Madampe Road
- Surveying of Yapahuwa Junction in Nikaweratiya – Moragollagama - Siyabalangamuwa Road
- Surveying of Nikaweratiya Junction and road section in Nikaweratiya – Moragollagama - Siyabalangamuwa Road

5. Quality Control in Road and Bridge Works

The Research & Development Division is mainly responsible for monitoring of quality control of work and the Division consists of Regional Services & Projects Section and Central Laboratories & Investigations Section. This Division is further supplemented by Provincial Laboratories and Project Laboratories and field units set up time to time.

Main functions of the Research & Development division are;

- Advice on problems in road construction, rehabilitation and maintenance and monitoring of quality control of work.
- Research in materials used and methods adopted in Road Construction, rehabilitation and maintenance.
- Investigations and designs of Road embankments, Road pavements (carriageway structures) and overlays.
- Investigations for bridge foundation designs and remedial measures for landslide affecting roads.
- Routine testing of materials / mix designs and training of technical personnel on road construction/ maintenance techniques.

a. Regional Services & Projects Section

(i) Quality Control on Road and Bridge Works

Advice and assistance in quality control of work during construction and maintenance of roads have been provided through 9 provincial field laboratories.

(ii) Foundation Investigations

Foundation investigations for 16 Nos. bridges were carried out during the year 2020 by two boring units of R&D Division. In addition to that, another 08 no of boreholes were completed by a subcontractor (National Building Research Organization) in one bridge. The total value of borehole investigation works carried out during 2020 on the requests made by the Director (Engineering Services) and some of the clients (MFAP, SPMU & RBCD) is Rs. 8.08 Mn. The details are given in Table below;

Table 23: Borehole Investigation for Bridge locations in 2020

No.	Project Activity	No. of Boreholes completed in 2020	Present Status
1	04 nos of borehole investigation for Bridge No. 2/7 in Kottawa - Batemulla Road (B238)	3	Completed
2	04 nos of borehole investigation for Bridge No. 31/1 in CRWB Road (A004)	4	Completed
3	05 nos of borehole investigation for Bridge No. 35/3 in Nagoda - Kalawellawa - Bellapitiya Road (B304)	5	Completed
4	02 nos of borehole investigation for Bridge No. 5/1 in Kollupitiya - Sri Jayawardenepura Road (AA000)	2	Completed
5	02 nos of borehole investigation for Bridge No. 1/4 in Kolonnawa - Yakbedda Road (B232)	2	Completed
6	03 nos of borehole investigation for Bridge near Kaddaiparachchan - Thoppoor- Idymanthural Road	3	Completed
7	01 no Borehole investigations of Bridge No.3/4 on Pitakotte - Thalawatugoda Road (B368)	1	Completed
8	02 nos of Borehole investigations for Peliyagoda Toll Plaza area & Seeduwa Toll Plaza area in CKE	2	Completed

No.	Project Activity	No. of Boreholes completed in 2020	Present Status
9	04 nos of Borehole investigations of Bridge No.11/3 on Udugampola - Divulapitiya Road (B 430)	4	Completed
10	04 nos of Borehole investigations of Bridge No.40/1 On CRWB Road (A004)	4	Completed
11	02 nos of Borehole investigations of Bridge No.53/3 On CRWB Road (A004)	2	Completed
12	02 nos of Borehole investigations of Bridge No.3/1 on Orugodawatta - Ambatale Road (B 435)	2	Completed
13	03 nos of Borehole investigations of Bridge at Meehitiya Ellawala Thotupola across Kalu Ganga at Malwala, Rathnapura	3	Completed
14	04 nos of Borehole investigations of Bridge No.9/1 on Pelawatta - Kankotiyawatta - Morawaka Road (B 363)	4	Completed
15	04 nos of Borehole investigations of Bridge No.12/1 on Pelawatta - Kankotiyawatta - Morawaka Road (B 363)	4	Completed
16	02 nos of Borehole investigations of Bridge No.1 over Madu Ganga at Balapitiya	2	Completed
17	Borehole investigations of Wakwella Bridge at Galle	1	work in progress
	Total	48	

Table 24: Summary of Income from Ground Investigations (Drilling Works)

Month	Requested by Director-ES (Rs.)	Requested by Clients (Rs.)
January	1,384,387.50	
February	1,222,450.27	500,000.00
March	335,581.36	
April, May, June		
July	647,289.61	294,168.40
August	777,444.70	
September	544,983.74	479,822.13
October		524,325.28
November	630,505.87	
December	559,758.87	179,094.84
Total	6,102,401.92	1,977,410.65

Total Income**8,079,812.57****Advice on RDA Projects**

Advice and assistance have been given to Road projects and field personnel on road construction, rehabilitation and maintenance techniques.

b. Central Laboratory and Investigations (CL&I) Section

(i) Routine Testing of Materials

Samples of soils, aggregates, river sand, bituminous materials, cement concrete cubes, kerbs; Marshall Specimens, asphalt concrete core samples, Road marking materials and steel etc. were tested and reported by the Central Laboratory. Also asphalt concrete mix designs were carried out for ongoing projects and outside organizations. A total value of laboratory testing of samples obtained through private organizations and RDA projects is Rs.27.72Mn.

Table 25: Summary of Income (for client work) from Testing of Road Construction Materials & Mix Designs in the Central Laboratories during the year 2020

Month	Concrete Laboratory(Rs)	Soil Laboratory(Rs)	Bitumen Laboratory(Rs)	PMB Laboratory (Rs.)	P & V Laboratory (Rs)
January	584,769.79	14,836.00	1,417,765.00	-	181,774.39
February	361,957.70	898,698.97	1,419,288.96	-	34,602.40
March	78,240.00	43,395.00	632,171.48	-	104,138.94
April	-	-	-	-	-
May	28,860.00	-	847,840.00	5,040.00	-
June	211,081.07	14,295.00	1,391,547.78	54,990.00	569,109.23
July	325,521.10	490,956.26	1,520,103.36	68,165.00	223,714.11
August	108,478.79	44,060.00	1,190,593.60	-	275,831.80
September	230,852.58	34,880.00	1,834,130.55	-	268,683.45
October	152,013.79	9,809.04	1,212,865.00	176,390.00	196,067.18
November	180,778.79	1,555,529.61	1,002,222.67	-	107,733.11
December	178,861.53	116,550.91	2,213,367.23	-	420,383.14
Total	2,441,415.14	3,223,010.79	14,681,895.63	304,585.00	2,382,037.75

Total Income 23,032,944.31

Table 26: Summary of Value of Testing of Road Construction Materials & Mix Designs for RDA work (free of charge) in the Central Laboratories during the year 2020

Month	Concrete Laboratory(Rs.)	Soil Laboratory(Rs.)	Bitumen Laboratory(Rs.)	PMB Laboratory (Rs.)	P & V Laboratory (Rs.)
January	26,217.00	129,470.79	57,110.00	-	-
February	10,170.00	669,911.21	56,920.00	-	-
March	8,475.00	156,382.09	33,520.00	-	-
April	-	-	-	-	-
May	3,390.00	-	-	-	-
June	-	375,935.65	20,900.00	-	17,928.41
July	10,170.00	133,470.00	50,280.00	-	-
August	6,780.00	-	330,018.65	31,810.00	-
September	13,050.00	340,466.06	1,222,320.00	-	14,475.00
October	6,780.00	-	161,170.00	-	-
November	-	330,882.60	388,100.00	-	-
December	29,940.00	-	50,280.00	-	-
Total	114,972.00	2,136,518.40	2,370,618.65	31,810.00	32,403.41

Total Income 4,686,322.46

c. Pavement Investigations and Overlay Designs for RDA Works and Other Organizations

(i) Pavement Investigations and Design

Overlay designs based on pavement investigations consisting of Benkelman Beam Deflection tests, Dynamic Cone Penetration (DCP) tests, Mackintosh test, trial pit investigations and laboratory testing of soils were carried out. Details of pavement design work carried out during the year 2020 are given in the Table 25.

Table 27: Completed Pavement Designs during the year 2020

Road Name	Section
A6 to B 82 connecting Road - Kurunegala	Connecting Road
Warakapola By Pass	By Pass
Ingiriya - Halwathura-Egaloya Road	4+000 km to 6+000 km
Mabima Road	0+000 - 0+620
Warakapola - Kandalama Road	0+000 - 10+000
Baseline extention (Phase III)	800m
Proposed Welimada By pass	0+000 - 2+650
Galle Deniyaya Road	113+000 - 130+600
Colombo Kandy Road (Nittambuwa to Pasyala)	Nittambuwa to Pasyala
Katunayeka - Veyangoda Road (B208)	4 Km
Kaluthara - Nagoda Road (B191)	0+000 to 1+150 km
Second Integrated Rd. Investment Program - Eastern Province	48+000km to 108+000Km
Improvement to Girindara Junction	Junction
Kandy - Jafna Road	58+000 Km - 71+000 Km
Widening & Improvement to Weliweriya - Imbulgoda Road	0+000 Km - 4+420 Km
Widening & Improvement to Kelanimulla _ Angoda Road	0+680km - 1+517 km
Ja Ela intersection	200m Accesss Road
Rehabilitation of Japan - Sri Lanka Friendship Road	0+000Km - 2+032 Km
Udupulla Junction_Gampaha	Junction Improvement
Thalawa Dabarella Hingura Road	
Chithragala junction	Junction Improvement
Peliyagoda - Puttalam	19+000 km to 37+600
Peliyagoda - Puttalam	38+000 km to 76+000 km
Peliyagoda - Puttalam	76+00 km to 126+000 km
Kuliapitiya - Padiwela Road	2+300 km to 3+400 km

Table 28: Pavement Designs in progress

Road Name	Section	Progress %
Proposed By pass road at Awissawella	0+000km - 4+500km	83
Central Expressway Project - Section 1		80
Ekala - Kotadeniyawa Road	0+000km - 14+880 km	7.5
Udugampola - Divulapitiya Road		20
Kelaniya - Mudungoda Road	4+000 km - 5+100 km	93

Road Name	Section	Progress %
Warapalana Road_Thihariya	0+000km - 2+500 km	7.5
Aluth Mawatha_Colombo 15		93
Peliyagoda - Puttalam	0+000 km to 0+600 km	93
Botale - Mirigama Road		30
Kerawalapitiya Industrial Zone internal Road	internal roads	88
Rathnapura By pass	0+000 km to 2+780 km	65

(ii) Pavement Design review during 2020

During year 2020, pavement designs of following road sections were reviewed.

Weeraganthota – Randenigala Road(B474) from 0+000 to 2+500 km

Nuwaraeliya – Ragala Road (B332) from 0+000km to 10+000 km

(iii) BBD Survey carried out by Soil Laboratory during 2020.

1. Batticaloa – Trincomalee (A15) Road
2. Kandy - Jaffna (A09) Road
3. Peliyagoda – Negombo – Puttalam (A03) Road

Inspection of Roads & Field Laboratories during 2020

- CINEC Campus Access Road
- Galle Port Access Road
- Polymer modified asphalt concrete section at Elahara – Naula Road
- Thalawa – Dabarella – Higurana Road
- Colombo Port Access Road
- Ekala – Kotadeniyawa Road
- Thihariya – Warapalana Road
- Udugampola – Diwlapitiya Road
- Awissawella By pass Road
- Nittambuwa – Pasyala Road
- Peliyagoda interchange of CKE Road
- Horawala – Aluthgama Road
- Colombo – Katunayake Expressway
- Inspection of settlements at Approach of structures on Souther Expressway
- Aluth Mawatha road at Colombo
- Weliweriya – Imbulgoda Road (0+000km to 5+000km)
- Chithragala Junction at Hambamthota
- Inspection of W.K.K. Asphalt Plant at Delgoda
- Inspection of Polymer Modified Overlaying at Kaduwela Interchange
- Peliyagoda - Puttalam Road.
- Kerawalapitaya – Mattakuliya- Uswatakeiwa – Pinwatta Road.
- Inspection of Skid Resistance test of (Sayuraka) ship at Colombo harbour.
- Inspection of Access Hot Mix Asphalt plant at Kalutara for sample collection of Porous Asphalt research.

- Inspection of Cold Mix Asphalt Plant of Maganeguma at Mahawa.
- Inspection of Suriyawewa (Section –IV) lab
- Inspection of milling at corrugated area of asphalt pavement at OCH
- Inspection of Sathipola at Horana

Research Projects

- i. Evaluation of Bitumen properties mixed with waste plastic.
- ii. Evaluation of Road Marking Material – Skid value and luminous value with effect from different glass bead contents.
- iii. Super pave mix design to verify mix design procedure
- iv. Design of thin asphalt layer for low volume Road.
- v. Mix Design for G30 self-compacted early strength (3 days) casting.
- vi. Rejuvenation of recycled asphalt.
- vii. Performance of Aggregate with limestone.

Training Programme for Technical Staff

Training programme for engineers about mechanistic empirical pavement design software

Training Programme Conducted by R&D

Laboratory demonstration for students of Ratmalana technical college

Achievements

1. Development of Web site for R&D division & Lab Information Management System
A web site was developed for R&D division with Laboratory Management system collaboration with the I Road project. This web site is very useful for any customer who needs information regarding the testing of road construction materials as well as with any other useful information. <https://www.rnd.rda.gov.lk/>
2. Today R&D Division acts as the main body which facilitate the quality control and quality assurance aspects of highway construction and maintenance with confident and well-equipped central laboratory and is ISO 17025:2005 accredited for Concrete cube Compressive strength testing, Bitumen Penetration and softening Point test, Soil Moisture Content testing and Dynamic Viscosity testing for Polymer Modified Bitumen. Further, it has requested from SLAB to renew the ISO 17025:2017 and implementation process is ongoing as per the new standard.
3. Mechanistic – Empirical Pavement design implementation plan phase I was commenced under the ADB Loan 3579/3580 SRI: Second Integrated Road Investment Program – RDA/ADB/I ROAD-2/ME/IC2. This TA project provides technical support to Road Development Authority (RDA) in Sri Lanka on the mechanistic – empirical pavement thickness design system.

6. Quality Assurance & Progress Monitoring in Road and Bridge Works

Quality Assurance and Progress Monitoring Division Is mainly responsible for assuring quality of all works carried out under RDA and monitoring progress of work. With respect to this task followings actions were carry out;

- Conducting random checking of the completed and ongoing works and independent checking to assure that the Contractors carry out the works in accordance with the contract specifications. Any noncompliance of quality requirement from the specifications to be brought to the notice of the respective Director/ Project Director/ Provincial Director as well as the RDA Management.
- Checking the quality of material supplied to the site with the Specification requirements randomly.
- Obtaining all the progress reports prepared by the Directors, Project Implementation Units (PIU) under Project Directors, Provincial Directors and the Consultants and checking the correctness of reporting randomly.
- Preparing combined progress report of the RDA on a monthly basis and submitting the progress report to the Board of Directors of RDA.
- Checking the baseline construction programme of all the contracts prepared by the Contractors for the execution of works, assessing the need to revise the work programme and checking the adherence with the programme by the Contractors. Reporting any lapses in the progress to the Directors, Project Directors, Provincial Directors and the Consultants.

Progress of activities carried out during year 2020

Inspection of randomly selected projects/ projects having poor progress compared to the expected progress or inspection assigned by the Director General or Chairman of RDA & submission of technical audit reports.

Table 29: Technical audits carried out during 2020 are given below.

No	Project Name	Date of site visit
1	Improvement of Kannathota- Ihalahama road (0+000 - 2+100km)	31/01/2020
2	Improvement of Ampitiya -Gurudeniya (Pichamalwatta) (0+000 – 2+250 km)	12/08/2020
3	Improvement of Alawathura - Yatapana - Kotiyakumbura road (0+000 to 6+150km) (B605)	09/09/2020
4	Improvement of Kandy - Kirimatiya Road (0+000 – 7+640 km) (B195)	29/09/2020

Table 30: Conditions survey of roads carried out during 2020 are given below.

No	Project Name	Date of site visit
1	Improvement of Mawanella - Hemmathagama - Gampola road (8+750 – 2+250 km) (B279)	04/01/2020
2	Improvement of Mallawapitiya - Rambodagalla - Keppetigala road (0+000 - 10+000 km) (B264)	17/01/2020
3	Improvement of Muttetugala - Hiripitiya road (0+000 - 18+500 km) (B300)	13/02/2020
4	Improvement of Narammala - Dankotuwa road (16+030 - 38+800 km) (B308)	21/02/2020
5	Improvement of Chilaw - Wariapola road (0+000 - 13+300 km) (B079)	07/03/2020
6	Improvement of Narammala - Dankotuwa road (38+800 - 45+250 km) (B308)	07/03/2020
7	Improvement of Chilaw - Wariapola road (13+300 - 29+400km) (B079)	08/07/2020
8	Improvement of Dummaladeniya - Meneripitiya - Meerigama road (0+000 – 1+250 km)	17/08/2020

Quality assurance of supply contracts of hand sanitizer and surface sanitizer have been carried out during year 2020 due to Covid-19 pandemic are given below;

Table 31: Quality assurance of supply contracts of hand sanitizer and surface sanitizer

No	Project Name	Date of Report
1	Supply of 10,000 l of Sanitizing Liquid and 7000 Nos of Hand Sanitizers in 500 ml cans to Head Office of “Maganaguma Mahamadura” RDA : Contract No: RDA/DPR/SL&HS/2020/39	17/06/2020
2	Supply of 10,000 l of Sanitizing Liquid to Head Office of “Maganeguma Mahamadura” RDA: Contract No: RDA/DPR/SSLL/2020/33	03/07/2020

- Reported the combined progress, based on the progress submitted by the Directors and Project Implementation Units under Project Directors, every month to the Board of Directors.
- Checked progress reports of all the contracts and reported any lapses to the Directors / Project Directors.

7. Traffic Management

Traffic Management is carried out by Traffic Management unit which is coming under Highway Designs Division of RDA.

Main activities planned and carried out by this unit during the year 2020;

Table 32: Progress of Traffic Management Activities during year 2020

Description	Physical progress as at end of 2019	Allocation 2020	Expenditure as at end of 2020	Physical Progress as at end of 2020	Remarks
Improvement to Traffic Light System at Katugasthota Junction	-	10.9	-	0%	*
Improvement to Traffic Light System at Pannipitiya Flyover Junction	-	8.2	4.2	100%	completed
Traffic Light System at Katukurunda Junction	-	19	-	0%	*
Upgrading Baseline Phase II from Halogen to LED heads and replacement of old Uni Road Controllers with PLC Controllers	-	18.8	-	0%	*
Replacing old Halegon lamp signal with new LED signal heads of the signal system in Negambo (Telwatte,Coppara and Petriyamulle junctions)	-	10	-	0%	*
Traffic Light System at Piliyandala bus stand	-	18.4	-	0%	work delayed due to another project
Pelican Crossing at Pannipitiya	-	4.5	4.3	100%	completed
Pelican Crossing at University of Kelaniya	10%	4.2	4.2	100%	completed

Note: * Due to delay of supplying materials from China as a result of COVID-19 pandemic

8. Land Acquisition & Resettlement

The Land division of RDA was established with a view of expediting land acquisition and resettlement work with respect to all road development projects under the Land Acquisition Act. (Chapter 460) and handling RDA land Inventory data.

The major process involving lands in RDA is the acquisition. From the date that the acquisition proposal came to the agenda the Land acquisition process proceeded in accordance with the provisions of the Land Acquisition Act.

The process also includes the taking over the land, paying compensation, resettlement and registration under the government. It was noted that the land acquisitions and resettlement work are carried out by various other Project Management Units when needs arise.

The other important process involving lands is the management of the lands owned or used by the RDA. This is done through Chief Engineers and Executive Engineers. In this aspect, all relevant data of lands occupied by RDA, transferred from Department of Highways, Other stake holding organizations, Leased, Purchases and other are being collected and prepared a Database.

Functions and Responsibilities of the Division

- ❖ Submitting of acquisition applications received from PMUs Provincial Directors to the Ministry of Roads and Highways for proceeding with the Land Acquisition procedure as per the Land Acquisition Act No. 9 of 1950, under both normal and emergency acquisition procedures.
- ❖ Coordinating with Ministry of Land & Parliamentary Reform and providing assistance in documentation.
- ❖ Coordinating with Department of Surveys in showing boundaries and demarcating acquisition boundaries.
- ❖ Assisting Divisional Secretaries in documentation in respect of exhibition of Section 2, Section 38'A', Section 5 and Section 7 Notices under Land Acquisition Act.
- ❖ Assisting the Department of Valuation in preparing condition reports and coordinating with Divisional Secretaries and other relevant stakeholders.
- ❖ Assisting Divisional Secretaries in taking over possession of lands within the area under their purview and arranging to get vacant possession of lands by respective Chief Engineers in provinces.
- ❖ Directly made payment of Compensation / Interest for the acquired lands, for improvement / rehabilitation / widening of National Highways with respective Divisional Secretaries and Ministry of Roads and Highways.
- ❖ Assisting Planning Division of RDA in preparation of action plan for the future programs of acquisition which will be submitted for the approval of Director (Budget) thro' the Secretary, Ministry of Roads and Highways.
- ❖ Assisting the Attorney General's Department in land cases where the premises owners has filed cases against the Road Development Authority and obtaining advice from Attorney General's Department.
- ❖ Maintaining data base for easy handing and summarizing of records in respect of lands acquired by RDA for road development works.
- ❖ Updating and maintaining records on lands being occupied by RDA (Table no 33 & 34).

Table 33: Statement on Free Grant Application Process

Province/ Provincial Office	Lands from PWD	No of Acquired Lands	No of Purchases Lands	No of Leased Lands	No of Other Lands	Provincial Total	Total extent of Land (Hec)
Western	94	15	6	12	7	134	23.8777
Central	144	22	1	1	10	178	48.1153
Southern	12	4	0	0	19	35	18.8597
Northern	32	1	0	0	3	36	16.3204
Eastern	26	1	0	0	10	37	10.3031
Akkaripaththu (Addl.PD Office)	15	0	1	0	9	25	2.4421
North Western	64	1	0	0	8	73	17.6021
North Central	35	0	0	1	5	41	30.1369
Uva	59	16	1	1	1	78	27.1265
Sabaragamuwa	61	4	0	3	4	72	80.7099
Total	542	64	9	18	76	709	275.4937

Table 34: Statement on Free Grant Application Process

Province/ Provincial Office	Lands from PWD	Applications Received to land Division for Free Grant Application	Request send to Land Commissioner General from Chairman (RDA)	Request send to Divisional Secretary by Land Commissioner General	Request send to Provincial Land Commissioner General by Divisional Secretary	Request send to Land Commissioner General by Provincial Land Commissioner General	No of balance Lots for applying for Free Grant Permit
Western	94	35	35	35	14	7	59
Central	144	33	33	33	33	3	111
Southern	12	5	5	5	5	4	9
Northern	32	2	2	2	-	-	30
Eastern	26	0	0	0	0	0	26
Akkaripaththu (Addl.PD Office)	15	10	10	10	6	4	5
North Western	64	46	46	46	45	40	18
North Central	35	29	29	29	29	21	4
Uva	59	14	14	14	12	8	45
Sabaragamuwa	61	43	43	43	24	19	18
Total	542	217	217	217	168	106	325

Table 35: Land Acquisition and Payment of Compensation under Widening and Improvements Programme

No	Province	Total No of Lots	Total No of Hectares	Award of Compensation Payments (Section 7 issued)	Acquisition completed Lots Nos.(in 2018)	Compensation Payment made by RDA during 2018 (Rs)	Compensation Payment made by RDA during 2019 (Rs)
1	Western	13,223	99.43	5,668	5,459	426,961,454.77	932,363,304.55
2	Central	6,968	31.6209	1,534	1225	589,843,259.00	257,966,212.65
3	Southern	7,161	328.7464	2,816	2,399	154,923,896.56	694,063,296.55
4	Northern	217	1.8293	130	130	0.00	
6	North Western Province	3,798	47.3720	219	170	18,148,500.00	98,606,143.62
7	North Central	1,330	19.4911	335	209	41,747,850.00	318,536,025.00
8	Uva Province	763	12.2230	321	60	1,350,000.00	108,286.61
9	Sabaragamuwa	1,707	40.8094	494	466	66,339,285.73	454,112,447.16
	Total	35,167	581.5221	11,517	10,118	1,299,314,246.06	2,755,755,716.14

Table 36: Land Acquisition and Payment of Compensation for Projects

Name of the Project	Total No of Lots	Total No of Hectares	Award of Compensation Payments (Section 7 issued)	Acquisition completed Lots Nos.(in 2019)	Compensation Payment made by RDA during 2019 (Rs)	Compensation Payment made by RDA during 2020 (Rs)
Merine Drive Road Project	228	4.0752	140	136	143,317,927.00	1,225,203,767.00
Colombo - Katunayake Expressway Project	2,583	183.5793	2,018	1818	3,818,804.40	3,659,033.00
New Kelani Bridge Project	968	12.3098	265	262	0.00	0.00
Southern Expressway Extension Project	10,674	816.6000	10,674	1,042	872,231,123.10	607,618,596.60
Total	14,453	1016.5643	13,097	3,258	1,019,367,854.50	1,836,481,396.60

Difficulties encountered during the year

Though Land Division, playing a vital role of ongoing development in the country, some failures also could be observed which forms bottle necks of the process. These matters mostly makes the process under performance and can be discuss as follows,

- In ability to update the Act in order to the present requirement of the road sector.
- Lack of priority given by the stockholders is Ministry of Land, Department of Valuation, Department of Surveying and Divisional Secretariat offices which directly deal with the process activities.
- Lack of prominent officials and trained staff available to cater the process in other departments and DS offices.
- Lack of imprest availability for payment of compensation and complexity in ownership of lands as such legal implications and court proceedings to be dealt with in determination of ownership.
- Lack of staff to Account Section of the Land Division namely Account Assistant and 3 Management Assistance.

Payment of compensation

- Land Division start paying compensation through RDA Finance Division and Annual Budget Allocation has been transfer to the RDA Finance by the Ministry of Highways.
- Land Division also deployed an Account section (consist of an Accountant and 3 Management Assistant) within the Land Division under Director Land.

Remedial measures taken

- ❖ Making and maintaining good relationship with other departments and Divisional Secretaries officials making proper incentive schemes and providing other necessary resources whenever possible.
- ❖ Monitoring and maintaining progress with relevant stakeholders. (such as Divisional Secretary, Department of Valuation, Department of Surveying)
- ❖ Preparing a data base and Land Acquisition Information System (LAIS) through a strong partnership with local authorities for easy access when handling and to make a finding records in Land Division.
- ❖ Database introduced to account section on certified voucher in hand and payment made road vice
- ❖ Updating Assets (Lands occupied by RDA) inventory to identify the ownership and to make actions to transfer ownership to RDA.
- ❖ Publishing Section 44 for the acquired lands to date.

Further, following steps are also recommended to bring the situation to an acceptable level.

- Land acquisition activities of all road projects shall be conducted under the supervision and monitoring of Land Division, RDA.
- Establishment of “Central Database and unique Land Acquisition Information System (LAIS) at Land Division for all land acquired for RDA avoid integrate the system with GIS facility.
- Improving of IT capabilities.
- Necessary carder fulfillment, especially of Land Officers etc.
- Making of process efficiency according to the present requirements.
- Improving of record room capacity for storage of acquired plans.

9. Implementation of Environmental and Social Safeguard Measures

From the initial guidance given through the Technical Assistance Project (TA 4736-Sri) funded by ADB, Environmental and Social Development Division (ESDD) is well established as the environmental and social safeguards arm of RDA and continued to assist all divisions of RDA in executing environmental and social safeguard measures related to road development projects and establishing asphalt plants, crusher plants and quarries. ESDD assists Project Management Units (PMUs) set up in RDA to get environmental approvals and environment and social assessments if required. And monitoring of implementation of environment management plans and social safeguards in projects is also a key function of the division.

Functions and Responsibilities of the Division

Functions and responsibilities of ESDD are mainly of two folds, i.e. the documentation and safeguards monitoring. During the year 2020, ESDD has prepared the Environment and Resettlement Policy Framework of World Bank funded Urban Traffic Management Project (UTMP). ESDD also prepared the Initial Environment Examination and Involuntary Resettlement and Due Diligence report for Nittambuwa – Kadugannawa section of Colombo – Kandy (A001) Road. ESDD obtained the environment approval from Central Environment Authority for proposed Angampitiya Bridge and environment approval was requested for several other projects such as the proposed bridge across Bentara River connecting Horawala and Ittapana, proposed bridge to give access to Maduwa Island of Maduganga and proposed bridge at Wakwella. Moreover, taking initiative, ESDD prepared guidelines for identification of Invasive Plants, tree planting and guidelines for Environment and social safeguards of non-prescribed projects. Further, ESDD continued to monitor environment and social safeguards of various ongoing projects. Effectiveness of these activities was greatly supported by the Management Information System (MIS) developed for ESDD, which contains bio-geographic and socio-economic information of the country and facility to analyze the socio economic data.

Also, resolving the unresolved Environmental and Social related problems of the completed projects is another part of the work entrusted to ESDD, in which such cases were referred to the ESDD for reviewing and giving necessary recommendations for resolving them through the functional divisions associated with the case. Resolving the inundation problem at Bridge No. 98/4 of CRB (A-04) road and assisting to resolve the Cut Slope failures occurred at Badulla to Chenkaladi road are two of such examples.

Further the staff of ESDD was actively involved in various Technical Evaluation Committees set up by various project approving agencies which include the Central Environmental Authority, Coast Conservation Department, Forest Department, Department of Wildlife Conservation, Department of Archeology and Ministry of Transport and Civil Aviation.

A list of key environmental and social safeguards compliance documents which are either prepared or reviewed by ESDD is given below;

Environment	Basic Information Questionnaire (BIQ)
Safeguards:	<p>Rapid Environmental Assessment Check List</p> <p>Environmental and Social Chapters of Project Pre-Feasibility and Feasibility Reports</p> <p>Initial Environment Examination Reports and Environmental Impact Assessment Reports</p> <p>Environmental Impact Assessment Reports</p> <p>Environment Management and Environment Monitoring Plans</p> <p>Environment Action Plans Section of the Contract Bidding Documents</p> <p>Monthly and quarterly monitoring reports on environmental safeguards compliance</p>
Social Safeguards :	<p>Initial Poverty and Social Assessment</p> <p>Involuntary Resettlement Screening Check List</p> <p>Indigenous People Summary Check List</p> <p>Resettlement Plans (RPs)</p> <p>Monitoring of reports on RPs</p>

Progress of the activities during year 2020

A. Environmental Dimensions:

Support to various RDA Divisions and PMUs with respect to Environmental Dimensions are summarized as follows:

- Preparation and review of Environment Policy Frameworks of World Bank funded Urban Traffic Management Project (UTMP).
- Preparation of Environment and Social feasibility for proposed Angampitiya Bridge
- Obtaining Environmental approval for Angampitiya Bridge from Central Environment Authority.
- Preparation of Initial Environment Examination for Nittambuwa – Kadugannawa section of Colombo – Kandy (A001) Road.
- Preparation of BIQ for Central Environment Authority for the Initial Environment Assessment for the proposed bridge construction across Bentota River connecting Horawala and Ittapana.
- Preparation of BIQ for Central Environment Authority for the Initial Environment Assessment for the proposed bridge construction to give access to Maduwa Island of Maduganga.
- Preparation of BIQ for Central Environment Authority for the Initial Environment Assessment for the proposed bridge construction at Wakwella.
- Preparation and submission of BIQ to Central Environment Authority, for the Initial Environment Assessment for the proposed Gampaha North Interchange.
- Preparation of Environmental Assessment for the proposed Badigama interchange.
- Preparation of specifications for Environment parameter monitoring of expressways.
- Field inspection and obtaining approval to the proposed Kapudoowa Interchange of Extension of Southern Expressway Project Section 1.
- Field inspection to 33 bridges to be funded by Netherland funds.
- Field inspection and report preparation for the reconstruction of bridge no. 98/4 along Colombo – Rathnapura – Wellawaya – Batticaloa (A004) Road.

- Submission of recommendations for master plan of Coast Conservation and Tourism Development within the coastal zone from Negambo to Mirissa of Sri Lanka.
- Conservation of rare plant found in Central Expressway Project – Section I.
- Preparation guidelines for identification of Invasive Plants.
- Preparation guidelines for Tree planting.
- Preparation of Terms of Reference (ToR) for baseline survey of Environment parameters of Central Expressway Project – Phase IV.
- Preparation of Terms of Reference (ToR) for detailed ecological study of Rajagiriya – Athurugiriya section of Elevated Highway Project.
- Field Inspection to study environment and social consideration of ongoing Lankagama Road construction project.
- Review of Environment section of Feasibility report prepared for Marine Drive extension from Dehiwala station Road to Panadura.
- Review of Environment section of Feasibility report prepared for proposed three flyovers at railway crossings at Slave Island.
- Preparation of Initial Environment Assessment for Galle – Deniyaya – Madampe (A017) Road and submission to Central Environment Authority.
- Participation to Technical Evaluation Committees (TEC) of Project approving Agencies.
- Field inspection to study environment considerations of proposed Kandy Tunnel Project.
- Guidelines prepared for Environmental and social safeguards of non-prescribed projects.
- Mapping of areas for Animal Collision Monitoring
- Monitoring of Environmental and social Safeguards in Operational Period of Extension of Southern Expressway Project Section III.
- Monitoring of Environmental and Social Safeguards compliance of i-Road II program provinces.
- Monitoring of Environmental and social Safeguards compliance of Road Maintenance Contract (RMC) packages of i-Road program.
- Monitoring of Environmental and social Safeguards compliance of Southern Road Connectivity Project (SRCP).
- Carrying out a Dengue Prevention Campaign covering all functional divisions of RDA.
- Monitoring of Environmental and social Safeguards compliance of Port Access Elevated Highway Project.
- Monitoring of Environmental and social Safeguards compliance of Central Expressway Project Section II.
- Monitoring of Environmental and social Safeguards compliance of Miscellaneous Funded Aided Project.
- Monitoring of Environmental and social Safeguards compliance of Marine Drive Project.
- Monitoring of Environmental and social Safeguards compliance of Angampitiya Bridge.

B. Social Dimensions:

The work with respect to social dimensions is summarized below:

- Preparation and review of Resettlement Policy Frameworks of World Bank funded Urban Traffic Management Project (UTMP).
- Preparation of Involuntary Resettlement and Due Diligence Report for Nittambuwa – Kadugannawa section of Colombo – Kandy (A001) Road.
- Preparation of Initial Social Assessment for proposed bridge construction across Bentota river connecting Horawala and Ittapana.
- Preparation of Initial social Assessment for proposed bridge construction to give access to Maduwa Island of Madu ganga.
- Review of Social section of Feasibility report prepared for Marine Drive extension from Dehiwala station Road to Panadura.
- Review of Social section of Feasibility report prepared for proposed three flyovers at railway crossings at Slave Island.
- Preparation of Terms of Reference (ToR) to outsource Resettlement Plan preparation for proposed Kandy Tunnel Project.
- Field inspection to study social considerations of proposed Kandy Tunnel Project.
- Field inspection and report preparation for Dengue prevention in RDA sites in Western Province.
- Attending to public complaints of various projects.

C. Management Information System (MIS)

As in the previous year, this year also the MIS has been continued to gather data on Bio-Geographic and social information. This information was effectively utilized in preparation of environmental and social safeguards documents. MIS team assisted with the map preparation for safeguard documents prepared by ESDD.

MIS team has assisted in collecting and analysing data for the following projects in year 2020 as detailed below.

- Collecting Geographical Information such as GPS data analysing, GPS mapping, GPS based video graphing and photo graphing under the following projects.
 - i Roads Program - Uva Province and RNC Galle Package, A17 - Deniyaya to Rakwana, B274-Riverstan Road , Central Expressway Project - Section II, Extension of Southern Expressway Project, Ittapana Bridge, Kandy Tunnel, rural roads development projects under local bank funded. Lankagama Road, Maduganga Bridge, Nawala Angampitiya Bridge, Port Access Road, Slave Island flyover bridge and Wakwella Bridge.
- Environmental Data analysing, GPS Mapping of proposed bridges for reconstruction and widening of Uva province under Netherlands funds.
- Inventorying all the books and reference material and developed a library system for easy reference and management of documents.
- Database management system to manage public complaints
- Information Database system for Social Safeguards of projects currently being implemented
- Information System to manage day to day documents
- Localhost web based system to store all environmental data such as water quality, noise, air quality with GPS locations

Constraints and Suggestions for Remedial Actions

- a) Importance of the environmental and social safeguards is well recognized by RDA. However, adherence to the environmental and social safeguards is not in a satisfactory level, as adherence to the Environmental and Social safeguards is not likely compatible with the progress of construction works. Environmental and Social safeguards are not concerned in the domestically funded projects at all and such are considered only in foreign funded projects under the perception that it is required by Funding Agencies Guide Lines.

To overcome the above, adoption of an environmental and social safeguards Manual is suggested as a part of the Contract Documents.

- b) Some of the measures in environmental and social safeguards need to be implemented during the construction period which involves cost impacts. Contractors are not willing to perform such measures in the view of getting more profit.

New provisions may need in the BOQ's, Preamble to BOQ's and Specifications for accommodating the costs and achieving the expected countermeasures.

- c) Difficulties encountered

- Difficulties encountered in collecting some details directly by RDA- as the contractor should himself get necessary approvals and submit these details. Very often a Contractor is not selected at the time of environmental clearance is sought from ESDD.

Ex: Disposal locations, Borrow pits

- Designs are not finalized to initiate the obtaining of the CEA approval-BIQ's to be prepared with the designs pending.
- No details available with some stake holders causing problems after the Conditional Approval granted by CEA

Ex: Lack of details in Department of Forest Conservation in relation to the rare fauna species found in CEP –Section 1

- Lack of coordination of some stake holders and delays in providing their feedbacks.
- Ex: Wildlife Conservation Department is delayed very often in giving their approvals and feedback.

- d) Proposals for remediation and expediting the process of CEA approval

To look into the possibility of,

- Granting the CEA preliminary green light at short notice for proceeding with works subject to submission of necessary details in the BIQ in a subsequent stage – Say within a month after the construction works commenced.
- Issuing a bold recommendations by CEA to enable RDA to decide the next course of actions, unless otherwise in highly environmentally or socially sensitive complex situations.

- e) Disaster Management, Health and Road Safety

- Roads related Disaster Management, Health and safety of Road users, Road appurtenances and third party properties are presently carried out by various governmental entities with no correlation among them.
- ESDD who has been involving with such entities (from the inception stage to post completion stage of reconstruction and rehabilitation of roads) foresee a necessity of an entity to be formed within the RDA to look into these matters and recommend any protective and preventive measures.



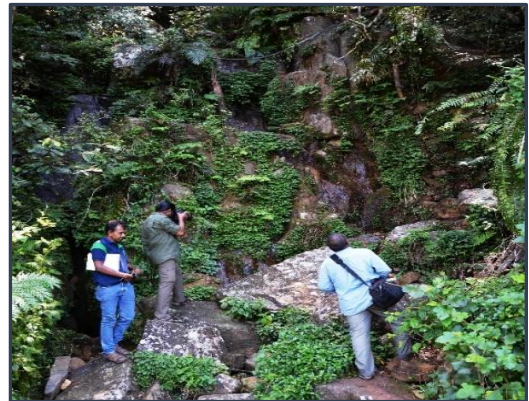
Public Consultation – Maduwa Bridge



Field inspection – proposed Kandy



Stakeholder consultation – Lankagama Road



Ecological study of A017 Road

10. Planning and Reporting

The Project formulation and monitoring and GIS unit of the Planning Division of RDA is responsible for overall planning of the projects carried out by the RDA from project concept to implementation. Overall planning includes activities for the development of the National Road Network, macro planning of National Road Network taking into consideration of future needs for the socio-economic development of the country based on government policies and priorities.

The concept of the projects are forwarded to the Department of National Planning to get it approved by the Government for implementation and to the Department of External Resources to negotiate for funding with foreign agencies. Coordination with foreign funding agencies and working with various missions with respect to loan negotiations and document preparation is also a role entrusted to this unit. In addition, this unit also coordinates with foreign funding missions during post-evaluation study/process of already implemented projects.

Annual Action Plan is prepared at the beginning of every year based on the information collected in consultation with Provincial Directors, Project Directors and other divisions. During the year, work is normally carried out according to the Annual Action Plan. However, priority will be given to emergency requirements and action is taken to revise the Annual Action Plan in the middle of every year to accommodate this requirement. Corporate Plan is prepared as a rolling plan for a period of 5 years and reviewed annually to accommodate the requirements of the current year and the balance period of time.

Also this unit is responsible for preparation of important reports prepared annually by RDA to describe the overall performance of Road Development Authority. RDA Annual Report and RDA performance report to be sent to Central Bank for the preparation of the Central Bank Annual Report are some of them.

a. Feasibility and Other Studies

This unit provide active participation in Feasibility studies carried out to ensure the economic feasibility of proposed rehabilitation/ improvement. In case of new projects, all possible alternatives are considered in the feasibility study. In carrying out traffic analysis, future traffic situations on roads are forecasted using the JICA STRADA traffic forecasting model. If the project is feasible and if the project traverses through an environmentally sensitive area, requests are made to Environmental & Social Development Division of RDA to take action to obtain environmental approvals from the relevant authority before project implementation.

b. Submission of Reports

During the year 2020, action was taken by the Planning Division of RDA to prepare and submit following reports

- Action Plan 2020 (January –April) ,Action Plans 2020 (June–August) was prepared and submitted to the Board of Management of RDA according to the vote on account provisions for January –April and June–August .
- Annual Report 2019 of RDA
- All progress reports (monthly and quarterly)
- Performance report of the RDA to Central Bank for year 2019 and mid 2020

In order to ensure optimum utilization of the total budgetary provision for the year, necessary approvals for transfers were obtained from the Treasury in accordance with the Financial Regulation (FR) 66.

c. Project Proposals for Approvals

During year 2020, preparation of project proposals/Concept Papers for project approval from the Department of National Planning (NPD) and to request funding with respect to following projects;

- reconstruction & widening of bridges on National highways in Uva province
- Reconstruction of four bridges in Kalutara District
- Resurfacing of Priority Roads in the National Road Network
- Construction of Angampitiya , Maduwa and Ittapana bridges
- Construction of three flyovers at Slave Island
- procuring of Bridge components(baily bridge) to meet emergency and disaster situations
- Widening of Bridge No. 3/4 on Pitakotte – Thalawathugoda (B 368) Road under the Re-Construction of 25 Bridges Project.
- reconstruction of bridge no. 50/1 (Wattuwakal Bridge) on Paranthan - Kachchai - Mullaitivu (A035) Road

d. Issue of Special Permits for Oversized/ Overweight Vehicles in 2020

- Applications have been evaluated and fourteen permission letters were issued for transportation of over dimension cargo.
- Recommendations were made for two temporary vehicle registrations
- Recommendations for registration of thirty oversized vehicles

e. GIS Functions

Under the Geographical Information System (GIS) Unit in Planning Division, Geo-spatial database related to National Road Network, which has been developed after 2007 using ArcGIS 10.6 Advanced software & 1:50000 scale digital layers taken from the Survey Department has been updated and maintained during the year 2020. Basically road link data, road project details, expressway network, ADT & Axel load survey locations, signalized junctions and administrative details (EE's, CE's, PDs, etc.) are included in this database.

Since geo database is collaborating with other road databases such as HDM-4 and STRADA, topological errors in the national road network have been corrected to provide the accurate GIS data for the OD survey in STRADA network. And also shape file of DSD wise road distance has been prepared a for STRADA network.

In year 2020, GIS Unit carried out several GPS surveys on existing & proposed roads, bridges, alternative routes and pedestrian crossings to provide a better decision making support to the Road Safety & Network Planning unit. Not only that, GIS Unit provided facilities to the Highway Engineers to identify optimum routes, bypasses and candidate roads in roads rehabilitation and constructions too. In addition to that GIS unit has started to prepare and share online google maps facilitating to other non GIS users to work with GIS data relevant to the national road network.

Shape file of the expressway network in Sri Lanka has been updated with finalized CAD traces given by the project officers and updated link database with expressways. GIS unit has calculated distances to the nearest cities from

interchanges on the Central expressway to identify the road which are to be improved under the expressway connectivity project.

During the year 2020, over 150 location maps and detailed maps have been prepared by the GIS unit for the project proposals, funding applications, feasibility reports, Gazettes and other reports relevant to the national road network in the Planning Division as well as Project Monitoring Units, The Ministry of Highways, all other Divisions in the RDA and other outside institutions.

Also in 2020, the GIS unit provided spatial information for issuing clearance certificates & Identified transportation route for issuing Oversize vehicle permission to fulfil outer requirements.

RDA is one of the key stakeholders in National Spatial Data Infrastructure (NSDI) programme in Sri Lanka. Representing the RDA, GIS unit has been involving to share spatial data relevant to the national road network and expressway network with other organizations through the NSDI. Not only that GIS unit has contributed its expertise knowledge as a member of the Technical Evaluation Committee (TEC) for GIS relevant purchases for the RDA.

In addition to that, GIS Unit has been coordinating with the Survey Department to update existing road network in 1: 50,000 scale for Entire County.

During the year 2020, GIS Training Program (Internship) has been conducted for the undergraduate students who came from the University of Moratuwa.

f. Traffic Forecasting Model for Sri Lanka

Traffic Estimation Using JICA - STRADA Traffic Demand Forecasting

The traffic on the National Highway and other roads were forecasted using the JICA STADA traffic model (Version 3.5) which was developed by RDA for National Road Network. STRADA stands for “System for Traffic Demand Analysis”. JICA developed it for its technical assistance program in the transport sector in 1997 and frequently updated model.

Study Area and Traffic Analysis Zone system

The Zoning system is established referring the Traffic Analysis Zone (TAZ) of CoMTrans for the Western Province and DSD for other 8 Provinces except for Kandy and Harispattuwa DSDs. These two DSD zones are further divided into a total of 14 TAZs. Finally, the study area of Island has been divided into 749 TAZs.

Road Network

The road networks represent all expressways, A, AB, AC & B class roads and some significant roads in the study area that have an impact to the study.

Currently, there are a considerable number of road projects, ranging from rehabilitation to new construction project. It is assumed that such projects will have been completed and operate their respective planned years.

Major works carried out during year 2021

JICA STRADA model was used for forecast traffic for the followings projects / roads for different purposes.

- I. Extension of Southern Expressway
- II. Central Expressway Project
- III. Angampitiya Bridge Project
- IV. Roads of i Road Project
- V. National Roads: B435, B161, B240, A003, B416, B430, A009, B111, B644, A003, B065, B244, B474, AB15, B469, B624, B214, B152, B205, B640, B326, B538, B200, B085, B492, A027, B034, B332, B413, B423, B117, B063, B060, B364, B432, B191, B010

11.Highway Information and Development Management System (HIDMS)

This is handle by the Highway Information and Development Management System (HIDMS) Section of the Planning division and the main functions are;

- Road condition data collection.
- Processing raw data to extract road inventory and condition parameters.
- Prepare, upload and store data in the web based system.
- Perform necessary analyses/processing in the system and reporting.
- Use of HDM-4 analysis tool for various economic analyses and the preparation of road maintenance and improvement plan.
- Maintenance, calibration and upgrading of survey machines.
- Maintenance and development of the web-based system.
- Submission of survey data on requests for various analyses and study purposes

a. Road Condition Data Collection

Data collection using the Multi-Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD) is carried out by the Planning IV, Highway Information and Development Management System (HIDMS) section under the Planning Division and the progress of survey during the year 2020 is given below.

Table 37: Survey progress –MFNSV&FWD surveys

Type of survey	Network (kilometres)	Project (lane kilometres)	On expressways (lane kilometres)
MFNSV	7,198.660	552.158	2,168.000 (STDP/OCH/CKE)
FWD	2,141.490	10.500	-

In addition, the FWD and the MFNSV surveys are carried out by the RDA using the two machines as per the requests made by Project Divisions and Outside Organizations in accordance with the charging rates approved by the RDA.

FWD and MFNSV Surveys carried out during the year 2020, as per the requests of project divisions and outside organizations, are given in the table below.

Table 38: Summary of Revenue

Survey type	Invoice No.	Requested By	Amount (Rs.)
MFNSV	RDA/P/MFNSV/147/20	PD(ESEP-Section 4)	475, 200.00
MFNSV	RDA/P/MFNSV/148/20	PD(ESEP-Section 2)	237, 600.00
MFNSV	RDA/P/MFNSV/149/20	PD(ESEP-Section 2)	237, 600.00
MFNSV	RDA/P/MFNSV/150/20	PD(CEP-II)-Package A	237, 600.00
MFNSV	RDA/P/MFNSV/151/20	PD(CEP-II)-Package D	237,600.00
MFNSV	RDA/P/MFNSV/152/20	PD(CEP-II)-Package C	237,600.00
MFNSV	RDA/P/MFNSV/153/20	PD(CEP-II)-Package A	237,600.00
FWD	RDA/P/FWD/121/20	PD(i road)	263,520.00

Total Revenue in 2020

= Rs. 2,164,320.00

Total Revenue up to 2019

= Rs. 26,766,734.72

Total Revenue up to 2020.12.31

= Rs. 28,931,054.72

MFNSV Data processing and Roughness data issued

- Data Processing for Roughness for all the roads/sections surveyed was completed.
- MFNSV Survey data on Southern Highway was processed and analyzed.
- Submission network data to students for research work.
- Submission of latest road roughness data calculated using the available survey results on Hatton-Nuwara Eliya road project to Project Director, Miscellaneous Foreign Aided Project.
- Submission of MFNSV survey reports on
 - Trial section of Extension of Southern Expressway (section I) from Matara to Beliatta at locations of -0+276 to 18+000 and 18+000 to 30+000.
 - Trial section of Extension of Southern Expressway (section 4) from Mattala to Hambantota via Andarawewa.
 - Trial section of Extension of Southern Expressway (section 2) from Beliatta to Wetiya at locations of 30+000 to 43+000.
 - Trial section of Central Expressway Project Section 2 -Package A from Mirigama to Riloluwa(37+090 to 46+800).
 - Trial section of Extension of Southern Expressway (section 2) from Beliatta to Wetiya at locations of 43+000 to 56+000.
 - Trial section of Central Expressway Project Section 2 -Package D from Madithiyawela to Kurunegala (72+300 to 73+940).
 - Trial section of Central Expressway Project Section 2 -Package C from 61+600 to 62+280)
 - Trial section of Outer Circular Highway Phase III from Kadawatha to Kerawalapitiya.
 - Trial Section of Central Expressway Project Section 2 -Package A from 38+923 to 40+730 and from 44+970 to 46+800.

MFNSV Image Analysis work

- Image analyzing for road condition data was completed for 6, 400.00 km (Network)
- Image Analyzing staff were allocated for National network road inventory data updating, Center Asset Camera photo exporting (A & B class roads), Exporting road GPS coordinats from new GPS, Bridge location updating with chainage (A & B class roads), Geometry, Texture and Rutting data exporting
- Image analyzing staff were allocated for STRADA section correction and completed 1177 sections.

FWD Deflection Data Reports

- FWD Deflection Data report on Maradankadawala-Habarana-Tirikkondiamadu Road (A011) from 0+275 to 5+275 and from 19+770 to 24+770 km.
- Submission of FWD data on Peliyagoda-Puttalam Road (A03-section from Kochchkade to Chilaw), Bowatta-Padiwela Road(B065-6.44km), Kuliypitiya-Padiwela Road(B244-11.26km),

Kandy-Jaffna Road (A009-section from Naula to Dambulla) to Project Director, Integrated Road Investment Program.

- Submission of FWD data on selected roads/sections in Colombo district to Project Director Integrated Road Investment Program.

MFNSV and FWD Annual Maintenance

MFNSV	Annual Maintenance Contract agreement was expired on 15.05.2020. New agreement for the extension of maintenance support of the MFNSV by another five years period (2020-2025) was signed on 20 th November 2020 with effect from 15.05.2020. The supplier did not arrange the service visit due to COVID 19 travel restrictions. Instead they provided online support for RDA field staff team.
FWD	Annual Maintenance Contract agreement was expired on 06.02.2020. New agreement for the extension of maintenance support of the FWD by another five years period (2020-2025) was signed on 10 th December 2020. There was no active maintenance contract during 2020 (after expiring of the previous agreement on 06 th February 2020)

b. Highway Development and Management (HDM – 4) and Sri Lanka Road Asset Management System (SLRAMS)

SLRAMS related work

- Migration of the Sri Lanka Road Asset Management System (SLRAMS) from Information Communication Technology Agency (ICTA), Lanka Government Cloud 1 (LGC 1) to Lanka Government Cloud 2 (LGC 2) was successfully completed by the developer (SATRA Infrastructure Management Services Pvt Ltd, India) in March 2020.
- The TEC appointed by DG, RDA to Identify a suitable ArcGIS server for the Sri Lanka Road Asset Management System (SLRAMS) was completed and following suggestions have been made:
 - To request through the Secretary (MR & H) from ICTA to share their ArcGIS Server which used from NSDI for RDA SLRAMS until our licenses release and host in ICTA.
 - To check the possibility of migrating the i Road-SLRAMS system also (after 3-year contract period of system development with SATRA) to ICTA cloud hosting facility which is at no cost.
- Project information (roads & bridges) was requested from all PDD and CEE
- A questionnaire survey was conducted among all Executive Engineers' (EE) divisions in the RDA to identify the availability of Information Technology (IT) Infrastructure facilities to determine the current status of the present system in order to distribute the new version of the web-based SLRAMS and the survey results was summarized and forwarded to DG (RDA) for necessary action.
- Prepared sample templates to improve RIS module (View option) of SLRAMS.
- Admin boundary identification/verification in Southern Province, North Western Province and Anuradhapura.
- Identify system modifications and prepared sample templates (Home page and View pages)
- Road Furniture Management System- Inventory forms finalization.

Submission of the interventions proposed as per priority order identified in the National Road Master Plan Output (HDM-4 analysis for the NRMP - 2018/2027) with respect to the followings:

- The proposals received from RDA and outside organizations, Ministries and personnel's for the maintenance and improvements of roads/sections.

HDM-4 Analysis for Economic Evaluation of Road projects for Feasibility Study Purpose

- Conducting Economic Analysis for the following roads/Sections of the Road Management Contracts for National Roads under Integrated Road Investment Program.
 - A003 road section from Kochchikade to Chilaw (38+00km to 76+000 km)
 - A003 road section from Chilaw to Puttalam (76+00km to 126+800 km)
 - Kotte-Bope (B240) road section from Malabe to Godagama

Other- General

- Staff transferred to Planning IV from other divisions of the RDA
 - 1 number of Management Assistant
 - 2 numbers of Image Analysts
 - 2 numbers of Senior Engineers
- 24 numbers of staff officers of this section mentioned below have been assigned to Transport Connectivity and Asset Management Project (TCAMP) on acting basis.
 - Deputy Project Director - 1 position
 - Senior Engineer – 3 positions
 - Transport System Analyst – 2 positions
 - Project Assistant – 1 position
 - Field Officer – 6 positions
 - Image Analysts – 8 positions
 - Drivers – 3 positions
- Re-partitioning work in Planning IV section, at 3rd floor, Maganeguma Mahamedura to accommodate the newly joined staff to this section was commenced.
- Submission of survey data to university graduates for researches purposes.

Issues /Remedial Measures and Suggestions

Issues related to MFNSV and FWD surveying

➤ ***Survey Delays***

MFNSV

(1) Due to COVID 19

- From mid of March 2020 to end of May 2020
- From mid of July 2020 to mid of August 2020

(2) Due to retirement of the MFNSV trained driver

- From end of May 2020 to mid of June 2020

Remedial measures

- MFNSV surveys were arranged with full health precautionary measures during November and December 2020 to catch up the backlog.
- The driver of the backup vehicle was temporarily assigned to the MFNSV until a proper driver is trained and assigned.

FWD**(1) Due to COVID 19**

- From mid of March 2020 to end of June 2020
- From mid of July 2020 to mid of August 2020
- From mid of October 2020 to mid of November 2020 (Senior field officer was included in to an isolated area)

Remedial measure

- FWD surveys were arranged with full health precautionary measures during the mid of November and December 2020 to catch up the backlog. Still there is some lagging.

Issues related to data collection

- A proper vehicle (as specified by the supplier) has to be assigned to tow the FWD machine. Purchase of the tow vehicle for the FWD is still on pending approval from the Ministry of Finance.
- A simplified version of a network survey vehicle is required to carry out surveys on narrow and poor condition roads where the current MFNSV is not possible/ not recommended to run. This has been proposed to purchase under Transport Connectivity and Asset Management Project (TCAMP)
- A walking profiler is necessary to calibrate the MFNSV periodically. This equipment also has been proposed to purchase under Transport Connectivity and Asset Management Project (TCAMP)
- Request for a special allowance for the drivers of the Multi-Function Network Survey Vehicle (MFNSV) and the Falling Weight Deflectometer (FWD). Both drivers of these vehicles have to drive with extra effort giving special attention to the safety of the equipment in addition to usual driving operation. This is an extra responsibility when compared to the responsibility of other drivers of normal road vehicles.

As such, a board paper was submitted on 23rd September 2020 and the board paper has been approved by the board subjected to receiving approval of the Department of Management Services (MSD).

Suggestions for the successful operation of the SLRAMS

- Requirement of upgrading the IT infrastructure facility in the Maganeguma office building in order to get the fully utilization of SLRAMS web system.
- Importance of renewing of maintenance agreements with service providers, Hardware equipment's as well as licenses software to get the continuous service.
- Train relevant staff on data collection, system uploading and processing.
- Obtain ArcGIS server facility for the Sri Lanka Road Asset Management System (SLRAMS).
- Obtain LGN facility for the RDA.

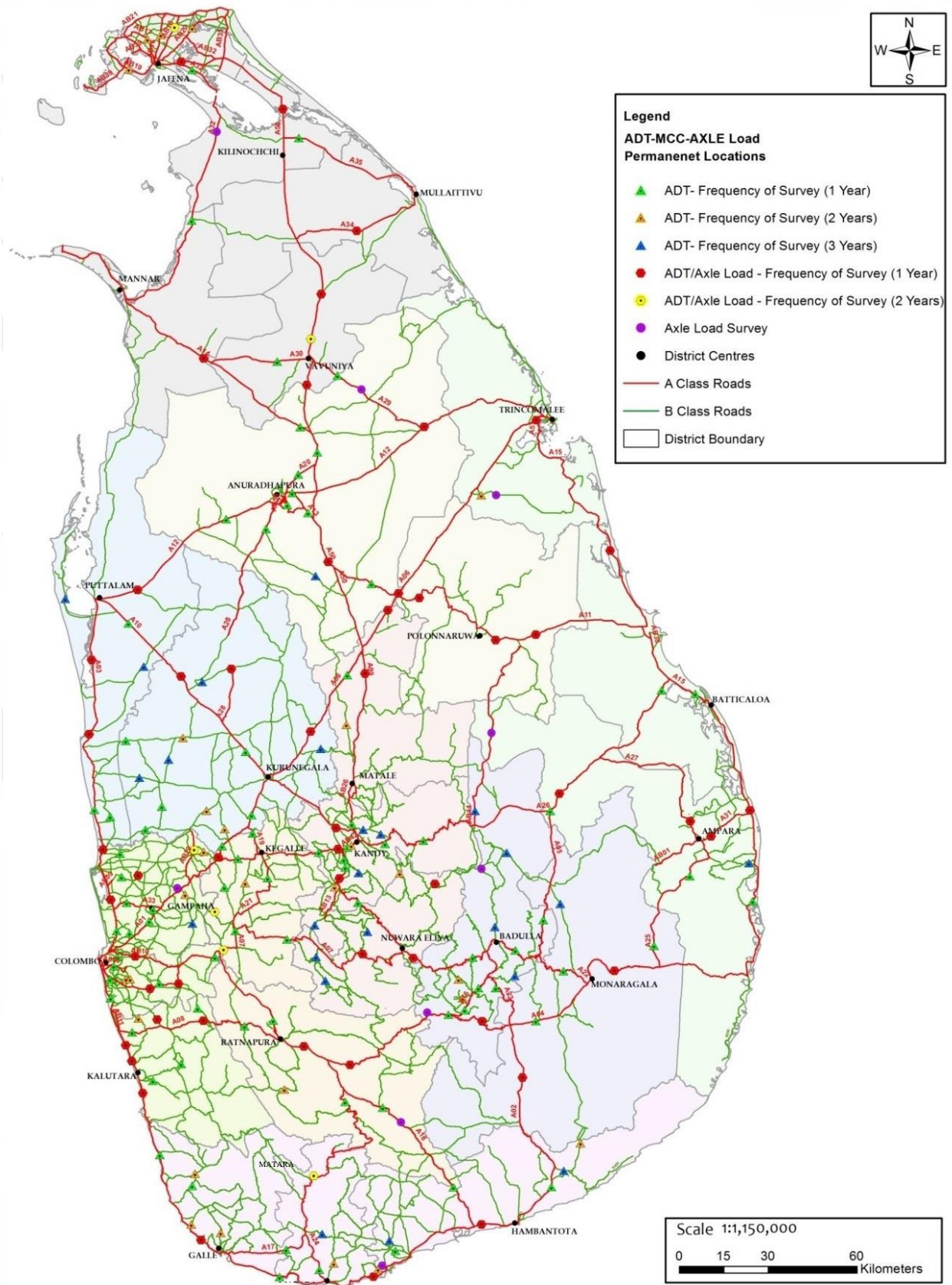
12. Traffic Data Collection

Data Collection and Evaluation Unit, a subdivision under the Planning Division is entrusted with the task of collecting Traffic data and maintaining Traffic Data-Base of the RDA.

Traffic data is collected throughout the year based on annual programme. Traffic surveys such as Average Daily Traffic (ADT) volumes, Annual Average Daily Traffic (AADT), Manual Vehicle Classification Count (MCC) and Axle Load counts are carried out routinely. About 193 permanent locations have been identified for routine surveys of ADT and MCC and another 28 locations have been identified for Axle Load survey. Turning Movement (Junction traffic) surveys, Origin Destination surveys, Pedestrian Surveys, Parking survey etc. are carried out on demand.

Table 39: Summary of the Traffic Volume Survey Programme for the year 2020

No	Activity	Month												Total
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1	Average Daily Traffic	10	10	10	-	10	10	10	-	10	10	10	-	90
2	Manual Classification Count	15	15	15	-	15	15	15	-	15	15	15	-	135
3	Axle Load Survey	1	1	1	1	1	1	1	1	1	1	1	1	12
4	AADT - Monthly Variation at 5 th km on A084 road	1	1	1	1	1	1	1	1	1	1	1	1	12



Map 5: Locations of Traffic Volume Counts

Table 40: Summary of Traffic Surveys carried out in 2020

Description	Number of Surveys
ADT surveys	49
AADT (Monitoring the Monthly variation factor)	5
Manual Classification Count (MCC)	47
Axle Load surveys	-
Turning Movement Survey (Junction Surveys)	17
Pedestrian surveys	17
Parking surveys	17

Taking – Over of Roads

The road network of the country is administrated and managed by different organizations. Time to time considering network connectivity and certain conditions other (Provincial/Pradeshiya Saba) roads are taken over as National Highways. According to the Clause No. 8 of National Thoroughfares Act No. 40 of 2008, the Minister of Highways may by order published in the Gazette to declare any road to be a National Highway.

In year 2020, following Expressway/Road sections were declared as National Highways.

Table 41: Roads Taken Over in 2020

Route No.	Road Name	Total Length (km)
E01	Southern Expressway (section from Godagama-Palatuwa to Barawakumbuka)	53.850
B645	Pelawatta-Akuregoda-Pothuarawa	4.074

13. Network Planning & Road Safety

As the name implies Network Planning & Road Safety section of Planning division is responsible for assurance of Road Safety and provide proper network planning to ensure comfortable traveling experience to the passengers. The functions carried out during the year 2020 are broadly categorized as follows;

a. Network Planning

Studies for Improvements and Evaluation of bypasses, flyovers and underpasses for Congested cities

- Study for flyover at Alawa railway crossing, Muttatugala railway crossing, Slave Island Railway crossing (Cum. Progress at Year End: 95%)
- Traffic congested study to find solution at Kochchikade town (Cum. Progress at Year End: 95%)
- Topographic Survey for Mathugama Town Pedestrian Underpass (EE Agalawatta) and redesign - Phase I
- Traffic Study for Gampaha Interchange-CEP Section I - Phase I (Cum. Progress at Year End: 70%)

Identification of road corridor for capacity improvement

- Initialization work of Traffic Study of Galle City - Phase I
- Report on Reduction of Traffic Congestion at (Colombo-Kandy) A001 Road From Kadugannawa to Peradeniya - Phase I

Identification of new connectivities

- Proposed Bridge over Deduru oya study - Phase I
- Proposed Connectivity and Safety Improvements for Ragama - Phase I
- Initial Study of the Proposed Flyover cum Bypass Bridge to connect Etul Kotte and Nawala
- Prefeasibility Study for the Road Connectivity from Manampitiya to Yakkure, Polonnaruwa

b. Road Safety

Improvement of safety at identified black spot locations

Black Spots Improvement on Colombo-Galle-Hambantota-Wellawaya Road (A002); Panadura to Aluthgama - Phase I

Hazardous location improvement

- Safety Improvement at hazardous locations on Meepe Ingiriya Road (B285)
- School Zone safety development at Kumara Vidyalaya, Anuradhapura - Initial Improvement
- School zone safety improvement at Miriswatta National School, Kalutara - Initial Improvement
- Cover Slab Rehabilitation and Pedestrian Safety Improvement on Nagoda-Kalawellawa-Ballapitiya Road (B304) near Culvert No. 18/2
- Safety Improvement of Waskaduwa Bandaragama Road (B458) at Maithree Maha Vidyalaya
- Installation of Hand Rails in front of Maris Stella College (EE Negombo) - Phase I
- Proposed pedestrian Underpasses for Warakapola Town on A001 - Stage I
- Safety problem of pedestrian crossing and bus stop in front of Vidyawardhana Vidyalaya-Kolonnawa

- Improvement of Road Safety for Pedestrians at Balangoda bus stand - Initial Study Report
- Hazardous locations improvement on Galagedara-Horana (B123) Road (near Millewa Watta Road, near Coats thread Exports) - Phase I
- Hazardous Bus Stand Improvement at Rathnapura Town - Initial Study
- Safety Improvement at Pedestrian Crossings - Colombo EE Division - Phase I
- Lighting Up Vulnerable Pedestrian Crossings - Phase 1
- School zone safety improvement at Thalduwa Buddhist College, Thalduwa, Avissawella - Ph I
- School zone safety improvement at Remuna School, Horana-Aguruwatota-Alutgama Road - Safety Design
- School zone safety improvement at Bellana School, Thiruwanaletiye-Agalawatta Road - Safety Design
- Pedestrian Safety Improvement on A003 Peliyagoda - Puttalam Highway, at 32+300 in front of the St. Anthony's Church - Safety Design
- Request for a Pedestrian Crossing in the vicinity of Defense Headquarters Roundabout, on Akuregoda Road - Safety Design
- School zone safety improvement at Mahinda Vidyalaya, Anuradhapura - Safety Design
- School zone safety improvement at Swarnapali Maha Vidyalaya, Anuradhapura - Safety Design
- Safety Improvement at the junction connecting Lunugamwehera Road (Towards Mattala Airport) and A002 CGHW Road
- Improvement of Pedestrian Crossings on B047 Battaramulla Pannipitiya Road
- School Zone safety development at Kumara Vidyalaya, Anuradhapura
- School zone safety improvement at Miriswatta National School, Kalutara - Stage II
- Safety Improvement near Subharathi Madya Maha Vidyalaya on B240 Kotte Bope Road (Ch 18+300)
- Solar Powered Illumination of Pedestrian Crossings - AB05 Approach road to Sri Jayawardenepura Hospital

a) Research and development

- Proposal for Safety Improvement at Pedestrian Crossings - Colombo EE Division
- Proposal for Advance Direction Signboards - for Local Roads - ESEP Phase 1
- Proposal for Adoption of IRAP for Road Safety Management
- Proposal for Adoption of Road Safety Audits for National Highways and Expressways
- Proposal for Evaluation of Existing Pedestrian Crossings' Requirement on National Highways Network
- Proposal for Safety Improvement at Pedestrian Crossings - Battaramulla - Pannipitiya B047 Road
- Advance Direction Boards for Trincomalee District (Phase I)
- Advance Direction Boards for Southern Province

14. Maintenance of Management Information System

Maintenance of Management Information System comes under the Management Information System unit of the Planning Division. Establishment and maintenance of main servers and email server of the RDA, Establishment of a Local Area Network at the head office, providing internet and e-mail facilities, Development and Maintenance of RDA website, Development and Maintenance of RDA's page in the website of Government Information Centre in Sri – Lanka, Installation and maintenance of Highways Information Management System (HIMS), Development and maintenance of a project monitoring system for projects undertaken by RDA by maintaining a project database, Conducting training programs to improve IT knowledge of RDA working staff are the functions conducted under Maintenance of Management Information System of RDA.

Network Administration

RDA head office is having a computer network of around 470 computers and two domain servers (separate server for the finance division and one server for all other divisions), at the Head Office premises and one email server at the Sri Lanka Telecom Internet Data Centre. Out of 470 computers, 250 computers are facilitated with Email and internet. All those computers are inter – connected by a Local Area Network (LAN). Continuously it required to add new computers and users to the computer network domain and also to remove and change the computers and users from the domain.

Each and every divisional user has different levels of access privileges to the main servers. The user configuration and their privileges on the network are monitored continuously. Each and every division has its own networked printers shared within their divisions. Internet facility has been provided to selected staff in the head office.

Maintenance of Email Facility & Mail Server

At present, RDA email server is maintaining approximately 253 email accounts for the head office and regional staff and a spam filtering solution filters spam emails and block most of the outside intruders to the system.

RDA email server is maintaining separate email accounts for regional staff in all the provinces. Most of them are having broadband connections in order check their emails.

Maintenance of RDA Website

MIS unit develop, maintain and update the RDA website. (www.rda.gov.lk). The main updates/publications of the RDA website are bid invitations, notices, ongoing project progress details with photographs, maps, contact details and the training programmes conducted by the Training Division of RDA.

Maintenance of Government Information Centre (GIC – 1919) Website.

MIS unit maintains the RDA Web Page on Government Information Center (GIC – 1919) website (www.gic.gov.lk) with the relevant information to the public.

Maintenance of Department of Public Enterprises (Under General Treasury - Ministry of Finance) Website.

MIS unit maintains the RDA Web Page on Department of Public Enterprises (Under General Treasury- Ministry of Finance) website (<https://pedmis.gov.lk>) with the relevant information to the public.

Network Security Monitoring

As the main precautions against threats in network security in the computer network, MIS unit has provided a network firewall and an enterprise version of an antivirus software package. The antivirus package has been installed to 470 selected computers in the network. Priority has been given to the users those are having email and internet facility, because they are always vulnerable for any network attack or intrusion.

Issues

- With the shifting to the new head office in September 2015, the network infrastructure and server room management has been taken a considerable time to streamline.
- We have identified some critical IT infrastructure recommendations.
- There is no sufficient funds to implement those recommendations. At any given time, the entire network can be standing a still as a repercussion of not addressing those deficiencies of IT infrastructure at RDA head office.
- There is a scarcity of operational level IT staff (ex: Computer Hardware/Network Technicians, IT assistants) to cater the demand of IT related activities at the Head Office.(ex. User helpdesk support hardware/software trouble shooting, servicing of IT related peripherals etc.)
- Lack of user commitment for day to day IT related issues in all divisions.
- A separate IT Division is timely required to cater present and future technological trends of the Organization.

15. Expressway Management

Implementation of the activities of operation, maintenance and management of the Expressway network which consist of Southern Expressway (E01), Colombo – Katunayake Expressway (E03), Outer Circular Highway (E02) and Andarawewa-Hambanthota Expressway (E06) is handled by the EOM&M Division during year 2020.

Responsibilities of the Division

- Basic planning, management and operation of Traffic activities, Tolling activities and Maintenance activities of the Expressways together with budgeting auditing.
- Liaison with public bodies and other organizations to ensure the smooth operation of Expressways, and the safety of users.
- Training of new staff attaching to user fee, traffic, maintenance, administration and finance sections.
- Setting out standards for traffic management, tolling operation and also for maintenance works.
- Conducting traffic studies, studies related to user fee section and studies related to maintenance works also.
- Make necessary arrangements to take over completing expressway sections for operation.

a. Traffic Volumes of the Expressways

Table 42: Monthly Traffic Volume for the year 2020 on the Expressway Network in Operation

Month	Traffic Volume (No of Vehicle)			
	E01, E02 & E06	E03		
		MTC	ETC	Total
January	2,599,101	852,961	155,916	1,008,877
February	2,430,053	738,989	140,497	879,486
March	1,640,550	432,343	75,377	507,705
April	89,708	0	0	0
May	967,516	171,894	37,572	209,458
June	2,240,861	444,005	84,218	528,223
July	2,622,241	541,041	100,248	641,289
August	2,713,919	556,527	98,428	654,955
September	2,787,775	609,978	111,634	721,612
October	1,950,593	327,387	56,977	384,335
November	1,515,063	237,997	44,076	282,067
December	2,506,296	505,248	80,998	586,233
Total	24,072,418	5,418,370	985,941	6,404,240

Note: - Data extracted from User Fee System

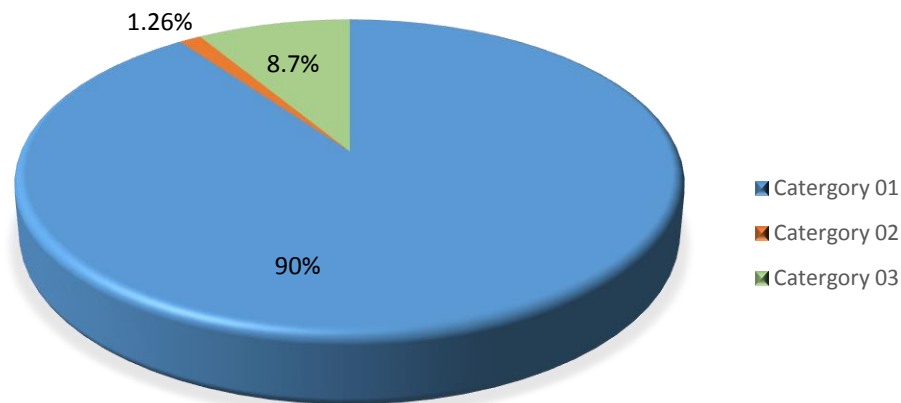


Figure 1: Distribution of E01, E02 & E06 Exit Vehicle Traffic in Category Basis, year 2020

During the year 2020 also, majority of the vehicles travelled on Southern Expressway, Outer Circular Highway and Andarawewa-Hambanthota Expressway is of Category 1 & that is about 90.31% of the total vehicles

Note:- Vehicle categories are in accordance with the gazette notification no 2166/49 published on 13/03/2020

User Fee Operation

User fee operation of Southern Expressway, Outer Circular Expressway and Colombo – Katunayake Expressway is a 24 x 7 operation and it has a 13 hours – 12 days roster system. The operation is mainly carried out by three sections namely User Fee Collection Section, IT & Telecommunication Section and Electrical & Electronic Section headed by Engineers.

User fee collection of Southern Expressway is a process with a Point of Sales (POS) based GPRS Enabled smooth ticketing system using thermal paper tickets. Manual paper tickets are being issued in case of system failure to prevent the disturbances to the travelers of the Expressway. Initially, a Manual Toll Collection (MTC) system is implemented at Colombo – Katunayake Expressway. Later, Electronic Toll Collection (ETC) has been introduced on 9th July 2015 together with the MTC system and so far about 31,870 ETC users have been registered. 10 % discount on user fee rates was introduced for ETC users to encourage and increase the ETC usage. Toll collection under ETC method has been maintained through a collection account at the Bank of Ceylon (BOC) & subsequently transferred to the RDA account. A dedicated lane in each Toll Plaza has been allocated for ETC and further improvement of related facilities is in progress with the coordination of the contractor.

b. Toll Revenue from the Expressways

Table 43: Toll Revenues for E01, E02 & E06 during year 2020

Month	Revenue (Rs. Mn)				
	E01, E02 & E06	E03			Grand Total
		MTC	ETC	Total	
January	654.70	221.03	39.33	260.360	915.06
February	614.72	183.81	35.4	219.210	833.93
March	404.55	91.70	19.06	110.760	515.31
April	26.30	0.00	0	0.000	26.3
May	240.84	37.75	8.88	46.630	287.47
June	530.99	95.66	20.61	116.270	647.26
July	615.44	116.00	24.63	140.630	756.07
August	638.08	118.00	24.14	142.140	780.22
September	634.71	127.61	27.69	155.300	790.01
October	479.10	69.84	14.77	84.610	563.71
November	373.51	49.61	11.08	60.690	434.2
December	598.67	105.48	19.5	124.980	723.65
Total	5,811.61	1,216.49	245.09	1461.58	7,273.19

c. Traffic Operation

Traffic operation of the expressway network is a 24 x7 continuous operation under 13 hours – 12 days roster system. This is mainly to maintain the Expressways at the optimum condition to ensure traffic safety and smooth traffic flow.

Traffic controllers are the people who are engaging in patrolling on the Expressways in both routine basis and emergency situations by doing the following tasks.

- Quickly attend to different kinds of accidents and manage them in safe manner through giving the real time information to the Traffic Operation Centers.
- Attend to the breakdown vehicles and manage accordingly to detour from the Expressway or to travel safely along the Expressway.
- Remove obstacles from the Expressway.
- Check on the illegal works done by the travelers or by any other party on the Expressways and take actions accordingly.
- Check for any abnormal situation within the Expressway premises and also outside premises if it seems to be badly affected to the Expressway properties or for the smooth operation.

- Emergency incident Management on the Expressways can be described as follows.

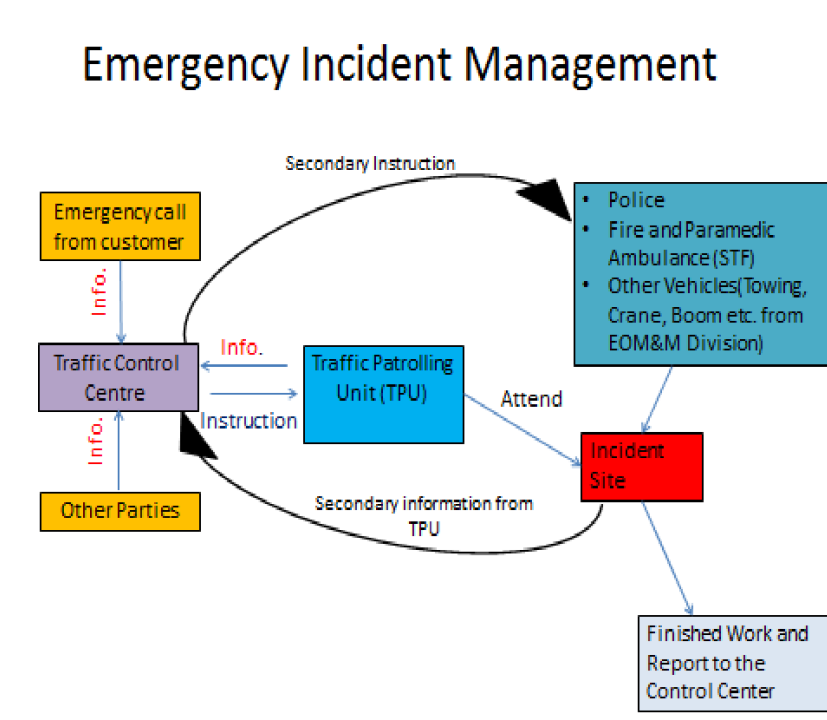


Figure 2: Emergency Incident Management System

d. Accident Data for the Expressways

(i) Southern Expressway

Table 44: Accident Summary for Southern Expressway, 2020

Month	Fatal	Grievous	Non Grievous	Property Damage	Total Accidents
January	0	3	8	91	102
February	1	1	7	79	88
March	1	2	2	83	88
April	0	0	1	17	18
May	0	0	1	53	54
June	0	1	5	114	120
July	0	3	4	117	124
August	1	1	7	126	135
September	1	2	8	127	138
October	1	1	6	87	95
November	0	2	5	100	107
December	0	2	4	104	110
Total	5	18	58	1098	1179

(ii) Outer Circular Highway

Table 45: Accident Summary for Outer Circular Highway, 2020

<i>Month</i>	<i>Fatal</i>	<i>Grievous</i>	<i>Non Grievous</i>	<i>Property Damage</i>	<i>Total Accidents</i>
January	0	0	0	20	20
February	0	1	1	29	31
March	0	0	0	22	22
April	0	0	0	1	1
May	0	0	0	8	8
June	0	0	1	19	20
July	0	0	1	16	17
August	0	1	0	23	24
September	0	0	1	30	31
October	0	0	1	14	14
November	0	0	0	16	16
December	0	2	0	31	33
Total	0	4	4	229	237

(iii) Colombo – Katunayake Expressway

Table 46: Accident Summary for Colombo – Katunayake Expressway, 2020

<i>Month</i>	<i>Fatal</i>	<i>Grievous</i>	<i>Non Grievous</i>	<i>Property Damage</i>	<i>Total Accidents</i>
January	0	0	0	16	16
February	0	0	0	10	10
March	0	0	0	5	5
April	0	0	0	0	0
May	0	0	0	5	5
June	0	0	0	9	9
July	0	0	0	20	20
August	0	0	1	19	20
September	0	0	1	26	27
October	0	0	0	9	9
November	0	1	0	3	4
December	0	1	0	8	9
Total	0	2	2	130	134

(iv) Andarawewa – Hambantota Expressway

Table 47: Accident Summary for Andarawewa – Hambantota Highway, 2020

<i>Month</i>	<i>Fatal</i>	<i>Grievous</i>	<i>Non Grievous</i>	<i>Property Damage</i>	<i>Total Accidents</i>
January	0	0	0	1	1
February	0	0	0	1	1
March	0	0	0	1	1
April	0	0	0	0	0
May	0	0	0	0	0
June	0	0	0	3	3
July	0	0	0	0	0
August	0	0	0	2	2
September	0	0	0	1	1
October	0	0	0	1	1
November	0	0	0	1	1
December	0	0	0	1	1
Total	0	0	0	12	12

More than 90.8% of the accidents on the Expressways are in the category of “property damage”.

e. Vehicle Breakdown Data for the Expressways**i. Southern Expressway**

Table 48: Vehicle Breakdown for Southern Expressway, 2020

<i>Month</i>	<i>Heat</i>	<i>Engine Problem</i>	<i>Tyre Punch</i>	<i>Fuel Problem</i>	<i>Battery & Electronic Problem</i>	<i>Belt/Cable Damage</i>	<i>Others</i>	<i>Total Breakdowns</i>
January	738	79	81	86	47	31	19	1,081
February	720	69	92	78	41	28	15	1,043
March	595	48	72	59	29	15	7	825
April	41	8	14	9	4	5	2	83
May	366	33	59	22	23	8	4	515
June	829	91	105	93	62	42	30	1,252
July	932	89	109	82	63	44	32	1,351
August	823	54	81	44	29	24	11	1,066
September	673	143	185	91	55	28	19	1,194
October	500	92	210	119	52	22	9	1,004
November	650	101	196	80	54	20	8	1,109
December	178	131	458	50	56	35	142	1,050
Total	7,045	938	1,662	813	515	302	298	11,573

ii. Outer Circular Highway

Table 49: Vehicle Breakdown Summary for Outer Circular Highway, 2020

<i>Month</i>	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
<i>January</i>	7	8	4	1	2	0	0	22
<i>February</i>	2	15	6	2	3	0	0	28
<i>March</i>	5	6	2	1	1	1	0	16
<i>April</i>	0	0	0	0	0	0	0	0
<i>May</i>	3	3	1	3	1	0	1	12
<i>June</i>	8	5	2	1	1	1	1	19
<i>July</i>	9	10	2	2	1	0	0	24
<i>August</i>	12	9	11	2	3	4	0	41
<i>September</i>	16	19	7	6	3	2	2	55
<i>October</i>	21	18	6	2	9	3	1	60
<i>November</i>	29	19	6	8	2	1	1	66
<i>December</i>	22	14	9	5	3	2	2	57
<i>Total</i>	134	126	56	33	29	14	8	400

iii. Colombo –Katunayake Expressway

Table 50: Vehicle Breakdown Summary for Colombo - Katunayake Expressway, 2019

<i>Month</i>	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
<i>January</i>	29	56	35	11	5	2	1	139
<i>February</i>	11	53	13	8	4	5	2	96
<i>March</i>	23	12	18	6	3	1	0	63
<i>April</i>	0	0	0	0	0	0	0	0
<i>May</i>	10	8	4	0	1	0	0	23
<i>June</i>	21	48	23	8	5	1	1	107
<i>July</i>	28	15	11	9	6	7	1	77
<i>August</i>	18	32	21	5	15	8	6	105
<i>September</i>	19	17	26	9	5	2	1	79
<i>October</i>	12	19	13	13	11	8	0	76
<i>November</i>	25	18	14	2	3	0	0	62
<i>December</i>	36	30	18	6	9	2	2	103
<i>Total</i>	232	308	196	77	67	36	14	930

(i) Andarawewa – Hambantota Highway

Table 51: Vehicle Breakdown Summary for Andarawewa – Hambantota Highway, 2019

<i>Month</i>	Heat	Engine Problem	Tyre Punch	Fuel Problem	Battery & Electronic Problem	Belt/Cable Damage	Others	Total Breakdowns
January	2	0	1	1	0	0	0	4
February	2	0	0	0	0	0	0	2
March	2	1	1	0	0	0	0	4
April	1	0	0	0	0	0	0	1
May	1	0	1	0	0	0	0	2
June	2	1	1	0	0	0	0	4
July	3	1	2	0	0	0	0	6
August	10	3	6	2	1	0	0	22
September	3	0	2	0	0	0	0	5
October	2	0	1	1	0	0	0	4
November	1	0	1	0	0	0	0	2
December	2	0	1	1	0	0	0	4
Total	31	6	17	5	1	0	0	60

f. IT & Telecommunication Works

IT & Telecommunication works are important to ensure uninterrupted operation of tolling, monitoring and communication systems in the Expressways. The scope of work includes the requirement identification, design, implementation and maintenance of computer and network based systems in day to day operations such as User Fee Collection System, Traffic Management (VMS) systems, CCTV systems, Content Management System, Asset Management System etc. for the efficient and effective operation on the Expressways.

In addition to the above, this section handles the tasks such as carrying out risk analysis, failure recovery event management in the data system and research and development of new electronic systems, network and information systems and also promotional programs for Electronic Toll Collection (ETC) System, ETC Registration and ETC Customer Care activities.

Improvements and Developments in IT & Telecommunication during 2020:

- Conducting a trial session on compatibility of multi-vender cameras with the current Bosch video management system used in the Southern Expressway.
- Initializing an IT service center at EOM&M head office by allocating permanent IT -Technician staff member to repair & service in-house equipment at Southern Expressway.
- Establishing a Job management system for IT section at Southern Expressway to coordinate and collaborate IT section work with the allocated IT staff to provide an efficient work to Southern Expressway.
- Conduction of 430 preventive and corrective maintenance sessions for tolling, monitoring and communication system and all related sub systems.
- Conversion of 1969 call system external links from Cupper to fiber as a preventive measure for lightening damages to the internal equipment.

- Improvement of UPS backup capacity of the Gelenigama server room from 15 minutes to 1 hour by adding additional batteries.
- Installation of power line surge protection devices to identified frequent damaging locations in the systems.
- Preliminary works for the establishment of Beliatta call center and its network connectivity toll booths in case of congestion, failure of the existing system, during test procedures or maintenance works.
- Introduction of different models of Thermal Printer for CKE were successfully completed 18nos. of thermal printers were procured and in use. This will eliminate the dependency on one type of thermal printer.
- Procedures to introduce more Top-up channels for ETC system are in progress. (ATM, payment points, mobile money-eZcash-mCash, card payment, mobile Apps etc.)
- TV commercials for ETC system is already made and quotation has been called from the Selacine Television Institution to telecast and publish through mass media with the ETC deployment at Kerawalapitiya.
- Category 5 (CKE operational vehicles emergency vehicles) was introduced for ETC now it is testing with the system.
- CCTV cameras and Decoders will be purchased for the monitoring system at NKB section by the NKB project.
- Purchasing 300 nos. of full color LED module is under procurement process to use as the spare for CMS/FCMS.
- Purchasing Ram cards is under procurement process and it will improve the server performance.
- Southern expressway ticketing system (Point of Sales (POS) machines) have been introduced at CKE for all toll booths in case of congestion, failure of the existing system, during test procedures or maintenance works.
- Installation and configuration works related to tolling, monitoring & communication systems for the Ja-Ela Additional lanes were successfully completed for the operation.
- New servers were installed in Seeduwa datacenter and also Kerawalapitiya and Kadawatha to improve the capabilities and performance to support upcoming tolling and monitoring systems under outer Circular Highway phase-111 project.
- It has been identified that the current ETC system need improvements to operate more precisely with high customer satisfaction. Therefore, proposals have been called for any improvement to the current system, to analyze the upgradability against the cost.

Routine Maintenance

This mainly includes general maintenance of following systems;

- Traffic management system (VMS), outside cameras, lane cameras, plaza cameras, vehicle detector and weather detectors.
- MTC and ETC lane systems including (barriers, displays, lane computers, antennas, readers and detecting system).
- MTC and ETC server system, ETC master/slave server system. MTC station servers, Central servers and web server.

In addition to above, during the year attended for the following work too;

- General maintenance of internal office network with PCs and wireless devices and general and ETC call center devices and functions.

- General maintenance and troubleshooting of backbone network including routers and switches, monitoring system (CCTV cameras and recording server system including CMS, SMT and NVR) and field devices including FCMS CMS VMS weather detectors vehicle detectors/counters.

g. Electrical and Electronic Works

Electrical and Electronic division is also important to ensure uninterrupted operation of tolling, monitoring and communication systems in the Expressways. This includes the requirement identification, design, implementation and maintenance of Electrical systems. In addition to the above responsibilities, the section handles the tasks such as carrying out risk analysis, failure recovery event management in the Electrical system and research and development of new technologies for enhancing the quality of the operation of the Expressway.

Improvements and Developments in Electrical and Electronic Works during 2020;

- Provide electrical supply for the newly fabricated additional Toll booths at Seeduwa IC and Peliyagoda IC. In addition to that internal wiring of those fabricated booths was done by the electrical section.
- Installation of two street light posts at additional toll lanes at Seeduwa IC.
- Purchasing of 3 numbers of Portable LED message signboards for CKE to be used as advance warning to improve safety of works while attending maintenance work (in procurement level)
- Electrical works at Ja-Ela additional Toll lane construction at Plaza A & D.

Routine Maintenance

Four numbers of maintenance units have been set up at three locations in the Southern Expressway & OCH and Peliyagoda office – Colombo Katunayake Expressway relevant office staffs were allocated for carrying out duties for 24hr. General maintenance of street lights, traffic signal lights, generators, office power systems, air conditioning systems and electrical maintenance works of the street lights at pedestrian / vehicular overpasses , underpasses ,bridges were carried out under routine maintenance.

h. Maintenance of Expressways

Maintenance of Expressways are carried out under 6 sub units (Bandaragama, Dodangoda, Meegama, Pinnaduwa & Udukawa – Southern Expressway and Peliyagoda office – Colombo -Katunayeke Expressway). Each unit is supervised by Technical Assistants and Technical Officers under the guidance of Maintenance Engineer. Total number of labour force as at September 2020 is about 631 labourers including contract labourers work as Vegetation Controllers, Welders , Carpenters, Blacksmiths, Masons, Mechanics, Traffic controlling helpers etc.

Periodic Maintenance

- Painting of corroded metal arch structures from Kurundugahahetekma to Godagama
EOM&M Division has listed all metal arch structures according to the extent of corrosion on the metal plates and six structures have been identified as severely corroded and needed major rectification or even replacement. Another ten structures as at intermediate corrosion level and suggested to go for a proper painting to protect from further corrosion.
Accordingly, specifications and bidding documents were prepared and Contract has been awarded for sum of Rs. 99Mn to M/s Dock Yard General Engineering (Pvt) Ltd through national competitive bidding. As at the end of 2020, progress of the work is about 90%.

- Rectification of corrugations on Via-ducts at OCH II section
Outer Circular Highway from Kaduwela to Kadawatha mostly runs through via-ducts. And with heavy traffic movement, the surface of the via-duct sections have been deformed creating discomfort riding condition for the motorists.
After several tests carried out by the R&D Division of RDA, it was suggested to re surface with a polymer modified asphalt wearing surface after milling the existing asphalt surface. As at the end of December 2020, progress of work is 80% of the works.
- Rectification of settlements at Approaches of Structures on Southern Expressway
Safety and comfortability are two major concerns in Expressway operation and shall be kept at the best service level. Recently, several settlements which affects the said level of service have been identified at some of the bridge approaches by the EOM&M Division. Rectification work is at about 90% progress as at end of 2020.

Routine Maintenance

- Vegetation Control
Routine vegetation controlling works are carried out for the links of the Expressway network, service area, interchange premises, head office premises, maintenance office premises at Bandaragama, Meegama & Udukawa and Poddala stores premises. It covers the soft shoulder, area for six lane widening, embankment slopes, cut slopes and the center island. Further a special attention has been given for the vegetation control at the structures and for uprooting the “maana” & “iluk” plants which are harder to be controlled by cutting.
- Accident Damage Repairs
Accident damage repairs are carried out through a hired contractor under the guidance and supervision of EOM&M division. The repairs are being attended under two separate Contracts and adequate number of sign boards are now available for the work and progress is at a satisfactory level. Installation of new sign boards to replace the damaged sign boards due to accidents, were carried out through direct labour after fabricating them through a contract.
- Surface Rectifications
Loosening of aggregates of wearing surface is frequently observed on Kottawa – Kurundugahahetekma section and this aggravates during heavy rain creating large potholes on the surface. By the R&D Division of RDA, the cause has been identified as aging of the surface. As a remedy, temporary patching are carried out. R&D Division has proposed to apply slurry sealing type III and trials are being carried out to see the suitability of the method on Expressway. Further rectification of surface damages due to accidents/fire are also being attended with RDA direct labourers and hired machinery.



- **Drainage Maintenance**

Priority has been given for draining out of water from the carriageway and from the slopes (Cut slopes and Embankments) to ensure the safety of the road users.

Culverts & canals with siltation were identified through visual inspections and public complaints. These are cleaned by hired mini excavators or manually. Sometimes the canal cleaning works are extended beyond the Expressway corridors (outside the RoW fence) in order to improve the effectiveness of the work. Drains along the Expressway are cleaned by the labour force and by excavators.

- **Crack Sealing**

During the year, crack sealing was carried out at few locations on Colombo Katunayake Expressway. This was done as a precaution to water infiltration in to the road pavement.

- **Pavement Cleaning**

Cleaning of the pavement is carried out on Southern Expressway, Outer Circular Expressway & Colombo Katunayake Expressway excluding 18 Interchanges with one Road Sweeper machine available in the EOM&M Division.

- **Protecting Rock Cuttings**

At some cutting sections, rock falls endangering the moving traffic on Expressway were identified. EOM&M division made temporary measures to prevent rock particles falling on to the carriageway using rock netting method.

- **Cleaning the Toll Booth Floors**

Toll booths and floors are cleaned to remove the dust and oil patches as much as possible. Cleaning of toll booths and floors at Kottawa & Pinnaduwa were carried out through a hired contractor. Colombo Katunayake Expressway Cleaning and painting of toll booth floor and ETC are carried out in regular basis for safety and better appearance of toll booth areas.

- **Cleaning of Sign Boards**

All the sign boards including speed limits and kilometer makers at Expressways were cleaned.

- **Maintenance of Booth Top Flower Plants**

Monthly maintenance of the flower plants at booths were done by clearing weeds & fertilizing the plants.

- Watering & Maintenance of Plants at Centre Island

Watering the plants at the centre island, near the RoW fence and also at the interchanges, maintenance of “Christina” & “Boganvillia” plants, cleaning of centre island U – drains and proper packing & compacting of rubble for eroded areas near the RoW fence and embankment slopes where no or less turf is provided are some of the key maintenance activities that are carried out at Colombo– Katunayake Expressway. Regular trimming of the Cristina plants along the center median are done to maintain the Greenery apparent and reduce the visual disturbance to the drivers.

- Attending Public Complaints

Public complaints regarding cultivations, access road issues, drainage issues etc are responded & attended regularly.

Further, Expressway related building maintenance works are also carried out with a proper attention as there are large numbers of buildings are utilized by large number of people.

Emergency Repairs

- Rectification of landslide areas and rock falls

Several Landslides and rock falls were occurred during the heavy rainy period of the year 2020. However, obstructions were immediately cleared to ensure mobility and safety of the traffic.



Improvements

- Fabrication of additional toll booths at Kadawatha IC

With the opening of Kadawata to Kerawalapitiya section of OCH, daily traffic volume has been increased by about 6000 vehicles and this could hardly be managed with the existing booths at Kadawatha. During the seasonal periods, daily traffic can be expected to reach even 20,000 vehicles which would not be able to handle with the existing number of booths. As a solution, EOM&M Division has decided to introduce another 05 nos. additional toll booths at the Kadawatha Exit and to expand existing Entrance booth to handle the exit as well.

- Public liability insurance

EOM&M Division is facing many inconveniences regarding the losses incurred to Expressway users during operation and Maintenance of Expressways due to following reasons.

- Animal Intrusion

- Pebbles shoot out during weeding
- Pebbles shoot out from front vehicles
- Throwing stones by outside parties
- Sudden fall of gate barriers
- Obstacles on road etc.

Vehicle owners who face with accidents due to these intend to claim compensations from RDA. Causes of those incidents may be due to fatigue of the operational & maintenance staff of EOM&M Division, human error, behavior of the public which are beyond the control of Operational & maintenance staff. Thus, RDA decided to obtain an insurance coverage under competitive bidding in order to compensate such losses incurred to Expressway users.

- Construction of additional toll lanes, Ja-Ela interchange in Colombo –Katunayake Expressway
After the establishment of ETC system at Colombo Katunayake Expressway, long queues were formed at the toll gates due to inadequacy of the gates to cater the MTC traffic volume. Higher level of MTC users than the ETC users causes this issue at Ja – Ela. As such, a contract was awarded to M/S. RR Construction (Pvt) Ltd for Rs, 285.48 Mn (without VAT) for construction of additional lanes with manual toll collection facilities at entry and exit ramps for the South bound traffic at the Ja-ela Interchange and construction work was completed.
- Renovation of STF & Police accommodation Buildings at Kurudugahahetekkma IC and Pinnaduwa IC
At the end of 2020, renovation work at Kurudugahahetakma is at 70% and work at Pinnaduwa was hold due to unavoidable reason at 30% progress.

In addition to above Procurement process is in progree for followings;

- Introduction of Center median openings for Southern Expressway
- Rectification of Storm Water Stagnated Locations
- Construction of Mini Rest Area

Construction Works: Improvements and Developments

➤ Construction of Parking Sheds at Interchanges

Most of the Interchanges do not have adequate Parking Sheds. As a result of this, some toll office vehicles, Traffic Safety and other service vehicles do have to park in open air.

Therefore, new light vehicle parking sheds have been designed for the Seeduwa, Ja-Ela, Peliyagoda, Kadawatha & Athurugiriya and Kokmaduwa interchange offices. Progress of construction work at Kokmaduwa is 40% and others have been completed.



Parking shed at Athurugiriya

16. Property Management and Revenue Collection

The Property Management and Revenue Division (PM&R) was established in August 2004 with an aim of generating income for RDA out of its own resources. This income supplements the funds annually received from the Treasury. The PM&R Division generates revenue for RDA by levying rentals from Hoardings/Billboards/ Gantries / Cantilevers / Telephone Booths/ Bus Shelters / Lottery Stalls / Roundabouts /Television Cable Poles Cable Laying etc. It is prudent to further develop RDA lands and buildings in order to generate more income in future. Measures have been taken to find out the possibility of levying rentals from the, utility service providers (SLT, NWSDB and CEB) who are using the road reservations.

Performance of Property Management & Revenue Division in 2020

(i) Issuing of Licenses for Billboards/Hoardings/Gantries/Cantilevers

Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising instruments /devices on the road sides were continued during the year 2020. The details of approved Hoardings/Banners have been sent to the respective Executive Engineers / Chief Engineers and other relevant Heads of Division whilst granting approval as per the RDA guidelines. In addition, summary of various approvals are being sent to relevant authorizes periodically.

Table 52: Details of Approvals/ Renewals Granted for the Year

Nature of Service	Total during Year 2020		
	New Approval	Renewals	Total Approvals
Banners	830	-	830
Hoardings	278	1,061	1,339
Hoardings(Free)	11	-	11
Bus Shelters	16	53	69
Lottery Stalls	22	76	98
Roundabouts	12	19	31
Trade Stalls	06	-	06
Fiber Optical Poles	6,691	86,183	92,874
Gantry/Cantilever	02	11	13
Trenching	-	292	292
Resting Park	-	01	01
Culvert	-	01	01
Total	7,868	87,697	95,565

(i) Revenue Collection in 2020

Total revenue earned by the PM&R Division from various sources by managing the properties of RDA during the period year.2020 is Rs.337, 511,819.17.

Table 53: Classification of PM&R Revenue Collection 2018-2020

Description of the Item	Revenue 2018 Rs.	Revenue 2019 Rs.	Revenue 2020 Rs.
Banners	6,978,828.80	4,021,521.35	561,026.16
Hoardings	122,999,387.74	93,253,640.16	57,608,043.96
Bus Shelters	6,708,895.43	7,655,265.68	2,635,540.24
Gantries/Cantilevers	59,792,111.77	34,356,584.11	18,004,294.41
Trade & Lottery Stalls	995,032.42	911,975.53	578,138.92
Roundabouts, Traffic Islands maintenance and beautification	2,635,223.82	1,055,439.28	939,777.64
Fiber Optical Poles/TV Cable Network & Telephone Exchange	122,643,881.53	129,622,916.87	141,684,404.09
Trenching	32,077,938.14	44,570,589.33	62,892,054.68
Lands			2,768,000.00
Multi Lamp Poles	33,887.76	-	1,549,800.00
Over head bridges (Tender charges)	2,370,663.27	751,734.69	2,099,966.08
Culvert	65,193.22	89,339.98	90,446.24
Borella Sub way	2,693,970.98	3,458,017.07	1,863,659.67
Resting Park	28,928.57	30,078.57	28,712.18
Trade Stalls during Festival Season at N' Eliya	81,872.46	-	-
Benthota Shopping Complex	11,734.69	-	-
Receivable Amount	37,811,495.62	93,627,257.17	44,207,954.93
Total	397,929,046.22	413,404,359.79	337,511,819.17

Certain restrictions enforced by the Environmental Authorities on display of hoardings, banners and pennants on the road reservations has caused adverse impact to the income generation of this nature. Lease Agreements have been renewed for Borella Shopping Complex and legal action has been taken against the defaulted owners of the Shop. 01 & 02.

(ii) Road Beautification Works

Aim of this project is to beautify and maintain Centre Islands & Roundabouts and the Road Reservations located at important places through interested sponsors. This was identified as a source of income for RDA by allowing sponsors to display their small size advertisements in these areas according to RDA approved rates. These rates are revised periodically and the relevant regulations are also amended to attract more sponsors for this beautification works. In addition, PM&R Division is now handling the beautification and maintenance of Roundabouts and Centre Islands and “WanaRopa” Programme starting from Devi Balika Junction to Ayurveda Junction, Cotta Road and Old Kesbewa Road from Kattiya Junction to Nugegoda Rail Gate Section, Japan Friendship Road, Battaramulla to Pannipitiya Road and in Parliament Access Road (Sunil Mawatha) and Army Head Quarters Entrance road.

The Division has issued 315 plants (Mee-300, Kumbuk-15) for Colombo Executive Engineers Division for planting along Orugodawatta – Ambatale Road. 38 Kumbuk plants along the Rajagiriya-Buthgamuwa Road, 25 Kumbuk plants and 05 Mee plants on Kotte – Bope Road have been planted by this division. In addition to that, 25 Mee plants along Kesbewa – Horana Road and 20 Koboneela plants on Old Kesbewa Road at Kattiya Junction have also been planted in year 2020. Another 300 Mee plants have been issued to Executive Engineers Office, Chilaw.

To mark the Environmental Day Tree Plantation Programme in June 2020, 30 Kumbuk & Mee plants were planted in road reservations of Kotte-Bope Road.

Following plants were issued for Expressway Operation Maintenance & Management Division, Kaduwela

Koboneela	- 71	Naa	- 71	Ehela	- 164
Kohomba	- 479	Kumbuk	- 225	Timbiri	- 100
Xsora	- 50	Mee	- 252	Munamal	- 550

4 No of Mango, Mangustin, Kamaranka & Avocado plants were issued to Galagedara Depot.

Nursery plant in Root Ball Technology

200 plants (110- Karada, 40 –Mee & 50– Kumbuk) were planted using root ball technology in reservations on Thaladuwa-Meevitigammana Road.



3650 plants (600 - Mee, 500 – Kumbuk, 100 - Kohomba, 225 – Bulu , 300 - Madan, 550 – Karada , 275 – Kone , 900 – Madatiya , 100 – Davul Kurudu , 100 – Thotilla) were received from Giradurukotte and Pallekelle plant nurseries' owned by the Department of Ayurvedic.

Further 1515 plants (150 – Naa , 300 – Kohomba, 100 – Domba, 60 – Veralu, 100 – Goraka, 75 – Madan, 95 – Karada, 250 – Timbiri, 200 – Koboneela, 60 – Kiripalu, 50 – Nawa, 50 – Munamal & 25 – Beli) were bought from Pinnaduwa to Meepe-Galagedara nursery.

In 2020, 1200kg of carbonic fertilizer and 210 packets of Koboneela seeds were produced in the plant



Two Million Shady Tree planting Programme on both sides of National Highways

Planted 1000 plants (Mee, Kumbuk&Karada) and currently maintaining on Thalduwa- Meevitigammana Road side reservations from 0km - 17.2km under the two million shady tree plantation programme conducted by Ministry of Rural Roads & Other Infrastructure in coordination with the Road Development Authority.

Plant Nursery for Road Beautification Works

In order to fulfill the plant requirement for beautification works carried out by PM&R Division. Flora plants nursery has been established at Homagama Depot and Galagedara Depot belong to RDA. By the end of the year 2020, there were 4224 exotic plants and other tree plants (Naa,Nadun , Phibiya , Goraka, Katu Atta , Madan , Kohomba , Wood Apple , Mango , Guava , Ambarella , Pomegranate , Karada, Gammalu , Rabuttan , Tamarind) received from the State Timber Corporation and Department of Agriculture. These plants are being issued to RDA EE offices and Expressways.

Further, PM&R division maintains the landscaping under beautification work along road side at Borella Cotta Road- Centre, Median, Nugegoda Old Kesbawa Road, Battaramulla- Pannipitya Road, Parliament Access road (Sunil Mawatha), Japan Friendship Road side, Army Head Quarters Access Road at Battaramulla, Maganaguma Maha Medura Vehicle Park and Inner ring Road Battaramulla.

17. Mechanical Services

The Mechanical Division is responsible for providing of vehicles, construction machinery and equipment, production plants for Road Construction, Maintenance and Improvement activities using the available resources. Also passenger vessel and ferries are provided for passenger and cargo transport between islands in Jaffna peninsula.

Mechanical Division consists of the Director's office and transport division at the head office and maintenance workshops at Angulana and Anuradapura. Mechanical Division attend maintenance of the vehicles, machinery, Asphalt premix plants, Crusher Plants and De-Canning Plants belongs to RDA installed at various locations in the country, through the facilities at the above workshops

The division is headed by the Director, who is assisted by a Deputy Director and Mechanical Engineers and other supporting staff.

Mechanical division administrates the workshop and service station at Angulana, Maratuwa and workshop at Anuradhapura. Also, Mechanical Division provides necessary assistance and consultation in major vehicle and machine repairs work for Expressway Operation Maintenance and Management division, Rural Bridge Rehabilitation workshop. Also, obtain the service of Sri Lanka Navy for the maintenance of ferries operating in the Jaffna Peninsula.

The preliminary functions of the Mechanical Division are ;

1. Operation and monitoring, maintenance and management of the Construction Machinery, Equipment and Vehicle fleet belonging to the RDA with the assistance of the RDA Workshops and other government organization facilities such as PRDA, NEMO and Maganuguma companies and private facilities
2. Activities of Procurement of machinery, equipment and vehicles
3. Assisting Project Management Units and Expressway Operation and Maintenance & Management Division in preparation of specification for the procurement of machinery, equipment and vehicles
4. Process of purchasing of spare parts needed for existing machinery, equipment and vehicles and ferries
5. **Hiring-out management** for entire machine fleet for road construction and maintenance works and maintaining the data base on utilization and repair records in a computerized environment for maintenance and costing and invoicing
6. **Hiring-in management:** Outsourcing of machinery and equipment, vehicles and services when necessary and manage the relevant activities (maintain relevant records for the purpose of costing and payments)
7. Obtaining revenue license and insurance cover for the fleet of vehicles owned by RDA and to follow up actions if any accidents.
8. Disposal of uneconomical vehicles and machinery after conducting surveys.
9. Providing ferries for the ferry service across rivers and lagoons which do not have connectivity with roads. Currently, Ferry services in Jaffna District at Kayts-Karainagar and Kurikattuwan-Nainathivu and two passenger vessel services between Kurikattuwan-Delft in Jaffna peninsula are operated.
10. Training of mechanical personnel's.
11. Providing Transport facilities for staff and managing the related activities through transport division

12. Assisting Highway Ministry and Project Management Units for maintenance of vehicles and for obtaining insurance cover etc.
13. Assisting Finance Division for updating records of assets and valuation of vehicles and machinery

Programme of Activities for 2020

- Procurement of following Machinery and Equipment was proposed in the annual budget
 - Dump Trucks 2.5-3.5 Ton Pay load - 53 Nos.
 - Pedestrian Type Vibrating Rollers - 53 Nos.
 - Wheel Tractor with bromer - 10 Nos.
 - Tractor with Bowser - 4 Nos.
 - Backhoe Loaders 4WD - 10 Nos.
 - Cargo Truck (Heavy) - 1 No.
 - Plate compactors - 53 Nos.
 - Crack Sealing Machine - 10 Nos.
 - Arial Work Platform Truck (Sky Lift) - 1 No.
 - Skid Steer Loaders - 25 Nos.
 - Flatbed Trailer - 1 No.
 - Forklift Truck - 1 No.
 - Workshop Equipment - Lot
 - Hume Pipe Manufacturing Plant - 1 No.
 - Passenger Ferry (Barge Type) - 1 No.
 - Asphalt Cutter - 10 Nos.
- Hiring of Vehicles and Machinery on requirements
- Invitation of Bid for the selection of Insurance provider for the RDA vehicles and implementing insurance covers and related activities for the period of one year commencing from 26th January 2021
- Invitation bids for selections of security service provider for the workshops.
- Surveying of assets (Vehicles, Machinery and Equipment) for disposal
- Renovation of workshop building at Angulana
- Renovation of workshop building at Anuradhapura
- Re-commencement of Udukawa Workshop

Progress and Performance during 2020

- Only 12 units of Walk Behind Type Double Drum Vibrating Rollers were procured and distributed among selected divisions with available allocation.
- Following vehicles were handed over by the projects to RDA and they were distributed among divisions and others
 1. Motor Car - 09 Nos.
 2. SUVs (Jeeps) - 12 No.
 3. Double Cabin Pick-Up Trucks - 85 Nos.
 4. Vans - 12 Nos.
 5. Motor Cycles - 75 Nos.

6. Single Cabin Pick-Up Trucks - 01 No.

- Invoices for value of Rs. 12,561,172.63 were raised to Maganeguma Road Construction Equipment (Pvt.) Ltd., for the RDA vehicles, plants & machinery released to them
- Invoices to the value of Rs. 1,547,833.19 were raised to Maganeguma Consultancy Project Management Services for RDA vehicles, plants & machinery released to them.
- Bid was invited for the selection of motor Insurance provider for the RDA vehicles contract was awarded to National Insurance Trust Fund.
- Bid was invited for selection of security service provider for the workshops and contract was awarded to Delve Guard Security Services.

During the year 2020, 140 numbers of accidents were reported.

Constraints to Progress

- Insufficient funds allocation for procurement of new equipment for road maintenance works and therefore we were unable to procure required machinery and the divisional offices face difficulties in maintaining the roads to required standards
- Delay in making payments regards to the repairs and purchases
- Following inadequate facilities to cater the demand of repairs and maintenance works of more than 1750 units of vehicles and machinery
 - Specialized equipment such as overhead gantry crane, hydraulic hoist, Diagnostic Equipments etc.
 -
 - Stores facilities at the workshop
 - Workshop building space
- One mechanical superintendent is required for the Transport division to handle minor repairs and routine maintenance of the vehicles in transport division
- The laborers assigned to operate the light machinery such as Pedestrian Rollers, Rammers and Plate Compactors in the EE divisions are changed frequently and this leads under utilization and additional repairs
- Angulana Workshop: The corroded iron oxide particles are falling down and the workers in the shop floor are in dangers and therefore workshop building needs immediate renovations
- The Angulana workshop needs rewiring to operate the power tools and needs pneumatic lines to operate pneumatic tools and for cleaning works
- Inadequate administrative staff and skill workers for the Workshops
- Inadequate space in the Mechanical Division to accommodate workstation for staff and record room
- No action has been taken by the administration division to appoint required staff for the Anuradhapura Workshop and resulted delay in attending repairs
- No action has been taken by the administration division to appoint required staff for the Udukawa Workshop and resulted delay in commencing the operations

Remedial Action taken and proposed

- Allocating sufficient funds for procurement of equipment for road maintenance works and to upgrade the facilities at the workshops
- It is suggested to assign an accountant in the finance division to smoothen the payments related to the Mechanical Division (Repairs & Maintenances)

- It is suggested to appoint following staff to strengthen the Angulana Workshop.
 - 02 Mechanical Engineers
 - 03 Mechanical Superintendents
 - 03 Management Assistant
 - 01 Office Aid
 - 10 Mechanics
 - 03 Auto Electrician
 - 02 Welders
 - 06 Service Men
 - 20 Helpers (Trucks, Workshop & Service station)
- Immediate action should be taken to appoint required staff to strengthen the operation of Anuradhapura Workshop.
- Immediate action should be taken by the administration division to appoint required staff for the Udukawa Workshop to commence the operation.
- We propose to arrange training programme periodically through training division for the workers who operate light equipment on operation & maintenance.
- We propose to assign a Mechanical Superintendent to handle the minor repairs of pool vehicles at the transport Division.
- It is suggested to re-commence the operation of Udukawa workshop with renovating the workshop building and employing necessary staff, to handle the repairs of vehicles and machinery in the southern and Uva provinces.
- Renovation of the workshop buildings at Angulana and Anuradhapura allocating required funds immediately.
- Providing another 1000 square feet space for the Mechanical Division at the Head Office to accommodate the staff work space and Record Room facilities.
- Providing trainee apprentices to the workshops: Training division shall arrange from the NAITA and this will be beneficial to RDA as well as for trainees.

18. Manpower Development

As the principal highway authority in the country, availability of an adequately skilled and contented work force is essential for the development of a dynamic highway institution capable of carrying out the functions entrusted to it.

The RDA considers training as a very important function of the organization and as an investment, which is an absolute necessity in a developing technical world. The main objective of the Training Division is to provide training facilities for all categories of employees in the RDA to enhance the knowledge upgrade their skills and develop appropriate attitudes in order to improve their effectiveness and efficiency at work.

Functions and Responsibilities of the Training Division

- ❖ Organizing and conducting regular in-house training programmes which include Lectures, Seminars, Language Training Programme, Computer Applications, Conduction of Exams (Evaluation/Internal Promotions) and Field Visits.
- ❖ Conducting of induction courses for all newly recruited employees in RDA.
- ❖ Conducting training for internally promoted staff.
- ❖ Nominating junior Engineers to various design offices in RDA to gain experience in design for one year in order for them to obtain full professional qualifications.
- ❖ Nominating of employees for Foreign Training Programmes.
- ❖ Nominating of employees for relevant training courses at other local institutes.
- ❖ Nominating of employees for long term courses such as Diploma/ PG Diploma/ Masters Degrees at local universities/institutes.
- ❖ Providing training opportunities for undergraduates and apprentices from other institutes.
- ❖ Identify training needs through need surveys and development of training programmes for all categories of employees in RDA.

Performance of Training Division during 2020;

i. In-House Training

A brief description of the Training Division In-House activities during the year 2020 is given below.

Table 54: In-House Training

No	Description Training	No of Groups	No of participants per group	No of days per group
1	Training on Global Positioning System (GPS) for selected officers in Land Division	1	30	1
2	Training Programme on AutoCAD Civil 3D for Engineers	1	32	5
3	Seminar on contractor's Claims and Determinations	1	50	1
4	Seminar on Audit Act	1	150	1
5	Personal File Management	1	44	1
6	Training Programme for RDA/Ministry of Road and Highways Higher Management Officer's Drivers	1	35	1
7	Training Programme for Audit Division Staff	1	30	1
8	Online forum for the use of 3M products for Traffic Management & Road Safety	1	35	½
9	Training Programme of Disciplinary Action Procedures	1	80	1
10	Leadership & Management Competencies Development of Engineers - Group- 01	1	85	2
	Total No of Participants		571	

ii. Training at Outside Organizations

In 2020, Training Division nominated 141 Employees for different training courses, workshops and seminars conducted in outside organizations as given in the table below.

Table 55: Training at Outside Organizations

No	Name of the Organization	Details of Training	No. of Officers Trained
1	Centre for Environmental Justice Limited	Residential Training Workshop on Environmental Impact Assessment Process in Sri Lanka	1
2	Bar Association of Sri Lanka	The National Law Conference 2020	1
3	Construction Industry Development Authority (CIDA)	Seminar on Concrete and Reinforcement in Construction	10
		Seminar on Managing Construction Contracts	29
4	Green Building Council of Sri Lanka	GBCSL Associate Professional Training (APT) Course	1
		Green Associate professional Training Programme	2
5	Highway & Transport Management Consulting (Pvt.) Ltd.	Transport Planning & Management and the Role of Intelligent Transport Systems (ITS)	68
6	Institute for the Development of Commercial Law and Practice (ICLP)	Seminar on Alternative Dispute Resolution	4
7	Skills Development Fund Ltd. (SDFL)	Workshop on "Training Need Analysis"	1
8	The Association of Consulting Engineers Sri Lanka (ACESL)	Workshop on Management of Claims for Construction Contracts	3
9	AAT Busuness School	Taxation with latest amendments	2
10	Sri Lanka Society for Transport and Logistics (SLSTL)	5th International Conference -R4TLI	19
Total No. of Participants			141

iii. Opportunities to follow Long Term Courses at Local University/Institutions

18 officers from RDA were nominated to follow long term courses such as M.Eng/M.Sc/PG Diploma in local universities or institutions in 2020.

Table 56: Long Term Courses at Local University/Institutions

No	Organization	Details of Training	No. of Officers Trained
1	National Institute of Business Management (NIBM)	Advanced National Diploma in Human Resource Management	11
2	University of Peradeniya	PG Diploma in Highway & Traffic Engineering	1
3	Institute for the Development of Commercial Law and Practice (ICLP)	Diploma in Commercial Arbitration	1
4	University of Kelaniya	Higher Diploma in Business Finance	1
5	Chartered Institute of Personnel Management Sri Lanka (CIPM)	Professional Qualifications in Human Resource Management	2
6	University of Moratuwa	MEng in Highway & Traffic Engineering	1
		MSC in Building Services Engineering	1
Total No. of Participants			18

iv. Overseas Training

3 officers of the RDA were participated for two overseas training courses, workshop and conferences during the year 2020.

Table 57: Overseas Training

No	Country	Details of Training	No. of Officers Trained
1	Japan	JICA Innovative Asia Program (Short-term Training) On “Cutting Edge Technology on Robotics and Artificial Intelligence” Shibaura Institute of Technology	1
2	India	Invitation to attend the Conference on “Safa Mobility and Regional Connectivity” 20th - 22nd January 202	2
Total			3

v. Training of Engineers for the Professional Review

The nomination of Engineers for Design Office training under the office priority list maintained at the Training Division. During the year 2020, 22 Engineers were nominated for design training as follows.

Table 58: Training of Engineers for the Professional Review

Name of the Design Office	Number of Engineers nominated
Highway Design Office	09
Bridge Design Office	05
Kandy Design Office	06
Rathnapura Design Office	01
Kurunegala Design Office	01
Anuradhapura Design Office	--
Total Nominations	22

vi. Training Opportunities for Undergraduates and Apprentices

Opportunities were also provided by the Training Division for undergraduates and apprentices from universities, technical colleges and institutes in collaboration with National Apprentice and Industrial Training Authority (NAITA) to obtain their in-plant training in RDA. During the year 2020, 202 undergraduates were trained as given in the table below;

Table 59: Training Opportunities for Undergraduates and Apprentices from Local Universities/Institutions.

No.	Local Universities and Institutes	No of Students
1	University of Moratuwa	19
2	South Eastern University of Sri Lanka	14
3	University of Kelaniya	4
4	University of Jaffna	2
5	Sabaragamuwa University of Sri Lanka	2
6	University of Sri Jayawardhanapura	1
7	Sri Lanka Institute of Information Technology (SLIIT)	39
8	Sri Lanka Technological Campus	3
9	Technical Collages	24
10	College of Technology (Kurunegala,Jaffna,Galle,etc)	13
11	Institute of Engineering Technology -Katunayake	10
12	Advanced Technological Institute	13
13	National Apprentice and Industrial Training Authority (NAITA)	9
14	CINEC Campus(Pvt) Ltd	6
15	University College of Batangala	6
16	International College of Business & Technology (ICBT Campus)	5
17	Vocational Training Authority of Sri Lanka(Ampara,Kegalle,etc)	4
18	British College of Applied Studies	4
19	IESL College of Engineering	2
20	National Youth Service Council	2
21	National Vocational Training Institute	2
22	General Sir John Kotalawala Defence University	2
23	University College of Kuliyaipitiya	2
24	SEI Campus Lanka (Pvt) Ltd	1
25	Vavyuniya Campus of the University of Jaffna	1
26	Skills College of Technology	1
27	AAT Sri Lanka	1
28	Sri Lanka German Training Institute	1
29	National School of Business Management (NSBM)	1
30	Waymba University of Sri Lanka	1
31	Ranaviru Information Technology Training Institute	1
32	Lalith Athulathmudali Vocational Training Centre	1
33	CADD Centre Lanka (Pvt)Ltd	1
34	University of Vocational Technology	1
35	Other	3
	Total Number of Trainees	202

19. Legal Services

The Legal Division is vested with the prime responsibility of performing all the legal matters pertaining to the Authority and Project Management units of Ministry of Highways. Apart from usual appearing in courts the responsibility of the Division is to advice the Chairman, DG, Board Members, ADGs, Directors, Engineers and the entire staff on all legal matters. The Division is also has the foremost responsibility of educating the over-all carder on matters involve legal aspects.

Role and tasks of the Legal division

- Appear on behalf of the RDA in Supreme Court, Court of Appeal, High Court of Civil Appeal, Commercial High Court, High Court, District Court, Magistrate Court, Industrial Court and Labour Tribunals for the cases filed by the RDA and filed against the RDA.
- Appear on behalf of the RDA in Arbitral Tribunals for the disputes arisen on breach of contract agreements with regards to projects carried out by the Ministry of Highways and the projects carried out by the RDA.
- Appear on behalf of the RDA in Human Rights Commission and before the Ombudsman.
- Legal Division being the focal point which provide legal assistance to all the projects under Ministry of Highways obtain legal clearance from the AG's Department for contract documents and loan agreements.
- Institute legal proceedings in Magistrate's Courts to obtain orders to demolish unauthorized erections on road reservations.
- Institute legal actions in Magistrate's court to obtain mandatory orders to demolish unauthorized constructions within the building limit of Highways.
- Preparation of documents and institutions of legal actions in District Courts to recover the damages caused to the RDA properties by the road users.
- Preparation of complaints, petitions, objections, written submissions necessary to file in courts and tribunals and preparation of Appeal documents whenever order/ judgment given against the RDA.
- Drafting/approving of Agreements/MOUs that are entered into by the RDA.
- Liaising with the Hon Attorney General in relation to Fundamental Rights Applications, Writ Applications and other civil actions filed against the RDA.
- Liaising with the other Ministries stake holder institutions on legal issues in respect of roads, motor traffic, lands etc.
- Dissemination of general principles of law, RDA Act, Thoroughfares Act among employees of RDA.
- Preparation of lease agreements and title deeds on behalf of RDA.
- Filing actions in Court in relating to land acquisition matters etc.
- Issue legal advice to RDA personnel who are involved in court cases.
- Appearance by Legal Officers in courts when it is necessary to watch the interest of the RDA/Government.
- Checking the titles of the lands which will be purchased for projects to resettle the displaced habitatants.
- Preparation of Title deeds to award to displaced families.
- Preparation and sending of letters of Demands in order to enchased performance bonds and guarantees.

Progress of activities during the year 2020

- Executive Engineers observe large number of occasions where building limit has been violated. So legal Division has given the task to file increasing number of cases under Section 45(3) and 50(3) of the Thoroughfares Act No. 40 of 2008. In that Legal Division has filed 108 Magistrate Court Cases in various provinces and has been able to get the orders to remove unauthorized structures. These kind of activities help the RDA to clear the Road Reservations and to clear the unauthorized structures in building limits which facilitate the road developments.
- Drafting Petitions plaintiffs objection within submission and answers in High Court and District Court matters
- Preparing Appeal briefs to file appeals in Supreme Court, Court of Appeal, Civil Appeal and Commercial High Court.
- Preparation of documents and institution of legal actions in Magistrate's courts to recover the possession of lands of RDA (State lands) as well as Government Quarters.
- Generally the Divisional Secretaries are to hand over the vacant possession of lands acquired for road construction. But in certain cases owners deny to hand over possession. Then lawyers of the legal division institute proceedings in court and get ejectment orders due to exigency of the service.
- Majority of the drivers tends to evade the payments for damages to road furniture legal Division has been able to pursue the owners, drivers and Insurers to pay the compensation for the damages caused by traffic accidents.

A summary of cases filed against the RDA and the cases field by the RDA during the year 2020 is given below;

Table 60: Summary of cases filed against the RDA and the cases field by the RDA during the year 2020

Description	Cumulative up to end of 2019	Cases filed against the RDA - year 2020	RDA filed against the outsiders year 2020	Completed cases during 2020	Total at enf of 2020
Supreme Court	16	2	0	1	17
Court of Appeal	26	4	1	4	27
Civil Appeal	10	0	0	10	0
High Court	24	7	2	14	19
District Court	152	12	7	37	134
Magistrate Court	230	0	108	123	215
Labour Tribunal	3	0	1	3	1
Industrial Court	1	0	0	0	1
Arbitration	2	1	0	0	3
Human Rights Commission	2	0	1	2	1

20. Procurement Services

The Procurement Division is responsible for developing a strategic approach to the corporate procurement and material management process for the purchase of direct and indirect goods Works and services. In this leadership role, will direct the procurement of Works goods and services for the RDA; assist Procurement team members and colleagues with procurement processes, change and updates other procurement-related activities; develop and/or update procurement policies and procedures; and develop a centralized procurement program that will add value and efficiency to the RDA.

Mission of Public Procurement to ensure and enable contracting authorities meet their policy and business objectives in the delivery of better public services. The public procurement process spans the whole project life cycle from initial conception and definition of the needs of the public service through to the end of the useful life of an asset or the end of a contract.

Procurement is a process by which the Goods, Works, Other Services, and Consulting Services are acquired appropriately.

Definition of Public Procurement System

The Procurement System is a function of government that involves using government resources (public funds) to obtain goods, works and services to meet the needs of the government as it carries out its responsibilities to the citizens.

Objectives of Procurement.

- Maximizing economy, timeliness and quality in Procurement resulting in least cost together with the high quality;
- Adhering to prescribed standards, specifications, rules, regulations and good governance;
- Providing fair, equal and maximum opportunity for eligible interested parties to participate in Procurement;
- Expeditious execution of Works and delivery of Goods and Services;
- Compliance with local laws and regulations and international obligations;
- Ensuring transparency and consistency in the evaluation and selection procedure;
- Retaining confidentiality of information provided by bidders.
- Achieve Value for Money in all procurement activities;
- Promote equality of opportunity for all stakeholders
- Work in partnership with the private sector and other Organizations to achieve value for money, quality and effective service delivery;
- Promote innovation;

Encourage environmental and social sustainability through effective procurement policies and practices

All procurement of goods, services and works must be based on Value for Money (VFM), that is to deliver:

- *The right goods, services, and/or works*
- *Of the right quality*
- *In the right quantity*
- *At the right time*
- *At the right price*
- *And delivered to the right place.*

Mandate envisaged with the division is to handle the procurement activities under the GOSL funding and the works, stationery, goods and services and accordingly functions of the Procurement Division are as follows;

- Develop and communicate a procurement business plan; establish, communicate and implement long-term goals for the department in order to promote effectiveness and efficiency.
- Develop, communicate and administer procurement team performance and development plans and appraisals.
- Serve as the primary contact for procurement related questions, training, policy and procedure interpretation and alignment by all departments.
- Oversee contract development and administration.
- Manage current procurement policies, procedures and programs with a focus on their ability to enhance organizational value and efficiency; meet regularly with respective departments regarding procurement for their understanding and/or recommendations to enhance policies, procedures and develop, communicate and implement new/revised policies, procedures and programs as needed.
- Develop a centralized procurement program that adds value and efficiency to the organization;
- Process purchase orders; develops bids and proposals; and reconcile any invoice discrepancies.
- Annual Registration by preparation of data base for the list of Contractors, Suppliers, Service providers, and Vehicle hirers).
- Set forth the procurement procedures.
- Prepare the Annual Procurement Plan incorporated with the action plan under the envisaged budget for the RDA
- Handle all procurement of works, goods, consultancy service and other services under the threshold limit of Departmental Procurement Committee (RDAPC).
- Assist all RDA PMUs to enhance their procurement works.
- Assist RDAPC in handling all procurement works.
- Managing all technical Evaluation Committees in specific Field (Major Works, Bridge works, Bore Holes, supply of Bitumen, emulsion, Feasibility Studies, Traffic studies, traffic surveys, Mechanical Repair works, Supply of Stationery ,Cartridges, toners etc.
- Managing all Standing Procurement committees under the Purview of RDA.
- Developing Frame Work Agreements to suit to RDA the only organization to manage for Multiple Location of Purchases from Multiple Vendors to avoid any disparity on approved rates without sacrificing the Economical beneficial to the Procurement Entity/nation
- Introduction of E-procurement system (specially goods and non-consultant's c services) and making the platform through RDA web site portal linked with electronically prepared documentations.
- Supply of Stationery, Cartridges, toners, all Goods and Other any items which are not included.
- The responsible for developing a strategic approach to the corporate procurement and WORKS procurement management process for the Works and develop a centralized procurement program that will add value and efficiency to the RDA.
- Currently Procurement Division Handling Annual Registration (Contractor's, Supplier's, Vehicle hires).
- Managing all Standing Procurement committees under the Purview of RDA.
- Our Future Plan of the Procurement Division Approved by Board of Directors Preparation of user –friendly guidelines, procurement manuals, standing Document, Standard templates for all type of procurement of good works, consultant services and other services for all should be adhere to the procurement entity PE-RDA in carrying out all procurement works action finance in whole or in part by GOSL

- Frame Work Agreements for Multiple Purchases from Multiple Vendors

Progress and activities during the year 2020

Table 61: Goods & Assets

Description	Amount (Without VAT) (Rs .Mn)
Assets & Consumables	93,917,533.77

Table 62: Works & Services

No	Item Description	Contract Amount (Rs.)
1	Providing fleet insurance cover for motor vehicles/Machinery	7,151,256.03
2	Cleaning service for Labour relation office,Bridge Management Assesment unit,General Audit in Sethsiripaya Stage-I	354,000.00
3	Supply of Thermo Plastic Road Marking Material Southern Province	40,155,800.00
4	Supply of Thermo Plastic Road Marking Material Eastern Province	11,105,900.00
5	Supply of Thermo Plastic Road Marking Material Western Province	48,106,675.00
6	Supply of Thermo Plastic Road Marking Material North Central Province	3,846,325.00
7	Supply of Thermo Plastic Road Marking Material Northern Province	25,218,787.50
8	Supply of Thermo Plastic Road Marking Material Sabaragamuwa Province	19,630,750.00
9	Transport of Asphalt plant at Kothmale	25,000,000.00
10	Provide Pest Control Services for "Maganeguma Mahameduara"	276,000.00
11	Supply of re-usable masks & re-usable glouse	20,750,000.00
12	Supply 40,000L of sanitizing liquid and 7000 nos of Hand Sanitizers	7,979,000.00
13	Supply of 6000 nos of Semi Hard glouse	738,000.00
14	Supply of 6000 nos of Surgical glouse pares to head office RDA	144,000.00
15	Supply of 3000 nos of Surgical Masks	147,000.00
16	Supply of 09 nos of Auto Sprayes to EOM&M Division	144,000.00
17	Supply of Thermo Plastic Road Marking Materials for Eastern (Akkareipattu) Province	24,798,625.00
18	Supply of Thermo Plastic Road Marking Materials for Central Province	24,803,850.00
19	Supply of Thermo Plastic Road Marking Materials for North Western Province	6,453,300.00
20	Supply of Thermo Plastic Road Marking Materials for Uva Province	8,924,750.00
21	Supply of Aggregate Material at Asphalt Plant at Polonnaruwa	30,400,000.00
22	Transport of Asphalt from Asphalt Plant at Medawachchiya	25,000,000.00
23	Construction of Bridge across Parayan Aru on Thennamarawadi-Kokkuthuduwai road at Pulmudei, Trincomalee	30,192,190.55
24	Construction of Bridge across Odikkaru Aru on Thennamarawadi-Kokkuthuduwai road at Kokkuthuduwai, Mulatiwu	19,438,227.91
25	Construction of balance work of Bridge across Uma oya at Bolagandawela, Theripehe, Walapane	28,709,709.70

No	Item Description	Contract Amount (Rs.)
26	Construction of balance work of Bridge across Kalaoya at Kagaalabodagama road, Kagama, bulnewa	46,365,217.39
27	Construction of Bridge across Pathene ela on Sole wewa - Saliya Junction road at unit 7, Jandagala, Solewewa, Giribewa	17,324,944.54
28	Transport of Asphalt from Asphalt Plant at Balangoda	2,500,000.00
29	Transport of Asphalt from Asphalt Plant at Ingiriya	2,500,000.00
30	Transport of Asphalt from Asphalt Plant at Medayaya	2,500,000.00
31	Installation of Solar based Individual Road lighting poles at Marine Drive	69,400,000.00
32	Purchase of Bulk Bitumen	68,500,000.00
33	Supply & Delivery of CRS-1, CRS-02, CSS-01 Bitumen Emulsions for EE's Office in RDA	594,994,600.00
34	Supply & Delivery of CSS-01 100,000 Ltr for EE's offices	6,390,000.00
35	Purchase of Bulk Hot Bitumen (80/100) EE's Divisions in RDA	13,700,000.00
36	Supply of Thermo Plastic Road Marking Materials for Central Province	24,803,850.00
37	Supply & Fixing of reflective Sun control film & curtain	884,500.00
38	Sanitary Disposal Bins in "Maganeguma Mahamedura" Building (Retender)	176,400.00
39	Supply of Land Phones (100 nos.) for Building Manager's office	89,000.00
40	Supply of Aggregate Material at Asphalt Plant at Polonnaruwa	30,400,000.00
41	Transport of Asphalt from Asphalt Plant at Medawachchiya	25,000,000.00
42	Supply of 4000 MT of 12.5mm aggregate to Sooriyawewa Asphalt Plant	7,000,000.00
43	Partition work in 5th floor in "Maganeguma Mahamedura" for urgent Relocation of the Quality Assurance & Progress Monitoring Division	3,211,700.00
44	Transport of Asphalt from Asphalt Plant at Medawachchiya	25,000,000.00
45	Revamping of RDA web Presence	4,243,500.00
46	Supply of Measuring wheel for Uva Province	560,000.00
47	Supply of Security Service for Workshop Premises for the year 2020/2021	6,232,000.00
48	Supply of Security Service for Rural Bridge Construction Division	2,079,400.00
49	Supply of 02 nos. of 32" LED TV to Information Centre RDA	59,998.00
50	Dismantling & Installation of Guardrails and related Accessories at Southern Expressway, Outer Circular Expressway & Colombo-Katunayake Expressway	23,146,000.00
51	Dismantling & Installation of Guardrails and related Accessories at Extension of Southern Expressway Godagama to Hambantota-Mattala	11,120,917.50
52	Replacement of UPS System of Maganeguma Mahamedura	2,298,240.00
53	Supply of aggregate Material for Asphalt Plant Sooriyawewa	7,560,000.00
54	Supply of Boulder Material for crusher plant at Ambanpola	102,572,132.58
55	Supply of Boulder Material for crusher plant at Ambanpola	68,496,000.00
56	Supply of Boulder Material for crusher plant at Sooriyawewa	50,160,000.00
57	Supply & Installation of name Boards to QA & PM Division	26,460.00
58	Supply of Bulk Bitumen & Bitumen Emulsion	93,000,000.00
59	Supply of aggregate Material for Asphalt Plant Keragala	51,336,000.00
60	Supply of aggregate Material for Asphalt Plant Ingiriya	45,588,000.00
61	Supply of aggregate Material for Asphalt Plant Kotadeniyawa	41,308,800.00
62	Supply of aggregate Material for Asphalt Plant Medawachchiya	51,480,000.00

No	Item Description	Contract Amount (Rs.)
63	Supply of Security Service for CSLO for the year 2020/2021	682,550.00
64	Scanning of old Drawings in Record room at Sethsiripaya	5,000,000.00
65	Supply & Installation of name Boards to QA & PM Division	26,460.00
66	Supply of Security Service for Asphalt Plants- RDA	14,404,725.00
67	Supply of face Marks	140,000.00
68	Supply of 05 nos.of Temperature Machine	47,500.00
69	Supply of Asphalt Transport from Asphalt plant at Sooriyawewa	12,500,000.00
70	Supply of Asphalt Transport from Asphalt plant at Polonnaruwa	12,500,000.00
71	Supply of Aggregate Material to Asphalt plant at Balangoda	4,900,000.00
72	Supply of Aggregate Material to Asphalt plant at Keragala	5,950,000.00
73	Construction of balance work of Bridge across Uma oya at Bolagandawela, Theripehe, Walapane	31,985,037.00
74	Construction of Bridge across Parayan Aru on Thennamarawadi-Kokkuthuduwai road at Pulmudei, Trincomalee	33,975,801.20
75	Construction of Bridge across Odikkaru Aru on Thennamarawadi-Kokkuthuduwai road at Kokkuthuduwai, Mulatiwu	31,985,037.00
76	Construction of Bridge across Pathene ela on Sole wewa - Saliya Junction road at unit 7, Jandagala, Solewewa, Giribewa	16,537,489.80
77	Transport of Asphalt from Asphalt Plant at Ambanpola	2,500,000.00
78	Supply of labour for the Asphalt Plant at Kothmale	5,760,000.00
79	Supply of labour for the Asphalt Plant at Sooriyawewa	4,160,000.00
80	Supply of labour for the Asphalt Plant at Polonnaruwa	4,160,000.00
81	Supply of labour for the Asphalt Plant at Kothmale, Sooriyawewa, Polonnaruwa, & crusher Plant at Sooriyawewa	4,160,000.00
82	Supply of aggregate Material for Asphalt Plant Medayaya	79,341,600.00
83	Supply of aggregate Material for Asphalt Plant Kothmale	88,728,000.00
84	Cleaning service for Rural Bridge Construction Division	310,920.00
85	Cleaning service for Work Shop & Service Station at Angulana	148,349.32
86	Supply of Executive Chairs to State Ministers office	265,000.00
87	Supply of Woodern Armed Cushion Chairs to State Ministers Office	
88	Supply and fixing of carpets & Rubber Edges to Elevator cars at Maganeguma Mahamedura	138,800.00
89	Colour wash at selected area of Maganeguma Mahamedura Building	2,250,000.00
90	Supply & fixing of Roller Blind contains sun control films & sand Blast	283,375.00
91	Supply of Reusable KN95 Face Mask	1,506,600.00
92	Supply of Disinfection Sanitizer Liquid	1,500,000.00
93	Supply of Hand Sanitizer in 500ml Cans	1,316,250.00
94	Provide Janitorial Services, Garbage Disposal, Maintenance of the Landscaped area & Building Cleaning of ground floor to 9th floor at "Maganeguma Mahamedura" RDA	18,070,000.00
95	Bus Service for RDA Employees From matara to Battaramulla	524,750.00
96	Cleaning service for Work Shop Division - Angulana	1,648,349.32
97	Cleaning service for Rural Bridge Construction Division	310,920.00
98	Cleaning service for Work Shop & Service Station at Angulana	148,349.32
99	Repair work of Sirikurusa Bridge on St. Nichala's Rd.	38,606,122.80

No	Item Description	Contract Amount (Rs.)
100	Construction of Entry Toll Plazas & Booths of Peliyagoda Interchange area on Colombo-Katunayake Expressway	214,126,723.92
101	Construction of Entry Toll Plazas & Booths of Seeduwa Interchange area on Colombo-Katunayake EXPRESSWAY	249,243,461.98
102	PCR Testing for RDA Employees	1,305,000.00
115	Transport of Asphalt from Asphalt plant at Polonnaruwa	30,000,000.00
116	Transport of Asphalt from Asphalt plant at Sooriyawewa	30,000,000.00
117	Supply of Bulk Bitumen (60/70) to Keragala Plant	8,500,000.00
118	Supply of Bulk Bitumen (60/70) to Ingiriya Plant	8,500,000.00
119	Supply of Bulk Bitumen (60/70) to Kotadeniyawa Plant	8,500,000.00
120	Supply of Bulk Bitumen (60/70) to Medayaya Plant	8,500,000.00
121	Supply of Bulk Bitumen (60/70) to Kothmale Plant	8,500,000.00
122	Supply of Bulk Bitumen (60/70) to Sooriyawewa Plant	8,500,000.00
123	Supply of Bulk Bitumen (60/70) to Ambanpola Plant	8,500,000.00
124	Supply of Bulk Bitumen (60/70) to Medawachchiya Plant	8,500,000.00
125	Supply of Bulk Bitumen (60/70) to Balangoda Plant	8,500,000.00
126	Supply of Bulk Bitumen (60/70) to Polonnaruwa Plant	8,500,000.00
127	Providing fleet Motor Insurance Cover for RDA Vehicles/Machinery 2021-2022	15,000,000.00
128	Application of Corrosion Protective Paint for Fifty Two Numbers of Corroded Metal Arch Structures on Southern Expressway (E-01)	236,521,914.90
129	Transport of Boulder Material to Crusher Plant to Ambanpola	30,000,000.00
130	Transport of Boulder Material to Crusher Plant to Sooriyawewa	30,000,000.00
131	Construction of balance work of bridge across Kalaoya at Kagama, Helabodugama road at Kagama Bulnewa	43,555,916.80
132	Printing of Annual Report 2020	3,000,000.00
133	Supply of Aggregate Material for Asphalt Plant at Medayaya	154,375,000.00
134	Purchase of 40000 nos Face Mask	3,040,000.00
135	Supply of Aggregate Material For Asphalt Plant at Ingiriya	9,490,000.00
136	Supply of Aggregate Material For Asphalt Plant at Keragala	10,682,500.00
	Total (Rs.)	3,483,288,310.06

21. Personnel Management

Administration Division is responsible for the overall Human Resource Management functions relevant to the RDA. Personnel management activities such as recruitment, development, promotion, disciplinary actions, management of attendance and leave of employees etc. are carried out by the Administration Division

Table 63: Workforce of RDA as at end of 2020

No	Designation	Approved Cadre	Existing staff	
			Permanent	Contract
(i)	Senior Management Services	88	72	
(ii)	Engineering services	769	704	1
(iii)	Administrative officer's service	19	12	
(iv)	Information Technology Service	19	18	5
(v)	Account's Service	29	28	
(vi)	Legal Officer's Service	6	6	
(vii)	Junior Administrative service	47	35	
(viii)	Account/ Audit Assistant's Service	70	57	
(ix)	Associate Officers Services	78	69	
(x)	Technical Service - I	103	60	
(xi)	Technical Service - II	1,102	859	8
	Extra Service			
(xii)	Clerical & Allied services	2,266	2116	261
(xiii)	Supportive Staff	2,603	2,393	97
	Sub Total	7,199	6,429	372
(xiv)	Labour (Permanent)	4,024	3,089	
(xv)	Labour (Casual)			1,300
	Total	11,223	9,518	1,672

i. Human Resource/Personnel Functions

Following functions are carried out by the administration Division.

- Human Resource / Strategic Planning
- Work Study formulate HR Planning
- Study and Assessment of cadre requirement
- Formulation / Revision of SOR
- Holding Interview / Exam & Selection of appropriate candidates
- Calling applications
- Requirement
- Induction training for new recruits
- Appointment Interview Board
- Placement
- Preparation of duty List / Job Description
- Attendance and Leave Management

- Performance Management / Preparation of performance Appraisal system and Implementation
- Employee Engaging – Taking initiative to engage staff to work
- Workforce management – Address dissatisfied person / Employee related issues
- Statutory compliance minimum salary, Leave entitlement etc.
- Training and development
- Employee Motivation- Rewording for excellence performance industrial relations additional qualification etc.
- Success Planning - Retirement, Resignation taking over, handing over
- Employee welfare compensation and benefits
- Payment of EPF/ETF, Gratuity etc.
- Reform / Structural changes

ii. Administrative Functions

Formulation of policies, rules, regulations, procedures, manuals and instructions related to the personnel and office management is carried out under establishment function of the personnel management. And also, issuing of circulars which imposing rules, regulations and procedures as well as monitoring the implementation of circulars are important work handle by the personnel management to improve the employee environment.

Following Administrative Functions are carried out by the administration Division.

- Administrative Planning
- Formulation of policies
- Issues of circulars standing orders
- Implementation of policies, circulars and orders
- Maintain Discipline and security
- Maintain Tapol – Distribution of Letters in-out on time
- Procurement of assets and Maintenance of all assets
- Maintain Communication with other relevant Authorities / Organization
- Maintaining Documentation
- Implementing disciplinary procedure
- Handling Legal matters with judiciary Institution
- Maintaining offices building etc. and other facilities
- Participating public social religious activities declared by government & local government
- Responding to emergency situations in disaster etc.
- Maintaining Positive relationship other Institution
- Maintaining Transport
- Organize Functions necessary
- Handling Logistic works including Stores
- Duties of parliamentary, provincial council Election etc.
- Providing service of circuit bungalow , quarters
- Management of information & Data
- Carry out Orders of Head of the Authority and Ministry

Performance of Administration Division

The Annual program of the Administration Division is decided at the beginning of the year on the following areas depending on the requirement based on the approved SOR and Cadre.

- Recruitment
- Promotions
- The draft SOR was reviewed by the consultant appointed by the RDA in order to finalise the new SOR to get the MSD approval.

Preparation of the training Programme for the staff of the RDA coordinating with the Director Training.

Administration Division has taken step & maintaining to implement trilingual approach.

Progress of activities during year 2020

Table 64: Progress of activities during year 2020

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
External Recruitment	-	-	(Locked down period – as COVID 19 pandemic)				02	01	05	100	02	-
Internal Recruitment	-	-					22	02	01	02	26	03
Promotions	15	23					63	91	135	20	-	23
Retirements	04	03					13	17	09	05	06	09
Deaths	-	01					03	01	-	-	01	-
Resignation	06	-					01	-	06	02		01
No Pay Leave (for Overseas/Local Employment)	01	-					06	-	-	-	-	-
Vacation of Posts	01	01					-	02	-	-	-	-
Interdiction / Termination	-	-					-	-	-	-	-	-
Contract renewal	06	04					-	21	26		13	10
Transfers	37	41					12	42	45	15	09	17
Audit quarries	05	05					02	-	02	-	04	-

Table 65: Details of Disciplinary Inquiries of RDA in 2020

<i>Description</i>	<i>Ongoing</i>	<i>completed</i>
Preliminary investigation	28	04
Formal Inquiry	08	Couldn't complete due to the Covid 19

Table 66: Details of Loans of RDA for the year 2020

<i>Loan Type</i>	<i>Paid Loan Amount/ Rs.</i>
Motor Cycle	119,545,851.04
Distress loan	1,650,000.00

In 2020, 10 number of Board Papers submitted to the Board of Management and 8 number of Board Papers approved.

- Director Administration implements the transfers and issues the transfer orders as per the approval given by the Director General.
- Issue the Service certificates to the employees.
- During the year 2020, approval of the Hon. Prime Minister and Department of External Resources was obtained for officer of the RDA in respect of awarding scholarships. 7 number of Employees were Nominated for 6 Scholarship programmes and 5 Employees were participated.
- Translation of Annual Report 2017 & 2018 into Sinhala and Tamil languages were sent to Ministry of Highways.
- 15 Staff meetings were held in the Administration Division chaired by Director Administration.
- Paid self-insurance scheme benefits to employees, for 31 number of medical Insurance claims amounting to Rs.7,580,796.11
- Administrative Circular Letters and Administrative Circulars have been issued : 75nos.
- Processed and forwarded the 63 numbers of applications for issuing vehicle permits with reference to the circular No: 01/2018 to the Ministry of Highways.
- 111 numbers of employees gratuity claims amounting to Rs.48,726,791.93 were paid.
- Paid language allowance to employees & paid additional incremental allowance to employees.
- Checked and approved the Book advance applications
- Checked leave particulars of all employees of the RDA for payment of Medical Encashment and Incentives.
 - Granted vacation leave for 13 officers / employees & extended for overseas leave for 05 officers / employees.
 - Processing the e-HRM System of all posts and entering the data in to the system.
- Assisted employees to facilitate the following ETF & EPF benefits;
 - I. Employees Provident Fund refund applications.
 - II. Employees Trust Fund Refund application.
 - III. EPF Names / ID / PF Amounts (Dummy Numbers) Corrections.
 - IV. ETF Names / ID / PF Amounts (Dummy Numbers) Corrections.
 - V. B Card ABH Registration.

Table 67: Employee's Provident fund / Employees Trust Fund application – 2020

Description	Nos
Employees Provident fund (K) refund applications	96
Employees Trust Fund Claim refund application	95
ABH `B` Card	48
Total	239

Table 68: Work carry out for Road Construction & Development Company Ltd during the year 2020

Description	Nos
Employees Provident fund (K) refund applications	135
Employees Trust Fund Claim refund application	90
ABH `B` Card	92
Total	317

- Paid acting allowance
- Salary conversion of employees as at 01.01.2020 was completed in 2020.
- Administration Division is coordinating booking and arranging circuit bungalows to get income to the RDA. During the year 2020, an income of Rs.1,595,467.44 earned.
- 402 number of office ID Cards were Issued to the employees of RDA

Finger print attendance System

Currently the RDA Administration Division downloads the attendance sheets and processing of leave particulars with the supportive of planning Division with in the head office premises and give guidance & instructions to all offices in the Provinces.

Constrain to Progress

- ☛ Implementation of new SOR has been delayed due to the difficulties of getting approval MSD.
- ☛ New suggestions and demands of the Trade Unions to the Draft SOR have further delayed the implementation of New SOR.
- ☛ Difficulty in smooth implementation of Annual transfers due to present Covid 19 situation.
- ☛ Late submission of Bills and non-availability of important documents such as Diagnosis Card, Tax invoice etc. and obtain membership without proper knowledge on the medical Scheme.
- ☛ It`s very important to implement the EHRM system for RDA. there is a delay in implementing within the RDA.

22. Financial Management

Financial management activities are carried out by the Finance Division of RDA at Head Office. It is one of the divisions coming under the purview of Additional Director General (Finance & Administration). The Finance Division is headed by Director Finance and is assisted by two Additional Directors, a team of Senior & Junior Accountants and supporting staff. There are ten Regional Accountants and related staff covering all Regions in the Island.

Finance Division is vested with the responsibility of the overall Financial Management of the Road Development Authority. It manages the funds received from the Ministry for road construction & maintenance and funds received from various Government/ Private Institutions and Individuals for reinstatement of road damages done by those parties for their utility works.

The Accountants attached to Rural Bridge Construction Unit, Asphalt Plants Maintenance Units, Expressway Operation & Maintenance Division Research & Development Division, Local Bank Project Division, Land Division, Construction Division, Special Project Division are administratively under the Director of the relevant Unit/Division.

In addition to above, all Chief Engineers (CE) operate their official bank accounts for making minor payments in respect of civil works and overhead using the funds released to them by the Finance Division. This has shown a good performance on the road maintenance and development work handled by CE as they are authorized to purchase material and services using the funds subject to prescribed finance authority limits.

Finance Division consists of 9 units as described below;

Revenue Unit

The Revenue Unit of the Finance Division is entrusted with collecting and depositing income such as hoarding, hire of machinery & equipments, gantries etc. The allocation of revenue is done through the Revenue Unit of the Finance Division and the Unit also carries out fund management. The Unit has earned Rs.774.16 Mn as interest from their fund management activities during the year.

Salaries Unit

The Salaries Unit of the Finance Division is preparing salaries, processing payroll and meeting the salary payment on time. And also Salaries Unit attends maintaining EPF and ETF records and the payment of staff loans & and its recovering process.

Assets & Stores Unit

The Assets & Stores Unit of the Finance Division attends to supply of office equipment and stationary to Divisions in Head Office and sometimes to Regional Offices too. The Unit also exercises assets & stock control measures and maintains assets register for all assets of RDA including office furniture, machinery

, lands, motor vehicles, buildings etc. The verification of fixed assets is carried out island wide annually. The verification for 2020 was carried out in September 2020 and completed as scheduled. Physical verification of stocks/inventory items too started at the end of the year and completed. Further, taking over & distribution of assets of the completed projects and activities relating to disposal of unserviceable assets and inventories are also carried out by this Unit.

Final Accounts Unit

The Final Accounts Unit of the Finance Division is responsible for preparation and submitting the Monthly Accounts and Annual Financial Statements and other financial information to the Management

and Board of Directors. This unit also responsible of maintaining general ledger accounts by obtaining related information from the regional account unit & other functional units in the Finance Division. In addition, this Unit is entrusted with gathering information from the functional Divisions in Head Office and Provincial Offices for answering to audit queries and audit reports.

Regional Accounting Unit

The Regional Accounting Unit in Head Office co-ordinates with all Regional & Expressway Accountants by releasing imprest to meet their fund requirement for payment of bills and gathering all accounting information from Regional & Expressway Accountants for financial reporting.

Payment Unit

The Payment Unit of the Finance Division attends to settlement of all the payments relating to the Division in Head Office (except the work bills which are attended by the Accountant of the Construction Unit) and monitoring relevant imprest. Those payments include payments for civil works and overhead payments such as fuel, repair & maintenance of office equipments, vehicles, rent, office requisites staff salaries, loans etc.

Budget and Tax Unit

The Budget and Tax Unit of the Finance Division is entrusted with attending the preparation of overhead estimate for the RDA. This unit is responsible for preparation & submitting overall budget of RDA to the Board of Directors as per the Finance Act.

In addition, this Unit is responsible for preparation of all tax computations & submits the returns to Department of Inland Revenue and attending to the tax administration works.

Miscellaneous Payments Unit

The Miscellaneous Payments Unit of Finance Division is mainly entrusted with operating the Participatory Medical Scheme (PMS). Besides, this Unit attends the miscellaneous payments of staff such as payment of combine allowance, commuted allowance, overtime & holiday pay and reimbursement of interest of concessionary loan.

Administration Unit

The Administration Unit of Finance Division supports the Finance Division by attending office administration activities relating to staff of Finance Division. Maintenance of personal files, leave records attending to granting annual increments, handling inward and outward correspondence are some of the activities carried out by the Administration Unit.

23. Performance of Internal Audit Functions

Internal audit operations of RDA are performed by Internal Audit Division. Internal Auditing is essential for the better performance of the organization and it helps to achieve objectives via systematic evaluations, guidance and consultations on operations of the organization. These internal audit operations are carrying out according to the approved internal audit plan for the year. The audit plan is prepared based on the risk, importance and past experiences of various sections and operations of the organization.

In internal audit operations, firstly the RDA is considered as a single unit and measure the risk levels and volumes of several financial transactions, their importance to the financial statements, accounting and reporting policies applicable and involving staff combinations of them. Secondly prepare an annual internal audit plan, get approval and perform expected tasks with the individual audit programs prepared on each task. Finally prepare reports on observations and raise recommendations to the higher management to rectify identified errors or deviations.

Tasks carry out by the division when performing Internal Audit Operations;

- Review and carry out independent appraisals on systems, control mechanisms and procedures in the organization, identify their weaknesses and ensure their effective performance.
- Develop various audit objectives and prepare annual audit plan based on the related audit techniques.
- Ensure accuracy and completeness of records maintain by RDA and verify accuracy of the reports and financial statements produced by the Finance Division of RDA.
- Appraise the performance of RDA staff and ensure their responsibilities are fulfilled efficiently and targets are met. Meantime, carryout training programs and consultations to enhance their performance.
- Submit internal audit reports to the Chairman on internal audits and investigations carried out. With these reports, assist the strategic management team to ensure that policies and regulations are effectively implemented, and objectives of the organization are achieved efficiently.
- Liaison with the Government Audit Office to ensure Internal and External Audit operations are perform cooperatively to gain the best out come to the organization as well as to comply with corporate social responsibilities by ensuring efficient and effective utilization of public funds.
- Perform audit operations in other subsidiary organizations of the RDA and recommend regulations if required.
- Maintain the professionalism and independence of the Internal Audit function with compliance to the five ethical principles of the International Federation of Accountants (IFAC).
- Coordinate the activities related with the Audit and Management Committee of RDA.

Table 69: Audit Programme for the Year 2020

Audit Task/Office	Number of Planned Activities	Number of Completed Activities	Percentage Achieved
Provincial Director's Office	10	7	70
Chief Engineer's Office	12	7	58.3
Executive Engineer's Office	30	16	53.3
PD Western Project Office	1	1	100
CE Project Office	1	1	100
Asphalt Plants & Crusher Plants	8	2	25
Expressway Operation, Maintenance and Management Division (EOM&M)	13	7	53.8
Finance Division	6	4	66.7
Other main divisions of RDA	9	5	55.6
Audits on RDA Subsidiaries	1	1	100
Investigations	43	43	100
Total	134	94	70.2

Due to Covid – 19 pandemic in this year only 70% overall progress could be achieved. However, most of the planned tasks on subsidiaries, finance division and other RDA divisions were completed satisfactorily.

Constrains to the Progress and Remedial Actions Taken

The pandemic was started in the mid-March and the mobility in the country was restricted. Due to this, we were unable to visit PD, CE and EE divisions as we planned and our progress on this task was diminished. Further, work potential of the division became reduced due to the retirements of Deputy Director and the Director Internal Audit in April and September, respectively.

As a remedial action, we have tried to cover PD, CE, EE divisions as much as possible in the 3rd quarter, where the strength of pandemic became lowered. To mitigate all these constraints, we are aiming to enhance the performance in year 2021 with systematic approach on all internal audits while Covid – 19 pandemic persists longer.

Foreign Funded Projects

The organizational structure of the Road Development Authority consists of Project Management Units (PMU) which manage separate projects funded by Foreign Agencies in order to achieve the vision, mission, goals and objectives of the organization.

Project Management Units are engaged in construction of Expressways, Highways and Bridges under foreign funds and formed temporarily for particular periods for particular projects. Each PMU is headed by a Project Director and they are functioning as independent PMUs under the Ministry of Roads and Highways. Deputy Project Directors, Project Engineers and supportive staff provide professional support to the Project Director to implement the project in success.

24. Outer Circular Highway Project Phase III

The Outer Circular Highway (OCH) to the city of Colombo is a new expressway with full control of access, linking Colombo - Katunayake Expressway (E03), Southern Expressway (E01), Central Expressway and other National Highways radiating from the city of Colombo. It stretches out 10-15 km away from the city centre. It connects North and South as a ring expressway to the city of Colombo with the prime objective of easing out traffic congestion in Colombo Metropolitan Region and also for other connected economic and social developments. The total length of OCH is approximately 29.53 km, out of which 9.63 km length to be implemented under OCH phase III. Initially OCH is constructed as a 4 lane expressway and to be expanded to a 6 lane expressway in future depending on the traffic demand.

The OCH Project was implemented in three phases. The Phase I (from Kottawa to Kaduwela - 11 km), Phase II (from Kaduwela to Kadawatha) and Phase III (from Kadawatha to Kerawalapitiya) were opened to public in March 2014, in September 2015 and in November 2019 respectively.

The government of Sri Lanka signed the loan agreement with the EXIM Bank of China on 16th September 2014 for funding the civil work contract. The contract agreement was signed on 22nd February 2013 with M/s Metallurgical Corporation of China Ltd (MCC) for civil works of the OCH Phase III project.

The Detailed Engineering Designs were carried out by the RDA except for structures, soft ground treatment and toll system. For structures only conceptual designs were done by RDA and the detailed designs were carried out by the contractor.



Map 6: Outer Circular Highway (OCH) Project

Civil Work Contract

The contract sum was Rs. 66.69 billion and the project was implemented on measure and pay basis. The original project duration was 42 months. The civil works of the project was commenced on 01.01.2016 and the date of completion was extended up to 10.12.2019. However the project was substantially completed and the main trace was opened for traffic on 09.11.2019.

The physical progress at the end of year 2020 is 96.7%. The payment detail of the civil work contract is given below;

Work done up to IPC 40	- Rs. 57,215.49 Mn
Cost with exchange lost	- Rs. 66,776.37 Mn
Loan Amount	- US\$ Mn 494.04
End of loan availability period	- 03.12.2019
Amount disbursed up to that date	- US\$ Mn 378.55
Balance amount of the loan	- US\$ Mn 115.49

The balance works is expected to be completed within the Defects Liability period up to 10.12.2021. The China EXIM Bank loan for the civil work contract has been expired on 03.12.2019 and there is an issue regarding funding for the balance works. The Contractor has estimated and the Consultant has recommended the value of the work which has to be attended after the final disbursement is Rs. 3,140 Mn as per the signed Contract Agreement. This total amount is within the original Contract Sum of the project.

Construction Supervision

Resources Development Consultants (RDC) & ECL-MG Consultants Pvt Ltd was selected as construction supervision consultants by calling limited competitive bidding. The Consultancy Contract Sum is Rs. 963,609,900.00 and US\$ 4,745,796.00. The Consultant mobilized in October 2014 with limited staff as per the requirement and demobilized by 31.12.2020. The total expenditure for consultancy services is Rs.1,346.844 Mn.

Progress during the year 2020

Table 70: Progress of activities of OCH Phase III Project

No	Description	Estimated Cost (Rs Mn)	Cumulative Expenditure as at end of 2019 Rs Mn	Physical Progress as at end of 2019	Allocation 2020 Rs. Mn	Expenditure in year 2020 Rs Mn	Cumulative Physical Progress as at end of 2020
1	Land Acquisition	8,300.00	7,640.704	98.5%	599.004	598.564	99.3%
2	Civil work Contract	66,690.00	50,447.583	95.7%	15,620.047 *	15,620.047	96.7%
3	Supervision Consultancy	1,360.00	1,276.226	97.0%	BOC Loan	70.618	99.0%
4	PMU Expenditure, Survey, Field Testing	2,350.00	1,943.661	96.0%	396.545	385.720	98.4%

*Treasury has allocated FA for payment of previous year bills.

Constraints to Progress and Remedial Actions Taken & Proposed

Pursuant to the sub-clause 3.3 of the Loan Agreement, the availability period of the loan has been expired on 03.12.2019. Then before the loan expiry, it has been requested the EXIM Bank of China to extend the loan availability period up to 28.04.2020 through the Department of External Resources. However the loan availability period was not extended.

The Ministry of Highways has seriously considered the financial situation of the country and decided to attend only for the most essential works of the project which has to be attended for completing the project in acceptable level. The most essential works have been identified and the cost of work as per the BOQ rates will be Rs 1,417.00 Mn.

The Contractor has attended to identified most essential works even without any allocation or funding arrangement. Then then have submitted the IPC No 40 for the work done up to 24.12.2020 and the Consultant has recommended Rs. 708,745,861.79. In addition to that the Consultant has retained, part of the Retention money, Payment for not submitting design reports, I Girders stacked outside of the ROW and some other payments. The amount of such payments will be Rs 256, 473,524.57 Hence the total commitment to the Contractor MCC Ltd is Rs. 965,219,386.36 up to the end of December 2020 and this has to be made in GOSL funds once the Cabinet approval is received.

The balance works to be attended in the most essential works could be listed out as follows;

- Drainage improvement works at Kadawatha IC area
- Construction of a road and pipe drain at 6+935km RHS
- ROW fence at Kadawatha and Kerawalapitiya
- Frontage roads at Kerawalapitiya
- Ganemulla road widening at 7+340km
- ELV system for toll buildings Kerewalapitiya

25. Extension of Southern Expressway Project

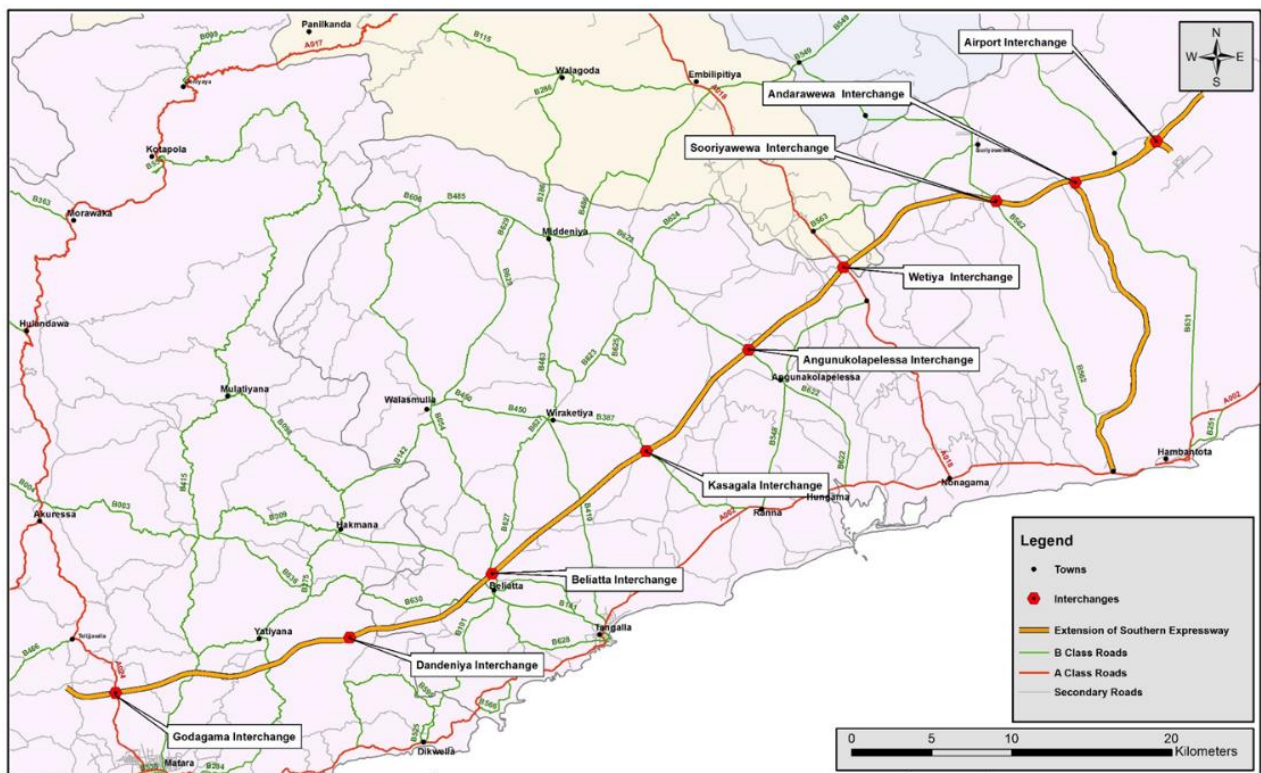
The Extension of the Southern Expressway Project (ESEP) from Matara to Hambantota with links to the Hambantota Sea Port and the Mattala International Airport and consists of 4 sections as given below:

- Section 1 from Matara to Beliatte
- Section 2 from Beliatte to Wetiya
- Section 3 from Wetiya to Andarawewa
- Section 4 from Mattala to Hambantota via Andarawewa

The project is a fully access controlled expressway designed for speed of 120 km/hr. The cut embankment are formed to six lanes while fill embankment are formed to four lanes in general, keeping the option for outer widening to accommodate six lanes in future. The viaduct and bridges also are formed to four lane facility. This project is funded by EXIM bank of China.

General features of the project are as follows;

1. Carriageway to accommodate 4 lanes, two lanes per each direction of traffic flow, each lane being 3.6m wide.
2. Center median to a width of 2.0m.
3. Outer hard shoulder to a width of 2.5m and an inner hard shoulder to a width of 0.75m on the carriageways of both directions of traffic.
4. Verges on either side of width 0.75m.
5. Cut embankments will be formed for six lanes and fill embankments will be formed for four lanes with provision to expand to 6 lanes.
6. All works including surveys, investigations design, construction and remedial measures for any defects are done by the contractors.



Map 7 : Extension of Southern Expressway Project (Matara to Hambantota)

a. Extension of Southern Expressway Project – Section 1 from Matara to Beliatte (0+000 to 30+000 km)

Scope of the Work

➤ Nos. of Interchange	- 3 nos
➤ Viaduct Length	- 10.357 km
➤ Viaduct Length in Interchanges	- 1.651 km
➤ Nos. of Underpasses	- 28 nos
➤ Nos. of Overpasses	- 8 nos
➤ Nos. of Bridges	- 6 nos
➤ Nos. of Box Culverts	- 68 nos
➤ Cut length	- 7.765 km
➤ Fill length	- 11.960 km
➤ Soft ground Treatment	- 4.127 km

Progress of Activities during the Year 2020

Table 71: Progress Summary (Civil Works) during the year 2020

Section	TEC (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress as at end of 2019	Expenditure up to end of 2019(Rs.Mn)	Progress as at end of 2019	Expenditure During Year 2019 (Rs.Mn)
ESEP Section 1	114,189.98	19.01. 2016	30.04. 2020	86.72%	109,196.90	99.50%	16,483.55

Constraints to Progress:

Due to COVID-19 pandemic, completion of following outstanding works of the project were delayed.

- Construction of Local Roads
- Construction works of toll Building
- Defect rectification works
- Completion of as-built drawings
- Completion of Final statement at Completion

Remedial Actions Taken:

After end of April 2020, balance works were recommenced gradually and nighttime works also arranged to expedite the works.



b. Extension of Southern Expressway Project – Section 2 from Beliatta to Wetiya (30+000 to 56+000 km)

Basic Project Details

- Contract Amount : Rs.55, 200, 000, 000.00 (USD 423, 875, 233.25)
- Contract Duration : 36 Months
- Date of Contract Agreement Signed : 29-09-2014
- Date of Commencement : 28-10-2016
- Engineer : China Railway First Survey & Design Institute Group Co LTD (FSDI)
- Consultancy Cost : SLRS 4, 549, 869, 500.00 and USD 55, 111, 100.00
- Contractor : China State Construction Engineering Co LTD

Table 72: Progress of civil work during the year 2020

Section	TEC (Rs. Mn)	Date of Commence ment	Date of completion	Progress as at end of 2019	Expenditure up to end of 2019 (Rs. Mn)	Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
ESEP Section 2	55,200	28.10.2016	25.02.2020	88.8%	33,256.62	Physical: 99.34% Financial: 78.65% Land Aq: 100%	10,237.09

Beliatta to Wetiya section of Southern Expressway (152.7km to 178.6km) commenced full operation on 25.02.2020.

Land Acquisition

The trace of the section-02 traverses through several DS divisions as given below, affecting 23 number of GN Divisions.

- | | |
|-------------------------------|---------------------------------|
| Section from 30+000 to 32+140 | - Beliatta DS Division |
| Section from 32+140 to 34+720 | - Tangalle DS Division |
| Section from 34+720 to 39+100 | - Weerakatiya DS Division |
| Section from 39+100 to 55+140 | - Angunakolapalessa DS Division |
| Section from 55+140 to 56+000 | - Ambalanthota DS Division |

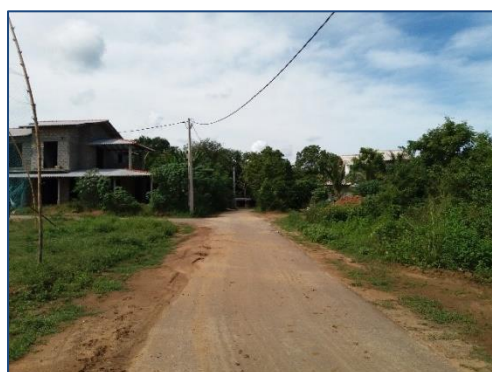
Table 73: Details on Re-settlement Lands

No	Lands	No Of Lots	Status
01	186, Murawesihena , Siyambalakatuwa for Mahaweli settlers only (Ambalanthota DS Division)	16	Completed
02	Dahamunna Primary school land, belongs to Agunukolapelessa Divisional Secretary (Angunukolapalassa DS Division)	10	Completed
03	Land at Namal Uyana , Bedigama, Weeraketiya (Weeraketiya DS Division)	43	Completed

Namal Uyana Re-settlement Land



Dahaamuna Re-settlement Land



Murawesihena Re-settlement Land



Constraints to Progress and the Remedial Actions taken and Proposed.

Land acquisition issues were to be cleared. Solving of lands ownerships matters and making compensation payments were being taken long times. Project staff was following up the land acquisition matters regularly with relevant officers and institutions to reduce the delay for project works caused by this matter. Lands were handed over to contractor at available locations before compensation of affected parties.

There was a delay in providing soil requirement for embankment filling of the Project. The restriction of excavation permits of borrow pits were relaxed.



c. Extension of Southern Expressway Project – Section 3 from Wetiya to Andarawewa

Basic Project Details

- Total Length : 15 km (56+000 to 71+000)
- Contract Amount : Rs. 31,574.1 Mn
- Engineer : China Railway First Survey and Design Institute Group Co.Ltd.
- Contractor : China State Construction Engineering Corporation Ltd.

Construction of this section of the Expressway was completed in 2019 and opened for public on 9th November 2019.

Table 74: Progress of Civil work during the year 2020

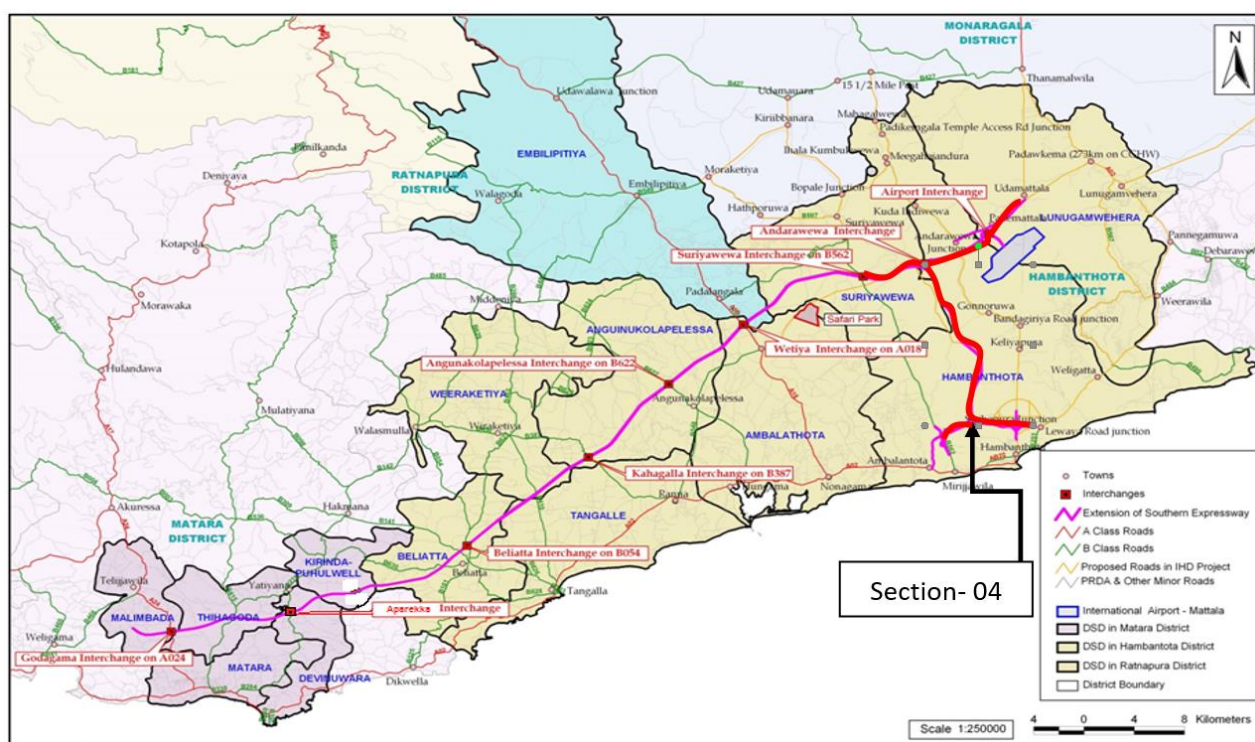
Expressway section	Date of commencement	Anticipated date of completion	Progress up to the end of 2019	Expenditure up to the end of 2019 (Rs.Mn)	Progress up to the end of 2020	Expenditure During 2020 (Rs.Mn)
Watiya to Andarawewa	25.01.2016	12.06.2019	99.7%	26,052.71	100%	7,388.62

d. Extension of Southern Expressway Project – Section 4 from Mattala to Hambantota via Andarawewa

Project Basic Details

- Contractor : China Harbor Engineering Company Ltd. (CHEC)
- Contract Amount : Rs. 52,156.185 Mn.
- Date of Commencement : 19 – 01 – 2016
- Date of Completion : 09 – 07 – 2019
- Engineer : China Railway First Survey & Design Institute Group Co. Ltd. (FSDI)
- Consultancy Cost : Rs. 1,277,104,400.00 and US\$ 13,978,745.00

The scope of work for section 04 covers construction of expressway from Mattala to Hambantota via Andarawewa (23.309 km) and Andarawewa system interchange. Two toll gates are located at both ends Mattala & Hambantota which consist of 05 exits and 03 entries.



Map 8: Southern Expressway Extension section 4

Construction work of this Expressway section was completed in 2019 and opened to public on 9th November 2019 as follows;

- Andarawewa – Mattala section as a part of E01 (from 193+700 to 200+451)
- Andarawewa-Hambanthota section as Andarawewa-Hambanthota Expressway, E06 (from 0+000 to 16+558)

Table 75: Present Progress of Land Acquisition

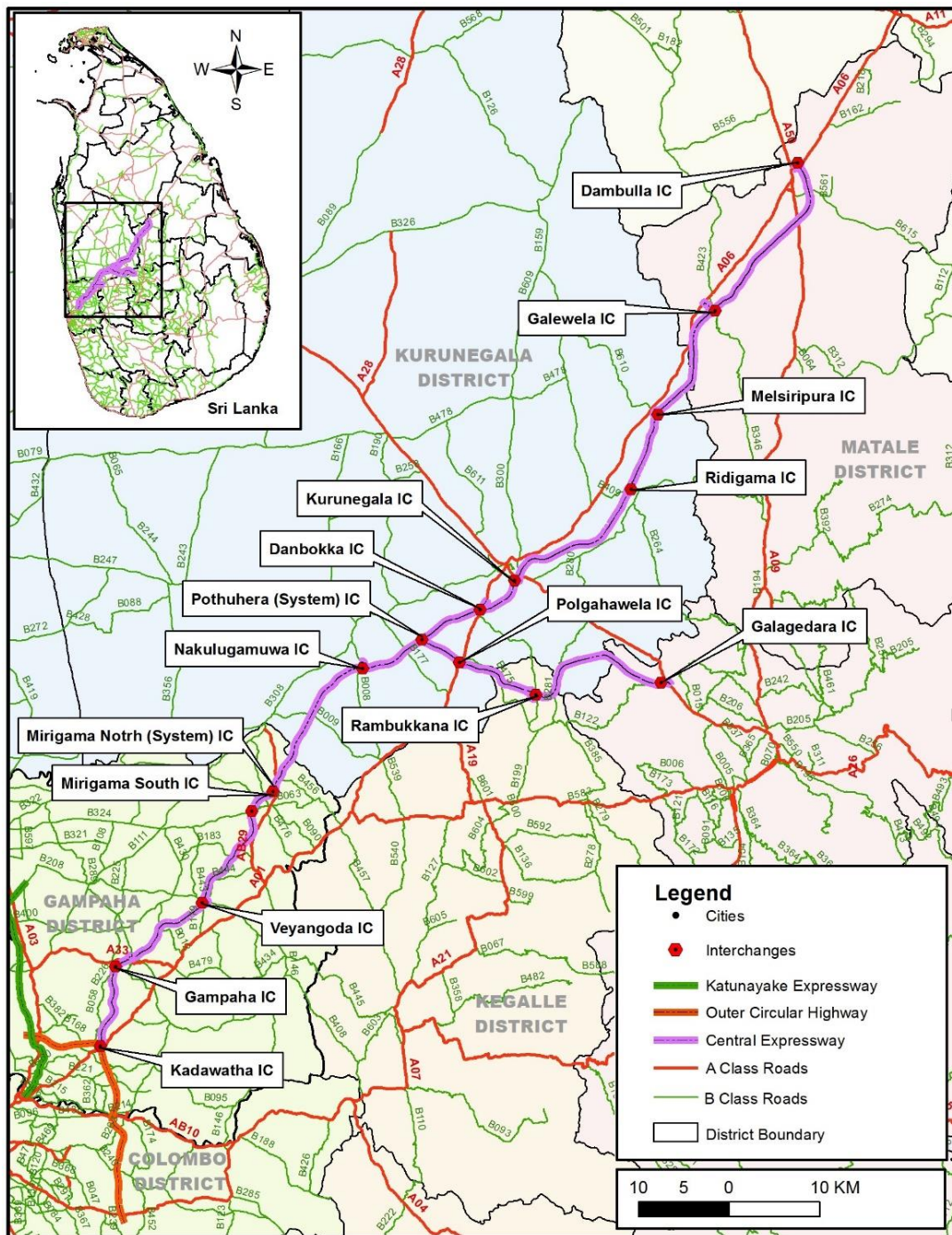
Total No. of Lots	No. of Lots Crown Lands	No. of Lots Private Lands	No. of Lots Issued 10(1)	No. of Lots Issued 17	No. of Lots Compensation Paid
1338	773	568	557	245	551

Table 76: Overall Progress ESEP Section 4

Expressway Section	Length (km)	TEC (Rs. Mn.)	Progress up to end of 2019	Expenditure up to end of 2019 (Rs. Mn.)	Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn.)
E06 (Arabokka to Andarawewa CH 0+000 to CH 16+558)	16.558	52,156.185	98.50%	41,453.51	100.00%	5,935.20
E01 (Andarawewa to Mattala CH 193+700 to CH 200+451)	6.751					

26. Central Expressway Project

Central Expressway starts from Kadawatha on Outer Circular Highway (OCH) and going through Gampaha, Meerigama, Pothuhera, Kurunegala, Ridigama, Melsiripura and Galewela up to Dambulla with an expressway link to Galagedara from Pothuhera. The primary outcome of this project is to enhance and increase the capacity of the national road network. By extending the existing Expressway network by about 169 km, this project ensures high mobility between Colombo & Central part of the country while increasing safety and reduce travel time, traffic congestion, vehicle operation cost, maintenance cost and environmental pollution.



Map 9: Central Expressway

The Central Expressway has been divided into four (04) sections for implementation as per details given in the table below:

Table 77: Details of the Sections of Central Expressway

Section No.	Name of Section	Chainage	Length(km)
Section 1	Kadawatha -Meerigama	0+500 to 37+090	36.59
Section 2	Meerigama -Kurunegala	37+090 to 78+000	40.91
Section 3	Pothuhera -Galagedara	0+800 to 32+480	31.7
Section 4	Kurunegala- Dambulla	78+000 to 136+600	58.6
Total			

a. Central Expressway Project Section 1

The Central Expressway Section – 1 is from Kadawatha to Meerigama having 36.59 km length and four interchanges at Gampaha South, Gampaha North, Veyangoda and Meerigama South. 13.28km length of via duct sections and 0.48 km length of bridge sections are included in this section. Constructions of this section is implementing under two contract packages as per the details given in the table below.

Table 78: Details of the Packages of Central Expressway Section 1

Package No	Section	Length (km)	Date of Contract signed	Contract Amount (Rs.Mn)	Contract Period
Package 1	Kadawatha to Kossinna (0+500-4+540km)	4.04	20.06. 2016	12,586.388	30 months
Package 2	Kossinna to Meerigama (4+540-37+090km)	32.55	04.08.2015	145,799.483	48 months
	Total	36.59		158,385.871	

The above two packages have been awarded separately to a single Contractor, Metallurgical Corporation of China Ltd (MCC).

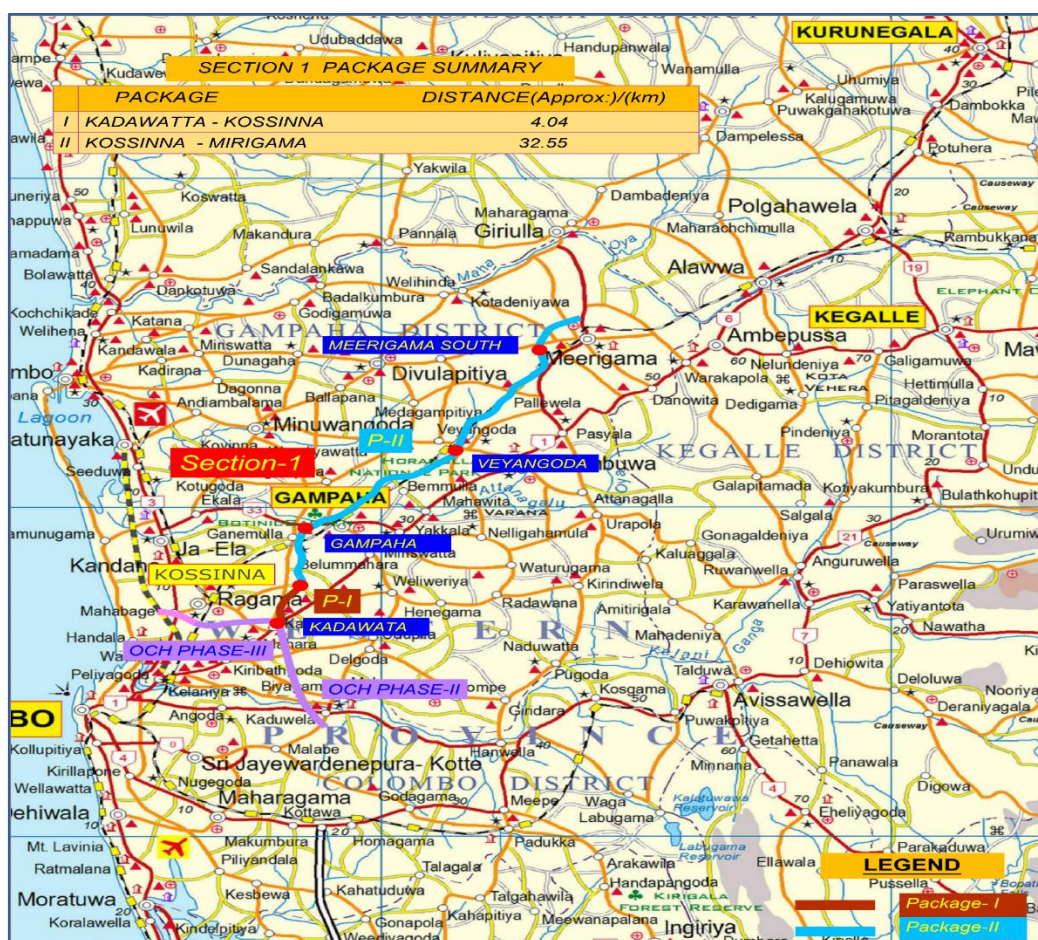
The Consultancy Service of the Project is entrusted to Joint Venture of Resources Development Consultants (Pvt) Ltd (RDC) and Consulting Engineers & Architects Associated (Pvt) Ltd (CEA) - RDC-CEA JV.

Consultant, mobilized in June 2017 and a loan of Rs. 2.58 billion was borrowed by RDA from BOC in 2017 for consultancy services.

Loan Agreement between GOSL and Exim Bank of China for funding 85% of the Contract price of the civil work was signed on 22nd March 2019. Balance 15% is to be funded by local Banks. Total Advance payment is 15% of the contract price in two currencies. The first half of Rs. 503.45 million and US\$ 5,144,300.46 of Pack 1 and US\$ 80.87 million for Pack 2 was paid total in rupees by converting the US\$ portion into rupees as per the exchange rate of Rs. 187.25 as at 25/8/2020 amounting Rs. 16.6 billion.

Accordingly, Contractual Commencement Date of the permanent work is 15th September 2020.

Land Acquisition and Resettlement payments are paid by GOSL funds allocated time to time through Annual Budget.



Map 10: Central Expressway - Section I

This Expressway provides two lane dual carriageway of 3.6 m lane width and 2.5m outer hard shoulder either side.

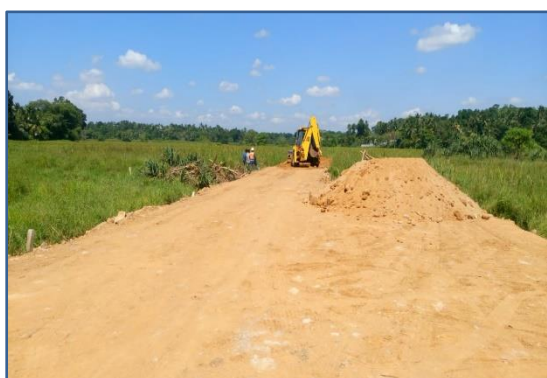
Table 79: Summary Progress of Central Expressway Section 1

Description	TEC (Rs. Mn.)	Date of Commence ment	Completion Date	Progress up to end of 2019	Expenditure up to end of 2019 (Rs Mn)	Progress as at end of 2020	Expenditure During the year 2020 (Rs Mn)
CEP 1	Civil Work 158,386	2020.09.15	P1- 2023.03.14	5.29%	Land Acquisition 7,676.862	5.38%	Civil Work 16,610.365
	Land Acquisition & Resettlement 15,000				Land Acquisition 801.850		
	PMU 850		PMU 320.969		PMU 83.0		
	Consultancy 2,549		Consultancy 449.021		Consultancy 244.940		

Constraints to Progress and Remedial Actions Taken and Proposed.

Table 80: Constraints and Remedial Actions

Constraints to progress	The remedial actions taken or proposed
Delay in payment of advance	1 st half paid and 2 nd half will be paid in January 2020
The COVID 19 pandemic was highly effected for this project as the Contractor is a Foreign contractor Eg. Approval of visa to enter the country could not obtain due to Closure of the Airport	Expedited the process of visa approval by coordinating relevant authorities.
Lock down of Gampaha Area due to COVID 19.	Limited staff deployed
Delay in land acquisition, site procession	Court actions have been taken against protest lands
Adverse weather in Gampaha Area (flooding)	



Construction of pilot road at Ch. 33+500



Installation of gantry crane at Ch.31+000 (precast yard)



Borehole drilling work at Ch 22+010 is in



Local road maintenance work

b. Central Expressway Project Section 2

The trace of this section traverses through sparsely populated areas, in an effort to avoid inhabited and urbanized areas, whilst minimizing the adverse Social and Environmental impact. The total length of this section is 40.9 km. This expressway section has been designed as two lane dual carriageway with 3.6m lane width, 2.5m outer hard shoulder and 3m center median. Access to this expressway section will be provided only through four interchanges located at Meerigama, Nakalagamuwa, Dambokka and Kurunegala.

This project has been divided into four contract packages as A,B,C and D, each of approximate 10 km length and the civil works were awarded following national procurement process to four local contractors consortia JV, each comprising four contractors.

Table 81: Project Details

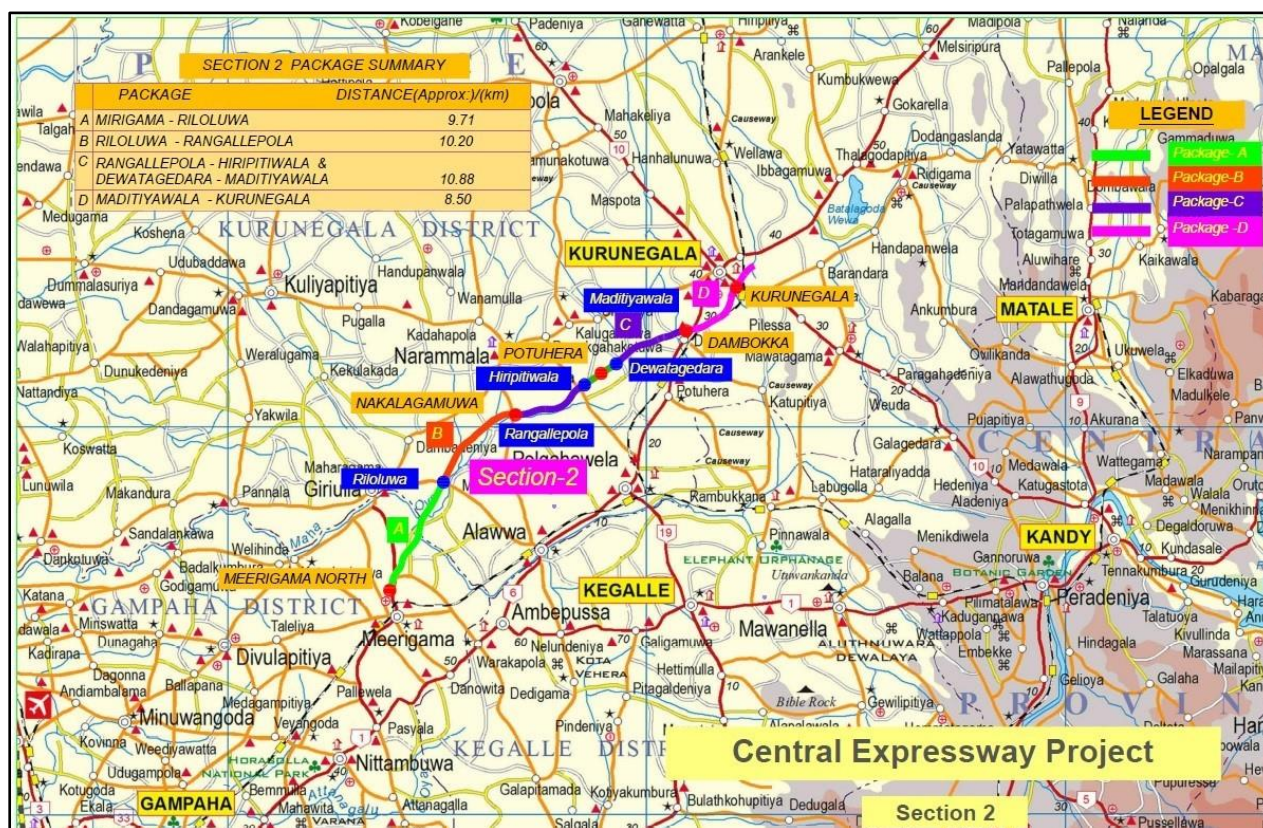
Package	A	B	C	D
Contractor	ICC,ACCESS, (NAWALOKA- KDESH) JV	SIERRA-OLYMPUS- TUDAW-CEC JV	KDAW-NEM-E&C Consortium	MAGA,CML,MTD, (VVK HOVEAL) Consortium
Location	Meerigama to Riloluwa	Riloluwa to Rangallepola	Rangallepola to Hiripitiwala and Dewatagedara to Maditiyawala	Maditiyawala to Kurunegala and Hiripitiwala to Dewatagedara
Chainage	(Ch. 37+090- Ch. 46+800)	(Ch. 46+800 - Ch. 57+000)	(Ch. 57+000 - Ch. 62+330) (Ch. 63+950 - Ch. 69+500)	(Ch. 69+500 - Ch. 78+000) (Ch.62+330 - Ch.63+950)
Length	9.71 km	10.20 km	10.88 km	10.12 km
Commencement Date	16.01.2017	16.01.2017	01.02.2017	14.02.2017
Original Completion Date	15.07.2019	15.07.2019	31.07.2019	13.08.2019
Revised Completion Date (Based on EOT)	26.07.2020	26.07.2020	18.08.2020	25.09.2020
Contract Sum (Rs)	34.14 Bn	34.59 Bn	32.08 Bn	36.27 Bn
Structures				
No. of Bridges	3	4	4	2
Length of Viaducts	3607 m (8 Nos)	2415 m (12 Nos)	1200 m (5 Nos)	2603m (11 Nos)
No. of Culverts	25	42	35	62
No. of OP & UP	6	8	14	16
Interchanges (IC)	Meerigama IC	Nakalagamuwa IC	-	Dambokka IC , Pahala Gattuwana IC, Kurunegala IC , Pothuhera SI

Supervision Consultancy was awarded to Local Consortium of Consultancy Firms which comprised all eligible local consultancy firms. The contract agreements were signed in December 2016 and the works had commenced in January 2017.

Consultant - MGC-ECL-RDC JV in Association with CEA,CECB,Ocyana & Green Tech

The PMU of CEP section 2 has two main offices at Head office, 3rd Floor, Sethsiripaya, Battaramulla

and Deputy Project Director's office at Gettuwana, Kurunegala. Project Engineer's offices have been established under each contract package.



Map 11: Central Expressway - Section II

Project Progress during 2020

Table 82: Progress of civil work contract packages

Packages	A	B	C	D	Overall
Physical Progress	93.78%	70.10%	83.60%	83.00%	82.62%
Expected Completion Date	31.05.2021	30.06.2021	30.04.2021	30.06.2021	30.06.2021

Table 83: Progress summary

Description	TEC (Rs.Mn)	Date of Commencement	Anticipate date of completion	Progress up to end of 2019	Expenditure up to end of 2019 (Rs.Mn)	Progress up to end of 2020	Expenditure up to end of 2020 (Rs. Mn)
Central Expressway Project II	148,520	16.01.2017	30.06.2021	62.50%	94,826.56	82.62%	113,335.59

Land Acquisition and Resettlement

A total of 4257 lots of Private Lands have been acquired in seven Divisional Secretariats (DS) in Gampaha (Mirigama and Alawwa) and in Kurunegala (Narammala, Polgahawela, Weerabugedara, Kurunegala and Mallawapitiya) and the corresponding compensation of Rs.7,407.29 Mn has been paid to Affected Parties (AP) as at end of 2020. Further, 420 lots additional land have been earmarked for acquisition due to diversion of irrigation canal, construction of lead-away drainage systems and changes in interchanges. Further a total of 891 lots of State Lands have been already taken over for the Project. All Land Acquisition are expected for completion by December 2021. The status of the Land Acquisition activities as at end of 2020 is summarized below;

Table 84: Progress of the Land Acquisition Activities as at end of 2020

DS Division	Total No of Lots Planned to Acquired (Private)	No Lots Acquired with Sec38(a) (Private)	No Lots Acquired with Sec38(a) (State)	No Lots Compensation Paid	Balance Lots to be Acquired	No of Lots Vested under sec 44
Meerigama	573	510	82	409	63	
Polgahawela	584	573	58	513	11	44
Weerabugedara	413	379	85	361	34	72
Narammala	1337	1213	259	1094	124	
Alawwa	431	398	172	387	33	252
Kurunegala	1254	1121	232	855	133	
Mallawapitiya	85	63	3	49	22	
Total	4677	4257	891	3668	420	368

Table 85: Progress of Land Acquisition Compensation Payments (DSD wise) as at end of 2020

In Rs.Mn						
DS Division	Year 2016	Year 2017	Year 2018	Year 2019	Year 2020	Total
Mirigama	13.07	491.72	251.52	47.74	6.71	810.77
Alawwa	-	269.50	64.89	9.62	15.21	359.21
Narammala	-	860.62	247.46	15.70	62.50	1,186.28
Polgahawela	-	190.07	238.26	3.49	10.51	442.33
Weerabugedara	-	238.01	236.15	9.81	23.22	507.20
Kurunegala	34.41	1,041.43	2,093.19	451.14	462.68	4,082.84
Mallawapitiya	-	-	-	12.30	6.37	18.66
Total	47.48	3,091.35	3,131.47	549.80	587.19	7,407.29

Table 86: Progress of Land Acquisition Compensation Payments (payment type wise) as at end of 2020

In Rs.Mn						
Payment Type	Year 2016	Year 2017	Year 2018	Year 2019	Year 2020	Total
Statutory Payment	29.85	2,043.65	2,324.30	342.36	405.36	5,145.51
LARC Payment	17.63	1,040.63	791.90	114.75	38.91	2,003.82
Super LARC Payment	-	7.07	15.27	2.61	-	24.95
Interest Payment	-	-	-	90.08	142.93	233.01
Total	47.48	3,091.35	3,131.47	549.81	587.19	7,407.29

Project Financing

The Total Cost Estimated (TCE) of the Project is Rs. 148.52 Bn. Funds for the Project are currently raised through borrowing from Local Banks on Competitive Bidding Process by the General Treasury on Treasury Guarantees. A total Loan of Rs. 105.28 Bn has been borrowed from Peoples Bank(PB), National Savings Bank(NSB), Sampath Bank(SB), Bank of Ceylon (BOC) and DFCC bank (DFCC) to incur the costs of Compensation for Land Acquisitions, Civil Works and Supervision Consultancy as at 31.12.2020 is summarized in table 87.

Greenery Works:

Basic Features of the Greenery Works under CEP II have been decided in consultation with Director EOM&M and Director Highway Design of RDA.

Plants at Center Median

'Cristina' plants which have tender shoots of an attractive reddish-orange colour and greenery view has been selected. Size of the plants shall be 750 mm to 1000 mm in height.

- For Elevated Sections - Double rows in zig-zag manner at 3.0m spacing and adjacent plants at 1.5m spacing.
- For Flat sections with single rows at 1.5 m spacing.

Planting Trees within Right of Way

- Single row Trees along RoW at 7.0 m spacing and 8m from the edge guard railings
- Shrubs to a height not exceeding 5.0 m at 7.0 m spacing and 3m from the edge guard railings

Facilities for Expressway Operation & Management

Following facilities will be provided under this project for operation and management of the Expressway;

- Toll Collection System & related Facilities
- Traffic Management Facilities
- Information Technology & Telecommunication Facilities
- CCTV Surveillance System related Facilities
- Emergency Communication Facilities
- Data Communication Facilities
- Electrical & Lighting Facilities
- Maintenance Facilities

Current Issues

- There is no firm commitment on funding the project. There are outstanding payment for a sum of Rs. 6,768 Million for the work done during July – December 2020 to contractors and supervision consultants which affect the progress.
- Delay of Construction activities due to COVID -19 pandemic.

Remedial action

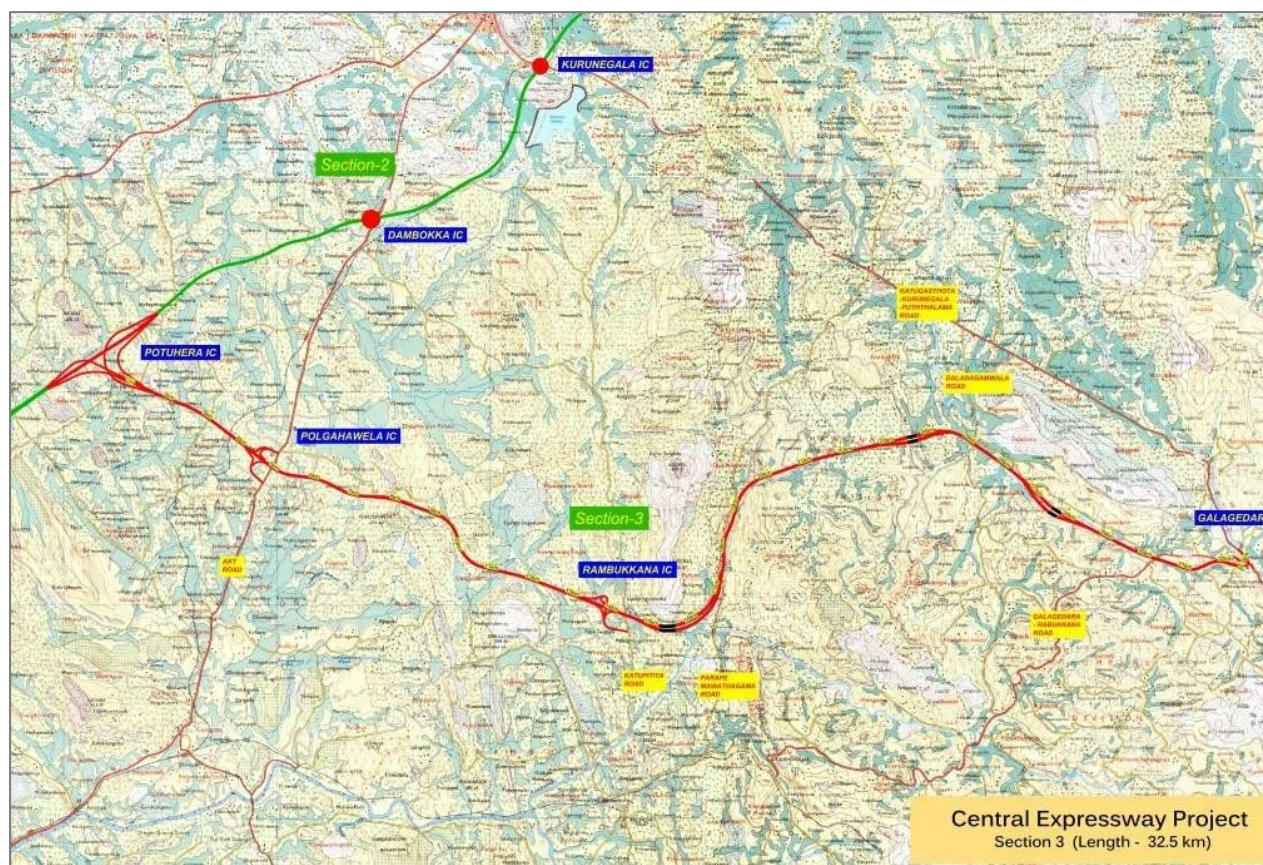
- According funds should be prompted for the project.

Table 87: Local Bank Loan Facilities Utilized as at end of 2020

TermLoan Facility Provider	PB	NSB	NSB	SB	BOC	BOC	DFCC	BOC	PB	BOC	BOC	NSB	Total
Agreement Date	13 th Feb 2017	21 st Jun 2017	31 st Aug 2017	12 th Dec 2017	26 th Jul 2018	11 th Dec 2018	08 th Feb 2019	02 nd Apr 2019	04 th Oct 2019	04 th Nov 2019	10 th Jul 2020	22 nd Oct .2020	
Total Facility (Rs.Bn)	12.00	11.20	7.50	14.50	22.00	9.00	5.00	25.00	3.66	4.312	14.00	10.00	
Amount Disbursed for the project (Rs.Mn)													
For Land Acquisition Compensation			1,817.75	1,214.15	1,297.96	50.00	399.45						4,779.31
For Construction & Consultancy	12,000.00	11,200.00		8,000.00	8,702.04	8,050.00	3,550.00	25,000.000	3,688.00	4,312.00	11,000.00	5,000.00	100,502.04
Total Amount Disbursed (Rs.Mn)	12,000.00	11,200.00	1,817.75	9,214.15	10,000.00	8,100.00	3,949.45	25,000.000	3,688.00	4,312.00	11,000.00	5,000.00	105,281.35

c. Central Expressway Project Section 3

The Section 3 of the Expressway commences from Pothuhera and proceeds up to Galagedara via Rambukkana making a total length equal to 31.7 km.



Map 12: Central Expressway Project Section 3

Project Details

• No of lanes	:	4
• Lane width	:	3.6m
• Centre Median	:	2.0m
• Inner Shoulder	:	0.75m
• Outer Shoulder	:	2.5m
• Verge	:	0.75m
• Right of way Width	:	30-50m
• Operating Speed	:	90km/hr
• Design Speed	:	100km/hr
• Via duct Length	:	8100 m
• Tunnel Length	:	295m
• Cut Volume	:	4.085 million Cu.m
• Fill Length	:	4.065 million Cu.m
• No of Bridges	:	20
• No of Culverts	:	92
• No of underpasses	:	25

- No of overpasses : 13
- Interchanges : Potuhera, Polgahawela,
Rambukkana, Galagedara
- Land Area
 - Paddy Area : 61.3415 Hec
 - Gardens : 172.3162 Hec

Table 88: Project Cost

Description	Cost (Rs. Bn)	Remark
Civil Work Construction	148	Engineer's Estimate. Construction Contract yet to be awarded.
Construction Supervision	3.0	Engineer's Estimate. Consultancy Contract yet to be awarded.
Land Acquisition	10	As per Resettlement Action Plan (RAP)

Progress of Activities

Table 89: Status of the Project as at end of 2020

Item No	Description	Progress	Remarks
1	Feasibility Study	University of Moratuwa completed the economic feasibility study on 11 th April 2016 for entire CEP	Carried out by University of Moratuwa
2	Environment Impact Assessments (EIA)	EIA approvals for sections 1, 2, 3 & 4 of CEP received.	Carried out by University of Sri Jayawardanapura
3	Resettlement Action Plan	Completed	Based on preliminary designs
4	Detailed Hydrology study	Following studies completed for CEP 1, 2, 3 & 4. <ul style="list-style-type: none"> • List of cross drainage structures • Draft final drainage reports • Storm water drainage management plan 	Carried out by Sri Lanka Land Reclamation & Development Corporation (SLLRDC)
5	Land Acquisition	83.2 % completed.	
6	Procurement for the selection of a Consultant and a Contractor	The PMU Currently in the process of procuring a contractor and a consultant for the project.	The contracts award date not yet decided.

In general land Acquisition & resettlement works were in progress during 2020. Table 90 provides the present status of land acquisition progress of CEP 3.

Table 90: Status of Land Acquisition

Se. No	Activity	Progress as at End of 2020 Number of Lots
1	Tracing received	4126
2	Published Section 2 notice	4126
3	Published 38a gazette	4126
4	Issued section 5	3378
5	Issued section 7 gazette	3304
6	Completed 9(i) inquiries (Lot Vise)	3131
7	Issuing 10(i) order	3131
8	completed valuation (Lot Vise)	3053
9	LARC Completed (Lot Vise)	2758
10	Payment Completed (Lot Vise)	2564

Constraints to Progress and Remedial Actions Proposed and Taken

➤ Civil Work Construction

Considering the Cabinet Memorandum No. 20/0413/221/013 dated 15/02/2020 a Cabinet decision has been taken on 27.02.2020 to cancel the contract negotiation including the Conditional Letter of Acceptance issued on 04.05.2018 to Taisei for construction of CEP-3, and also to cancel the financial negotiation with MUFG/NEXI Japan.

The Cabinet of Ministers decided (on 06.05.2020) to consider the financing proposal submitted by the AVIC-CHEC JV and approved to invite technical and price proposals from the AVIC-CHEC JV. Subsequently, the Cabinet of Ministers approval was granted to implement the project as an EPC/Turnkey Project. M/s AVIC-CHEC JV submitted a Technical proposal along with original and alternative Price Proposals. After evaluating these proposals recommendation was made to CANC to negotiate the contract price based on the Alternative Proposal which amount to Rs. 188,489,450,079.00.

The Contractor agreed to reduce its initially negotiated contract price equal to the value of Engineer's Estimate (Rs.148, 463,517,619.40) which includes Rs. 5,000,000,000.00 financing cost as a provisional sum. Subsequently, the Ministry of Highways submitted a cabinet Memorandum to seek approval of the Cabinet of Ministers to award the contact to the AVIC-CHEC JV.

However the Cabinet of Ministers after observing the proposal submitted to the BoI to construct the CEP-03 on BoT basis, decided (on 16/09/2020) to call RFP from interested parties to submit proposals on BoT basis. Accordingly, Bidding documents were issued on 21st October 2020 to the interested investors to submit their proposals.

Construction of Package I of the CEP-3 by RDA Direct Contract method

Later, as per a policy decision taken by the government, RDA is now planning to construct package I of the Expressway from ch. 0+840 to ch.3+440 on direct contracting model. General details of the Package I are as follows;

Construction Period	: Twelve (12) months
Length	: Approx. 2.6 km
Number of Lanes	: Four (04)
Cut volume (Approx)	: 72,300 Cu.m
Fill volume (Approx)	: 338,000 Cu.m
No of bridges	: 2
No of Culverts	: 12
No of animal crossings	: 2
No of overpasses	: 1
No of underpasses	: 1
Construction cost (Approx)	: Rs. 5,100 Mn

➤ **Consultancy Services**

Cabinet approval has been given (on 25.07.2017) to award the contract for Construction Supervision and Design Review to M/s Katahira & Engineers International (Pvt) Ltd (Katahira) for a contract price of Rs. 1,159,192,476.00 and JPY 1,199,148,000.00.

But, as M/s Katahira not extended the bid validity period beyond 04/01/2019, the bid was considered as none valid. Consequently, the Cabinet approval was granted (on 06.05.2020) to issue a RFP to a local consultancy consortium led by the MG consultant and comprising local consultancy firms.

However, the selection of a Consultancy Service is depend on the Procurement method which will be adopted to select the civil work contractor.

Project Financing

- Project financing model could be decided only after finalizing the project Implementation method.

Land Acquisition

- Compensation payments for acquired land were delayed due to lack of funds. Outstanding amount up end of 2020 is Rs.653,413,111.36.

d. Central Expressway Project Section 4

Section IV of the Central Expressway from Kurunegala to Dambulla is running through North Western Province (Kurunegala District) & Central Province (Matale District) and approximate length is 58 km.

This Section –IV Construction includes the 5 Interchanges at Rideegama (Connecting B409 : Thalgodapitiya –Yatawatta – Dammbulla) Ch : 93+150 km, Melsiripura (Connecting A 006: Ambepussa – Kurunegala – Trincomalee Road) Ch :102+300 km, Galewela (Connecting A 006: Ambepussa – Kurunegala –Trincomalee Road) Ch : 115+750 km, Dambulla (Connecting A 09 : Kandy - Jaffna road) Ch: 129+800 km and Dambulla (Connecting A 06: Dambulla-Trincomalee road) Ch :136+700 km. This Project is scheduled to be implemented under BOT project and procurement work is in progress. The Engineer's Estimate of the Project from Kurunegala to Dambulla is Rs.166.56 bn (excluding VAT).

Progress of Activities during the year 2020

Table 91: Progress of Land Acquisition

Description	31-December - 2020	Remarks
Land Acquisition	Cumulative Progress(Revised) 64.80%	Based on 10 (I) Gazette notification



Map 13: Central Expressway Project Section 4

Table 92: Project Summary

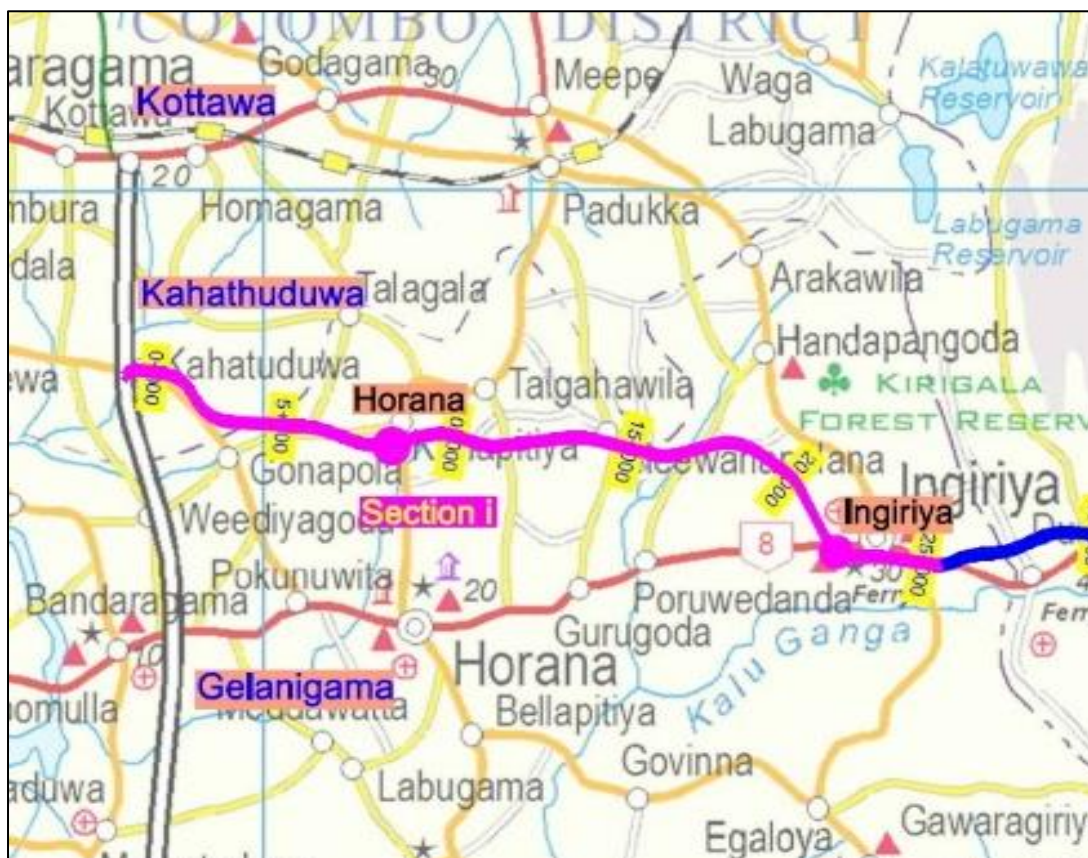
Description	Length	Activity	TEC Rs. Mn	Date of Commencement	Anticipated Date of Completion	Progress up to 2019	Expenditure up to 2019 (Rs.Mn)	Progress as at end of 2020	Expenditure during 2020 (Rs.Mn)
CEP Section IV	58.6 km	Land Acquisition & Resettlement	10,000	Jun 2016	Dec 2021 (only land acquisition)	60%	53.36	64.8%	117.53
		Civil Works	166,557	Procurement work is in Progress					
		Overhead	774	Jul 2016	Project completion		269.06		83.65
		Consultancy	2,500	Procurement work is in Progress					

27. Ruwanpura Expressway Project

Ruwanpura Expressway from Kahathuduwa to Palmadulla has been identified as another main component in the development of the road network. The length of this Ruwanpura Expressway is nearly 73.0 km. This is a fully access controlled Expressway with design speed 110.0 km/hr. This proposed Expressway will be implemented under 3 Phases. The Phase 01, from Kahathuduwa to Ingiriya will be implemented, which consists of 4 Packages as follows;

1. Package 1 – Ruwanpura Expressway (0+000 to 7+300 km) - 7.3km
2. Package 2 - Ruwanpura Expressway (7+300 to 13+800 km) - 6.5km
3. Package 3 - Ruwanpura Expressway (13+800 to 20+300 km) - 6.5km
4. Package 4 – Ruwanpura Expressway (20+300 to 24+300 km - 4.0km

Phase 01 consists of two interchanges located at Horana and Ingiriya and one system interchange at Kahathuduwa connecting Kottawa – Mattala Expressway (E-01) and proposed Ruwanpura Expressway. This project will be funded by GOSL through local banks.



Map 14: Ruwanpura Expressway Phase 01 (Kahathuduwa to Ingiriya)

General features of the project is as follows;

- ❖ Carriageway to accommodate 4 lanes(each 3.6m wide), two lanes per each direction of traffic flow
- ❖ Centre median to a width of 2.0 m.
- ❖ Outer hard shoulder of a width of 2.5 m, inter hard shoulder of a width of 0.75 m. and 0.75m wide verges at outer edge.

Designs:

The contractor's responsibility is to carry out all detail designs of the entire works including hydrology study, relevant survey and investigations. The contractor is also required to carry out the design necessitated in remedying and defects in the works. The Contractor shall establish a Design Office at the site for carrying out the designs with the required staff and other resources for the duration of the Contract.

Quality Assurance:

The contractor is totally responsible to maintain the quality of work according to the given technical specifications and other Standards.

Environmental management action plan (EMAP):

The contractor will be required to adhere to all environmental requirements outlined in the technical specifications and should follow the rules and regulations relative to the environment.

Current status of the Project

According to the Cabinet Paper No 20/1024/221/027, a memorandum dated on 23/06/2020 by the Ministry of Highways procurement Process was commenced. Pre-qualifications were invited by publishing advertisements in local newspapers and websites based on the documents approved by the SCAPC at its meeting held on 31/07/2020. Based on the Prequalification documents submitted by the applicants on 03/09/2020, eligible bidders were invited to collect bidding documents on 10/11/2020. Bids were closed on 03/12/2020 and Bid Evaluation is in process.

Environment Impacts Assessment Report

Progress of the Environmental Impact Assessment (EIA) at the end of 2020 is 99%.

Central Environment Authority conducted a meeting on 18/12/2020 with Ministry of Highways, National Physical Planning Department (NPPD), Department of Wild Life Conservation, etc and Road Development Authority in order to discuss way forward of the environmental approval process for the Phase 01 (Kahathuduwa to Ingiriya).

Land acquisition

Progress of land acquisition work in Phase 1 from Kahathudwa to Ingiriya is 60%. So far 1847 plots of lands out of 2412 of total plots of Lands were acquired by the gazette section 38(a). Compensation scheme was finalized as per the Cabinet decision on 2020/12/14 for gazette no 1864/54. Payment of compensation for land owners is expected to be commenced with the publication of Gazette.

Revisit of Feasibility Study

A Ministry Consultants Procurement Committee (CPCM) has been appointed to revisit the Feasibility study for the Ruwanpura Expressway from Ingiriya to Pelmadulla to consider the social, environmental issues raised during past few years minimizing negative impacts. Accordingly, proposal was requested from the Department of Civil Engineering, University of Moratuwa in order to carry out the revisit of feasibility study as per the Term of Reference defined by the CPCM. The study has been started by the Department of Civil Engineering, University of Moratuwa and Inception Report has been submitted.

Table 93: Summary Progress up to end of 2020

Expressway Section	Length / km	Description / Activity	TEC (Rs. Bn)	Date of Commencement	Anticipated Date of Completion	Progress up to end of 2019	Expenditure up to end of 2019	Progress as at end of 2020	Expenditure During the year 2020 (Rs.Mn)
Ruwanpura Expressway Project Kahathuduwa - Ingiriya - Phase I	24.3	Package 1 - 0+000 km to 7+300 km	67	2021	*2023	Civil work not commenced	249.25	Civil work not commenced	39.835
		Package 2 - 7+300 km to 13+800 km							
		Package 3 - 13+800 Km to 20+300 Km							
		Package 4 - 20+300 km to 24+300 km							
		Land Acquisition				45%		60%	

*Project Duration will be 30 months



Pre Bid Site Visit on 18/11/2020

28. Special Projects Management

The following three projects are implementing under this PMU,

- Major Bridges Construction Project of National Road Network funded by Japan International Co-operation Agency (JICA)
- Reconstruction of 25 Bridges on National Highways funded by Kuwait Fund for Arab Economic Development (KFAED)
- Construction of Southern Extension of Baseline Road (PHASE III) Ministry funded Land acquisition work of Southern Extension of Baseline Road (Phase III – Stage I)

a. Major Bridges Construction Project of National Road Network (JICA step loan SL-P108)

Consultancy Services:

Consultancy Services agreement (RDA/SPMU/MBCP/C1) was signed on 19th December 2013 between RDA & Oriental Consultants Co., Ltd in association with Consulting Engineers and Architects Associated (Pvt) Ltd for Design and Construction Supervision of 37 Bridges. Contract No: RDA/SPMU/MBCP/C1

Civil Works:

Civil Works Package 1 - reconstruction of 10 bridges in the Southern Province

Contract Agreement was signed between RDA and 'Wakachiku Construction Co., Ltd.' on 19th Feb 2015. Work completed on 31st March 2018.

Civil Works Package 2 –reconstruction of 8 bridges in the Northern Province

Contract Agreement was signed between RDA and 'Hazama Ando Corporation' on 14th October 2016. Work completed on 19th October 2018.

Civil Works Package 3 – reconstruction of 4 bridges in the Western Province

Concurrence from JICA not received for the Re-tendering process of Package 03 due to non-participation of Japanese contractors under STEP conditions. Hence a decision had been taken by stakeholders to terminate the loan and loan was closed with effect from 31st May, 2020.

Table 94: Summary of the Package 2 as at end of the year 2020

Bridge Name	Length (m)	TEC (Rs. Mn)	Date of Commencement	Anticipate/ Actual date of completion	Physical Progress up to end of 2019	Expenditure up to end of 2019 (Rs. Mn)	Physical Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
Consultancy Services (Package 1 & 2)		1,120.00	2013/12/19	2019/12/31		1,145.04		88.83
Package 02								
B11. Bridge No.310/1 on Kandy-Jaffna Road(A009)	76	3,785.85	2016/11/24	2018/10/19	100%	3,229.39	100%	7.00
B12. Bridge No.315/1 on Kandy-Jaffna Road(A009)	76							
B13. Bridge No.31/1 on Medawachchiya-Mannar-Thalaimannar Road (A014)	38							
B14. Bridge No.39/2 on Navatkuli- Keraitivu-Mannar Road (A032)	95							
B15. Bridge No.66/5 on Navatkuli- Keraitivu-Mannar Road (A032)	76							
B16. Bridge No.7/1 on Thallady-Arippu-Marichchukaddi Road (B403)	57							
B17. Bridge No.21/1 on Thallady-Arippu-Marichchukaddi Road (B403)	76							
B18. Bridge No.39/2 on Thallady-Arippu-Marichchukaddi Road (B403)	95							
PMU Expenditure & Taxes (GOSL funds)						436.59		13.13
Land Acquisition (GOSL funds)						323.11		55.44

b. Reconstruction of 25 Bridges Project (KFAED Loan)

Project was subdivided in to three packages and details are given below;

Package 01

Scope of work for Package 1 – Reconstruction /Widening of 8 Bridges.

Consultancy Services agreement was signed on 10th July 2015 between RDA and 'Abuljebain Engineering Consulting Office' (AECO). Consultancy services with 'AECO' was terminated in August 2016 due to poor performance of the Consultant. Cabinet of Ministers approved to undertake Construction Supervision for Package 1 by Road Development Authority and SPMU supervised the work until 04.01.2018. Mr. R.M.J.N. Rathnayake (DD - MFAP) of RDA currently serves as the consultant of Package 01 since 05.01.2018.

Contract Agreement was signed between RDA and 'KDESH-BMG' Joint Venture on 20th July 2015. Civil works completed & handed over to RDA on 19th June 2020.

Package 02

The contract was awarded to JV Dr. Abdul-Raheem Consultants (NARCO)/ Resources Development Consultants (Pvt.) Ltd. Contract Agreement was signed on 25/09/2018. Consultancy Service has commenced from 05/10/2018.

Contract agreement was signed between RDA and ELS Construction PVT (Ltd.) on 15th May 2020. Civil works commenced on 23rd January 2020. Progress of Civil works of Package 2 as at end of 2020 is 44.98% against the target of 51.35%.

Package 03

The contract was awarded to M/s Al - Abdulhadi Engineering Consultancy (AEC) Joint Venture with Consulting Engineers & Architects Associated (Pvt) Ltd. Contract Agreement was signed on 15/05/2020. Consultancy Service has commenced from 01/07/2020.

Contract Agreement was signed between RDA and M/s Consulting Engineers and Contractors (CEC) JV with Sanken Construction (Pvt.) Ltd on 24th June 2020. Civil works commenced on 20th July 2020.

Progress of civil works of Package 3 as at end of 2020 is 15.83% against the target of 20.58%.



Bridge No. 8/9 on Dehiowita-
Daraniyagala-Noori Road



Bridge No. 8/9 on Dehiowita-
Daraniyagala-Noori Road

Table 95: Progress of Reconstruction of 25 Bridges Project during 2020

Bridge Name	Length (m)	TEC (Rs. Mn)	Date of Commencement	Anticipate/ Actual date of completion	Physical Progress up to end of 2019	Expenditure up to end of 2019 (Rs. Mn)	Physical Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
Package 01								
Consultancy Services		275.66	2015/09/04	Terminated on August 2016 (Currently MFAP, RDA)		25.68		-
1. Bridge No.1/1 Kaduwela-Biyagama Road (AB004)	92.76	1,165.84	07.09.2015	New Date of completion after EOT 2 – 19.11.2019	100%	1,081.00	100%	69.44
2. Bridge No.14/3 Galagedera –Horana Road (B123)	11.5				100%			
3. Bridge No.14/8 Galagedera –Horana Road (B123)	11.5				100%			
4. Bridge No.11/4 Kegalle-Bulathkohupitiya Road (AA021)	31.6				100%			
5. Bridge No.32/1 Veyangoda – Ruwanwella Road(B445)	19.3				99%			
6. Bridge No.2/2 Tangalle – Weeraketiya Road (B410)	6.92				100%			
7. Bridge No.2/3 Tangalle – Weeraketiya Road (B410)	13.9				100%			
8. Bridge No.10/2 Ampilanthurai-Veramunai Raod (B018)	50.4				94%			

Bridge Name	Length (m)	TEC (Rs. Mn)	Date of Commencement	Anticipate/ Actual date of completion	Physical Progress up to end of 2019	Expenditure up to end of 2019 (Rs. Mn)	Physical Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
Package 02								
Consultancy Services		231.41	5.10.2018	5.12.2020		54.52		46.24
9. Bridge No.39/4 on Kegalle - Bulathkohupitiya - Karawanella Road (A021)	9.55	1,289.76	23.01.2020	21.012022	-	-	37.26%	557.27
10. Bridge No.20/2 on Galigamuwa – Ruwanwella Road (B127)	9.55						46.74%	
11. Bridge No.16/1 on Galigamuwa – Ruwanwella Road (B127)	19.35						54.25%	
12. Bridge No.2/2 on Dehiowita – Deraniyagala - Noori Road (B093)	7.14						59.64%	
13. Bridge No.5/1 on Dehiowita – Deraniyagala - Noori Road (B093)	32.45						38.53%	
14. Bridge No.7/1 on Dehiowita – Deraniyagala - Noori Road (B093)	20.13						54.32%	
15. Bridge No.8/9 on Dehiowita – Deraniyagala - Noori Road (B093)	20.385						51.55%	
16. Bridge No.14/1 on Dehiowita – Deraniyagala - Noori Road (B093)	21.01						50.55%	
17. Bridge No.17/1 on Mawanella - Hemmathagama - Singhapitiya Road (B279)	31.08						35.89%	

Bridge Name	Length (m)	TEC (Rs. Mn)	Date of Commencement	Anticipate/ Actual date of completion	Physical Progress up to end of 2019	Expenditure up to end of 2019 (Rs. Mn)	Physical Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
Package 03								
Consultancy Services		353.74	01.07.2020	01.03.2023				58.85
18. Bridge No 75/1 on Katugastota – Kurunegala - Puttalam Road (A010)	124.53	2,057.61	20.07. 2020	19.01. 2022	-	-	35%	505.54
19. Bridge No. 76/1 on Katugastota – Kurunegala - Puttalam Road (A 010)	16.5						36%	
20. Bridge No. 16/1 on Thoppu – Madampe Road (B 419)	19						6.20%	
21. Bridge No. 78/5 on Navatkuli – Kerativu - Mannar Road (A 032)	57						29%	
22. Bridge No. 53/1 on Paranthan – Karachchi - Mullaitivu Road (A 035)	22						18%	
23. Bridge No. 31/3 on Colombo – Kandy Road (A 001)	25.34						5.98%	
24. Bridge No. 32/2 on Colombo – Kandy Road (A 001)	38.08						2.50%	
25. Bridge No. 3/5 on Battuluoya – Udappuwa - Andimunai Road (B 614)	38.75						7.20%	
PMU Expenditure & Taxes (GOSL funds)							98.82	
Land Acquisition (GOSL funds)						22.46		1.86
Institutional support (Equipment)								2.00

c. Construction of Southern Extension of Baseline Road (Phase III)

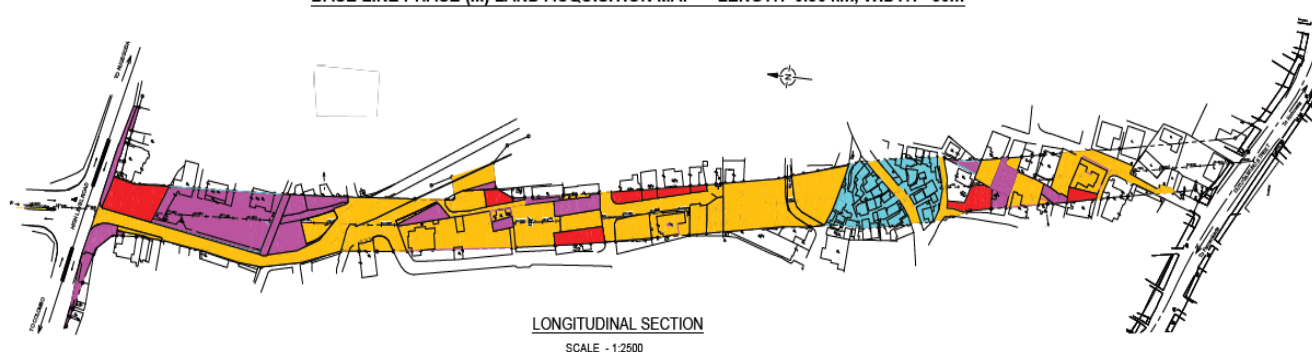
Phase III of the Base line road has been proposed from Kirulapone to Ratmalana. Stage I of phase III is from Kirulapone to Colombo- Horana Road. This section is 0.86 km in length and it will be constructed as a dual 3-lane highway of including an underpass over Balapokuna Road.

Land Acquisition is in progress in Thimbirigasyaya and Dehiwala Divisional Secretariat areas.

Table 96: Summary Progress for Base line Extension project

Description	TEC (Rs. Mn)	Date of Commence ment	Expenditure up to end of 2019 (Rs. Mn)	Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
Southern Extension of Baseline Road (Phase III)- Stage 1	4,950	2007			
Land Acquisition works in progress (GOSL funds)			771.60	Cleared lots 48.57%	734.02
PMU Expenditure & Taxes (GOSL funds)			11.28		11.35

BASE LINE PHASE (III) LAND ACQUISITION MAP - LENGTH 0.86 km, WIDTH - 30m



References	No of Lots	Perch	% of total area	Amount LKR (Million)
■ Paid & Cleared Lots	73	526.47	48.57%	1,501.34
■ Section 17 Issued Lots	32	174.50	16.10%	746.434
■ Valuation in Progress Lots	18	149.44	13.79%	566.80
■ Resettlement Required Lots	58	83.24	7.68 %	205.00
■ Acquisition in Progress Lots	20	150.31	13.87%	738.22
7% Interest as per 38A	-	-	-	1,197.28
Total Lots	201	1083.96	100 %	4,975.07
----- Acquisition Boundary				

Updated on 2020.12.31

29. Miscellaneous Foreign Aided Project

Miscellaneous Foreign Aided Project (MFAP) was created in year 2000 to handle the Foreign Aided Projects which are mostly bi-lateral agencies. In 2020, projects under 6 donor agencies and GOSL projects were handled by the MFAP unit under Road Network Development Projects funded by the Saudi Fund for Development (SFD-II), National Road Improvement Project funded by the OPEC fund for International Development (OFID 1), Rehabilitation & Improvement of Roads under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2) and Rehabilitation and Improvement of Roads under Western Province Road Development Project (OFID-3), OFID Funded Galle - Deniyaya - Madampe Road Project (OFID -4), Construction of Two Flyovers at Kohuwala & Gatambe, Construction of Kandy Tunnel (EDCF), Construction of the Flyovers at Slave Island.

a. Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-2)

Under this project rehabilitation and improvement of 6 road sections having total length of 79.3 km in Central, Eastern, Sabaragamuwa and Western provinces were completed in 2017.

With the completion of the above mentioned road projects, it was proposed to improve the Naula Town section from 53+740 km to 58+000 km using the savings in the fund. Project was commenced on 4.12.2018 and the physical progress is 100% as at 31.12.2020. Further loan balance was utilized to widening of three bridges (Bridge No. 4/3, 6/1 and 6/2) on Orugodawatta – Ambatale Road. Construction work of bridge Nos. 4/3 and 6/1 were commenced in September 2019 and 6/2 was commenced in December 2019. Vacant possession of lands were handed over to the Contractor. Land acquisition process is still in progress in order to finalize payment of compensation. The bridge construction is being interrupted by the existing water pipes of NWS&DB.

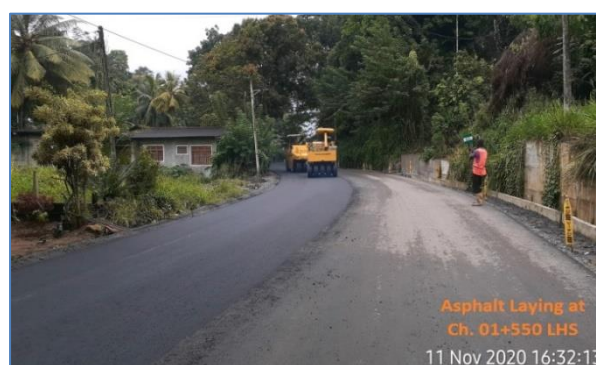
b. Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC Fund for International Development (OFID-1)

The Government of Sri Lanka (GOSL) has obtained US\$ 40 million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of 4 roads having total length of 39.3km and reconstruction of Bridge No.3/2 across Ma Oya on Polgahawela- Kegalle Road under National Roads improvement projects. After completion of the above projects in 2017 considering the savings available in the fund it was decided to improve Peradeniya – Badulla – Chenkaladi Road section from (0.42 km – 3.05 km) which was earmarked on original improvement schedule. The work was commenced on 09.06.2017 and physical progress is 84% as at 31.12.2020.

Right of way has been handed over to Contractors. Land acquisition process is in progress to finalize payment of compensation.



Soft Ground Treatment at Ch. 01+350 LHS in PBC Road



Asphalt Laying at Ch. 1+550 LHS in PBC Road

Donor approval has been requested to utilize balance loan amount for widening and reconstruction of two bridges (bridge no.4/1 and 4/2) on Orugodawatta – Ambatale Road.

c. Rehabilitation & Improvement of Roads under Colombo National Highways Project funded by OPEC fund for International Development (OFID -2) Loan No. 1511 PB

The Government of Sri Lanka (GOSL) has obtained US\$ 50 Million loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation and improvements of 13 roads in Colombo having total length of 60 km and widening of bridge no. 2/1 on Nawala – Narahenpita – Nugegoda Road under Colombo National Highway Project.

Widening and Improvement of Approach Road to Sri Jayewardenepura Hospital, Dematagoda – Wellampitiya Road, Kolonnawa – Yakbedde Road, Welikada – Kohilawatta Road, Aluthmawatha and Center Road (Mattakkuliya) and Bridge No 2/1 on Narahenpita-Nawala-Nugegoda Road have already been completed and Widening and Improvement of Kottawa-Thalagala Road, Kotte – Bope Road, Orugodawatta – Ambatale Road (Stage I & II) in progress and widening of Walgama –Diyagama Road and Piliyandalaa –Maharagama Road to be commenced.

Improvement of Kottawa – Thalagala Road (Section from 1+000 km to 15+480 km)

Contractor: International Construction Consortium (Pvt) Ltd.

Work commenced on 20.02.2017 and physical progress is 68.81% as at 31.12.2020. It has been granted time extension till (30.06.2021) due to delay in land acquisition.

Land acquisition is in progress in Maharagama, Kesbewa, Homagama, Padukka and Horana DS Divisions. Compensation payment is in progress and Rs. 1287.44 Mn has been paid as compensation for land acquisition. The land acquisition yet to be completed for 2 km.

Improvement of Kotte - Bope Road (Section from 16+740 km to 28+004 km)

Contractor: International Construction Consortium (Pvt) Ltd.

Work commenced work on 20.02.2017 and physical progress is 98.51% as at 31.12.2020. It has been granted time extension till 31/03/2021 due to delay in land acquisition. Land acquisition is in progress in Homagama and Padukka DS Divisions and payment of compensation payment has been started. As at end of 2020 Rs. 1188.65 Mn has been paid as compensation for land acquisition.

Improvement of Ourgodawatta - Ambatale Road (Section from 0+000 km to 7+700 km)

Under this project Ourgodawatta - Ambatale Road will be widened to four lane facility. This road improvement has been planned in two stages;

Stage I: Sections 2+900 km – 4+200 Km and 5+440 km – 7+700 km

Stage II: Sections 0+000 km – 2+900 Km and 4+200 km – 5+440 km

Land Acquisition:

Most of the buildings acquired under Stage I were demolished and demolishing of buildings under Stage II is in progress. As at end of 2020, Rs. 5808.49 Mn has been paid as compensation for land acquisition.

Progress of Civil Works:

Stage I: Contractor: Komuthi HCM JV

Work started on 01.07.2017 and physical progress is 45.17% as at 31.12.2020.

Progress is hindered due to delays caused in land acquisition and laying water mains by NWS&DB. Contract was terminated due to poor performance and later revoke the termination and Contractor was start the work accordingly.

Stage II –Contractor: Tudawe Brothers

Work commenced on 21.10.2019 and physical progress is 36.14% as at 31/12/2020.

Improvement of (B367) Maharagama – Piliyandala Road (0.000 km to 5+800 km)

It has been decided to call bids after completion of 70% of land acquisition work and Kesbewa D.S. Division involves with land acquisition. As at end of 2020 land acquisition progress is 60%.

Improvement of Walgama – Diyagama Road (Section from 0+000 km to 7+060 km)

Land acquisition is in progress in Kaduwela and Homagama D.S. Divisions. A decision has been taken to delay calling of bids due to land acquisition delay.

It has been paid Rs. 104.23 Mn. as compensation for land acquisition and Rs. 215.38 worth of vouchers available as at 31/12/2020 for LAQ payment.

d. Rehabilitation and Improvement of Roads under Western Province Road Development Project funded by OPEC fund for International Development (OFID-3) Loan No. 1662P

The Government of Sri Lanka (GOSL) has obtained US\$ 17 Mn loan from the OPEC Fund for International Development (OFID) toward the cost of rehabilitation of 25.79 km of roads in Western Province under Western Province Road Development project.

Package I – Improvement of (B174) Kaduwela – Athurugiriya Road (0.0 km – 9.50 km)

Contractor: Hovael Construction (Pvt) Ltd.

Work commenced work on 18.12.2017 and time extension has been granted till 15.10.2021 due to delay in land acquisition.

It has been paid Rs. 869.68 Mn. as compensation for land acquisition in Kaduwela D.S. Divisions. Delay in shifting of existing utility lines are hindering the construction activities.

Package II – Improvement of (B449) Wadduwa – Moronthuduwa (0.0 km-5.28 km) and (B544) Bellana - Moragolla Road (0.0 km-9+80 km).

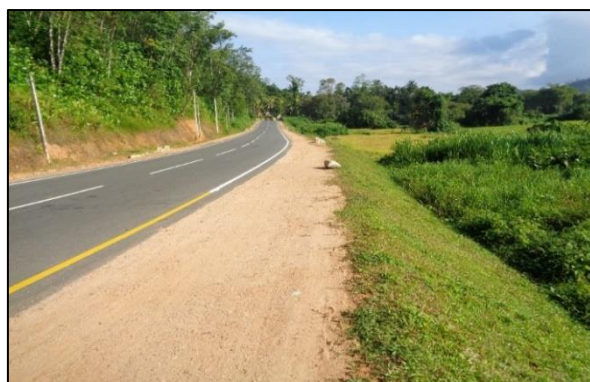
Contractor: Maga Engineering (Pvt) Ltd.

Work commenced on 05.10.2017 and completed on 07.09.2020.

Rs. 478.56 Mn has been paid as compensation for land acquisition in Panadura, Kalutara, Walallawita, Agalawatta and Palindanuwara D.S. Divisions. Project progress was greatly affected by the delay in land acquisition delay.



Wadduwa – Morontuduwa Road (Ch 0+160km)



Bellana - Moragolla Road

e. OFID Funded Galle - Deniyaya - Madampe Road Project (OFID -4)

OFID provides a loan of US\$40 Mn for Rehabilitation and widening of Galle – Deniyaya – Madampe Road from Deniyaya (78km) to Rakwana (130.6 km). This project has been planned to implement under two stages.

Stage - I from 112.6 km (Suriyakanda) to 130.6 (Rakwana) (18 km)

Stage - II from 78km (Deniyaya) to 112.6 km (Suriyakanda) (34.6 km)

Land acquisition will be done according to the Land Acquisition Regulations, 2008 which was approved by the Parliament of Sri Lanka on 17 March, 2009. Construction of stage I will be done under 3 contracts and as at end of 2020, procurement was in progress.

f. Construction of two Flyovers at Kohuwala & Gatambe

Responding to a request made by the External Resources Department, in 2017, the Government of Hungary confirms their agreement to provide concessional tied aid credit line for the construction of flyovers in Sri Lanka and nominates Betunopitepito PLC as sole agent to implement the project. On 22nd December 2017, the Government of Sri Lanka and Government of Hungary enters into a framework agreement for providing concessional financing for infrastructure development projects on 13th April 2018.

Two flyovers have been proposed to construct at Kohuwala and Gatmabe junctions to provide a reasonable solution for heavy traffic congestions presently experiencing at these locations.

Kohuwala Flyover

The proposed flyover will be constructed at Kohuwala Junction, along one of the main access roads into Colombo city from dense suburban areas. Construction of this flyover is considered urgent as the junction is currently saturated, creating continuous traffic congestion along the road and the junction. Land acquisition for this project will be done incorporating LARC and Super LARC.

Gatambe Flyover

This flyover has been proposed at Gamabe Junction along the Gatambe Kandy Bypass road (AB42) leading to city of Kandy. The Gatambe railway level crossing is also located on AB42 road close to the junction.

Land acquisition for this project will be done according to the Land Acquisition Regulations, 2008 which was approved by the Parliament of Sri Lanka on 17 March, 2009.

g. Construction of Kandy Tunnel (EDCF)

Traffic volume in the centre of Kandy city has increased over the recent years and serious traffic congestion can be experienced nowadays which causes long delays and much inconvenience to road users. Due to non-availability of bypass roads, ring roads etc it is difficult to carryout traffic management efficiently specially during peak hours. This situation is expected to become worse in the future due to the increase in vehicle population with the rapid economic development.

Among many transport and traffic related issues in Kandy one of the major concerns is the poor connection between East and West of the City. It has been observed from the traffic analysis that there are a large number of vehicles coming to the city centre as there is no other option available for them to by- pass the city. They do not have any business in the city centre but passing through to reach their destinations. By providing an bypass route to this through traffic, much valuable road space will be preserved for the people who want to visit the city and those who live in the city and their level of mobility is increased. Consequently, The Kandy City Transport Study has identified the tunneling option as one of the best solutions to address the transport problems of the Kandy city.

Accordingly, the Government of Sri Lanka has made a request for funding to construct a tunnel from the Government of Korea. A feasibility study was carried out by a team of Korean experts and completed in June 2016 as a condition for EDCF funding. It has selected a tunnel trace which have two intermediate interchanges at Bogambara and Ampitiya.

The Department of National Planning has also granted approval for this project. Total estimated cost of the project is US\$ 252.30 million including construction cost, consulting services, taxes and duties, project management, land acquisition and contingencies. The Economic Development Cooperation Fund (EDCF) of Korea has agreed to provide necessary financing to meet the construction cost, cost of consulting services and price and physical contingencies under this project amounting to US\$ 199.27 million.

Current Status of the project

Survey works

Surveying work along tunnel trace was completed except 900 m length at Suduhumpola area as people not allowed to carry out survey work and relevant drawings have been forwarded to the RDA Highway Design office.

Environmental Studies

According to the provisions of contract between Korea Exim bank and the Consultancy Firm (Korean) who hired to conduct the ESIA (Environmental and Social Impact Assessment) which necessary for CEA (Central Environmental Authority) approval was suspended their work as government of Sri Lanka had decided to suspend the tunnel work. However cabinet approval was obtained to recommence tunnel construction works and Environmental Impact Assessment (EIA study) work was recommenced accordingly. This work has been entrusted to the Engineering Design Centre (EDC) of University of Peradeniya.

Land Acquisition

Land acquisition need to be carried out at tunnel portal areas and intersections and to be carried out under two categories as permanent resettlement and temporary resettlement. Land acquisition is a tedious process at portal areas of Bogambara and Nuwarawela.

h. Construction of Flyovers along Uttarananda Mawatha, Justice Akbar Mawatha in Slave Island and Linking Baladaksha Mawatha & Colombo – Rathnapura – Wellawaya – Batticaloa (A004) Road

Slave Island area has become the center of real-estate development projects in Colombo with many recent iconic development projects like Colombo Waterfront, ITC Colombo One, Shangri La, Destiny Mall and Tata Housing. The Colombo Port City development project is also within a walking distance from the Slave Island area.

It has been identified that improving the existing road network, which is highly congested during peak hours, has become a key factor in achieving the optimum outcome from the above development projects to the economy of the country. The main roads which are going through the Slave Island area, are playing a vital role in connecting the southern part of the Colombo city with the Colombo Fort and Pettah areas. Justice Akbar Mawatha, Malay Street, Sri Uttarananda Mawatha and Baladaksha Mawatha can be identified as the most critical roads that are necessary to be improved in order to enhance mobility in this area.

Accordingly, the Government of Sri Lanka, through the Ministry of Highways and Road Development Authority has identified the priority of constructing three flyovers/bridges as described below;

- At Justice Akbar Mawatha Railway Level Crossing
(This shall include reconstruction of existing bridge to facilitate service lanes for the flyover)
- At Uththarananda Mawatha Railway Level Crossing
- Ring Road Flyover- This has been proposed over Beira lake and railway tracks connecting Baladaksha Mawatha and Sir Chithampalam A Gardiner Mawatha (A4 – Colombo Batticaloa Highway)

The works for the project consist in the turnkey design, supply and construction of the three flyovers listed above including the approach ramps, service roads & mergers.

Table 97: Progress of Land Acquisition as at end of 2020

Project	Expenditure during year 2020 (Rs. Mn.)
Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC Fund for International Development (OFID-1)	28.29
Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-2)	68.5
Rehabilitation and Improvement of Roads under Colombo National Highways Project funded by OPEC fund for International Development (OFID-2)	2058.20
Western Province Road Development Project under OFID – 03	867.24
OFID Funded Galle - Deniyaya - Madampe Road Project (OFID -4)	-
Construction of two Flyovers at Kohuwala & Gatambe	-
Construction of Kandy Tunnel (EDCF)	-

Table 98: Summary Progress of Miscellaneous Foreign Aided Project

<i>Road/Bridge Name</i>	<i>Length (km)</i>	<i>TEC (Rs.Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated date of completion</i>	<i>Progress up to 2019</i>	<i>Expenditure up to 2019 (Rs.Mn)</i>	<i>Progress as at end of 2020</i>	<i>Expenditure during the year 2020 (Rs.Mn)</i>
Rehabilitation and Improvement of Roads under Road Network Development Project Funded by Saudi Fund for Development (SFD-2)								
Rehabilitation and Improvements to Kandy – Jaffna Road Section from 53+740 Km – 58+000km Including Naula Town	4.260	590.62	04/12/2018	03/08/2020	62.76%	277.95	99.8%	202.08
Improvement of Bridge 4/3 on Orugodawatta – Ambathale Road	9.5 m	251.1	19/09/2019	18/12/2020	11%	59.93	56.4%	64.7
Improvement of Bridge 6/1 on Orugodawatta – Ambathale Road	8.5 m	257.26	19/09/2019	18/12/2020	12%	58.75	62%	59.44
Improvement of Bridge 6/2 on Orugodawatta – Ambathale Road	12.5 m	317.2	11/10/2019	10/01/2021	2%	23.35	26%	75.05
Rehabilitation and Improvement of Roads under National Roads Improvement Project Funded by OPEC fund for International Development (OFID-1)								
Rehabilitation /Improvements to Galle - Deniyaya - Madampe Road (A017) section from Rakwana to Madampe (130+000km-143+930km)	13.93	2051.4	01/06/ 2013	29/09/2015	100%	51.31	100%	-
Reconstruction of bridge No. 3/2 on Polgahawela – Kegalle Road (Karadana Bridge)	120	247.66	21/06/2013	28/02/2015	100%	0.00	100%	-
Rehabilitation /Improvements to Eheliyagoda – Dehiowita Road B110 (0+000 km – 16+690 km)	16.96	1807.31	10/12/2013	29/02/2016	100%	0.00	100%	-
Rehabilitation /Improvements to Ethulkotte - Mirihana - Kohuwala Road (B120) section from Ethulkotte to Kohuwala Road (0+000km-5+950km)	5.95	864.17	10/12/2013	31/01/2015	100%	0.00	100%	-
Improvement and Rehabilitation of Peradeniya – Badulla – Chenkaladi Road (A005) Section from 0+042 km-3+005 km	2.63	407.78	09/06/2012	15/02/2021	56.61%	213.18	81.63%	80.55

<i>Road/Bridge Name</i>	<i>Length (km)</i>	<i>TEC (Rs.Mn)</i>	<i>Date of Commencement</i>	<i>Anticipated date of completion</i>	<i>Progress up to 2019</i>	<i>Expenditure up to 2019 (Rs.Mn)</i>	<i>Progress as at end of 2020</i>	<i>Expenditure during the year 2020 (Rs.Mn)</i>
Rehabilitation & Improvement of Road under Colombo National Highways Project funded by OPEC fund for International Development (OFID-2)								
Widening of Bridge No. 2/1 on Narahenpita - Nawala - Nugegoda Rd	34.14	225.568	11/12/2013	10/3/2015	100	0.00	100	-
Improvement of Approach Road to Jayawardenapura Hospital, Dematagoda-Wellampitiya Road, Kolonnawa – Yakbedda Road, Welikada-Kohilawatta Road, Centre Road	12.77	1575.083	23/12/2014	15/07/2016	100%	1073.63	100%	-
Improvement of Kottawa – Thalagala Road	14.48	1253.383	20/02/2017	30/06/2021	54.53%	704.18	68.81%	231.40
Improvement of Kotte - Bope Road	11.26	1193.406	20/02/2017	31/03/2021	70.92%	754.30	98.51%	255.32
Improvement of Orugodawatta – Ambatale Road (Stage I)	3.56	1528.399	01/07/2017	30/10/2020	28.76%	458.25	45.17%	64.47
Improvement of Orugodawatta – Ambatale Road (Stage II)	4.14	1943.50	21/10/2019	20/10/2021	0.2%	141.47	36.14%	410.34
Rehabilitation & Improvement of Roads under Western province Road Development Project funded by OPEC fund for International Development (OFID-3)								
Rehabilitation/Improvement to Wadduwa - Morontuduwa Road & Bellana - Moragala Road (0+000 km-5+280 km & 0+000 km-9+830 km)	15.11	1064.463	05/10/2017	04/07/2019	90.13%	762.72	100%	220.71
Rehabilitation /Improvements of Kaduwela - Athurugiriya Road (0+000 - 9+500 km) & Walgama - Athurugiriya Road (0+000 - 1+210 km)	10.7	1065	29.01.2018	28/07/2019	29.01%	491.78	46.2%	140.0

30. Transport Connectivity and Asset Management Project

The Government of the Democratic Socialist Republic of Sri Lanka (GOSL) has received a credit of US\$ 125 Million from the International Development Agency (IDA) towards the cost of implementing Transport Connectivity and Asset Management Project (TCAMP).

The preparatory work of the Transport Connectivity & Asset Management Project (TCAMP) has been commenced in 2014 under IDA Loan 4906 of the RSAP II and the credit of US\$ 125 Million was approved by the World Bank's Board on May 9, 2016. The project is scheduled to be completed by the end of 2026.

Project Concept (Original)

The original scope of the project was to improve the section of Peliyagoda – Puttalam (A003) road from Ja-Ela to Chillaw at a cost of US \$ 100 Mn., using Asset management principals/Contact formats, and the balance amount of the loan is to be used for employing Design & Supervision Consultants, Land Acquisition and strengthening the Road Development Authority's capacity for Road asset management, etc.

Later, the project has been restructured in stages as given below.

a) By the Cabinet Decision 18/1682/805/051, dated 15th August 2018, the project has been

restructured as follows:

- i. To utilize US\$ 100.0 Mn out of total US\$ 125 Mn for the Provincial roads that needs immediate maintenance and minor improvements in all Provinces by Ministry of Provincial Council, Local Government and Sports.
- ii. To continue asset management component within RDA by utilizing US\$ 15.0 Mn and the existing PMU that is already established under Ministry Highways and Road Development.
- iii. To utilize the balance US\$ 8.5 Mn (approximately) for highway maintenance through Road Maintenance Trust Fund (RMTF).

Accordingly, the Items No. ii of the restructured TCAMP is to be carried out by the ministry of Highways & RDA and the balance to be utilized for improving Provincial/Local Council roads through a PMU, which is established under the Ministry of Provincial Councils and Local Government and sports.

As per the amendment to the finance agreement of the WB/TCAMP approved on 22nd July 2019, the scope of RDA component, has been limited to "Institutional Strengthening and Capacity Building for Asset Management" and the following items has been identified to be implemented under TCAMP/RDA which is named as Component 1 (US\$ 16.0 Mn) of the World Bank TCAMP.

1. Operationalizing asset management system and unit; related capacity building
2. Capacity building, training, and Consultancies (Including road sector policy & Strategy, monitoring & evaluation of component 1, Road Safety)
3. Institutional and governance reforms action plan
4. Monitoring and evaluation of Component 1
5. Road Safety
6. Equipment
7. Incremental Operating Cost

(b) As per the request of GOSL dated 06th May 2020, to the World Bank to cancel an amount of US\$ 7 million from the uncommitted balances of the project to re-commit the cancelled funds for the countries COVID-19 response, a partial cancelation of US\$ 7 million was approved by the World Bank and accordingly cost items have been revised.

Accordingly, the project cost for RDA Component is reduced to US\$ 9.0 million and the cost items have been limited as follows.

1. Operationalizing asset management system and unit; related capacity building
2. Capacity building, training, and Consultancies (Including Road Safety)
3. Equipment
4. Incremental Operating Cost

Project Concept (Present)

After the restructuring process, the objective of the project is revised as follows:

“Strengthening the capacity of the Road Development Authority for asset management”

The main objectives of developing and operationalizing Road Asset Management System in the RDA are to minimize the road maintenance costs and road user cost, determination of timing & cost of interventions to reduce life cycle cost and Monitor and track performance of completed work.

Table 99: Project Cost by category (Present)

Component	Cost Item	Revised Costs Proposed covid-19 May 2020 restructuring (US\$ Million)
Institutional Strengthening and Capacity Building for Asset Management (RDA)	Operationalizing asset management system and unit; related capacity building	5.5
	Capacity building, training, and Consultancies (Including Road Safety)	1.5
	Equipment	0.5
	Incremental Operating Cost	1.5
Total		9.0

General Details

- Donor World Bank (IDA)
- WB Board Approval Date May 9, 2016
- CR- 5788 LK signing September 29, 2017
- CR- 5788 LK Effectiveness December 8, 2017
- Closing Date (Initial) June 30, 2026
- Closing Date (Revised - Restructured) March 31, 2023
- Project office (PMU) No.122, Main Street, Battaramulla
- Project Office (AMS/RDA) 3rd Floor, Planning Division (Section IV)
“Maganeguma Maha Medura “
N0.216, Denzil Kobbekaduwa Mawatha,
Koswatta, Battaramulla

PROJECT STAFF

The project has received Cadre approval for 49 positions from the Department of Management Services and has requested approval for 16 Number of additional carder positions from the MSD.

Table 100: Staff for RDA Asset Management

No	Designation	Level of Salary as per MSD Circular No.01/2019	No. of Posts MSD Approved	No. of Present Carder	RDA/Contract/other
1	Deputy Project Director	PS 02	1	1	RDA Acting basis
2	Senior Engineer	PS 03	4	4	RDA Acting basis
3	Engineer	PS 04	2	-	RDA Acting basis
4	Senior ICT Officer	PS 04	1	1	RDA Acting basis
5	GIS Analyst	PS 04	1	-	VACANT-to be advertised
6	Transport System Analyst	PS 04	2	2	RDA Acting basis
7	ICT Officer	PS 05	2	-	Selected though interview from RDA on acting basis
8	Field Officer	As per Paragraph No. 3.2.3 of MSD Circular No: 01/2019	6	6	RDA Acting basis
9	Image Analyst		9	8	RDA Acting basis-08 Selected through interview from RDA on acting basis-01
10	ICT Assistant		1	-	Selected through interview from RDA on acting basis
11	Project Assistant		1	1	RDA Acting basis
12	Management Assistant		1	-	Selected through interview from RDA on acting basis
13	Driver		4	3	RDA Acting basis-03, selected through interview from RDA on acting basis-01
Total			35	26	

PROJECT PROGRESS

A revised work programme has been prepared for the revised items and new targets were established.

Financial Progress

Table 101: Financial Progress of 2020

Vote Particular	Total Estimated Cost (Rs. Mn)	2019		Cumulative Expenditure up to 31.12.2019 (Rs. Mn)	2020		Cumulative Expenditure up to 31.12.2020 (Rs. Mn)
		Financial Target (Rs. Mn)	Financial Progress (Rs. Mn)		Received Budgetary Allocation (Rs. Mn)	Financial Progress (Rs. Mn)	
117 – 2 – 4 – 48 – 2506 (12) FA	1305	54.00	53.00	69.58	69.49	67.84	137.42
117 – 2 – 4 – 48 – 2506 (L) 17 DF	240	17.00	16.94	97.33	20.97	19.90	117.23
<i>Total</i>	<i>1545</i>	<i>71.00</i>	<i>69.94</i>	<i>166.91</i>	<i>90.46</i>	<i>87.74</i>	<i>254.65</i>

Physical Progress

Table 102: Physical Progress of 2020

No.	Activity	Physical Targets as at 31.12.2020	Physical Progress as at 31.12.2020	Remarks
1	Operationalizing asset management system and unit; related capacity building.	13.05%	11.94%	Main reasons for non-achieving the target physical progress of the project are given under 4.4 of this report.
2	Capacity building, training and consultancies	7.76%	5.20%	
3	Purchase of Equipment	3.23%	2.64%	
	Overall Physical Progress of the Project	24.05%	19.77%	

Table 103: Progress of Main Physical Activities Implemented During the Year 2020

Activity	Present Progress as at 31.12.2020	Present Status
Cancellation of Credit Proceeds Credit No.5788-LK	The Government of Sri Lanka and the World Bank had taken a decision to cancel uncommitted funds of the Credit with effect from May 06, 2020	The project cost for RDA Component (Institutional Strengthening and Capacity Building for Asset Management) is reduced to US\$ 9.0 million.
Staff Requirement	Cadre approval for Implementation of Asset Management Unit in RDA had been received on 25.07.2019. Out of the 49 MSD approved cadre positions, 13 cadre positions have been filled from the beginning of the project. 27 carder positions were able to recruit from RDA (on acting basis) for the project in the mid of the year 2020. Applications were called internally and have been selected staff for another 7 carder positions.	Already selected 7 carder positions have to be released from RDA and to be recruited to the project. 2 Carder positions for 1 GIS Analyst and 1 Procurement Specialist has to be called from outside RDA to the project.
Office- Repartitioning	The space allocated for the Planning Division, RDA has been proposed to be repartitioned to accommodate the newly recruited staff for the Asset Management section and the work has commenced.	
Renewing Maintenance Agreements	A new agreement was signed by the RDA with the Supplier for the extension of the Annual Maintenance Agreement of the Multi-Function Network Survey Vehicle by another 5 years. A new agreement was signed by the RDA with the Supplier for the extension of the Annual Maintenance Agreement of the Falling Weight Deflectometer by another 5 years.	
Data Collection using MFNSV & FWD and Data Processing	This item has achieved a fairly good progress despite working under COVID-19 situation.	MFNSV -7,198.660 km FWD -2141.490 km (Network)
Purchasing of necessary hardware & software equipment for the Asset Management Unit, RDA	Hardware 10 Nos. of dual monitor computers, 15 Nos. of desktop computers, 02 Nos. of laptop computers and 25 Nos. of ups 01 No. Multifunction Copier, 01 No. A1 Colour Plotter, 01 No. Multifunction Fax Machine and 01 No. Multimedia Projector Software	

Activity	Present Progress as at 31.12.2020	Present Status
	01 No. ArcGIS Desktop 10.7.1 Advanced software with Extensions 03 numbers of Hawkeye Processing Tool kit Software	
Procurement of Consultancy Contracts & Non-Consultancy Service Contracts	Consulting Services for International Road Assessment Program (iRAP) assessments of road network under Transport Connectivity and Asset Management Project	Awaiting World Bank Clearance for Amended RFP document
	Value Engineering and Introduction of Climate Resilience Strategies for National and Provincial Roads in Sri Lanka	Request Expressions of Interest (REOI) published
	Preparation of Asset Inventory and Valuation of Assets in Road Development Authority	Awaiting World Bank Clearance for Draft Terms of Reference (TOR) and REOI
	Individual Consultant Position to Support RDA for Supporting for Reviewing Specifications of Porous Asphalt and Addressing Skidding Problem in Expressways	Awaiting World Bank Clearance for Draft Terms of Reference (TOR) and REOI
	Collecting Details of Existing Drainage System & Improvements Required and Road Right of Way/ Reservation Maps of National Highways and Expressways and presenting it in GIS format (Package 01)	Invitation for Bids (IFB) to be Published
	Procurement of Service Provider for Road Furniture Extraction from the Images taken by the Multi- Functional Network Survey Vehicle	Awaiting TEC Recommendation for Bidding Document
Procurement of Equipment	Purchase of Traffic Survey Equipment	Specifications preparation in progress
	Purchase of Sky lift/Arial work platform truck, Tow vehicle (FWD), Network survey vehicle, Road milling machine for RDA	Awaiting approval from Ministry of Finance.
	Procurement of 02 Nos. Plaxis Software	Quotation Evaluation in progress
	Purchasing of 05 Nos. laptops and 05 Nos. desktop machines for Highway Design Division under enhancing capacity of RDA	Quotation Evaluation in progress
	Procurement of Software 01 (12 Nos Auto CAD and 08 Nos Civil 3D)	Completed

Main reasons for non-achieving the target physical progress of the project

The Overall Physical Progress of the Project is behind the target by 4.28%

The main reasons for the non-achievement of the targets

- (1) Due to Covid- 19 pandemic situation little delay in survey work.
- (2) Due to delay in part of the project staff recruitment there is a little delay on in-house training (Initial)
- (3) Purchasing of equipment has been delayed due to import restrictions imposed by the government and delay in obtaining the approval of the Ministry of Finance for importing.
- (4) Delay to consultancies;
 - i. Delay in approval of the Ministry Advisory Procurement Committee.
 - ii. Clearance delays from the World Bank

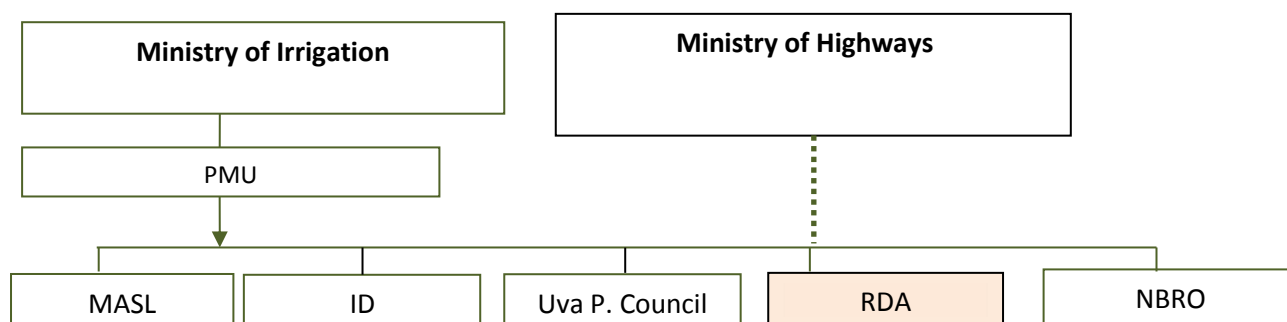
31. Climate Resilience Improvement Project (CRIP)

Climate related hazards are a significant threat to economic and social development in Sri Lanka. Extreme variability of rainfall is the defining feature of Sri Lanka's Climate and Climate projections indicate increasing rainfall in the wet season and decreasing rainfall trend in the dry Zone. This will intensify and worsen the risks associated with water-related climate hazards and therefore, the objectives of the projects are to reduce the vulnerability of exposed people and assets to climate risk and to improve the Recipient's capacity to respond effectively to Disasters. The Project is financed through credit facility of US\$110 million, provided by International Development Association of World Bank and will be implemented through the Project Management Unit (PMU) under the Ministry of Irrigation and Water Resources Management.

Road Development Authority (RDA) is the implementing Agency (IA) responsible for implementing Transport Continuity component of the project and US\$36 million has been allocated to improve the resilience of road infrastructure on key road links and ensure continuity in time of disaster and to facilitate emergency responses. Main investments will focus on road infrastructure to improve the corridors climate resilience, particularly through slope stabilization and addressing flooding problems of road sections and upstream areas. A number of key vulnerable stream crossings will also be strengthened by construction of bridges in place of existing causeways to avoid disruption of traffic due to flooding.

Implementation Arrangement

The PMU coordinate the project activities as well as all financial management aspects of the project. PMU transfers the funds to the relevant IA's to make payments to the Contractors. RDA representing an IA is responsible for completing designs, procurement and supervision of works.



Re-construction/Rehabilitation/Extension/new construction of Bridges

31 contracts have been awarded for re-construction/rehabilitation/widening/new construction of bridges under Climate Resilience Improvement Project. Construction of 11 contracts have been completed and 10 were ongoing as at end of year 2020.

All the survey, investigation and Design of the bridges have been done by the Bridge Design Division, Kandy, Ratnapura Design office of Road Development Authority (RDA) and supervision is done by the Project Implementation unit of RDA.

Stabilization of Unstable Slopes

There are 10 Slope stabilization contracts identified under CRIP. Out of that 7 contracts have been completed by the ending year 2020.

Table 104: Progress of CRIP project as at end of 2020

No.	Road/ Bridge Name	TEC (Rs. Mn)	Commencement Date	Anticipated /Actual date of Completion	Progress up to 2019 (%)	Expenditure up to 2019 (With Vat) (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during 2020 (With Vat) (Rs. Mn)
1	Re-construction of Nedimale Bridge (4/1) on Dehiwala Maharagama Road (B094) CRIP/WORKS/RDA/NCB /300	188.13	26.11.2014	15.12.2017	100.00	241.70	100.00	
2	Re-construction of Bridge No 1/1 (Koddamunai) on Baticalo-Trikondimadu- Trincomalee Road (A015) CRIP/WORKS/RDA/NCB /302	185.56	03.12.2015	31.10.2019	100.00	184.17	100.00	5.42
3	Reconstruction of bridges No. 4/3 & 27/2 and Widening of bridges No. 10/2 & 10/6 on Polonnaruwa – Thambala – Sungawila - Somawathiya (B488) Road – CRIP/WORKS/RDA/NCB/303	196.75	31.12.2014	30.06.2016	100.00	200.46	100.00	
4	Reconstruction of Bridge nos.53/1& 53/2 on Colombo-Ratnapura-Wellawaya Road (A004) CRIP/WORKS/RDA/NCB /304	177.63	08.02.2017	07.02.2018	100	72.05	100	
5	Rectification of unstable slope segments between 29+050 km and the culvert 42/8 along Kandy – Mahiyangana Road (A 026) CRIP/WORKS/RDA/NCB /305	189.67	30.12.2014	18.08.2016	100.00	207.97	100.00	
6	Rectification of unstable Slope Segments between culvert No's 43/4 & 51/2 on Kandy- Mahiyangana -Road(A026) CRIP/WORKS/RDA/NCB /306	183.45	29.12.2014	11.04.2018	96.72	262.35	100.00	
7	Rectification of unstable slope segment between the culvert 55/3 & 60+000 km on Kandy- Mahiyangana Road (A026) CRIP/WORKS/RDA/NCB /307	247.91	29.12.2014	21.01..2017	100.00	119.863	100.00	

No.	Road/ Bridge Name	TEC (Rs. Mn)	Commencement Date	Anticipated /Actual date of Completion	Progress up to 2019 (%)	Expenditure up to 2019 (With Vat) (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during 2020 (With Vat) (Rs. Mn)
8	Rectification of unstable slopes at Haggala along Peradeniya-Badulla-Chenkaladi Road (A005) CRIP/WORKS/RDA/NCB /308	316.06	25.05.2017	31.08.2018	67.00	242.73	82.00	19.93
9	Rectification of unstable slopes at 194 km post in Beragala along Colombo – Wellawaya – Batticaloa (A004) Road CRIP/WORKS/RDA/NCB /309	53.91	13.07..2017	31.08..2018	100.00	60.53	100.00	1.74
10	Rectification of unstable slope segments between culvert No 37/7 & 37/9 along Awissawella- Hatton- Nuwaraeliya (A007) CRIP/WORKS/RDA/NCB /310	33.62	26.10.2017	08.07.2018	100.00	27.51	100.00	
11	Rectification of unstable slope at Bridge no. 48/2 on Avvissawella – Hatton Road (A007) CRIP/WORKS/RDA/NCB /312	131.25	02.05.2017	15.04.2019	98.00	143.24	100.00	32.57
12	Construction of 02 New Bridges and Re- construction of Culvert No. 4/1 over Katu Ela on Gangodawila Boralesgamuwa Road (B134) CRIP/WORKS/RDA/NCB /313	111.02	13.05.2016	10.05.2017	100.00	74.19	100.00	
13	Construction of Bridge No. 3/1 on Bogahawewa – Pulmudai (B060) Road CRIP/WORKS/RDA/NCB/314	36.5	04.04.2016	31.10.2016	100.00	48.70	100.00	
14	Bridge at Culvert no. 2/1 on Kataragama – Sella Kataragama Road (B202) CRIP/WORKS /RDA/NCB /315	53.86	15.08.2016	31.03.2017	100.00	61.16	100.00	
15	Reconstruction of Bridge No. 24/1 on Ella-Kanthale Road (B010) CRIP/WORKS/RDA/NCB/316	136.88	26.05.2017	31.05.2019	67.50	133.05	99.90	9.60
16	Reconstruction of Bridge No. 3/3 on Makandura- Badalgama Road (B503) CRIP/WORKS/RDA/NCB/317	240.55	15.09.2017	31.07.2019	42.61	206.57	99.00	

No.	Road/ Bridge Name	TEC (Rs. Mn)	Commencement Date	Anticipated /Actual date of Completion	Progress up to 2019 (%)	Expenditure up to 2019 (With Vat) (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during 2020 (With Vat) (Rs. Mn)
17	Reconstruction Bridge No. 23/1 on Warakapola- Ruwanwella Road (B457) CRIP/WORKS/RDA/NCB/318	254.34	21.06.2017	31.03.2021	31.29	144.10	61.66	28.65
18	Construction of new bridge at Ch. 6+100 after Udappuwa town on Baththluoya-Udappuwa- Andimunei Road (B614) CRIP/WORKS/RDA/NCB/319	414.51	02.04.2018	31.03.2021	44.98	310.42	99.00	16.40
19	Construction of New Bridge Across Thalawila Estuary on Nainamadama – Iranawila- Chilaw road (B640) CRIP/WORKS/RDA/NCB/320	391.69	27.03.2019	31.03.2021	-	187.59	35.00	80.07
20	Stabilizing Rock Fall Locations on Kandy – Mahiyanganaya Road (A026) CRIP/WORKS/RDA/NCB/321	298.14	03.07.2019	31.03.2021	-	14.03	28.00	142.81
21	Rectification of unstable slope segment between culvert 48/5 & 48/8 on Kandy- Mahiyanganaya (A026) Road CRIP/WORKS /RDA/NCB/322	56.42	03.05.2018	31.03.2021	47.00	53.99	100.00	1.79
22	Supply and Installation of Instruments in land slide Mitigation Areas in A026, A004, A005 CRIP/WORKS/RDA/NCB/323	114.22	19.06.2019	31.03.2021	-	29.77	47.00	44.86
23	Fabricating & Erecting Arched Railings to Bridge No. 1/1 Batticaloa – Tirikkondiadimadu – Trincomalee(A015) Road across Batticaloa Lagoon CRIP/WORKS/RDA/NCB/324	19.51	19.08.2019	31.03.2021	-	3.89	55.00	15.61

No.	Road/ Bridge Name	TEC (Rs. Mn)	Commencement Date	Anticipated /Actual date of Completion	Progress up to 2019 (%)	Expenditure up to 2019 (With Vat) (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during 2020 (With Vat) (Rs. Mn)
24	Re-construction of Bridge No.60/5 on Thiruwanaletiya – Agalawatta (B421) Road CRIP/WORKS/RDA/NCB/325	175.32	20.09.2019	31.03.2021	-	31.69	36.00	77.56
25	Re-construction of 98/4 Bridge on Colombo – Ratnapura – Wellawaya – Batticaloa CRWB(A 004) Road & Re-construction of Bridge at 0+480km on Eheliyagoda Bypass Road CRIP /WORKS/ RDA /NCB /326	200.47	18.10.2019	31.03.2021	-	35.62	18.63	85.63
26	Construction of New Bridge to Replace Existing Causeway No.1/2 Across Malwathu Oya on Sri Bharatheendra Mawatha (B397 (h)), Anuradhapura CRIP/WORKS/RDA/NCB/327	216.32	09.10.2019	31.03.2021	-	49.27	5.00	89.99
27	Re-Construction of 02 Nos Beidges on National Highways in Gampaha Chief Engineers Region CRIP/WORKS/RDA/NCB/329	73.63	15.05.2020	31.03.2021	-	-	-	19.73
28	Re-Construction of 03 Bridges on National Highways in Colombo & Kaluthara Chief Engineers Region CRIP/WORKS/RDA/NCB/330	101.39	17.05.2020	31.03.2021	-	-	-	50.91
29	Re-Construction of 02 Nos Bridges on Paranthan-Kachchai-Mullaitivu (A035) Road in Mullaitivu Chief Engineers Region CRIP/WORKS/RDA/NCB/333	96.58	05.05.2020	04.10.2020	31.03.2021	-	-	68.56
30	Re-Construction of Bridge No 18/1 & 18/2 on Nawalapitiya-Dolosbage (B 318) Road in Kandy Chief Engineers Region CRIP/WORKS/RDA/NCB/334	41.79	06.05.2020	05.11.2020	31.03.2021	-	-	13.61

No.	Road/ Bridge Name	TEC (Rs. Mn)	Commencement Date	Anticipated /Actual date of Completion	Progress up to 2019 (%)	Expenditure up to 2019 (With Vat) (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during 2020 (With Vat) (Rs. Mn)
31	Re-Construction of 02 Nos Bridges on National Highways in Thangalle & Rathnapura Chief Engineers Region CRIP/WORKS/RDA/NCB/332	85.27	17.08.2020	31.12.2020	31.03.2021	-	-	23.05

Constraints

- Change of scope due to new slips.
- Delay due to design changes, resulted from unforeseen site conditions.
- Delay due to slow progress of the contractor due to inadequate resources, resulted from cash flow problems of the Contractor
- Delay due to adverse weather
- Delay in Land Acquisition (Required as per designs)
- Design, Preparation BOQ & Bidding Documents and implementing newly identified works using savings in CRIP
- Delayed due to COVID pandemic
- Payment Delays due to insufficient Budget Allocation provided in 2020 Vote on Account

32. Southern Road Connectivity Project

Southern Road Connectivity Project is funded by ADB under the loan no.3027. Total of five projects were planned under the above loan and two projects (CP-01 & CP-03, CP-04) were completed before 2020. All these projects include Performance Based Maintenance Contract for five years period after the completion of the construction.

Progress of activities during the year 2020

During 2020, construction work was carried out only for the project, rehabilitation/improvement of B-084 (south) road section from Kesbewa to Pokunuwita and A-004 road section from Kirulapana to Godagama. RDA/SRCP/ICB/ADB/CP-02

Procurement & Tendering were carried out for Rehabilitation/Improvement of A004 road selected sections from Kirulapana to Godagama, B084 road sections from Pamankada to Pokunuwita and Construction of Bridge 14/7 on B304 NKB road (CP-05).

Table 105: Progress of the Project as at end of 2020

Road Section	TEC (Rs.Mn)	Date of Commence ment	Date of Completion	Progress up to end of 2019	Expenditure up to end of 2019	Progress as at end of 2020	Expenditure During the Year 2020 (Rs. Mn.)
Rehabilitation /Improvement of Kesbewa to Pokunuwita B084 (13+800km to 23+400km) and Kirulapana to Godagama A004 (17+260km to 18+200km)	3,374.50	17.11.2016	26.12.2020	97%	2,599.439	100%	531.221

33. Priority Road Project 3

a. Priority Road Project 3 - Phase I

China Development Bank Co Ltd (CDB) has provided a US \$ 300 million for PRP 3 –Phase I. The objective of the project is to improve mobility of the National Highway Network of the country through the rehabilitation of sections of road selected on a priority basis spread throughout the country thereby facilitating access to vital services and contributing to economic development activities.

Under China Development Bank Funded Priority Roads Project 3 (Phase 1) twelve contracts were awarded in Central, Southern, Sabaragamuwa and North Western provinces.

These twelve contracts were undertaken by the three contractors as follows.

1. CATIC-ENG (08 Contracts - C1,C2,C3,C4,C5,C6,C10 & C12)
2. Hunan Construction (02 Contracts - C7 & C8)
3. Dagang (02 Contracts - C9 & C13)

Two Project Directors have been assigned to monitor the these contract each having 6 contract as follows

Project Director (A) – C2, C4, C5, C6, C10 & C13 (Supervised by RDA Project consultancy Unit)

Project Director (B) – C1, C3, C7, C8, C9 & C12 (Supervised by RDC & CEC consultancy at the beginning and later by RDA))

Further to above original contracts, additional works have been awarded to the same contractors as variations using available savings of the contracts, due to depreciation of rupees against the dollar.

Land Acquisition

No land acquisition work for PRP3 Phase 1, except C7 contract. Required land lots were given by the land owners voluntary. In C7 (Kandy – Jaffna road from Mahaiyawa junction to Katugastota bridge) land acquisition was involved as the road was to widen from two lane standard road to four lane standard road.

Constrains to Progress and the Remedial Actions Taken /Proposed.

The followings were affected for the progress of some original contracts.

- Adverse weather conditions.
- Increasing of quantities of critical activities of the contract.
- Delay of getting required land areas for proposed widening of roads.

The delays caused due to above reasons were evaluated as per the contractual documents and EOT had been approved accordingly.

Further to above some variation works were effected due to spreading of Covid 19 in Sri Lanka.

Table 106: Progress Summary of Priority Roads Project - 3 (Phase I)

No.	Road Name	Length (km)	TEC (Rs.Mn.)	Date of Commencement	Date of Completion	Progress Up to End of 2018	Expenditure Up to end of 2018 (Rs.Mn.)	Progress Up to End of 2019	Expenditure during 2019 (Rs.Mn.)
1	C1– Kiriella-Nedurana-Eheliyagoda Road,B222 (0.00 – 14.75km)	14.75	3,422.00	09.09.2014	08.09.2016	100.00%	3,407.45	100%	0.00
2	C2- Ratnapura - Palawela - Karawita Road: B390 (0.0 - 21.28 km)	21.28	4,207.92	09.09.2014	08.09.2016	100%	4,207.92	100%	0
3	C3 – Ratnapura-Wewelwatte Road: B391(0.00 – 27.5km)	27.5	5,176.26	09.09.2014	08.09.2016	100.00%	5,171.69	100%	0.00
4	C4-Veyangoda - Ruwanwella Road: B445(12.4 - 32.2 km)	19.80	4,080.00	24.10.2014	23.04.2017	100%	4,752.52	100%	768.51
	VO-17:Balagolla Jumma Mosque Circular Road- Non RDA: (0.0 - 4.6 km)	4.60	300.00	20.04.2018	19.02.2019	100%		100%	
	VO-18:Anwarama - Kodeniya - Weganthale Road: Non RDA (0.0 - 3.0 km)	3.00	287.00	21.01.2019	20.01.2020	100%		100%	
	VO-19:Paragammana - Dikella - Atugoda - Wanduradeniya Road: B604 (0.0 - 7.0 km)	7.00	572.00	21.05.2019	20.05.2020	55%		55%	
	VO-20:Meedeniya Hapuwita Road: Non RDA (0.0 - 2.5 km)	2.50	367.00	17.07.2019	16.05.2020	55%		55%	
5	C5-Meegahajandura - Kumaragama Road: Non RDA (0.0 - 8.8 km)	8.80	862.00	24.10.2014	23.10.2015	100%	862.03	100%	0
6	C6 – Galle - Udugama Road : B129 (0.0 - 35.35 km)	35.35	4,883.00	24.10.2014	23.04.2017	100%	4,882.51	100%	0.00
7	C7- Kandy- Jaffna Road (1.65 – 3.9km)	2.25	1,998.03	03.06.2015	16.11.2017	100%	1,748.17	100%	226.40
	VO-09: Gadaladeniya - Paranapattiya Road (0.00-3.5 km)	3.5	498.03	02.07.2018	01.07.2019	23%		100%	
	VO 12 - Gadaladeniya - Paranapattiya Road (3.5 – 5.2 km & 5.7 – 7.7 km)	2.7	140	01.07.2020	31.10.2020	0%		100%	
8	C8– Marawilla- Udubaddawa Road(0.00 – 19.55km)	19.55	2,646.52	24.10.2014	23.10.2016	100%	2,511.63	100%	90.08

No.	Road Name	Length (km)	TEC (Rs.Mn.)	Date of Commencement	Date of Completion	Progress Up to End of 2018	Expenditure Up to end of 2018 (Rs.Mn.)	Progress Up to End of 2019	Expenditure during 2019 (Rs.Mn.)
	VO-12: 04 no of Provincial Roads in Bingiriya Electorate	16.50	552.00	15.01.2018	15.10.2018	97%		100%	
	VO- 13:Ganeetenna - Mahantegama - Kovilkand Road	4.6	260.17	21.01.2019	20.07.2019	98%		100%	
9	C9– Rambukkana- Katupitiya Road (0.00 – 9.81km)	9.81	1,305.01	24.10.2014	23.04.2016	100%	2,863.97	100%	259.00
	C9 – Dambokka-Katupitiya Road (0.00 – 8.75km)	8.75	1,588.5	24.10.2014	23.04.2016	100%		100%	
	VO-06: Galaha - Uda Delthota - Belwood Road	5.00	380.33	15.03.2017	13.02.2018	100%		100%	
	VO-07: Naduwatta - Puranpotta Road	3.00	317.49	01.07.2019	30.06.2020	21%		100%	
10	C10-Hiniduma - Opatha - Pitabaddara Road: B156 (0.0 - 31.5 km)	31.50	5,076.00	09.09.2014	08.03.2017	100%	5,617.30	100%	994.32
	VO-08:Minigamuwa Syurupitiya Road : Non RDA (0.0 - 5.5 km)	5.50	500.00	20.04.2018	19.02.2019	100%		100%	
	VO-09:Alwathura -Yatapana - Kotiyakubura Road: B605 (0.0 - 6.15 km)	6.15	537.00	27.05.2019	26.05.2020	22%		100%	
	VO-10:Nelundeniya - Alawwa Road: B539 (2.00 - 8.00 km)	6.00	592.70	05.09.2019	04.12.2020	15%		100%	
11	C12 – Ayagama- Egaloya Road (0.00 – 23.00km)	23.15	4,412.71	09.09.2014	08.03.2017	100%	4,412.02	100%	0.00
12	C13-Mawanella Hemmathagama - Gampola Road : B279(0.0 - 26 km)	26.00	5,640.00	18.06.2015	17.06.2017	100%	6296.91	100%	10.00
	VO-01:Nelligala International Buddhist Center Road: Non RDA (0.0 - 2.4 km)	2.40	300.00	17.07.2017	16.01.2018	100%		100%	
	VO-02:Warapitiya - Malgahamula - Kirimetiya Road : Non RDA (0.0 - 3.5 km)	3.50	200.00	17.07.2017	16.04.2018	10%		100%	

b. Priority Road Project 3 – Phase II

The China Development Bank provided credit facilities to improvement and rehabilitation of 128.28 km roads in Kandy and Kegalle District. The loan amount of the project by CDB bank is US\$ 100.00 million and covers 84.987% contract price of USD 117,572,967.39.

20 roads were selected for the project and the civil works contracts were awarded to China National Aero Technology International Engineering Corporation (CATIC – ENG) with the approval of the Cabinet of Ministers. Total estimated cost for the project is Rs.16,000 Mn. Construction supervision is done by the RDA Project Consultancy Unit (PCU).

Original 20 contracts were completed. 08 variation roads were commenced as follows,

01. Hedeniya - Medawala Road	-	Completed
02. Pussallawa Town - Pussallagama - Ulpotha Road	-	Completed
03. Debathgama - Kalugala Road	-	Completed
04. Kannaththota - Ihalagama Road	-	Completed
05. Improvement of Bulathkohupitiya Town (Stage 1)	-	Completed
06. Improvement of Bulathkohupitiya Town (Stage 2)	-	98%
07. Improvement of Mawanella Town	-	98%
08. Construction of pedestrian overhead bridge across Sangaraja mawatha	-	100%

According to the loan closure, on 31.12.2020 scope of the on going variation projects were revised.

Overall Physical as at 31st December 2020	-	99.9%
Overall Financial as at 31st December 2020	-	100%

Table 107: Progress Summary of Priority Roads Project - 3 (Phase II)

Road / Bridge Name		Length /km	Date of Commencement	Anticipate date of Completion	Progress up to end of 2019	Expenditure up to end of 2019	Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
C23	Katugastota - Medawala Road(0.00km – 10.00km)	10	03/12/2016	02/06/2018	95.9%	16,410.48	99.9%	2,981.83
C24	Thibbutta Junction - From Demaralaawa - Penanetipola - Battagalla Road (0.00km – 5.00km)	5	03/12/2016	02/06/2018				
C24 VO	Hedeniya - Medawala Road (0.00km – 3.30km)	3.3	15/03/2018	14/03/2019				
C25	Hapugahayatenna - Watadeniya Road (0.00km – 8.00km)	8	03/12/2016	02/06/2018				
C26	Naranwita - Udadeniya - Wewatenna - Niyangama Road (0.00km – 5.00km)	5	03/12/2016	02/06/2018				
C27	HeenNarandeniya Junction - UdiwitaElpitiya Road Elipitiya river - Weligalla Junction (0.00km – 5.00km)	5	03/12/2016	02/06/2018				
C28	From Nilamba Gurukale Junction to Godawala (Doluwa Road) on Starting from Kandy Galaha Main Road(0.00km – 6.00km)	6	03/12/2016	02/06/2018				
C28 VO	Pussellawa Town - Pussallagama - Ulpotha Road (0.00 – 2.90km)	2.9	23/04/2018	22/04/2019				
C29	Kotaligoda - Thismada Road (0.00km – 5.00km)	5	03/12/2016	02/06/2018				
C30	Eramuduliyadda - Kolugala - Thismada Road (0.00km – 5.00km)	5	03/12/2016	02/06/2018				
C31	Nawalapitiya - Nagaswella Road(0.00km – 11.00km)	11	03/12/2016	02/06/2018				
C32	From Wahugapitiya - Nuwara Eliya Rd to Doragala Via Chappiliyawatta(0.00km – 2.00km)	2	03/12/2016	02/06/2018				
C33	Yatirawana - Balapola Road(0.00 km– 2.00km)	2	14/12/2016	13/06/2018				
C34	A.C.S. Hameed Mawatha (0.00km – 1.75km)	1.0	13/01/2017	12/07/2018				
C35	Mahanuwara Aruppola Mawatha No.5 (From Bakery Junction to Aruppola Junction) (0.00km – 0.5km)	0.5	14/12/2016	13/06/2018				
C36	Rambukkana - Mawanella Road(0.00km – 1.00km and 6.00km – 16.89km)	11.79	14/12/2016	13/06/2018				
C37	Bulugolla - Dombemada-Wahawa Road (4.10km – 11.75km)	7.65	14/12/2016	13/06/2018				

Road / Bridge Name		Length /km	Date of Commencement	Anticipate date of Completion	Progress up to end of 2019	Expenditure up to end of 2019	Progress as at end of 2020	Expenditure during the year 2020 (Rs. Mn)
C38	Mawanella – Aranayaka – Horewela Road (0.00 km– 14.43km)	14.43	14/12/2016	13/06/2018				
C38 VO	Debathgama - Kalugala Road (0.00km – 5.00km)	5.00	15/02/2019	14/02/2020				
C39	Gevilipitiya – Hettimulla Road (0.00km – 14.00km)	14.00	14/12/2016	13/06/2018				
C39 VO	Kannaththota – Ihalagama Road (0.00km – 2.10km)	2.10	15/02/2019	14/02/2020				
C40	Kegalle – Bulathkohupitiya – Karawanella Road (5.65km -16.00km)	10.35	14/12/2016	13/06/2018				
C40 VO 9	Improvement of Bulathkohupitiya Town (Stage 1) (24.00km – 25.50km)	1.50	05/09/2019	04/09/2020				
C40 VO 10	Improvement of Bulathkohupitiya Town (Stage 2) (25.5km – 26.00km)	0.5	06/08/2020	31/12/2020				
C41	Kegalle – Siyabalapitiya – Dewalagama road (1.95km – 4.58km)	2.63	14/12/2016	13/06/2018				
C41 VO 8	Improvement of Mawanella Town (89.00 km– 91.00km)	2.00	05/09/2019	04/09/2020				
C41 VO 9	Construction of pedestrian overhead bridge across Sangaraja mawatha at HNB junction Kandy	-	27/08/2020	31/12/2020				
C42	Mabopitiya – Degalathiriya road (1.95km – 3.70km)	1.75	14/12/2016	13/06/2018				

34.China EXIM Bank (Hunan Branch) Funded Project

The EXIM Bank of China (Hunan Branch) provide credit facilities to widening and improvement of 64.31 km roads (five roads) and reconstruction of 13 bridges in Central and Uva provinces of Sri Lanka.

The loan amount of the project by the EXIM bank is US\$ 84.00 million for which cover the 85% contract price of USD 99,987,003.46 (Rs. 12,676,162,322.71).

The civil works contracts were awarded to Hunan Construction Engineering Corporation with the approval of the Cabinet of Ministers and construction supervision is done by the RDA Project Consultancy Unit (PCU).

Progress of Activities during Year 2020

Table 108: Progress of Road Package

No.	Activities	Progress as at 31.12.2020
1	Clearing and Grubbing	97%
2	Roadway Excavation	97%
3	Embankment Construction	83%
4	Structure Construction	97%
5	Sub Base	83%
6	ABC	75%
7	Asphalt laying	69%

Table 109: Progress of Bridge Package

No.	Activities	Progress as at 31.12.2020
1	Bridge Foundation	98%
2	Abutment Construction	97%
3	Pier Construction Capping Beam	97%
4	Pier Beam launching	95%
5	Deck Slab	90%
6	Approaches	82%
7	Hand rails & Up rights	82%
8	Foot walk Construction	82%
9	Asphalting	82%

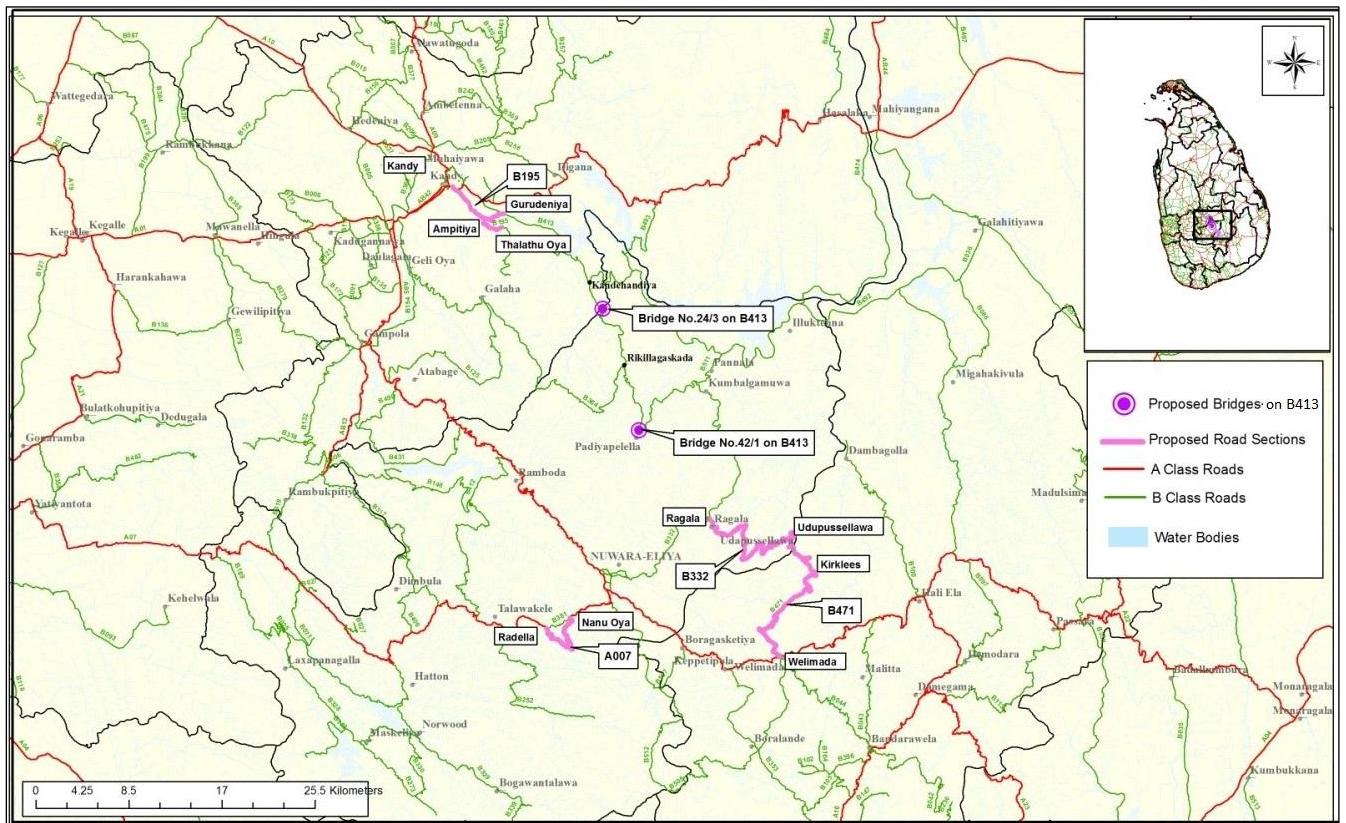
In addition to original scope,

2 variations are in progress as given below;

- Construction of underpass in front of Peradeniya Teaching hospital entrance on Colombo-Kandy road - progress 76%
- Beragala to Koslanda Road Section (Ch.190+000 – Ch.196+000km) on Colombo – Ratnapura – Wellawaya – Batticalo Road (A004) - progress 1%

Table 110: Progress Summary of the China EXIM Bank (Hunan Branch) Funded Project

	Road / Bridge Name	Length (km)	TEC (Rs.Mn)	Date of Commencement	Anticipate date of Completion	Progress up to end of 2019	Expenditure up to end of 2019	Expenditure up to end of 2019	Expenditure during the year 2020	
C1	Kandy - Kirimatiya Road	7.64	14,000	29.11.2018	28.11.2020	43%	3,558.27	86%	5,322.8	
	Ampitiya -Gurudeniya Road	2.25								
	Nuwara Eliya - Ragala - Udupussellawa Road	27								
	Walimada - Kirkless Road	17.83								
	Avissawella - Hatton - Nuwara Eliya Road	9.59								
C2	Reconstruction of Bridges in Tennakumbura - Rikillagaskara - Ragala (40/2 & 23/1)			29.11.2018	28.05.2020					
	Reconstruction of Bridge in Kandy - Kirimatiya Road (3/2)									
	Reconstruction of Bridges in Nuwara Eliya - Ragala - Udupussellawa Road (23/3, 27/2, 30/4, 31/5, 34/8, 37/1 and 38/5)									
	Reconstruction of Bridges in Walimada - Kirkless Road (1/1, 2/5 and 7/7)									
	Construction of underpass in front of Peradeniya Teaching hospital entrance on Colombo-Kandy road.				28.05.2020					27.05.2021
	Beragala to Koslanda Road Section (Ch.190+000 – Ch.196+000km) on Colombo – Ratnapura – Wellawaya – Batticalo Road (A004)				10.12.2020					09.09.2021



Map 15: China EXIM Bank (Hunan Branch) Funded Project



Avissawella - Hatton – Nuwara Eliya Road



Nuwara Eliya – Ragala – Udapussellawa Road (38/5)

35. Northern Road Connectivity Project (NRCP) – Additional Financing

Northern Province (NP) and North Central Province (NCP) were the worst conflict-affected regions emerging from nearly three decades of civil war. The damage to physical infrastructure had been severe and extensive, and particularly the road network lies in a state of disrepair. People in this region no longer had access to social needs. The mobility between Northern part and the country's rest of the regions was also poor due to the substantial travel time required. Linking national arterial roads were in inadequate condition and it was hindered the spread of economic activities and development. Therefore, the Government of Sri Lanka has obtained a loan from Asian Development Bank (ADB) to rehabilitate and improve the 191 km roads in the Northern region and its link roads under the Northern Road Connectivity Project (NRCP) and completed in 2015.

ADB provided additional financing for rehabilitation of another 117.4 km of national highways consisting of 61.2km of Class 'A' roads and 56.2km of Class 'B' roads in NP and NCP. The total project cost of Additional Financing is estimated \$135.5 Million at appraisal.

The overall project performance was satisfactory. All the initial contracts of civil works completed at the end of the year 2015 and those are in the period of Performance based maintenance. Additional three contract packages CP-22, CP-23 and CP-24 were awarded from the savings of the contracts.

Table 111: Progress of Northern Road Connectivity Project – Additional Financing

Road/project Name	Length (km)	Total Estimated Cost (Rs.Mn)	Date of Commencement	Anticipate Date of Completion	Progress as at end of 2019	Expenditure up to end of 2019 (Rs.Mn)	Progress as at end of 2020	Expenditure during the Year 2020 (Rs.Mn)
CP 11-Rehabilitation / Improvement of A 029 - Vavuniya-Horowupathana Road from 24+000km to 34+950km	10.95	990.41	24.08.2013	28.04.2015	100%	950.40	100%	0.25
CP 12-Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road from 0+000 km to 12+600km	12.6	725.68	28.08.2013	25.04.2015	100%	627.63	100%	11.67
CP 13-Rehabilitation / Improvement of B283 – Medawachchiya-Kebithigollewa Road from 12+600km to 25+400km	12.80	721.61	28.08.2013	25.04.2015	100%	593.06	100%	4.97
CP 14-Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road from 0+000 km to 15+500 km	15.50	885.27	28.08.2013	25.04.2015	100%	736.91	100%	5.15
CP 15-Rehabilitation / Improvement of B 211 – Kebithigollewa-Padaviya Road from 15+500 km to 31+345km	15.85	1,020.29	28.08.2013	25.04.2015	100%	875.67	100%	7.28
CP 16-Rehabilitation / Improvement of A 014 - Medawachchiya - Mannar Road from 47+000 to 62+100km	15.1	1,183.78	12.12.2013	9.08.2015	100%	1279.14	100%	6.19
CP 17-Rehabilitation / Improvement of A 014 - Medawachchiya - Mannar Road from 62+100 to 76+500km	14.4	1,102.62	12.12.2013	9.08.2015	100%	965.17	100%	0.66
CP 18-Rehabilitation / Improvement of AB 019 - Jaffna -Pannai-Kayts Road from 0+000km to 10+000km	10.0	1,655.00	12.12.2013	9.08.2015	100%	1623.63	100%	24.92
CP 19-Rehabilitation / Improvement of AB 019 - Jaffna -Pannai-Kayts Road from 10+000km to 20+275km	10.28	1,210.09	12.12.2013	10.06.2015	100%	1046.56	100%	16.83
CP 22-Rehabilitation / Improvement of A09 -Kandy – Jaffna Road from 141+100km to 150+400km	9.64	799.54	30.03.2017	29.03.2018	100%	842.30	100%	-
CP 23 Rehabilitation / Improvement of B 282 -Medawachchiya-Horowpathana Road from 10+000km to 23+000km	13.00	533.62	30.03.2019	05.08.2020	58%	221.15	100%	194.10
CP 24-Rehabilitation / Improvement of B 282 -Medawachchiya-Horwpothana Road from 23+000km to 37+800km	14.8	588.67	30.03.2019	10.08.2020	64%	297.32	100%	223.61

36. Port Access Elevated Highway Project

Traffic congestion in the Colombo metropolitan area will be further aggravated due to the volume of traffic entering Colombo city along the Colombo Katunayake Expressway (CKE) which will connect to the Outer Circular Highway (OCH), proposed Central Expressway (CE) and traffic attracted by the Colombo Port Development Project and Port City Project. Traffic will enter the Colombo metropolitan area via New Kelani Bridge (NKB) which is scheduled to be constructed in 2021. Extension of the Expressway Network to the economic, administrative and transport hubs in the Colombo area has become important to improve the overall transport efficiency within densely populated Colombo.

The option of widening of existing roads has become economically unrealistic due to potentially large-scale land acquisition and resettlement requirements. To explore and assess alternative options, the Government has undertaken a feasibility study and a detailed design for an elevated highway and decided to construct the Port Access Elevated Highway from Ingurukade Junction to Fort link/ Galle Face. This links the New Kelani Bridge along the Port Access road and via the Port Authority premises. The total length of the road is 5.27 km.

Table 112: Summary Progress of Port Access Elevated Highway Project

Description	TEC (Rs.Mn)	Date of Commencement	Anticipated date of Completion	Progress Up to end of 2019	Progress as at end of 2020	Expenditure Year 2020 (Rs. Mn)
Construction of Port Access Elevated Highway	28,002	Sep-19	Jan-23	3%	23%	5,242.4
Construction of Maritime Facilitation Center (Building)	4,200	Jul-21	Mar-23	0%		
Piling works for Maritime Facilitation Center (Piling)	624	Jun-19	Dec-19	84%	100%	469.8
Contractor for Electronic toll Collection System	4,480	Feb-23	Dec - 22	0%		
Construction Supervision of PAEH	1,290	Sep-19	Sep - 25	3%	26%	287.4
Consultant for Electronic toll Collection System Management	550	Oct-21	Aug - 22	0%		
Individual Consultant-Structural Advisor	65	Jan-21	Dec -22	0%		
Individual Consultant-Contract Engineer	20	Jan-21	Dec- 24	0%		
Design of Building & Construction Supervision of Port Building	98	Jun-19	Mar - 20	70%	90%	17.9
Interest and Commitment Charges						166.5
Other(PMU/tax)						21.6
Total						6,205.6

37. UK Steel Bridge Project

a. UK Steel Bridge Project– Phase II

UK Steel Bridge Project Phase II was initiated with a proposal received from Mabey Bridge for 104 bridges with a loan amounting to £45 million. Project Duration was 4 years. The Contract Agreement signed with the Supplier on 26th April 2012 and the loan was effective from 16th September 2013. However, the initial supply contract agreement was amended in nine instances by signing Contract Clarifications (CC) within the initial contract sum. No of bridges as per Contract Clarification No. 09 signed on 28/08/2017 is 80 (total bridge length is 3,142.05m).

Most of the bridges have been completed and only few were under construction. During the year 2020, payments were made for ongoing work as well as already completed work.

Table 113: Overall Progress of activities during the year 2020 - UK Steel Bridge Project - Phase II

Project Activity	TEC (Rs.Mn)	Date of Commencement	Date of Completion	Physical progress at the end of 2019	Cumulative expenditure as at end of 2019 (Rs. Mn)	Physical progress at the end of. 2020	Expenditure during 2020 (Rs. Mn)
Supply of Bridges	7,693	16-Sep-13	16-Sep-16	100%	7,692.98	100%	-
Design & Survey	102	16-Sep-13	16-Sep-17	100%	102.43	100%	-
UK Technical Assistance	317	16-Sep-13	16-Sep-17	100%	317.46	100%	-
Local Services & Local Materials Support (Loan)	1,243	16-Sep-13	16-Sep-17	100%	1,242.76	100%	-
Balance Part cost of substructure Construction by Local Contractors (GOSL) / Local Taxes and Shifting of Services (GOSL)	2,850	16-Sep-13	16-Sep-17	99.75%	2,728.93	99.9%	89.74
Total	12,205			99.75%	12,084.56	99.95%	89.74
FA(L): Foreign Aid (Loan) 12	9,355	16-Sep-13	16-Sep-17	100%	9,355.63	100%	-
FARDF: Foreign Aid Related Domestic Funds 17	2,850	16-Sep-13	16-Sep-17	99%	2,728.93	99.9%	89.74

Table 114: Progress of activities of UK Steel Bridge Project - Phase II during year 2020 (Projects directly Implement by the PMU)

No	Name of the Road/ Bridge	Length (m)	Total estimate cost Rs.Mn	Commencement Date	Target Completion Date	Cumulative Expenditure as at end of 2019 (Rs. Mn)	Physical Progress at the end of year 2019	Physical Progress at the end of year 2020	Expenditure during the year 2020 (Rs. Mn)
1	Bridge Over Galoya Connecting Salgashandiya River Bank Road	172.4	107	25-Oct-13	24-Apr-15	86.39	100%	100%	2.33
2	Bridge Across Kelani River on Eswaththa Ranwala Road	148	107	10-Dec-14	6-Oct-17	142.15	99%	100%	9.65
3	Bridge No.1/5 on Elpitiya - Avittawa - Lewwanduwa	12.2	107	2-Feb-15	1-Feb-16	72.01	98%	100%	3.24
4	Bridge No.24/4 on Horawala - Pelawatta - Pitigala Road	24.4					95%	100%	
5	Bridge No.24/4 on Horawala - Pelawatta - Pitigala Road (Bypass Bridge)	33					100%	100%	
6	Bridge at Kurugammodara across Kalu Ganga	83.5	175	3-Mar-15	1-Jun-16	137.17	90%	99%	10.33
7	Bridge No. 28/9 on Katugastota-Madawala-Bamberella Road	21.3	48	11-Dec-15	3-Jun-17	34.76	97%	100%	1.90
8	Bridge No. 12/8 Kaluaggala - Labugama Road	33.5	99	23-Mar-16	2-Oct-17	85.08	95%	100%	1.79
9	Reconstruction of Bridge no.2/3 on Madatugama Andiyagala Road	9.144	37.95	8-Sep-16	8-Jun-17	27.30	100%	100%	0.43
10	Reconstruction of Bridge no. 2/1 on Mawanella - Aranayake - Horawela Road	9.144	7.35	12-Sep--2016	12-Sep-17	16.18	100%	100%	0.85
11	Reconstruction of Bridge no. 284/1 on Colombo - Ratnapura - Wellawaya - Batticaloa Road	63	180.00	21-Sep-16	20-Sep-17	119.31	85.9%	99%	4.99

No	Name of the Raod/ Bridge	Length (m)	Total estimate cost Rs.Mn	Commencement Date	Target Completion Date	Cumulative Expenditure as at end of 2019 (Rs. Mn)	Physical Progress at the end of year 2019	Physical Progress at the end of year 2020	Expenditure during the year 2020 (Rs. Mn)
12	Reconstruction of Bridge no. 14/6 on Lindula to End of Agras Road	21.34	153	10-Oct-16	10-Oct-17	84.61	49.1%	95%	39.68
13	Reconstruction of Bridge no. 14/6 on Lindula to End of Agras Road (Bypass bridge)						100%	100%	
14	Reconstruction of Bridge no. 16/8 on Lindula to End of Agras Road	15.24					88.0%	99%	
15	Reconstruction of Bridge no. 16/8 on Lindula to End of Agras Road (Bypass Bridge)						100%	100%	
16	Construction of Bridge no. 4/3 on Malwala Carney Road	15.24	109.00	10-Nov-16	10-Nov-17	85.72	99%	100%	4.77
17	Construction of Bridge no. 9/11 on Malwala Carney Road	37.37					97%	100%	
18	Reconstruction of Bridge no. 1/7 on Rathnapura - Wewalwatta Road	15.24	41.00	21-Nov-16	21-Aug-17	22.42	78%	100%	5.03
76	Reconstruction of Bridge no. 1/7 on Rathnapura - Wewalwatta Road (Bypass Bridge)	18					100%	100%	
77	Reconstruction of Brodge no. 13/10 on Malwala Carney Road	24.38	99.00	21-Nov-16	21-Aug-17	50.570	60%	96%	4.75

b. Spanish Flyover Project

The Road Development Authority (RDA) and Centunion, Española de Coordinación Técnica y Financiera, S.A. (CENTUNION) signed a contract agreement on 5th December 2014 and the subsequent addendum no. 1 on 20th February 2015, for the implementation of the design, supply and construction of the Polgahawela, Ganemulla and Rajagiriya Flyovers Project, through which all Goods and Services for the design, fabrication, supply and construction of the three flyovers are delivered and rendered by CENTUNION.

Details of the Credit facility;

Loan Currency	:	EURO
Loan Type	:	Buyer's Credit
Loan Portion as % of Total Loan	:	30%
Funding Agency	:	BBVA, Spain
Interest Rate	:	EURIBOR+1.95%
Grace Period (Years)	:	3
Payback period (Years)	:	13
Loan Amount	:	16,112,847.00
Loan Type	:	Concessional
Loan Portion as % of Total Loan	:	70%
Funding Agency	:	ICO Thru BBVA, Spain
Interest Rate	:	0.15%
Grace Period (Years)	:	4
Payback period (Years)	:	40
Loan Amount	:	37,596,643.00
Total Value of the Loan	:	53,709,490.00

Under the project Construction of the Polgahawela, Ganemulla and Rajagiriya Flyovers were completed in year 2018 with a credit facility of € 53 provided by BBVA, Spain. GOSL fund component for the project is Rs. 900 Mn.

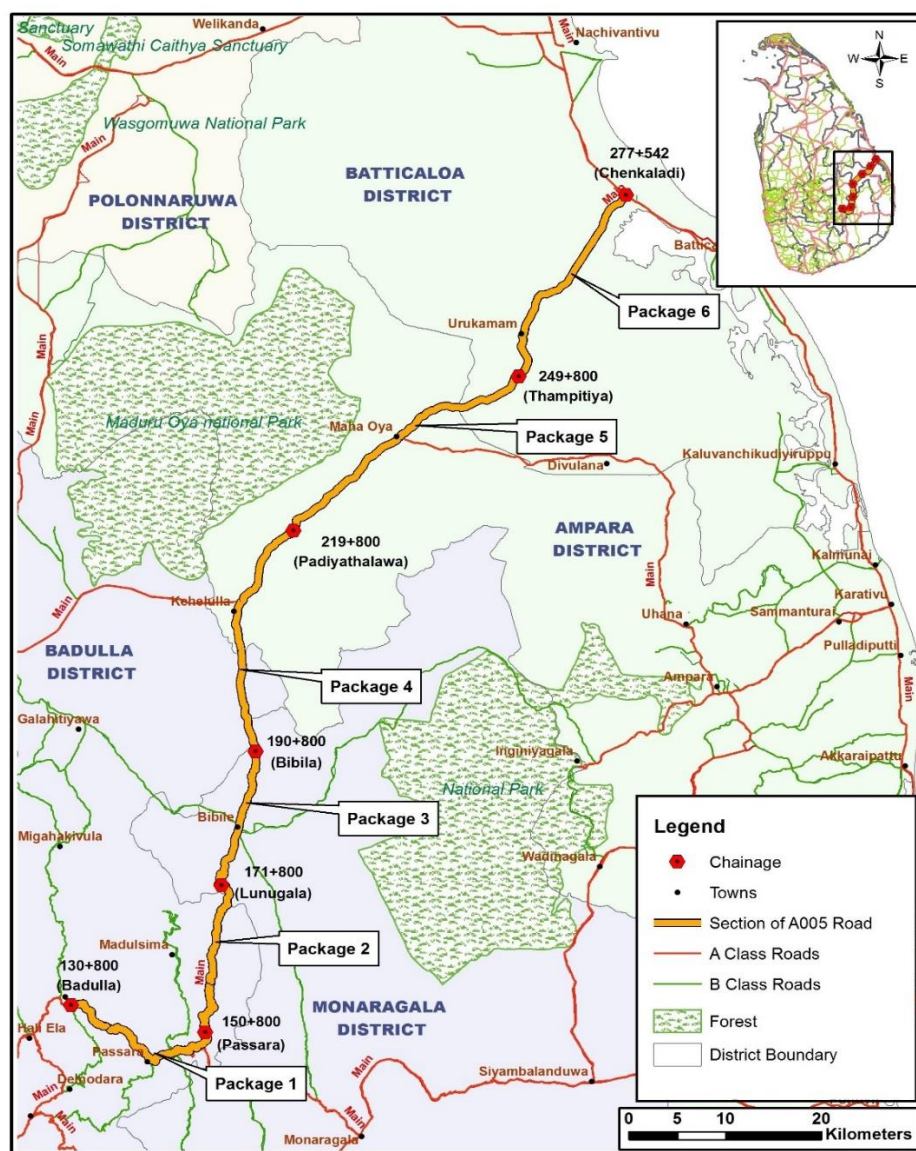
Table 115: Contract Values of Flyovers

Flyover	Contract Value (Rs. Mn)
Polgahawela	€ 13,943,780.00
Ganemulla	€ 11,191,216.00
Rajagiriya	€ 28,574,494.00

In 2020, Rs.34.75 Mn worth payments were made as compensation for the lands acquired for the project

38. Badulla Chenkaladi Road Improvement Project

Rehabilitation and improvement of Peradeniya-Badulla-Chenkaladi road (A005) from Badulla to Chenkaladi (approx.147km) except major bridges and last 4 km section at the Chenkaladi end. Saudi fund for Development (SFD) and OPEC fund for International Development (OFID) provide equal loan amounts of 60 Mn US\$ and the Government of Sri Lanka has contributed US\$ 20.0 Mn.



Map 16: Badulla Chenkaladi Road Improvement Project

Project Details

The road length is divided into six packages, three for component A and three for component B. There are two consultants and three contractors under each consultant to implement the works. Supervision consultants for Component B is MG-ECL JV and for Component A, Resources Development Consultant.

Component B (OFID) :

Badulla to Passara - Package 01 - International Construction Consortium (Pvt.) Ltd. -
 Passara to Lunugala - Package 02 - VVK – AMSK Joint Venture
 Lunugala to Bibile - Package 03 - K. D. Ebert & Sons Holdings (Pvt.) Ltd.

Bridge construction under component B

Package 01 - 05 nos.
 Package 02 - 07 nos.
 Package 03 - 06 nos.

Component A (SFD) :

Bibile to Padiyathalawa - Package 01-Consulting Engineers & Contractors (Pvt.) Ltd.
 Padiyathalawa to Tampitiya - Package 02- Consulting Engineers & Contractors (Pvt.) Ltd.
 Tampitiya to Chenkaladi - Package 03-Maga Engineering (Pvt.) Ltd -

Bridge construction under component A.

Package 01 - 07 nos.
 Package 02 - 10 nos.
 Package 03 - 22 nos.

Progress of activities during the year 2020***Land acquisition***

Land acquisition is done by the project with the support of Divisional Secretariats, Survey Department, Valuation Department etc. 38(a) gazette notice was published for all eight DS Divisions and progress of land acquisition process is shown in table below.

Table 116: Land acquisition Progress up to end of 2020

DS division	Private lots	Section 9 inquiry in to title	Section 10(1) decision on title	Send to the valuation	Received from the valuation	Section 17 awarding compensation	Payment of compensation	Interest payment
Badulla	495	359	324	296	288	226	140	28
Passara	1007	815	824	824	776	274	211	3
Lunugala	1298	942	937	934	821	510	328	-
Bibila	542	542	542	542	542	542	542	4
Rideemaliyadda	13	13	13	13	13	11	11	-
Padiyathalawa	10	10	10	10	10	10	9	-
Mahaoya	16	37	37	37	-	-	-	-
Erawurpaththu	0	-	-	-	-	-	-	-

Table 117: Progress of Badulla Chenkaladi Road Improvement project

Road Section	TEC (Rs.Mn)	Date of Commencement	Anticipate date of completion	Progress Up to End of 2019 %	Expenditure Up to end of 2019 (Rs.Mn)	Progress as at end of 2020 %	Expenditure During year 2020 (Rs.Mn)
Badulla to Passara (130+800km - 150+800km)	10,500.00	OFID Package 01 - 12.01.2017	OFID Package 01 - 12.11.2020	72.02%	5,506.545	100.00%	1,982.261
Passara tp Lunugala (150+800km- 171+800km)		OFID Package 02 - 12.01.2017	OFID Package 02 - 29.12.2020	62.00%		77.00%	
Lunugala to Bibile (171+800km - 190+800km)		OFID Package 03 - 26.07.2017	OFID Package 03 - 20.11.2020	32.57%		49.96%	
Bibile to Padiyathalawa (190+800km- 219+800km)	10,500.00	SFD Package 01 - 18.07.2018	SFD Package 01 - 31.05.2021	46.50%	1,709.255	93.20%	2,912.229
Padiyathalawa to Tampitiya (219+800 km- 249+800km)		SFD Package 02 - 18.07.2018	SFD Package 02 - 31.05.2021	67.20%		81.50%	
Tampitiya to Chenkaladi (249+800km - 277+550km)		SFD Package 03 - 22.10.2018	SFD Package 01 - 30.06.2021	36.73%		95.52%	

- Contract Period :- 3 Years
- Commencement Date :- 19.12.2017
- Revised date of Completion:- 27.03. 2021

➤ **Package II: Extradosed Bridge Section**

Construction of Main Line

Road Length: 1,185 m

Main Bridge Line (6-Lane) 27.5m: Extradosed Bridge (L=380m)

Approach Bridge (6-Lane) 27.5m: PC Box Girder Bridge (L=460m)

Approach Bridge (5-Lane) 24.0m: PC Box Girder Bridge (L=165m)

Earthwork (6 Lane): 29.0m Pile Foundation

Construction of Bypass to the CKE

Contract details:

- Contract Price :- Rs. 9,896,031,590.80
- Contractor :- SMCC-Sanken JV(Joint Venture formed between Sumitomo Mitsui Construction Co. Ltd and Sanken Construction Ltd)
- Contract Period :- 3 Year
- Commencement Date :- 18.10.2017
- Revised date of Completion :- 28 March 2021

Funding for the Project

Funds for this project are provided from JICA and GOSL. The JICA component is provided through a loan signed between JICA and GOSL (Loan No. SL-P111). A total of Japan Yen 35, 020 Million is provided through the loan and out of this provision in the loan, Japan Yen 28, 032 Million is allocated for civil works and Japan Yen 4, 072 Million is allocated for Consultancy Services.

Loan Details:

- | | | |
|------|-------------------------|--------------------------------------|
| I. | Loan Amount | : Japan Yen 35,020 Million |
| II. | Date of Signing of Loan | : 28 March 2014 |
| III. | Effective Date | : 01 st July 2014 |
| IV. | Disbursement Period | : Up to 1 st of July 2023 |

Funds from the Loan For:

- Two Contract Package (Package I and Package II)
- Cost of relocation of CEB High-Tension Power Lines
- Relocation of the buildings occupied by the Sri Lanka Atomic Energy Board (SLAEB) and Automobile Engineering Training Institute (AETI)
- Employment of consultants for the detailed design tender assistance and construction supervision of Package I and Package II contracts.

Funds from GOSL for:

- Payment of compensation for Lands acquired
- Relocation of the occupants in the houses following within the acquired land.
- Relocation of Public facilities.
- Maintenance cost of the PMU including the staff salaries
- Construction Supervision of the two buildings constructed for SLAEB and AETI.

VI. Relocation of Spent Source Storage Building (SSSB) of the Sri Lanka Atomic Energy Board (SLAEB)

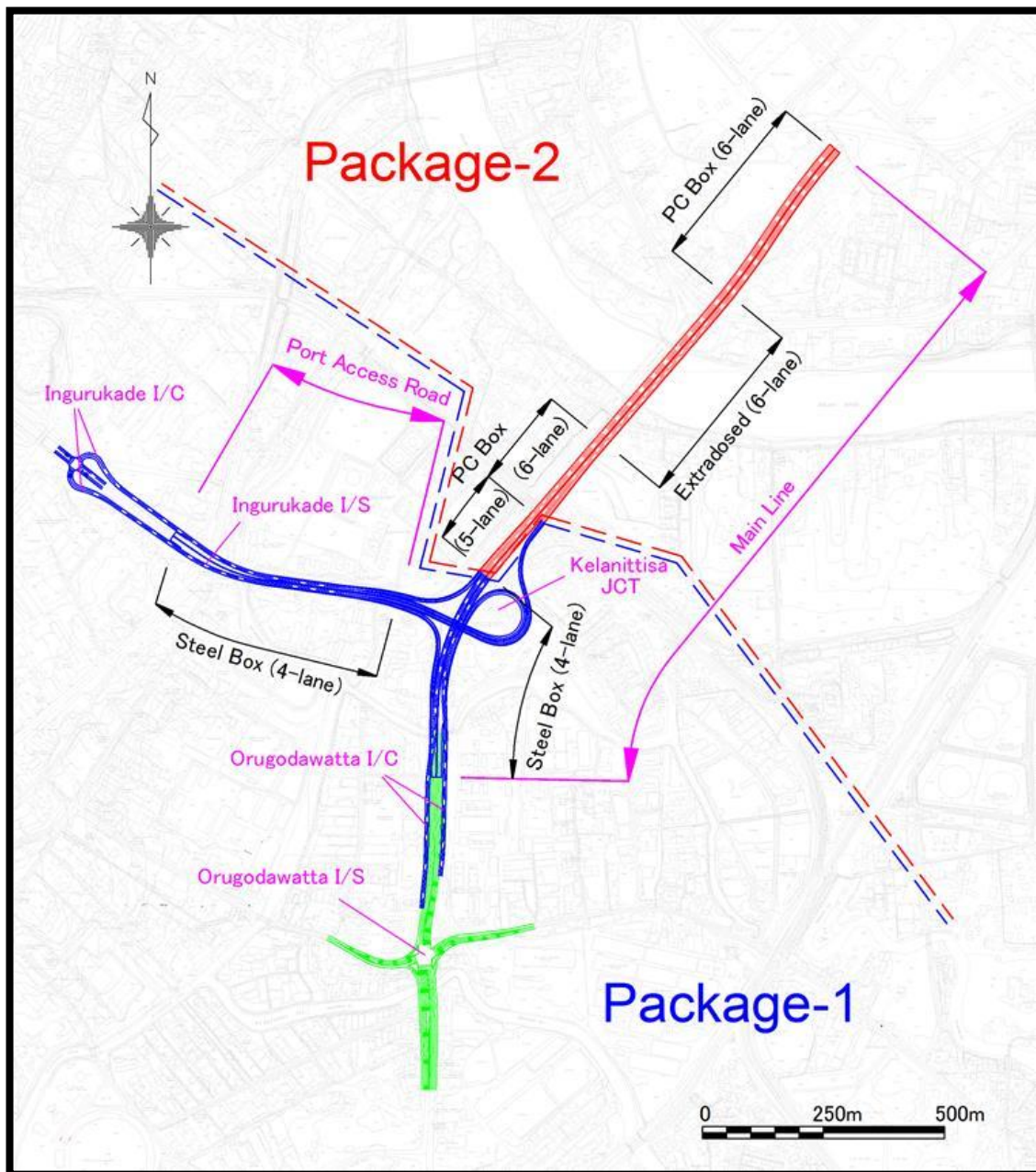


Figure 3: New Bridge Construction Project over Kelani River

Progress During the Year 2020**Main Work Attended by the Project Management Unit (PMU)**

- Continuation of acquisition of land necessary for the construction of the Bridges, Interchanges and the approaches.
- Attending the post resettlement issues in the Salamulla housing scheme.
- Liaison with the utility agencies in relocating utility lines encountered during the excavation for the construction of pile foundations.
- Assisting the Contractor in importing of materials and equipment required for the construction of bridge
- Monitoring of the construction supervision activities of the Engineer
- Monitoring of the progress of the two main civil work contract at site
- Reviewing the progress of steel fabrications at overseas factories
- Certification of payments to the Consultants and the Contractors.
- Monitoring the utilization of loan funds

Main Work Attended by the Contractor under Package I

- Importation of materials and equipment required for the permanent works.
- Maintenance of the existing roads.
- Traffic diversions as per the approved Traffic Management Plan.
- Implementation of the Environmental Management Plan and Safety Requirements.
- Fabrication of Steel Components
Steel components (Steel Piers, Steel Box Girders and Steel Composite Deck Panels) were fabricated in overseas factories in Thailand, Myanmar, Vietnam and Japan.
All fabrication works have been completed.
- Erection of Box Girders: A progress of 92.7% has been achieved by completing 536 blocks out of a total of 578 blocks.
- Erection of steel concrete composite Deck Panels: A Progress of 73.7% has been achieved by completing 1193 panels out of a total of 1616.
- Steel Pier Erection: Erection of all 130 Nos of steel Piers completed.

The construction activities of the Package 1 contract was affected due to the spreading of covid 19 pandemic within the country from March 2020. In order to continue with construction work, adhering to the guidelines issued by Government Authorities, housing units were constructed on a land obtained from the Urban Development Authority to provide accommodation for 196 workmen.

Several claims for Extension of Time (EOT) for completion and cost have been submitted by the contractor. The Engineer has evaluated majority of the claims and issued the Determinations while few are being evaluated. As per the Determinations issued by the Engineer 73 days of EOT has been granted due to the effect of COVID 19 pandemic. Accordingly total EOT granted up to date is 99 including 12 days for Adverse Weather and 14 days for Force Majeure due to Easter Sunday Attack.

The overall progress achieved at end of year 2020 is 91.5 %.



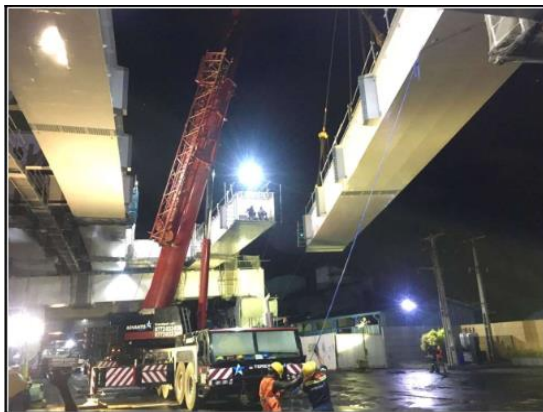
Slab reinforcement work



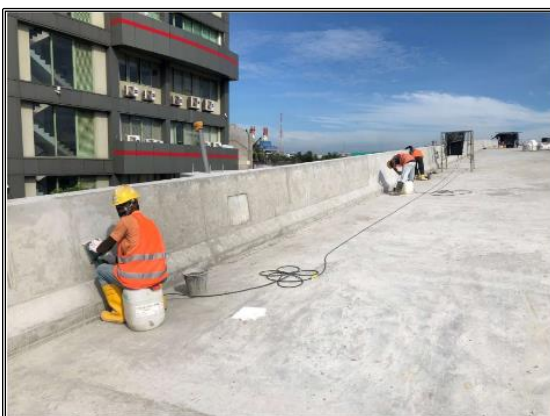
Expansion Joint Installation



Cross Beam top & bracket painting



Grider Erection (G1/ BL11+BL12)



Parapet Wall surface treatment



Pile Cap reinforcement Work

Main Work Attended by the Contractor under Package II

- Importation of materials and equipment's required for the permanent works.
- Maintenance of the existing roads.
- Traffic diversions as per the approved Traffic Management Plan.
- Implementation of the Environmental Management Plan and Safety Requirements.
- Pier Concreting
- Total number of 32 pier columns were completed
- Construction of pier-heads
- Construction of Pylon (Continuation)
- The construction of two pylons having a height of 25m is completed. Each Pylon is connected with 48 Stay Cables supporting the Box-Girder.
- Construction of Main Span (Box Girder) for main bridge

The construction of the six-lane concrete Box-Girder spanning between the concrete pylons constructed 180m apart is nearing completion. The Box Girder is supported by 96 Nos of stay cables connected to the pylon and the edge of the Box-Girder. The height of the Box-Girder varies from 2.5m to 4.5m. All stay cables were fixed during the Year 2020

The construction activities of the Package 2 contract was effected due to spreading of COVID 19 pandemic within the country from March 2020. In order to continue with construction works, following guidelines issued by Government Authorities, housing units were constructed at the cost of the project to provide accommodation for 192 workmen.

Several claims for Extension of time (EOT) for completion and cost have been submitted by the contractor and the last few claims are being evaluated by the Engineer. As per the Determinations issued by the Engineer 89 days of EOT have been granted due to the effect of COVID 19 pandemic. During the year 2020 four days of EOT have been granted on account of adverse climatic conditions. At the end of the year 2020 the Contractor has achieved a progress of 90%



Table 118: Summary Progress of activities during year 2020

Description	Length	TEC (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2019	Expenditure up to 2019	Progress as at end of 2020	Expenditure during the year 2020
New Bridge Construction Project Over the Kelani River Consisting of 1.Main Civil Work Contracts: PK1 Steel Bridge Section PK2 Extradosed Bridge Section 2.Resettlement of 02 nos of Government Buildings: SLAEB and AETI 3.Shifting of CEB High: tension Power Lines 4.Resettlement of families at Salamauilla UDA Housing Scheme 5.Land Acquisition	1. Steel Bridge Section <ul style="list-style-type: none">Construction of Main Line 425mConstruction of Port Access Road 497mConstruction of Interchange Junction Ramps Length - 2089m	Rs.55,313	Package 1 Contract : 19 Dec 2017 Package 2 Contract : 18 Oct 2017	Package 1 Contract : 18 Dec 2020 Package 2 Contract : 17 Oct 2020	Acquisition of land – 99%	GOSL Rs.164Mn	Acquisition of land – 100%	GOSL Rs.185.57Mn
	Resettlement of Affected Parties – 99%				Foreign Rs.6,824.64Mn	Resettlement of Affected Parties – 100%	Foreign Rs.9,573.47Mn	
	Consultancy Services for Main Civil Work Detail Design – 100% Tender Assistance – 100% Construction Supervision – 52.9%				Unaccounted in 2019 5,316.78 Mn	Consultancy Services for Main Civil Work Detail Design – 100% Tender Assistance – 100% Construction Supervision – 85%	Unaccounted in 2019 5,316.78 Mn	
	Relocation of SLAEB building Detail Design – 100% Preparation of Tender Documents and Tendering – 100% Construction Supervision –100% SSSB – 100% New AEB Building at Orugodawatta – 100%				Allocation for Year 2019 GOSL – Rs.197 Mn Foreign – Rs.12230.33 Mn	Relocation of SLAEB building Detail Design – 100% Preparation of Tender Documents and Tendering – 100% Construction Supervision –100% SSSB – 100% New AEB Building at Orugodawatta – 100%	Allocation for Year 2020 GOSL – Rs.216.06 Mn Foreign – Rs.15,450.49 Mn	
	Relocation of AETI building Detail Design – 100%				Cumulative Expenditure up to end of December 2019 GOSL Rs. 1809.65Mn Foreign Rs. 29608.84Mn	Cumulative Expenditure up to end of December 2020 GOSL Rs. 1,995.23Mn Foreign Rs. 39,182.31 Mn RDA Loan for Compensation Rs.345.343 Mn		

Description	Length	TEC (Rs.Mn)	Date of Commencement	Anticipated Date of Completion	Progress up to 2019	Expenditure up to 2019	Progress as at end of 2020	Expenditure during the year 2020
					Preparation of Tender Documents and Tendering – 100% Construction – 100%	RDA Loan for Compensation Rs.461.343 Mn	Preparation of Tender Documents and Tendering – 100% Construction – 100%	
					Shifting of CEB Power Lines Detail Design – 100% Tendering – 100% Construction – 100%		Shifting of CEB Power Lines Detail Design – 100% Tendering – 100% Construction – 100%	
					Main Civil Work Contracts		Main Civil Work Contracts	
					Package 1 Steel Bridge Section :- Construction – 56.3%		Package 1 Steel Bridge Section :- Construction – 91.5%	
					Package 2 Extradosed Bridge Section :- Construction – 56%		Package 2 Extradosed Bridge Section :- Construction – 90.16%	

40. Elevated Highway from New Kelani Bridge to Athurugiriya

Current Traffic congestion in the city of Colombo and its suburbs has become serious during peak hours as the road network in the Colombo Metropolitan area is nearing or exceeding its capacity.

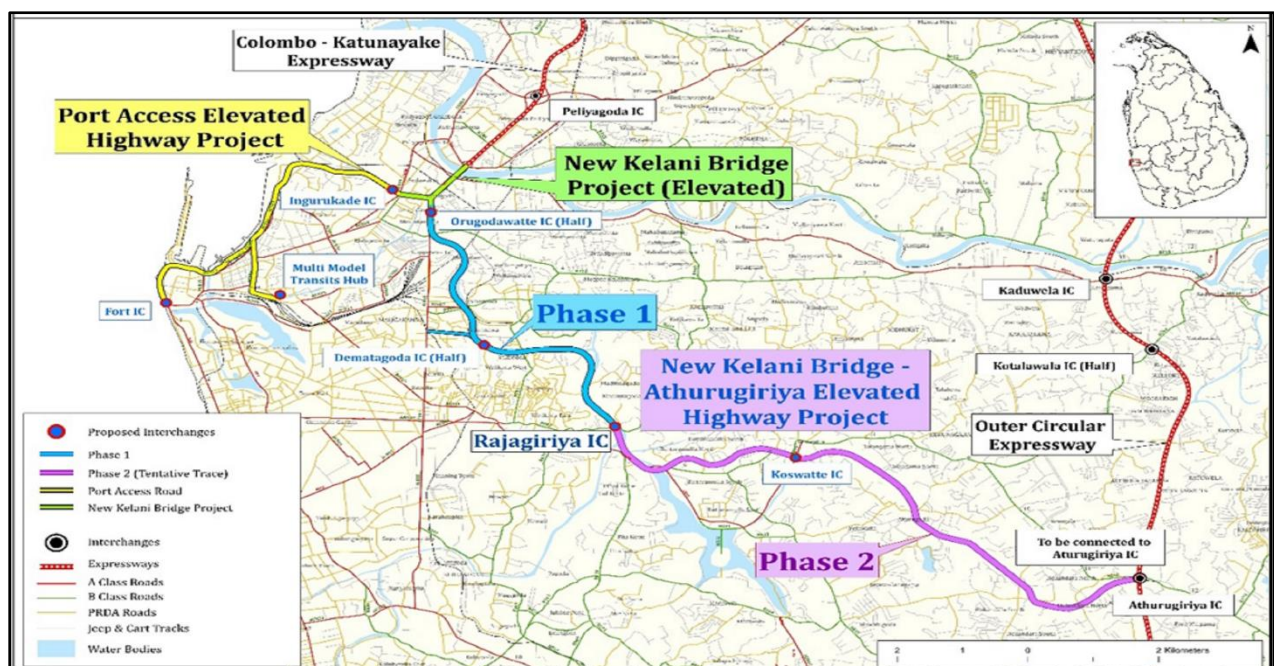
The Southern Expressway, Colombo – Katunayake Expressway and Outer Circular Expressway are in operation at present. The Outer circular expressway will take through traffic without passing through the Colombo city area. However, there is very large number of vehicles to be entered to Colombo city.

The Option of widening existing roads has become extremely difficult due to potentially large scale land acquisition and resettlement requirements. Therefore, the option of increasing road capacity by development of elevated roads connecting strategic locations has been identified as one of the options with minimum land acquisition. Also, the requirement of connecting the existing expressway network to the economic, administrative and transport hubs in Colombo area has become a necessity to improve the overall transport efficiency.

Therefore, Elevated Highway from new Kelani Bridge to Athurugiriya was proposed to implement on Design-Build-Finance-Operate-Maintain and Transfer (DBFOMT) basis. This project is identified as one of the most priority projects in the country under the Government policy 'Vistas of Prosperity and Splendor'

Approximate length of main trace and access roads are 16.4 km and 15.3 km respectively. The project starts at Orugodawatta and connected with New Kelani Bridge. An access to baseline road has been proposed at Dematagoda. Then proposed trace passes through Rajagiriya, Koswatta and Hokandara interchanges and connects to the Outer Circular Highway at Athurugiriya.

The estimated cost is 134.5 Billion and Concession period is 33 years including 3 years for construction period. Cabinet approval has been granted for this project on 10.03.2016.



Map 17: Project Location Map

Progress of Activities as at end of 2020;

- Feasibility study completed.
- Environmental clearance :
Approval for Environmental Impact Assessment (EIA) has been obtained from Central Environmental Authority for NKB to Rajagiriya Section (0+000km to 6+400). Discussion with CEA is going on to finalize the trace of Rajagiriya to Athurugiriya section (6+400km to 16+400km).
- Land Acquisition & Resettlement :
NKB to Rajagiriya Section:
Section 5 gazette was published for 7 orders. 3 orders are with DSs. One Preliminary Plan is completed out of 10.
Draft MoU has been sent to UDA to resettle around 1100 families to housing schemes
Topo Survey has been started for Rajagiriya to Athurugiriya section.
- Procurement works : Request for Proposal has been issued to five applicants and bid closing date is scheduled on 05.02.2021

Constraint to Progress

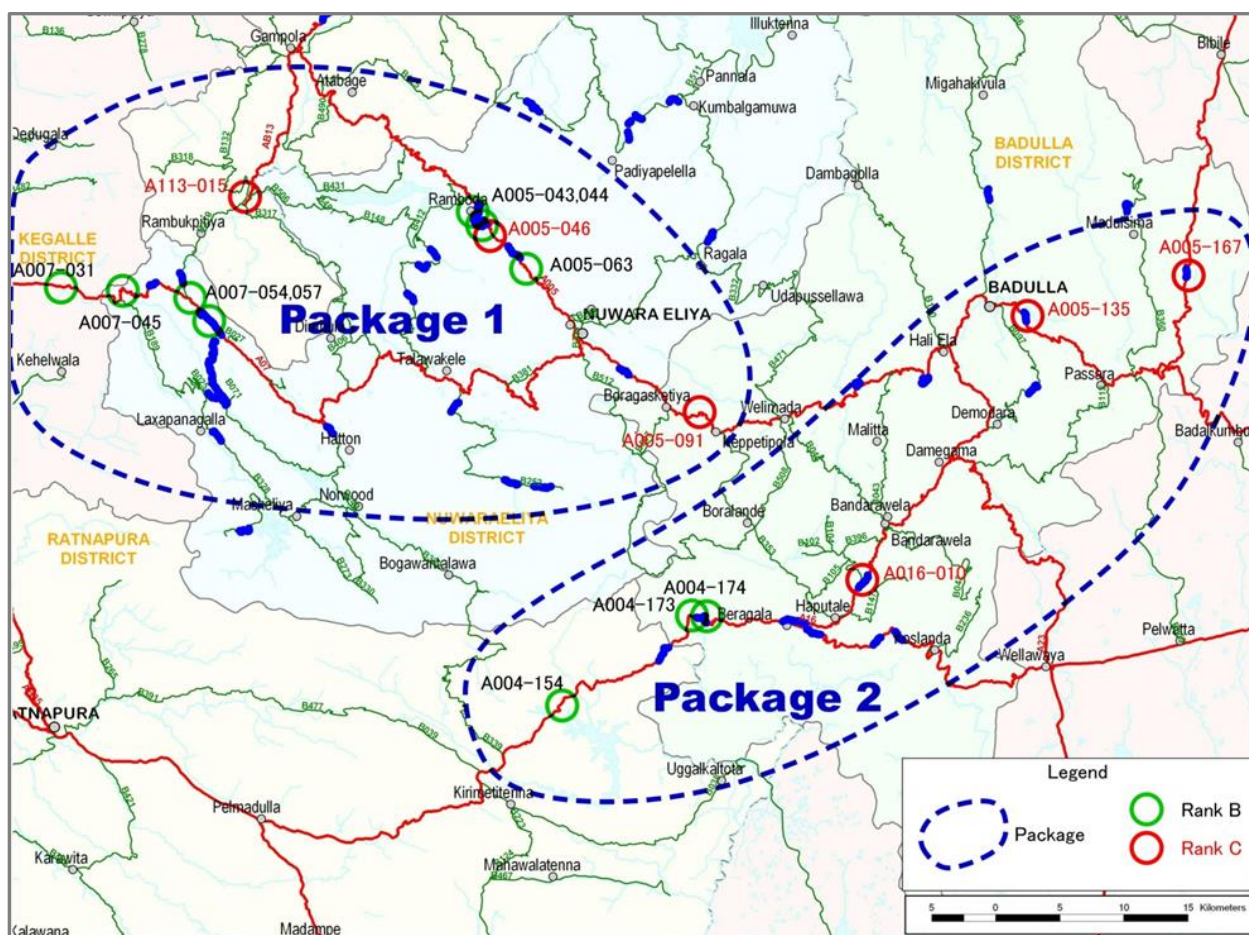
- Reservation of 1100 of housing units for affected people from UDA couldn't be done due to unavailability of funds for resettlement during 2020.
- Land acquisition activities was delayed due to covid-19 pandemic.
- Finalizing the proposed trace of Rajagiriya to Athurugiriya section (6+400km to 16+400km).

Table 119: Project Progress

Description	TEC (Rs. Mn)	Date of Commence ment	Date of Completion	Progress up to 2019 (%)	Expenditure up to end of 2019 (Rs. Mn)	Progress as at end of 2020 (%)	Expenditure during the year 2020 (Rs. Mn)
Elevated Highway from New Kelani Bridge to Athurugiriya	134,506	Aug 2017	Jan 2025	1.33	198.99	2.88	75.95

41. Landslide Disaster Protection Project of the National Road Network

The Government of Sri Lanka has obtained a loan from Japan International Co-operation Agency (JICA) for Landslide Disaster Protection Project of the National Road Network. The objective of the project is to mitigate landslide disaster targeting for national roads as basic infrastructure through implementing appropriate countermeasures in highland areas, thereby contributing to enhance the security of the road network and safeguard the lives of people including road users and residents.



Map 18: Sites of the Landslide Disaster Protection Project

Landslide Disaster Protection Project is financed by JICA (Loan no. SL P 109) and total project cost is Rs.14 bn (JICA / YEN 7,619 Mn (Rs.11,423 Mn) and GOSL / Rs. 3,331 Mn). There are 10 numbers of high priority areas under Package 1 and 6 numbers of areas under Package 2.

In addition, installation of an Early Warning System was done under the project. The Contract Package-1 and Contract Package – 2 were awarded to M/S State Development & Construction Corporation and M/S R R - Soltec JV (RR Construction (Pvt.) Ltd) respectively.

Outline of the Project

Package 01

Construction of appropriate countermeasures and the Technology Transfer Training Program as described below.

Table 120: Construction of Countermeasures under Package 1

Road km	Site name	Disaster type	Countermeasures
A005-043	Kotmalegama-1	Rockfall	<ul style="list-style-type: none"> ▪ Rope net ▪ Anti-Rockfall net ▪ Rock fence
A005-044	Kotmalegama-2	Rockfall	<ul style="list-style-type: none"> ▪ Rope net ▪ Anti-Rockfall net
A005-046	Ramboda	Rockfall	<ul style="list-style-type: none"> ▪ Rope net ▪ Anti-Rockfall net ▪ Rock fence
A005-063	Top Pass	Slope Failure	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Gabion work ▪ Lightweight Embankment
A005-091	Keppetipola	Slope Failure	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Grassing work ▪ Crib work ▪ Ground anchor work
A007-031	Theligama	Slope Failure	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Gabion work ▪ Lightweight embankment
A007-045	Pitawala	Rockfall	<ul style="list-style-type: none"> ▪ Rope net ▪ Rock Bolt ▪ Crib work ▪ Anti-Rockfall
A007-054	Ginigathena	Slope Failure	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Rock Bolt ▪ Gabion work ▪ Crib work ▪ Lightweight embankment
A007-057	Diyagala	Slope Failure	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Crib work
A113-015	Nawalapitiya	Landslide	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Horizontal Underground Drainage ▪ Drainage well ▪ Ground anchor work ▪ Lightweight embankment

2. Technology Transfer Training Program

Under this, local personnel (Engineers & Foremen) nominated by the Employer were assigned to the project for a period specified in the contract to train them on landslide countermeasures. These trainees are remunerated by the Employer.

Package 02

Components of construction of countermeasures are shown in the following table.

Table 121: Construction of Countermeasures under Package 2

Road- km	Site name	Disaster type	Countermeasures
A004-154	Imbulpe	Slope Failure	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Gabion work ▪ Lightweight Embankment
A004-173	Pusella	Slope Failure	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Ground Anchor work ▪ Crib work
A004-174	Walhaputenna	Slope Failure	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Rock Bolt ▪ Crib work ▪ Retaining wall
A005-135	2 nd Mile Post	Landslide	<ul style="list-style-type: none"> ▪ Surface Drainage ▪ Drainage Well ▪ Horizontal Underground Drainage ▪ Earth Removal work ▪ Counterweight Embankment ▪ Crib work ▪ Retaining wall ▪ Ground Anchor work
A005-167	Lunugala	Landslide	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Drainage Well ▪ Horizontal Underground Drainage ▪ Earth Removal work ▪ Counterweight Embankment ▪ Gabion work ▪ Crib work
A016-010	Kahagalla	Landslide	<ul style="list-style-type: none"> ▪ Surface drainage ▪ Horizontal Underground Drainage ▪ Drainage well ▪ Ground Anchor work ▪ Retaining wall ▪ Counterweight Embankment ▪ Light weight embankment

Technology Transfer Training Program

Under this component, local personnel nominated by the Employer are trained on landslide countermeasures. The Consultant and the contractors impart training to these personnel.

Progress as at end of December 2020

Table 122: Overall Progress of Activities

No.	Activity	Physical Progress
1	Consultancy Service	100%
2	Civil Works – Package 1	100%
3	Civil Works – Package 2	96%
4	Civil Works - Establishment of Early warning system	100%

Table 123: Progress Summary

Location		TEC/ Rs.Mn	Date of Commencement	Anticipate date of Completion	Progress as at end of 2019	Expenditure up to 2019/Rs.Mn	Progress as at end of 2020	Expenditure during the year 2020/Rs,Mn
Kandy Badulla, N' Eliya, Kegalle, Ratnapura	A005-043, A005-044 A005-046 ,A005-063 A005-091, A007-031 A007-045, A007-054 A007-057, A113-015 A004-154, A004-173 A004-174, A005-135 A005-167, A016-010	14,475	01-05-2014	05-07-20	97.95%	9,035	99%	1,758

Ambepussa A006-010



Retaining wall backfilling with rock



View of site after Construction

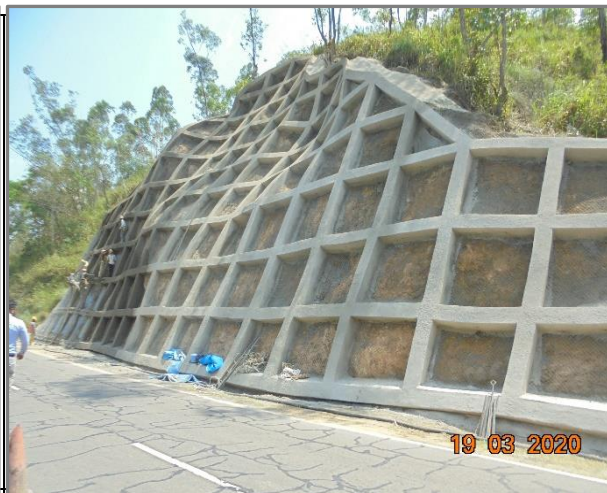


View of site after Construction

Uduwara A016-033



Crib framework in progress



View of site after Construction



View of site after Construction

42. Integrated Road Investment Program (i-ROAD Project)

The Integrated Road Investment Program (iRoad) was initiated with an objective of enhancing road accessibility between rural communities and socioeconomic centers for an increased transport efficiency and accelerated economic development. The iRoad Program is identified as one of the key components in the development of the road network to support and facilitate the activities in the enhancement of the economic and social status of the people living in rural areas of these provinces. Accordingly, it has received top priority in the development programs of the Government of Sri Lanka (GOSL) and funds are being provided by the Asian Development Bank (ADB). The I Road Program is implemented in two phases covering the entire country.

a. iRoad I

The first phase (iRoad I) covers Southern, Sabaragamuwa, Central, North Central, North Western and Kalutara district. About 3130 km of Rural Roads belonging to Local Government Institutions (Provincial Councils and Pradeshiya Sabhas) and about 400 km of National Roads under the RDA within the above project areas are intended to be designed, improved and maintained over a period of five years and seven years respectively on completion of procurement of works in complying with the ADB Guidelines and safeguard policies.

Project Financing

1. Loan Signing Dates:
 - Loan No.3171 -05.11.2014
 - Loan No.3222 & 3221-28.05.2015
 - Loan No.3325 & 3326 – 11.12.2015
 - Loan No.3610 – 15.12.2017
 - Loan for Tranche 5 & 6 are to be processed.
2. Loan Effective Dates:
 - Loan No.3171 -07.01.2015
 - Loan No.3222 & 3221-23.07.2015
 - Loan No.3325 & 3326 – 18.03.2016
 - Loan No.3610 – 15.01.2018
3. Loan Closing Dates: Overall closing 30.09.2024
 - Loan No.3171 -30.09.2021
 - Loan No.3222 & 3221-31.05.2021
 - Loan No.3325 & 3326 – 30.09.2021
 - Loan No.3610 – 30.09.2022
4. Disbursement Grace Period: 24 Months

Table 124: iRoad I Cost Breakdown

No	Project components	Cost Breakdown (US\$ Mn)	Cumulative Financial Progress up to end of December 2020 (Rs.Mn)
1	Civil Works	744.26	61,120.41
2	Consultancy	37.94	3,229.52
3	Project management	15.00	1,535.83
4	Contingency	91.68	-
5	Financial Charges	17.12	1,471.26

Progress of Civil Works Contracts of Rural Roads

Table 125: Progress of i-Road I Project

Province	Packages	Road Length /km	Physical Progress as at End of 2020		Remarks
			Target (%)	Actual (%)	
Southern	G1	64.60	100	76	Terminated
	G2	66.00	100	100	Completed
	G3	73.20	100	100	Completed
	M1	97.52	100	100	Completed
	M2	69.50	100	100	Completed
	M3	53.40	100	100	Completed
	H1	67.10	100	100	Completed
	H2	58.00	100	100	Completed
	H3	41.90	100	100	Completed
Central	KA1	75.24	100	100	Completed
	KA2	72.48	100	100	Completed
	KA3	68.45	100	100	Completed
	MA1	75.12	100	66.49	Recommended for termination
	MA2	55.55	100	100	Completed
	MA3	60.76	100	100	Completed
	NE1	72.40	100	92.21	Slow Progress
	NE2	36.21	100	100	Completed
	NE3	65.53	100	100	Completed
Sabaragamuwa	R1	80.63	100	64.54	Recommended for termination
	R2	92.24	100	58.18	Recommended for termination
	R3	81.01	100	100	Completed
	KE 1	74.65	100	53.18	Recommended for termination
	KE 2	78.14	100	99.78	Slow progress
	KE 3	67.62	100	96.18	Slow progress
North Central	AP1	85.39	100	100	Completed
	AP2	76.85	100	100	Completed
	AP3	82.66	100	100	Completed
	AP4	90.20	100	100	Completed
	PO1	50.76	100	100	Completed
	PO2	73.36	100	100	Completed
	PO3	49.55	100	100	Completed
North Western	KU1	83.29	100	100	Completed
	KU2	100.47	100	100	Completed
	KU3	89.88	100	47.97	Terminated & Rebidded
	KU3-R	99.00	39.15	34.27	On-going
	KU4	105.98	100	55.44	Terminated & Rebidded in 3
	KU5	99.85	100	37.23	Terminated & Rebidded
	KU5 -R	104.00	39.52	24.79	On-going
	PU1	90.56	100	100	Completed
	PU2	74.09	100	40.58	Terminated & Rebidded in 2
	PU3	48.37	100	60	Terminated & Rebidded in 1
Kalutara	KL1	87.50	100	100	Completed
	KL2	88.40	100	35.15	Terminated
	KL3	93.35	100	51.83	Terminated
Total	42	3320.76	100%	87.34%	

Progress of Work for National Roads

Table 126: Overall Status of Road Management Contracts (RMC) - National Roads

Package	Road Name	Physical Progress as at 31 st December 2020	
		Target (%)	Actual (%)
RMC 03	Maradankadawela - Habarana Road (A011)	88.68	55.53
RMC – SP1	Karapitiya, Thalagaha to Wanduramba (B248)	59.08	33.81
	Wanduramaba to Nagoda (B454)		
	Nagoda to Gonadeniya (B303)		
	Gonadeniya to Udugama (B139)		
	Udugama bar Junction to Udugama Bus stand (B129)		
	Udugama Bus Stand to Hiniduma (B429)		
RMC 5	Thalawa Kekirawa Road(B213)	Bid evaluation Report to be sent ADB concurrence.	
	Kekirawa Ganewalpola Road (B212)		
	Ganewalpola Galenbidunuwewa Dachchihalmillewa Road (B133)		
RMC 4	Pelmadulla Padalangala Road (A018)	Awaiting for ADB concurrence to cancel the bidding process and Invite bids in 4 contract	
RMC 1	Pasyala to Kadugannawa section(Colombo Kandy Road) (A001)	Bids invited and closing on 23.12.2020 & Bid Evaluation is in progress	
RMC 6	Kochchikadde to Puttalam (Colombo Puttalam Road) (A003)	Preliminary Engineering works in Program	
RMC 7	Naula to Dambulla (Kandy Jaffna Road) (A009)	Preliminary Engineering works in Program	

b. iRoad II

About 3400 kms of Rural Roads belonging to Local Government Institutions (Provincial Councils and Pradeshiya Sabhas and about 340 km of National Roads under the RDA within in Eastern, Northern, Uva, and Western provinces have been selected for improvement and will be maintained over a period of five years and seven years respectively on completion .further this project will improve the capacity of road agencies with respect to safeguards, road safety, maintenance, research capacity, and road design and construction.

Project Financing

Loan Signing Date: 22.11.2017

Loan No.3579 SRI- 22.11.2017

Loan No.3580 SRI(COL) – 22.11.2017

Loan No.3851 SRI- 13.11.2019

Loan for Tranche 3, 4 & 5 to be processed.

Loan Effective Date: 09.02.2018

Loan No.3579 SRI- 09.02.2018

Loan No.3580 SRI(COL) – 09.02.2018

Loan No.3851 SRI- 20.07.2020

Loan Closing Date: 30.09.2027

Loan No.3579 SRI- 31.12.2020

Loan No.3580 SRI(COL) – 31.12.2020

Loan No.3851 SRI- 30.06.2023

Disbursement Grace Period: 24 months

Table 127: iRoad II Cost Breakdown

No	Project components	Cost Breakdown (US\$ Mn)	Cumulative Financial Progress up to end of 2020 (Rs. Mn)
1	Civil Works	892.40	39,292.71
2	Equipment	5.80	-
3	Consultancy	37.90	1,672.80
4	Project Management	17.20	245.39
5	Contingencies	108.30	449.51
6	Financial Charges	23.00	-

Progress of iRoad II

Table 128: Progress of Civil work contracts of i-Road II Project

Province	Package	Road Length /km	Physical Progress as at End of 2020		Remarks
			Planned (%)	Actual (%)	
Uva Province	BA 01	57.88	98.00	97.60	
	BA 02	79.86	54.08	44.20	Contractors inefficient contract and financial management
	BA 03	83.53	100.00	18.21	
	BA 04	65.46	59.40	55.90	
	BA 05	77.99	65.95	60.62	
	BA 06	63.00	61.94	40.31	Contractors inefficient contract and financial management
	BA 07	68.95	28.01	24.91	
	BA 08	60.82	58.77	48.78	
	MO 01	63.76	71.13	71.39	
	MO 02	63.29	89.95	86.90	
	MO 03	70.02	91.99	85.48	
	MO 04	65.78	76.48	70.34	
	MO 05	64.15	92.17	85.27	
	MO 06	96.98	88.08	81.16	
	MO 07	64.80	87.93	78.87	
Eastern Province	AM 01	82.67	53.66	59.17	
	AM 02	97.59	47.09	50.41	
	AM 03	80.93	34.91	29.36	
	AM 04	75.46	44.09	35.11	
	AM 05	71.97	34.46	22.15	
	BT 01	71.98	37.13	23.18	
	BT 02	76.76	58.33	16.76	Contractors inefficient contract
	BT 03	72.54	31.45	22.75	
	TR 01	59.66	33.68	33.14	
	TR 02	75.95	42.77	48.23	
	TR 03	80.32	32.99	30.37	
Northern Province	JF 01	56.57	43.00	20.00	
	JF 02	67.64	40.00	40.00	
	JF 03	71.81	27.00	17.00	
	JF 04	13.00	12.00	12.00	
	JF 05	64.22	27.00	20.00	
	KN 01	60.31	25.00	21.00	
	KN 02	53.60	29.00	32.00	
	KN 03	67.87	32.00	17.00	
	MU 01	68.01	34.00	25.00	
	MU 02	73.33	25.00	25.00	
	MN 01	56.03	40.00	36.00	
	MN 02	61.30	36.00	38.00	
	MN 03	49.01	29.00	20.50	
	VA 01	95.48	35.00	17.00	
	VA 02	40.09	27.00	25.00	
	VA 03	35.60	23.00	24.00	
	VA 04	100.31	20.00	17.00	

Province	Package	Road Length /km	Physical Progress as at End of 2020		Remarks
			Planned (%)	Actual (%)	
Western Province	CL 01	52.99	2.06	5.23	
	CL 02	70.92	3.20	2.45	
	CL 03	84.33	0.23	1.43	
	GA 01	53.79	2.76	0.81	
	GA 02	79.93	6.44	3.19	
	GA 03	59.36	5.58	2.85	
	GA 04	71.00	7.25	4.01	
	KL 04	76.64	0.79	3.06	
	KL 05	83.14	0.00	0.00	
	KL 06	74.74	0.00	0.00	

Overall Financial Performance of RDA

The financial performance of the RDA in development and maintenance of the National Highway Network and Construction of Highways/ Expressways in respect of projects funded by Foreign Aid Loans (FAL), Reimbursable Foreign Aid Loans (RFAL), Foreign Aid Grants (FAG), Foreign Aid related Domestic Funds (FARDF) and Domestic Funds (DF) during the year 2020 is Rs 226.07 billion. The details of the financial performance are given in Annex I and a summary is given in the table below.

Table 129: Overall Financial Performance of RDA for the year 2020

Activity	Allocation (Rs Mn)	Expenditure (Rs Mn)	Financial Performance of the year
Expressways Development	112,667.85	99,695.73	88.49%
Highways Development	106,585.97	92,580.81	86.86%
Widening and Improvement of Roads	5,731.58	5,725.70	99.90%
Construction of Bridges and Flyovers	18,359.69	17,455.71	95.08%
Natural Disaster Affected Roads Rehabilitation	4,078.83	3,210.27	78.71%
Institutional Support	7,400.00	7,399.50	99.99%
Total	254,823.92	226,067.72	88.72%

Table 130: Details of the Overall Financial Performance During 2020

Description	Allocation (Rs.)	Expenditure (Rs.)
Expressways Development		
Central Expressway	4,787,639,500.00	3,390,719,595.00
Extension of Southern Expressway (From Matara to Hambanthota) (GOSL-China)	84,930,262,000.00	73,379,239,988.89
Outer Circular Highway (OCH-III) - Section from Kadawatha - Kerawalapitiya (GOSL-China Exim Bank)	16,615,596,500.00	16,604,331,261.86
Colombo - Rathnapura - Pelmadulla Expressway	39,835,000.00	39,835,000.00
Elevated Highway from New Kelani Bridge to Athurugiriya	86,708,000.00	75,950,000.00
Port Access Elevated Highways Project	6,207,807,000.00	6,205,655,930.17
Sub Total 1	112,667,848,000.00	99,695,731,775.92
Highways Development		
Road Maintenance Trust Fund (Maintenance of Roads and Bridges)	4,792,891,000.00	4,749,309,891.83
National Highway Sector Project (GOSL-ADB)	136,277,000.00	136,215,391.37
Baseline Road - Phase III	765,198,000.00	745,370,000.00
Rehabilitation of Hatton - Nuwara Eliya Road (GOSL-EDCF)	334,292,000.00	334,280,623.65
Network Planning & Road Safety	13,498,000.00	12,323,826.60
Traffic Management	76,532,000.00	69,699,725.94
Rehabilitaion of Peradeniya - Badulla - Chenkaladi Road from Badulla to Chenkalady (GOSL - SFD)	2,972,794,000.00	1,668,868,110.20
National Highway Sector Project-Supplementary Loan (GOSL- ADB)	342,589,000.00	342,589,000.00
Road Network Development Project (GOSL- SFD)	578,318,000.00	456,769,244.17
Northern Road Connectivity Project -Supplimentary Loan (GOSL-ADB)	1,055,965,000.00	855,691,849.86
Road Network Development Project (GOSL- OPEC)	158,017,000.00	150,465,813.45
Colombo District Road Development (GOSL-OFID)	4,122,247,000.00	3,458,337,208.77
Rehabilitation & Improvement of Priority Roads Project III – Extension (GOSL – CDB)	4,589,244,000.00	1,948,163,234.92
Western Province National Highways Project (GOSL - OFID)	1,472,840,000.00	1,411,003,364.79
Rehabilitaion of Peradeniya - Badulla - Chenkaladi Road from Badulla To Chenkalady (GOSL - OFID)	2,059,411,000.00	1,921,986,692.89
Expressway Connectivity Improvement Plan Project (GOSL - ADB)	1,407,000.00	1,406,022.78
Southern Road Connectivity Project (GOSL - ADB)	7,863,197,000.00	6,155,173,101.80
Integrated Road Investment Programme(i ROAD) - (GOSL - ADB)	41,630,248,000.00	40,089,048,378.22

Description	Allocation (Rs.)	Expenditure (Rs.)
Widening and Improvement of roads and bridges in Central and Uva provinces (GOSL-EXIM China)	6,402,674,000.00	5,322,835,976.09
Rehabilitation and Improvement of Priority Roads Projects 3 - Phase II (GOSL - CDB)	4,189,378,000.00	1,570,719,017.21
Transport Project Preparatory Facility (GOSL - ADB)	84,482,000.00	80,104,706.38
Transport Connectivity & Asset Management Project (GOSL-WB)	90,464,000.00	89,094,965.49
Marine Drive Extension Up to Pandura	1,458,796,000.00	1,415,253,000.00
Gap financing of the RDA's commitments	13,014,050,000.00	13,014,049,778.83
Land Acquisition for Completed and Ongoing Projects	3,803,457,000.00	3,561,770,320.56
Surveys, Investigation and Feasibility Studies	43,692,000.00	40,432,083.82
Development of 100,000km of Alternative Roads to Access Main Roads and Expressways	4,534,009,000.00	2,979,851,642.05
Sub Total 2	106,585,967,000.00	92,580,812,971.67
Widening and Improvement of Roads		
Colombo District	441,545,000.00	439,559,190.79
Gampaha District	356,993,000.00	356,315,011.70
Kalutara District	115,015,000.00	113,957,733.54
Kandy District	264,730,000.00	264,605,483.05
Matale District	33,804,000.00	33,803,419.75
Nuwara Eliya District	105,460,000.00	105,459,619.12
Matara District	377,798,000.00	377,797,909.72
Galle District	40,498,000.00	40,423,428.42
Hambanthota District	123,886,000.00	123,885,143.90
Jaffna District	67,286,000.00	67,285,957.41
Kilinochchi District	157,089,000.00	157,088,090.51
Mannar District	0.00	0.00
Vavuniya District	91,894,000.00	91,893,247.36
Mullativu District	23,291,000.00	23,290,471.35
Batticaloa District	31,820,000.00	31,819,858.50
Ampara District	22,883,000.00	22,134,112.84
Trincomalee District	56,618,000.00	56,617,023.22
Kurunegala District	333,671,000.00	333,670,999.22
Puttalam District	165,103,000.00	165,102,541.34
Anuradhapura District	128,674,000.00	128,673,640.74
Polonnaruwa District	8,986,000.00	8,985,056.60
Badulla District	127,379,000.00	127,378,521.15
Monaragala District	41,617,000.00	41,616,059.88
Kegalle District	114,608,000.00	114,607,198.06
Ratnapura District	122,447,000.00	122,446,914.15
Tax Component	204,491,000.00	203,281,930.85
National Savings Bank (NSB) Funded Projects	2,174,000,000.00	2,174,000,000.00
Sub Total 3	5,731,586,000.00	5,725,698,563.17

Description	Allocation (Rs.)	Expenditure (Rs.)
Construction of Bridges and Flyovers		
Reconstruction of Damaged / Weak Bridges on National Highways	632,416,000.00	497,657,961.13
Regional Bridge Project -(GOSL- UK) Phase II	91,000,000.00	89,741,383.58
Reconstruction of 25 Bridges on National Highways (GOSL - Kuwait)	1,644,404,000.00	1,130,404,157.20
Reconstruction of 46 Bridges (GOSL-France)	4,009,000.00	4,007,992.10
Major Bridges Construction Project of National Road Network (GOSL - JICA)	212,876,000.00	211,956,157.82
Second New Kelani Bridge Construction Project (GOSL - JICA)	15,666,555,000.00	15,414,029,419.24
Establishment of Bridge Maintenance System (BMS) and Bridge Assessment Unit (BAU) in the Road Development	3,300,000.00	3,300,000.00
Construction of Flyovers at Rajagiriya, Polgahawela & Ganemulla (GOSL-Spain)	105,130,000.00	104,615,380.48
Sub Total 4	18,359,690,000.00	17,455,712,451.55
Natural Disaster Affected Roads Rehabilitation		
Landslide Disaster Protection Project of National Road Network (GOSL- JICA)	4,078,826,000.00	3,210,266,886.69
Sub Total 5	4,078,826,000.00	3,210,266,886.69
Institutional Supports		
Contribution to Road Development Authority	7,400,000,000.00	7,399,500,000.00
Sub Total 6	7,400,000,000.00	7,399,500,000.00
Grand Total	254,823,917,000.00	226,067,722,649.00

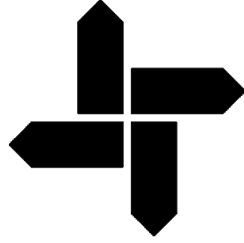
Achievement of Goals and Objectives

A summary of notable achievements during the year 2020 can be shown as follows.

Table 131: Achievement of Goals and Objectives during the year 2020

Goals and Objectives	Achievements
Achieve an adequate National Highway Network	Sand Sealing, AC Overlay and Crack Sealing have been done on 307.06 km length of roads.
	Urgent maintenance work on 12,224.7km of A & B class roads, 271.7 km Expressways and 4,254 bridges were attended
Achieve an acceptable level of mobility in National Highway Network	Improvement of 18 weak bridges was completed and 32 were ongoing with local funds.
	Reconstruction of 14 bridges completed under foreign funded projects.
	Widening and improvement of 148.5km of roads completed and work on 212.8km length of roads are in progress with local funds.
	Rehabilitation/Improvement of 123.9km of national roads and 1942.7 Non RDA roads were completed under foreign funded projects
	The Programme for development of 100,000 km alternative road system to facilitate a higher level of access to main roads, expressways and all internal and rural access roads was commenced in 2020 and work on 1,070.3km length of roads have been completed while constructions of another 4,518 km length were in progress as at end of the year.
Provide a high mobility Expressway Network	Construction of Southern Expressway Extension from Godagama to Barawakumbuka completed and opened for public on 25 th February 2020. Construction of Central Expressway from Kadawtha to Kurunegala in progress.
Reduce road user cost	Wideining of A1 road from Kadawatha to Nittambuwa to 4-lane capacity was completed.
	Feasibility Study for construction of three flyovers at Slave Island completed. Feasibility Studies for Marine Drive Extension up to Panadura and Kochchikade Bypass are in progress
Improve road safety	School zone safety improvements were implemented at Miriswatta National School, Kalutara and Kumara Vidyalaya

Goals and Objectives	Achievements
	Anuradhapura and Thalduwa Buddhist Collage, Awissawella.
	Safety improvements at identified hazardous locations on Meepe Ingiiriya Road and Galagedara – Horana road.
	Improvement of pedestrian crossings on Battaramulla Pannipitiya Road.
Ensure protection to the Environment	Environment and Social feasibility for proposed Angampitiya Bridge. Submission of BIQs to CEA for proposed Wakwella, Maduwa and Ittapana bridges.
	Environmental Assessment for the proposed Badigama interchange.
	Preparation guidelines for identification of Invasive Plants, Preparation guidelines for Tree planting.
	Monitoring of Environmental and social Safeguards compliance of several projects including SRCP, iRoad and MFAP.
Promote organizational development	10 in – house training programmes were held for about 571 personnel
	141 personnel were provided with training at outside organizations
	3 officers were provided with overseas training
	18 officers were provided with the opportunity to follow long term courses at local universities or institutions.
Ensure efficient utilization of assets and investments	50 audits were completed covering Provincial offices and functional divisions of RDA and 43 investigations were completed
	There was 88.7 % total expenditure against total allocation
Assist in development of the local road construction industry	Increased volume of road works under the programme of development of 100,000 km alternative road system, provided more opportunities to local contractors and they were encouraged to enhance their capacity



Road Developemt Authority

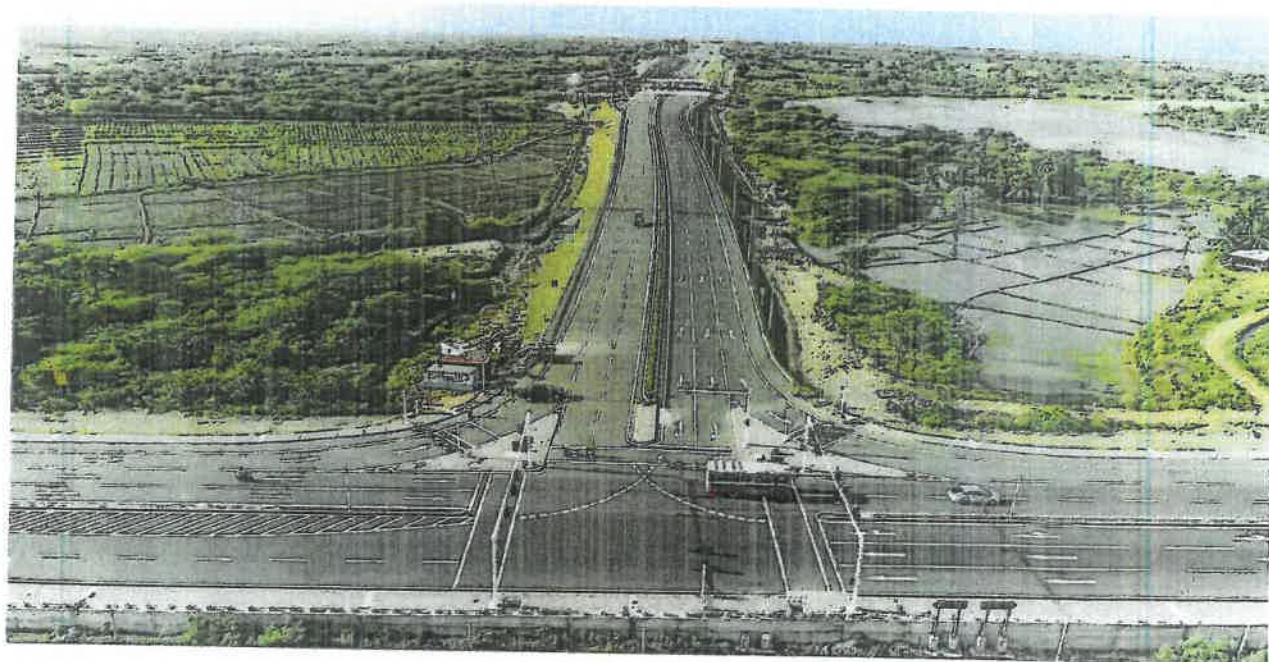
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வீதி அபிவிருத்தி அதிகார சபை



MINISTRY OF HIGHWAYS

ROAD DEVELOPMENT AUTHORITY



FINANCIAL STATEMENT

2020

ROAD DEVELOPMENT AUTHORITY

FINANCIAL STATEMENT 2020

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ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL POSITION AS AT 31 ST DECEMBER 2020

		2020 (Rs.)	2019 Re-Styled (Rs.)
ASSETS			
CURRENT ASSETS			
Cash & Cash Equivalents	NOTE		
Debtors	1	12,147,996,546.08	11,273,206,832.08
Inventories	2	16,128,206,370.76	23,090,844,912.44
Pre-Payments	3	760,296,740.99	814,796,987.27
Deposits & Advances		1,429,440.58	6,500,441.11
Mobilization Advance	4	120,505,607.63	102,310,093.03
Inter Company Current Account- Expressway Transport Company (Pvt) Ltd	5-B	14,895,775,330.89	11,391,672,568.55
Other Current Assets	6	3,132,928.80	3,132,928.80
Deferred Expenses of Local Bank Loans Funded Projects	7	398,732,073.62	397,542,135.70
TOTAL CURRENT ASSETS	8	-	15,724,322,068.23
		44,456,075,039.35	62,804,328,967.21
NON CURRENT ASSETS			
Equity Investments	9	2,200,310.00	2,200,310.00
Other Investments	10	3,060,108,438.00	2,806,307,995.50
Property Plant & Equipment	11	754,746,656,490.34	561,037,713,905.10
Prepaid Lease		38,875.00	39,875.00
Work In Progress Buildings	12	7,920,074.43	77,461,045.20
Work In Progress Expressways, Roads & Bridges	13	169,724,409,156.52	122,666,821,381.73
Work In Progress Others	14	-	16,965,028.50
Intangible Assets	15	3,898,413.75	1.96
Deferred Expenses Others	16	3,541,708,976.89	3,541,708,976.89
Mobilization Advance	5-B	16,632,643,393.04	37,522,165.92
TOTAL NON CURRENT ASSETS		947,719,584,127.97	690,186,740,685.80
TOTAL ASSETS		992,175,659,167.32	752,991,069,653.01
LIABILITIES			
CURRENT LIABILITIES			
Client & Other Deposits	17	4,481,578,066.61	4,716,213,575.02
Retention Money Payable	18-A	955,959,349.27	1,190,220,870.13
Payable to Contractors	19	2,851,118,481.99	5,430,318,185.08
Land Compensation Payable	20	2,728,460,981.17	4,886,372,315.53
Interest & Capital Repayments Local Bank Loans	21	12,244,625,910.35	19,399,443,284.80
Current Account Maganeguma Emulsion Production Company (Pvt) Ltd	22 A	4,667,357.13	7,818,795.24
Current Account - Maganeguma Road Construction & Equipment Co (Pvt) Ltd	22 B	2,007,999,058.28	1,990,566,504.26
Current Account Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd	22 C	69,808,079.33	124,999,247.75
Accrued Expenses & Taxes Payable	23	2,085,635,196.55	2,426,271,705.60
Creditors & Others	24	1,328,331,419.06	1,301,427,056.11
Loan from Civil Aviation Authority of Sri Lanka	25 A	-	50,000,000.00
Loans from Local Banks for RWI & PMMU	25 B(i),C(i)	1,981,402,584.05	9,665,278,106.89
TOTAL CURRENT LIABILITIES		30,739,586,483.79	51,188,929,646.41
NON CURRENT LIABILITIES			
Loans from Local Banks for RWI & PMMU	25 B(ii),C(ii)	287,552,366,569.16	209,227,134,481.96
Recoveries for Motor Bicycle Transferred to Employee		2,802,496.00	3,050,756.00
Employee Benefits		3,819,911,279.73	2,974,295,216.88
Retention Money Payable	18-A	556,912,418.11	334,002,865.60
TOTAL LIABILITIES		291,931,992,763.00	212,538,483,320.44
NET ASSETS		322,671,579,246.79	263,727,412,966.85
		669,504,079,920.53	489,263,656,686.16
NET ASSETS / EQUITY			
Paid Up Capital (Government Contribution)		1,000,000.00	1,000,000.00
Capital & Reserves			
Asset Revaluation Reserve Account		2,517,138,957.06	1,427,619,575.59
Accumulated Surplus - Current		46,392,172,273.31	43,156,528,173.87
- Capital		620,593,768,690.16	444,678,508,936.70
NET ASSETS / EQUITY		669,504,079,920.53	489,263,656,686.16

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).
The accounting policies and notes on pages 01 to 57 form an integral part of these Financial Statements.

H. Kannangara
Director Finance

The Board of Directors is responsible for the preparation and presentation of these Financial Statements.
Approved & signed for and on behalf of the the Board of Directors.

C. P. Athuluwage
Chairman

B.M.C.K.Basnayake
Board Member

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31 ST DECEMBER 2020

	Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Revenue			
Revenue From Non Exchange Transaction			
Recurrent Grant			
Capital Grant	26 A	36,483,282,987.53	37,611,277,966.38
Revenue From Exchange Transaction	26 B	215,632,277,278.65	165,883,073,833.14
Total Revenue	26 C	9,719,011,908.20	11,620,635,147.18
		261,834,572,174.38	215,114,986,946.70
Operating Results			
Recurrent Revenue			
Non Exchange	26 A	36,483,282,987.53	37,611,277,966.38
Exchange			
Surplus from Client's Work	30	113,092,552.73	176,619,193.10
Net Income from Expressways	31	5,114,282,116.61	6,451,089,464.17
Net Income from Fees for Services	32	213,251,878.26	328,491,481.04
Hire Charges & Rent	33	277,564,168.94	417,949,553.75
Interest	34	937,002,883.02	1,067,409,315.11
Overhead Recoveries	35	51,338,908.42	56,720,040.61
Gross Profit from Casting Yard	36	1,135,803.09	897,432.80
Net Income from Inter Locking Concrete Blocks	37	7,623.46	205,449.35
Net income from Asphalt External Sales	38	2,140,063.54	2,423,430.28
Others	39	400,183,446.97	208,793,449.60
Total Net Recurrent Revenue from Exchange Transactions		7,109,999,445.04	8,710,598,809.81
Total Recurrent Revenue		43,593,282,432.57	46,321,876,776.19
Expenditure			
Development & Maintenance Expenditure	41	10,257,114,426.03	15,521,755,819.65
Development Expenses on Land Acquisition	42	138,207.00	5,123,826.75
Deferred Expenses Transferred	43	-	112,335,890.35
Personal Emoluments	44	10,287,083,158.50	8,979,709,084.49
Supplies & Consumables Used	45	96,382,276.40	102,125,734.09
Other Administrative Expenses	46	749,631,188.26	1,043,513,927.29
Finance Costs	48	13,727,758,073.94	14,721,795,179.04
		35,118,107,330.13	40,486,359,461.66
Current Surplus/(Deficit) for the year		8,475,175,102.44	5,835,517,314.53
Remittance of Levy to Treasury	49	(4,000,000,000.00)	-
Current Surplus/(Deficit) Net of Levy to the Treasury		4,475,175,102.44	5,835,517,314.53
Non Exchange Capital Grants to Property Plant & Equipment	26 B	215,632,277,278.65	165,883,073,833.14
Depreciation and Amortization Expenses	47	(39,769,223,708.47)	(29,582,220,057.87)
Profit / Loss on Disposal of Sale of assets Acquired	40	52,206,183.28	12,692,090.48
Surplus/(Deficit) relating to the year on Capital Grant -PPE		175,915,259,753.46	136,313,545,865.75
Surplus/(Deficit) for the period after accounting of Capital Grant before Income Tax		180,390,434,855.90	142,149,063,180.28
Income Tax Expenses	50	(1,551,424,342.00)	(2,239,532,755.09)
Surplus/(Deficit) for the year after Income Tax		178,839,010,513.90	139,909,530,425.19
Deferred Tax	51	311,893,339.00	82,551,254.00
Balance Surplus for the year after Deferred Tax		179,150,903,852.90	139,992,081,679.19
Accumulated Surplus Brought Forward	52	487,835,037,110.57	347,842,955,431.38
Balance Carried Forward		666,985,940,963.47	487,835,037,110.57

These Financial Statements have been prepared in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS).
The accounting policies and notes on pages 01 to 57 form an integral part of these Financial Statements.

H. Kannangara
Director Finance

The Board of Directors is responsible for the preparation and presentation of these Financial Statements.
Approved & signed for and on behalf of the the Board of Directors.

C. P. Athulwage
Chairman

B.M.C.K. Basnayake
Board Member

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 31ST DECEMBER 2020

	2020	2019
Operating Surplus before Income Tax as per Financial Statements	180,390,434,856	147,628,703,389
Adjustments		
Deferred Income Transferred	-	(696,952,397)
Depreciation & Amortization Expenses	39,769,223,708	25,439,625,035
Finance Cost	13,551,363,731	15,866,202,678
Deferred Expenses Transferred	-	4,102,312,802
Provision for Gratuity	1,075,012,984	451,984,231
Liquidated Damages written Back	(20,598,706)	(4,752,462)
Client Deposits written Back	(268,797,596)	(45,225,006)
Retention Money written Back	(50,432,731)	(23,621,094)
Other Deposits Written Back	(6,514,571)	(9,343,852)
Provisions Written Back	-	(4,702,476)
Profit on Disposal of Property Plant & Equipment	(52,206,183)	(12,692,090)
Interest Received	(923,056,789)	(1,051,339,784)
Loss/ Gain on Exchange Rate Difference	176,394,343	(91,896,826)
Over Stated amount of Land value of resettlement	-	16,442
Deferred Tax	311,893,339	82,551,254
Operating Profit before Working Capital Changes	233,952,716,386	191,630,869,844
Working Capital Changes		
Gratuity paid	(229,396,921)	(127,371,692)
Income Tax Paid	(2,138,195,300)	(1,822,138,316)
Interest Paid	(27,755,990,082)	(26,382,978,136)
Decrease (Increase)/ in Debtors	6,962,638,542	(292,848,929)
Decrease/Increase in Inventories	54,500,246	(94,256,797)
(Increase)/ Decrease in Pre-Payments	5,071,001	3,492,581
(Increase)/ Decrease in Deposits & Advances	(18,195,515)	2,101,728
(Increase)/ Decrease in Mobilization Advance	(20,099,223,989)	12,730,616,530
(Increase) in Other Current Assets	(1,189,938)	(24,282,583)
Increase in Deferred Expenses of Local Bank Loans	(1,884,179,302)	(2,633,668,022)
(Increase) in Intangible Assets	(4,276,500)	-
Decrease/(Increase) in Deferred Expenses of Others	-	(190,453,803)
Increase in Clients & Other Deposits	61,275,364	814,697,106
Increase /(Decrease) in Retention Money Payable	39,080,763	(326,251,337)
(Decrease) / Increase in Payables to Contractors	(2,579,199,703)	638,401,235
(Decrease) / Increase in Land Compensation Payable	(2,157,911,334)	4,886,372,316
(Decrease) in Inter Company Current Accounts	(40,910,053)	(594,085,018)
Increase/ (Decrease) in Accrued Expenses & Taxes Payable	246,134,449	(59,230,747)
Increase in Creditors & Others	26,904,363	89,675,645
Decrease in Prepaid Lease	1,000	1,000
Net Cash Utilized in Operating Activities	184,439,653,475	178,248,662,606
Investing Activities		
Property Plant & Equipment Purchased out of RDA Funds	(449,004,172)	(85,506,828)
Property Plant & Equipment Purchased under Domestic Fund	(1,087,405,137)	(483,727,480)
Property Plant & Equipment Transferred from Projects	(209,571,694,196)	(146,684,757,219)
Increase in value of Property Plant & equipment due to Revaluation	(1,089,519,381)	(1,366,685,686)
Increase in Work In Progress on Buildings	(26,442,431)	(74,035,292)
Increase Work In Progress Expressways, Roads & Bridges	(37,268,257,123)	(52,842,494,916)
Increase in Work In Progress Others	(6,490,189)	(16,965,029)
Sale Proceeds of Property Plant & Equipment RDA	88,781,608	14,875,599
Interest Received	923,056,789	1,051,339,784
Other Investments	(253,800,443)	(2,667,341)
Net Cash Utilized in Investing Activities	(248,740,774,675)	(200,490,624,409)
Financing Activities		
Increase/ (Decrease) in Revaluation Reserve	1,089,519,381	1,366,685,686
Increase in Deferred Revenue - Project	-	68,510
Decrease in Value of Recovery of Motor Bicycle Transferred to Employees	(248,260)	(209,180)
Local Banks Loans disbursed	65,884,670,014	37,068,919,984
Repayment of Local Bank Loans	(1,748,030,223)	(13,373,433,469)
Repayment of Loan from Civil Aviation Authority of Sri Lanka	(50,000,000)	50,000,000
Net Cash provided by Financing Activities	65,175,910,913	25,112,031,532
Net Increase in Cash & Cash Equivalents	874,789,714	2,870,069,728
Cash & Cash Equivalents at the Beginning of the Year	11,273,206,832	11,126,478,487
Cash & Cash Equivalents at the End of the Year	12,147,996,546	13,996,548,216

ROAD DEVELOPMENT AUTHORITY

STATEMENT OF CHANGES IN EQUITY FOR THE YEAR ENDED 31ST DECEMBER 2020

Description	Paid Up Capital	Revaluation Reserve	Government Grants Projects & Others	Accumulated Surplus/(Deficit)			Total
				Note	Current	Capital	
Balance as at 01/01/2015	1,000,000.00	1,369,279,162.89	2,239,648,135.89		39,673,069,938.69	261,163,547,408.00	304,446,544,645.47
Prior Year Adjustments				A	26,054,793,733.60	20,951,544,351.09	47,006,338,084.69
Adjustments for reversal of Grant Transferred to Statement of Financial Performance due to application of SLIPAS-11			(2,239,648,135.89)	B			(2,239,648,135.89)
Capital Grant related to the L&EP Road Capitalized which were previously shown as deferred expenses included in Current Accumulative Deficit				C	(26,249,871,311.86)	26,249,871,311.86	-
Adjustments for Revaluation Surplus of Vehicles		58,340,412.70					58,340,412.70
Re-stated Balance as at 01/01/2019	1,000,000.00	1,427,619,575.59	-		39,477,992,360.43	308,364,963,070.95	349,271,575,006.97
Restated Surplus				D	3,678,535,813.44	136,313,545,865.75	139,992,081,679.19
Corrected Balance as at 31/12/2019	1,000,000.00	1,427,619,575.59	-		43,156,528,173.87	444,678,508,936.70	489,263,656,686.16
Revaluation Surplus of Buildings		1,089,519,381.47					1,089,519,381.47
(Deficit) for the Period after Deferred tax				D	3,235,644,099.44	175,915,259,753.46	179,150,903,852.90
Balance as at 31st December 2020	1,000,000.00	2,517,138,957.06	-		46,392,172,273.31	620,593,768,690.16	669,504,079,920.53

Note A

Prior Year Adjustments before 01/01/2019

Adjustment for grant related to PPE prior to 01.01.2020 for the assets handed over by PMMU
Adjustment for amount over/under stated in depreciation during the prior years
Adjustment for amount over/under stated in amortization during the prior years
Accumulated Surplus/(Deficit) from Capital

Note C
Capital Grant related to the L&EP Road Capitalized which were included in accumulated current surplus/deficit

Note B

Grant Project & Others transferred due to application of SLIPAS amounting to Rs. 2,239,648,135.89 is included in the Prior period adjustments Rs. 20,951,544,351.09 shown above.

Capital

30,618,257,945.99
(12,459,186,604.46)
2,792,473,009.56
20,951,544,351.09

Note D

Current Accumulated Surplus/(Deficit)

Note 52

	2020	2019
Current Surplus/(Deficit) for the year	Rs. 4,475,175,102.44	Rs. 5,835,517,314.53
Income Tax Expenses	(1,551,424,342.00)	(2,239,532,755.09)
Deferred Tax	311,893,339.00	82,551,254.00
Current Accumulated Surplus/(Deficit) for the year after Tax	3,235,644,099.44	3,678,535,813.44

ROAD DEVELOPMENT AUTHORITY

ACCOUNTING POLICIES

1. CORPORATE INFORMATION

1.1. Reporting Entity

Road Development Authority was established by the Road Development Authority Act No 73 of 1981 on 18th December 1981. Financial Statement encompasses only the activities of Road Development Authority.

1.2. Principal Activities and Nature of Operation

Maintenance & development of the road and bridges in the National Highway Network, Management of operation & maintenance of expressways and the planning, design and construction of new highways, bridges and expressway to augment the existing network. Presently, a length of 12496 Km of A, B & E class roads are maintained & managed by Road Development Authority.

1.3. Registered Office

Registered office of the Authority is Maganeguma Mahamedura, No 216, Denzil Kobbekaduwa Mawatha, Koswatta, Battaramulla.

1.4. Financial Year

The Financial reporting Period of Road Development Authority is twelve months period covered from 01st January to 31st December.

1.5. Functional and Reporting Currency

Items included in the financial statements are measured using the currency of the primary economic environment in which the entity operates ('the functional currency'). The financial statements are presented in "Sri Lankan Rupees" which is considered the entity's functional and reporting currency.

1.6. Date of Authorization for Issue

The financial statements of the Authority for the year ended 31 December 2020 were authorized for issue in accordance with a resolution of the Board of Directors.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

2. A Basis of Preparation

Financial Statements for the year 2020 have been prepared on accrual basis in accordance with Sri Lanka Public Sector Accounting Standards (SLPSAS). International Accounting Standards and generally accepted accounting principles are used whenever the applicable standards are silent on the particular issue.

The Financial statement is prepared on going concern basis and accounting policies adopted by RDA are consistently applied with those of prior years unless specifically disclosed otherwise.

2. B Equity Investment

Equity investments in the following companies have been stated in the accounts at cost.

1. Maganeguma Emulsion Production Company (Pvt) Ltd
2. Maganaguma Road Construction & Equipment Company (pvt) Ltd
3. Maganaguma Consultancy & Project Management Service (pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd
5. Housing Development Finance Corporation (HDFC)

2. B (I) Subsidiaries

1. Maganeguma Emulsion Production Company (Pvt) Ltd
2. Maganeguma Road Construction & Equipment Company (Pvt) Ltd
3. Maganeguma Consultancy & Project Management Service (Pvt) Ltd
4. Expressway Transport Bus Company (Pvt) Ltd

2. B (II) Related Party Transactions

- Disclosures are made in respect of the transactions in which the entity has the ability to control or to exercise the significant influence over the financial and operational decisions of the subsidiaries.

Given below are the outstanding balances as at 31/12/2020 for the related party transactions entered into RDA and Subsidiaries.

Company Name	Receivable Amount Rs	Payable Amount Rs	Net Receivable/ (Payable Amount) Rs
Maganeguma Emulsion Production Company (Pvt) Ltd	471,358.40	5,138,715.53	4,667,357.13
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	2,009,764,522.35	4,017,763,580.63	2,007,999,058.28
Maganaguma Consultancy & Project Management Services (Pvt) Ltd	3,962,908.93	73,770,988.26	69,808,079.33
Expressway Transport Bus Company (Pvt) Ltd	3,132,928.80	-	3,132,928.80

2. B (III) Interest in Subsidiaries

Controlling interest over the subsidiary companies as at 31st December 2020 is set out below

Name of Entity	Place of business/ country of incorporation	Direct Controlling Interest	Indirect Controlling Interest	Total Controlling Interest
Maganeguma Emulsion Production Company (Pvt) Ltd	Colombo/ Sri Lanka	99.99 %	-	99.99 %
Maganaguma Road Construction & Equipment Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %
Maganaguma Consultancy & Project Management Service (Pvt) Ltd	Colombo/ Sri Lanka	99.98 %	0.02%	100 %
Expressway Transport Bus Company (Pvt) Ltd	Colombo/ Sri Lanka	100 %	-	100 %

Road Development Authority is mainly depending on voted funds to provide road infrastructure facilities to General Public. Therefore, Sri Lanka Public Sector Accounting Standards are followed for the preparation and presentation of the Financial Statements. However, its' subsidiary companies are following the Accounting Standard related to SMEs and LKAS for the preparation of their Financial Statements.

The Consolidated Financial Statement for the Road Development Authority are not prepared due to the fact that the two different accounting standards followed by parent organization and its' subsidiaries.

2. C Property Plant & Equipment – Basis of Valuation**2. C (I) Assets Purchased/ Constructed by RDA & Assets taken over from Project Management Units**

Property, Plant & Equipment are recorded at cost of purchase/ constructions or revaluation amount except improvements of existing Highways & Other Roads belong to RDA and are shown in the accounts at cost/ revalue amount less accumulated depreciation & accumulated impairment losses in accordance with SLPSAS -07.

Depreciation is provided at the following rates on straight line basis over the period of the estimated useful life from the date of purchase / acquired/ constructed/ revalued & used to date of disposal or sale of the different types of assets. Depreciation on Highways & other Roads is provided on component basis at the different rates based on the available information.

Expressways	3%	p.a.
Highways & other Roads (Constructed by LBFP)		
Cost Incurred Surface & Road Furniture (40% of total Cost)	10%	p.a.
Cost incurred for structures & Road up to Base Level (60% of Total Cost)	5%	p.a.
Highways & other Roads (Constructed by PMMUs)		
Culverts	4%	p.a.
Embankment	5%	p.a.
Surface	10%	p.a.
Road Signal	20%	p.a.
Safety Equipment	10%	p.a.
Other Road Cost	10%	p.a.
Concrete Bridges	1%	p.a.
Steel Bridges	2%	p.a.
Buildings	5%	p.a.
Furniture & Office Equipment	20%	p.a.
Computers	33.33%	p.a.
Motor Vehicles	20%	p.a.
Bridge Inspection Vehicle & Accessories	10%	p.a.
Plant, Machinery & Equipment	25%	p.a.
Drawing & Survey Equipment	20%	p.a.
Tools & Equipment	20%	p.a.
Communication Outlay	15%	p.a.
Reference Books	50%	p.a.
Baily Bridging Items	10%	p.a.
Foot Bicycles	20%	p.a.
Bridge Equipment	10%	p.a.
Motor Cycles	20%	p.a.
R&D Equipment	20%	p.a.
Electrical Fitting & Fixtures	25%	p.a.
Training Equipment	20%	p.a.
Ferry Boats	20%	p.a.
Motor Launch	20%	p.a.
Medical Instruments	25%	p.a.
Lab Equipment	20%	p.a.
Accrow Items	20%	p.a.
Office Container	20%	p.a.
Expressway Equipment	33.33%	p.a.
Prefab Toilet Units	10%	p.a.
Sanitary Equipment	33.33%	p.a.
Car Park at RDA Head Office	20%	p.a.

2. C (II) Expressways

Expressways are handed over to RDA during the reporting periods of Financial Statements from 2011 to 2020. These Expressways are capitalized in the RDA accounts during the reporting period from 2011 to 2020. Land acquired or purchased for construction of expressways has not been depreciated, complied with SLPSAS-07. Depreciation provided up to the end of 31.12.19 for the cost of Land acquired /purchased to construct the expressways has been reversed in the accounts and adjusted to the retained earnings during the year.

The costs of these expressways are summarized below.

Name of Expressway	Cost as at 31/12/2019 Rs.	Adjustments Rs.	Re-Stated Cost as at 01/01/2020	Addition / Adjustment Rs.	Total Cost as at 31/12/2020 Rs.	Land Acquisition Cost Rs.	Construction & Other Cost Rs.
Colombo Katunayake Expressway	52,910,959,489.48	-	52,910,959,489.48	-	52,910,959,489.48	2,604,867,729.00	50,306,091,760.48
Outer Circular Highway, Phase I	31,329,462,041.54	-	31,329,462,041.54	-	31,329,462,041.54	2,851,254,611.00	28,478,207,430.54
Southern Expressway	116,452,569,131.82	-	116,452,569,131.82	-	116,452,569,131.82	8,383,715,942.00	108,068,853,189.82
Outer Circular Highway, Phase II	47,824,924,214.72	(71,155,760.31)	47,753,768,454.41	-	47,753,768,454.41	1,856,120,544.00	45,897,647,910.41
Outer Circular Highway, Phase III	77,266,432,867.12	(54,556,667.43)	77,211,876,199.69	2,000,468,602.72	79,212,344,802.41	8,731,275,404.00	70,481,069,398.41
Extension of Southern Expressway Phase I	-	-	-	139,455,250,041.84	139,455,250,041.84	5,369,069,392.05	134,086,180,649.79
Extension of Southern Expressway Phase II	-	-	-	51,831,558,054.34	51,831,558,054.34	2,119,229,553.38	49,712,328,500.96
Extension of Southern Expressway Phase III	26,609,300,702.89	-	26,609,300,702.89	10,599,265,324.14	37,208,566,027.03	1,242,555,306.10	35,966,010,720.93
Extension of Southern Expressway Phase IV	42,075,931,764.91	-	42,075,931,764.91	8,189,051,904.12	50,264,983,669.03	301,505,628.47	49,963,478,040.56
Total	394,469,580,212.48	(125,712,427.74)	394,343,867,784.74	212,075,593,927.16	606,419,461,711.90	33,459,594,110.00	572,959,867,601.90

2. C. (III) Highways & Other Roads

Improvements to 87 existing roads constructed out of the local bank loans obtained and Project Managements Units of National Highway Sector Project, Priority Road Project-3, Northern Road Connectivity Road Project & Miscellaneous Fund Aided Project have been capitalized during the year 2019 & 2020.

The percentage of the road length capitalized out of the total length of 87 highways & other roads are given in Note 09 of the general notes to the Financial Statements.

Information is being collected for all existing Highways & other roads belong to RDA and will be brought to books of accounts upon the valuation.

2. C (IV) Bridges

One hundred & thirteen bridges which were constructed and handed over to RDA by UK Steel Bridge Construction Project, Special Project Management Unit & Miscellaneous Fund Aided Project have been capitalized in RDA accounts during the year 2019 & 2020.

Further eight Flyover Bridges which were constructed and handed over to RDA by UK Steel Bridge Construction Project are capitalized in the RDA accounts during the year 2019 & 2020.

The details related to Bridges & Flyover Bridges are given in Note 10 of the general notes to the Financial Statements.

2. C. (V). Land

a. Land Relocation for Displaced Families

Four lands have been purchased for relocation of displaced families handed over to RDA by Outer Circular Highway Project – III and brought to books of accounts of RDA at cost during the year 2020.

<u>Name of Land</u>	<u>Cost -Rs.</u>
Mottunawatta Kirindagahalanda Land	30,000,000/00
Wadugewatta Land	39,500,000/00
Pattiyawalawatta Land	16,635,160/00
Millagahawatta, Kosgahawatta, Gorakaghakumbura, Millagahakumbura Land	49,376,950/00

The revalued amount of Rs 8,820,000/- land located in the underpass at Kandy has been brought to books of accounts during the year 2020.

b. Car Park at RDA Head Office

The car park constructed by RDA out of own funds at head office have been brought to books of accounts at their construction cost during the year 2020.

2. C. (VI) Building

Revaluation process of buildings are being carried out by the Valuation Department for the provinces of Southern, North Central, APD Akkaraipattu, Sabaragamuwa, Eastern, Uva, North Western provinces and Research & Development division at Ratmalana.

The revaluation process of buildings occupied by Expressway Operation, Maintenance & Management division is being carried out by the special appointed committee during the year 2019 and will be brought to books of accounts upon the valuation.

The revalued amounts of the Maganeguma Mahamedura building, shops at Borella & Kandy and balance buildings at Sabaragamuwa Province have been brought to books of accounts during the year 2020.

The following buildings constructed by RDA have been capitalized during the year 2020.

Name of Building	Cost
Office Building - Agalawatta	16,557,608.52
Parking Sheds -CKE & OCH	22,318,340.15
Garage constructed for parking of special survey vehicle	3,300,000.00
Total	25,618,340.15

The following buildings constructed by Project Management Units (PMUU) and handed over to Road Development Authority have been brought to books of Accounts of RDA during the year 2020.

Name of Building	Cost	Name of Project Handed Over
Udumulla	71,155,760.31	Outer Circular Highway
Mahawa	21,678,400.00	Miscellaneous Foreign Aided Project
Medawachchiya	55,534,904.22	Northern Road Connectivity Project
Sooriyapokuna	732,316,419.78	Extension of Southern Expressway Phase III
Total	880,685,484.31	

2. C. (VII) Motor Vehicles

Motor Vehicles used by project and subsequently handed over to the RDA are recorded at its revaluation price.

2. C. (VIII) Other Assets

Cost of new assets purchased and handed over to the RDA is recorded at its cost.

A committee has been appointed to identify the assets used by line ministry in the Maganeguma Mahamedura. Accordingly assets worth of Rs. 59.1 Mn have been identified as used by line ministry to date. We are in the process of handing over the above assets as per the public financial circular No; PFD/RED/01/01/2020/01. Those assets will be removed from the book of accounts of RDA after obtaining the authority from the line ministry.

The used assets of the following Projects have been taken over by RDA over the years up to 31.12.2020 and have been brought to the Assets register of RDA.

- Colombo Katunayake Expressway Project
- Outer Circular Highway Project phase I, II & III
- Southern Transport Development Project
- Road Network Improvement Project
- National Road Priority Project I, II & III
- Northern Road Connectivity Project
- National Highway Sector Project
- Miscellaneous Foreign Aided Project
- I Road Projects
- CARE Project

- Special Project Management Unit
- Land Slide Disaster Project
- UK Steel Bridge Project
- Extension of Southern Expressway

2. D. Capital Work-In-Progress

Capital work in progress is stated at cost. These are expenses of a capital nature directly incurred in the construction of Expressways, Bridges and Buildings by RDA

Given below is the summary of Work-in-Progress as at 31.12.2020

Detail	Buildings	Expressways	Bridges	RDA 100000Km Prog	Non-RDA 100000Km Prog	Car Park for the Head Office	Other PMMU Roads	Land	Grand Total
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
Balance 1st January 2020	74,412,225.87	106,377,121,364.86	445,537,932.89	-	-	16,965,028.50	6,763,921,482.22	9,110,131,315.20	122,788,089,349.54
Adjustments	(64,615,693.65)	44,261,425.22					(29,890,713.44)		(50,244,981.87)
Restated Balance 1st January 2020	9,796,532.22	106,421,382,790.08	445,537,932.89	-	-	16,965,028.50	6,734,030,768.78	9,110,131,315.20	122,737,844,367.67
Additions During the Year	26,442,430.86	35,490,451,953.22	37,690,014.53	230,836,898.38	11,242,504,318.13	6,490,189.03	586,346,857.96	2,567,049,160.69	50,187,811,822.80
Total	36,238,963.08	141,911,834,743.30	483,227,947.42	230,836,898.38	11,242,504,318.13	23,455,217.53	7,320,377,626.74	11,677,180,475.89	172,925,656,190.47
Capitalized/ Transferred	(28,318,888.65)	(2,984,011,169.71)				(23,455,217.53)	(157,541,683.63)		(3,193,326,959.52)
Balance 31st December 2020	7,920,074.43	138,927,823,573.59	483,227,947.42	230,836,898.38	11,242,504,318.13	-	7,162,835,943.11	11,677,180,475.89	169,732,329,230.95

Summary of Work-In-Progress on Expressway & Bridges

Project Name	Progress Payments on Civil Work & Supervision and Compensation		Interest cost incurred		Total Work In Progress
	Balance as at 01.01.2020	During the year 2020	Balance as at 01.01.2020	During the year 2020	
	Rs	Rs	Rs	Rs	
Central Expressway Phase I	4,420,951,714.88	244,939,563.34	1,137,801,359.97	1,005,952,111.77	6,809,644,749.96
Central Expressway Phase II	76,941,944,604.29	23,127,695,735.15	17,476,087,930.97	10,618,468,692.82	128,164,196,963.23
Central Expressway Phase III	2,798,661,602.60		659,608,180.18	318,185,823.77	3,776,455,606.55
Extension of Southern Expressway I	1,646,882,373.77	(1,646,882,373.77)	454,252,644.90	(454,252,644.90)	0.00
Extension of Southern Expressway II	655,834,102.26	(655,834,102.26)	185,096,851.04	(185,096,851.04)	0.00
Additional Toll Lane Ja-Ela - CKE	0.00	177,526,253.85	0.00	-	177,526,253.85
New Bridge on Kelani River	345,343,413.54		100,194,519.35	37,690,014.53	483,227,947.42
Total	86,809,617,811.34	21,247,445,076.31	20,013,041,486.41	11,340,947,146.95	139,411,051,521.01



2. E. Borrowing cost

- a) Borrowing costs consist of interest that an entity incurs in connection with the borrowing of funds. Interest cost related to local bank loans up to the stage of completion of Expressways and Roads constructed by PMUU have been charged to work in Progress in accordance with SLPSAS -04.
- b) Borrowing cost related to the period up to the date of completion of improvements to existing roads completed out of local bank loans have been capitalized.
- c) Borrowing cost related to local bank funded projects for road widening and improvement works which have not been capitalized and cost incurred after completing the expressways, new roads & bridges, improvements to existing roads have been shown as finance cost in the financial statements.

2. F Government Grants

- I. Government grants received for purchased of assets & grant related to the assets handed over from Project Management Units are accounted in accordance with SLPSAS -11.
- II. Grants received for recurrent overhead have been recognized as income in the same year.
- III. Grants received for interest and capital re-payment of local bank loans
 - (a) Grants received for interest payable on Local Bank Loans for RWI work have been recognized as revenue in the same year.
 - (b) Grants received for interest payable on PMUU loans obtained for construction of roads & bridges are shown in the accounts as revenue in the same year.
- IV. Grants received for development, improvement & maintenance of roads are recognized as income in the same year.

2. G Conversion of Foreign Currency into a Reporting Currency

USD loan obtained from People's bank is recorded in the accounts as per SLPSAS -05.

Re payment of USD loan obtained from the People's Bank & interest paid are converted as per the spot rate at the date of the payment and the closing balance of loan, repayment & interest due on the reporting date are converted at the spot exchange rate on the date of the Statement of the Financial Position. The loss on exchange rate difference is related to the current year has been charged to the Statement of Financial Performance.

2. H Classification of Current & Non-Current Assets & Liabilities

All Assets expected to be realized in or, is held for sale or consumption in, in the normal operating cycle of the Authority or expected to be realized within twelve month after the reporting date of the Financial Statements have been categorized as "Current Assets" and all other assets have been categorized as "Non-Current Assets" in accordance with the SLPSAS -01.

All Liabilities due to be settled in the normal operating cycle of the Authority or expected to be settled within twelve month after the reporting date of the Financial Statements have been categorized as "Current Liabilities" and all other liabilities have been categorized as "Non-Current Liabilities" in accordance with SLPSAS -01.

2. I Contingent Liabilities

There is a contingent liability amounting to Rs. 592, 582,301.80 in respect of court cases filed by employees and outside parties against the RDA.

2. J Lease Rental on Land of Maganaguma Mahamadura

Lease rental on Maganaguma Mahamedura land has been accounted in accordance with SLPSAS -13.

2. K Expenditure

- I. Except the expressways, roads & bridges constructed by LBFP & 100000 Km alternative road programme, expenditure incurred on construction, widening & improvement of all bridges, Roads etc. are written off in the accounts in the year they have been incurred & shown as development expenditure in the statement of Financial Performance.
- II. Expenditure incurred for all maintenance activities of the roads & bridges are charged to statement of Financial Performance.
- III. Expenditure incurred for Road Widening & Improvement works which are administrated by construction division under RWI vote are written off in the accounts in the year they have been incurred.
- IV. Expenditure incurred by utilization of local bank loans for RWI works except for improvements to existing roads & bridges which are capitalized are recorded as deferred expenditure.
- V. Expenditure incurred on Ran Mawath Rural Roads Program during the year 2020 are written off in the accounts & charged to Statement of Financial Performance.
- VI. Expenditure incurred on Rehabilitation and Improvement of 100000 Km alternative road programme under the government policy statement of "Vistas of prosperity & Splendor" during the year 2020 is accounted as follows.
 - Expenditure incurred for constructing of Non-RDA roads are shown as work-in-progress until the project is completed and charged to relevant cost as expenditure after completing the project.
 - Expenditure incurred for constructing the roads belongs to RDA is shown in the account as work in progress, until the project is completed. These roads are capitalized after completion the project at cost.
- VII. Expenditure incurred for Non RDA roads constructed out of the Local Bank funds & RDA own generated income are written off in the accounts & charged to Statement of Financial Performance.
- VIII. Expenditure incurred on greenery works of expressways are written off in the accounts and shown in the Statements of Financial Performance.
- IX. Expenditure incurred for the payment of compensation of the PMUU is accounted as follows.
 - a. All Expressways & New Bridge Construction on Kelani River -Charged to Work In Progress on Highways & bridges
 - b. Expenditure incurred on behalf of highway projects is shown in the accounts as Work-in-progress on other roads constructed by PMUU
- X. Expenditure incurred on Foot Bridge under voted funds granted by State Ministry during the year 2020 are written off in the accounts & Charged to Statement of Financial Performance.

2. L Stock

- I. Stocks other than finished products have been valued at cost or net realizable value whichever is lower in accordance with the SLPSAS- 09.
- II. Finished product of the casting yard valued at actual cost.

2. M Taxation

I V.A.T

- (a) VAT is paid on cash basis with effect from September 2001, as per the ruling dated 12th November 2001 received from Department of Inland Revenue.
- (b) With effect from the 01/01/2013, all activities carried out under voted funds received & Local Bank Loans are exempted from VAT. Accordingly input tax paid on the above activities have been shown in Financial Statement as disallowable taxes and charged to expenditure.
- (c) VAT is accounted through VAT control account and any VAT amount disallowed is treated as expenditure.

II Income Tax

Current Taxes

As per the para 4 of the notice published in the website of the Dept. of Inland Revenue Sri Lanka on 12.02.2020, any sum received by a Public Corporation out of the funds voted by Parliament from the Consolidated Fund or out of the any loan arrange through the Government, on or after 01.04.2018 is exempted subjected to the formal amendments to the Inland Revenue act No. 24 of 2017. Therefore, Income Tax shown in financial statement for the year 2020 is computed based on the Inland Revenue act No, 24 of 2017 & above notice.

Deferred Tax

Deferred Tax is provided on temporary differences at the reporting date of the Financial Statements between the tax base and the carrying value of the financial reporting purposes. The deferred tax liabilities are provided for all taxable temporary differences. Deferred Tax assets are recognized for all deductible temporary differences. The deferred tax assets and liabilities are computed based on the tax laws that have been enacted at the reporting date.

2. N Employee Benefits

I Defined Contribution Plan

The defined contribution plan is the post employee benefits under which RDA pays fixed contribution to Employee Provident Fund (EPF) and Employee Trust Fund (ETF).

RDA contributes 12% on liable income of employees to EPF and 3% on liable income to the ETF according to the relevant statutes.

II Gratuity

Gratuity of employees is provided only for those who have completed one year period of service required as per SLAS -19 & it has been calculated on formula method.

2. O Provision for Doubtful Debts / Impairment of Mobilization Advance / Non-moving Stock

Specific provisions have been made in accounts for doubtful debts, impairment of mobilization advances and non-moving inventories.

Details are set out below;

Rs

Doubtful Debts	Debtors	863,344.30
	Staff Debtors	650,366.99
Impairment of Mobilization Advance		12,711,741.85
Non Moving Inventories		26,678,408.46

General provisions have not been made in the accounts.

2. P Management Fee & Overhead Recovery from Project Management Units

Overhead component of 6% is charged from PMUU on the gross amounts computed by RDA on behalf of Project Management Units.

2. Q Funds Received for Road Maintenance and Road Improvement Works/Clients' Works

Funds Received for Road Maintenance and Road Improvement Works for the Votes under Line Ministry (Ministry/Trust Fund/RWI Fund) & Other Ministry votes are shown as Revenue & the expenses incurred are shown as expenses in the statement of Financial Performance for the year.

Value of work done relating to clients' work were computed by adding 20% overhead components on cost incurred for actual work carried out on behalf of clients during the year except the reduced percentage for overhead for the work undertaken from Divisional Secretaries and other specific organizations authorized by the management.

2. R Asphalt Plants

Management has decided to treat this Asphalt Plants as separate profit centers and to ascertain the performance of operations of these separately. Transactions relating to the operations of the asphalt plants were recorded and the performances were ascertained separately.

Asphalt supply by the asphalt plants are being charged to Development & Maintenance expenses on full cost basis.

2. S ETC Account

The balance of Electronic Toll Collection top up account as at 31/12/2020 is amounting Rs. 50,961,924.40 in respect of ETC card holders. It has not been shown in RDA accounts as the above funds do not belong to RDA.

2. T Correction of Prior period Errors and Adjustments due to Change in Accounting Policies

All material fundamental errors related to prior periods & adjustments due to change in Accounting Policies have been adjusted to the brought forward balances in accumulated surplus in 2020. Comparative figures for the year have been re-stated accordingly.

2. U Fixed Deposit with Bank of Ceylon

The fixed deposit has been placed for Rs 1,500 Mn at Bank of Ceylon as per the conditions stipulated in offer for credit facility for Rs. 4,312 Mn by the same bank during the year 2019. It was approved by the RDA Board of Directors (Ref; Board Paper No; 2076/2019). An amount of Rs 1,653.08 Mn including interest earned, has been carried forward in the books of accounts in RDA as at 31.12.2020.

2. V Assignment of REPO Investment in People's Bank

Three REPOs value of amounting to Rs 1,224.0 Mn have been pledged at People's Bank as per the conditions stipulated in offer for credit facility for Rs. 3,688 Mn by the same bank during the year 2019. Rs 1,321.23 Mn including interest earned has been carried forward in the books of accounts in RDA as at 31.12.2020.

ROAD DEVELOPMENT AUTHORITY
GENERAL NOTES

(1) The capital is paid up as follows;

	Rs.
1982	250,000.00
1983	750,000.00
Total	1,000,000.00

(2) Local Bank Loans

2-A Summary of the Local Bank Loans Obtained as at 31.12.2020		Loan Balance			
Bank & Branch	Purpose	Loan Granted		Loan Balance	
		As at 01.01.2020 (Rs)	As at 31.12.2020 (Rs)	As at 01.01.2020 (Rs)	As at 31.12.2020 (Rs)
Commercial Bank- Head Office Branch	RWI Works	7,209,815,346.22	7,209,815,346.22	4,455,372,442.89	4,755,930,854.26
Bank of Ceylon- Metropolitan & Corporate Branches	RWI Works	36,664,949,864.22	36,664,949,864.22	22,642,610,777.51	24,175,993,737.37
Peoples Bank- Corporate Branch	RWI Works	14,585,855,096.87	14,585,855,096.87	7,741,493,470.31	8,380,056,621.21
National Savings Bank- Head Office Branch	RWI Works	55,371,446,419.12	55,371,446,419.12	38,354,879,082.27	40,665,656,199.10
Development Finance Corporation of Ceylon Bank- Head Office Branch	RWI Works	1,328,863,202.57	1,328,863,202.57	840,892,209.21	896,508,934.21
Hatton National Bank	RWI Works	28,262,544,638.58	28,262,544,638.58	18,972,055,533.97	20,133,152,184.28
National Development Bank	RWI Works	8,353,307,659.01	8,353,307,659.01	5,904,604,210.53	6,299,836,399.91
Peoples Bank, Corporate Branch	CKE Project	8,198,320,186.46	8,198,320,186.46	5,396,749,866.57	4,809,436,913.64
Bank of Ceylon, Corporate Branch	OCH III Project	1,810,000,000.00	1,810,000,000.00	880,042,961.56	1,045,184,686.42
Peoples Bank- Corporate Branch	CEP II Project	12,892,878,904.10	12,892,878,904.10	12,892,878,904.10	12,892,878,904.10
National Savings Bank- Head Office Branch	CEP II Project	11,200,000,000.00	11,200,000,000.00	11,200,000,000.00	11,200,000,000.00
National Savings Bank- Head Office Branch	PMMU & RDA	7,500,000,000.00	7,500,000,000.00	7,500,000,000.00	7,500,000,000.00
Samphath Bank- Head Office Branch	PMMU & RDA	14,500,000,000.00	14,500,000,000.00	14,500,000,000.00	14,500,000,000.00
Bank of Ceylon, Corporate Branch	PMMU & RDA	22,000,000,000.00	22,000,000,000.00	22,000,000,000.00	22,000,000,000.00
Bank of Ceylon, Corporate Branch	PMMU & RDA	9,000,000,000.00	9,000,000,000.00	9,000,000,000.00	9,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP I Project	2,548,917,257.60	2,548,917,257.60	449,020,844.18	693,960,407.52
Development Finance Corporation of Ceylon Bank	PMMU & RDA	5,000,000,000.00	5,000,000,000.00	5,000,000,000.00	5,000,000,000.00
Bank of Ceylon, Corporate Branch	CEP II Project	25,000,000,000.00	25,000,000,000.00	25,000,000,000.00	25,000,000,000.00
Peoples Bank- Corporate Branch	CEP II Project	3,688,000,000.00	3,688,000,000.00	3,688,000,000.00	3,196,038,824.07
Bank of Ceylon, Corporate Branch	CEP II Project	4,312,000,000.00	4,312,000,000.00	2,454,708,738.35	3,808,933,331.00
Bank of Ceylon, Corporate Branch	CEP II & RDA	-	11,000,000,000.00	-	11,000,000,000.00
Peoples Bank- Corporate Branch	CEP I & RDA	-	8,000,000,000.00	-	7,969,835,933.41
Bank of Ceylon, Corporate Branch	CEP II & RDA	-	14,000,000,000.00	-	14,000,000,000.00
Peoples Bank- Corporate Branch	CEP I & RDA	-	17,000,000,000.00	-	16,610,365,222.71
National Savings Bank- Head Office Branch	CEP II & RDA	-	10,000,000,000.00	-	10,000,000,000.00
Peoples Bank- Corporate Branch	CEP II & RDA	-	10,000,000,000.00	-	4,000,000,000.00
Total Amount		279,426,898,574.75	349,426,898,574.75	218,873,309,041.45	289,533,769,153.21

2-B Summary of Outstanding Balance on Local Bank as at 31.12.2020

PMU	Approved Loan Amount	Loan Balance as at 01.01.2020	Loan Instalments due but not paid as at 01/01/2020	Utilization & Adjustments of Loans During the Year	Repayment of Capital During the year	Loan Instalments due but not paid as at 31/12/2020	Loan Balance as at 31/12/2020
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Commercial Bank- Head Office Branch	7,209,815,346.22	4,455,372,442.89	300,558,411.37	-	-	-	4,755,930,854.26
Bank of Ceylon- Metropolitan & Corporate Branches	36,664,949,864.22	22,642,610,777.51	1,527,706,250.84	5,676,709.02	-	-	24,175,993,737.37
Peoples Bank- Corporate Branch	14,585,855,096.87	7,741,493,470.31	609,140,000.00	29,423,150.90	-	-	8,380,056,621.21
National Savings Bank- Head Office Branch	55,371,446,419.12	38,354,879,082.27	2,310,777,117.58	(0.75)	-	-	40,665,656,199.10
Development Finance Corporation of Ceylon Bank- Head Office Branch	1,328,863,202.57	840,892,209.21	55,616,725.00	-	-	-	896,503,934.21
Hutton National Bank	28,262,544,638.58	18,972,055,533.97	1,132,850,361.05	28,246,289.26	-	-	20,133,152,184.28
National Development Bank	8,353,307,659.01	5,904,604,210.53	326,961,816.00	68,270,373.38	-	-	6,299,836,399.91
Foreign Currency Loan							
CKE -Peoples Bank, Corporate Branch	US \$ 44,717,825.54 Equivalent Rs. 8,198,320,186.46	US \$ 29,436,630.13 Equivalent Rs. 5,396,749,866.57	US \$ 2,007,042.96 Equivalent Rs. 367,960,217.55	0.00	US \$ 4,014,085.92 Equivalent Rs. 744,541,688.13	US \$ 2,007,042.96 Equivalent Rs. 379,692,387.17	US \$ 25,422,544.21 Equivalent Rs. 4,640,476,008.82
Adjusting of Foreign Exchange Differences							
CKE Loan Balance	8,198,320,186.46	5,396,749,866.57	376,420,907.15	168,960,904.82	753,002,377.73	379,692,387.17	168,960,904.82
OCH III - Bank of Ceylon, Corporate Branch	1,810,000,000.00	899,146,508.96 *	75,416,666.00	70,621,511.46	-	-	1,045,184,686.42
CEP II - Peoples Bank- Corporate Branch	12,892,878,904.10	12,892,878,904.10		-	-	-	12,892,878,904.10
CEP II - National Savings Bank, Head Office	11,200,000,000.00	11,200,000,000.00			-	-	11,200,000,000.00
National Savings Bank, Head Office	7,500,000,000.00	7,500,000,000.00			-	-	7,500,000,000.00
Sampath Bank, Head Office	14,500,000,000.00	14,500,000,000.00			-	-	14,500,000,000.00
Bank of Ceylon, Corporate Branch	22,000,000,000.00	22,000,000,000.00			-	-	22,000,000,000.00
Bank of Ceylon, Corporate Branch	9,000,000,000.00	9,000,000,000.00			-	-	9,000,000,000.00
CEP I - Bank of Ceylon, Corporate Branch	2,549,000,000.00	449,020,844.18		244,939,563.34	-	-	693,960,407.52
Development Finance Corporation of Ceylon Bank	5,000,000,000.00	5,000,000,000.00			-	-	5,000,000,000.00
Bank of Ceylon, Corporate Branch	25,000,000,000.00	25,000,000,000.00			-	-	25,000,000,000.00
CEP II - Peoples Bank- Corporate Branch	3,688,000,000.00	3,688,000,000.00			491,961,175.93	-	3,196,038,824.07
CEP II - Bank of Ceylon, Corporate Branch	4,312,000,000.00	2,454,708,738.35		1,857,291,261.65	503,066,669.00	-	3,808,933,331.00
Bank of Ceylon, Corporate Branch	11,000,000,000.00			11,000,000,000.00	-	-	11,000,000,000.00
Peoples Bank- Corporate Branch	8,000,000,000.00			7,969,835,933.41	-	-	7,969,835,933.41
Bank of Ceylon, Corporate Branch	14,000,000,000.00			14,000,000,000.00	-	-	14,000,000,000.00
Peoples Bank- Corporate Branch	17,000,000,000.00			16,610,365,222.71	-	-	16,610,365,222.71
National Savings Bank- Head Office Branch	10,000,000,000.00			10,000,000,000.00	-	-	10,000,000,000.00
Peoples Bank- Corporate Branch	10,000,000,000.00			4,000,000,000.00	-	-	4,000,000,000.00
Total	349,426,981,317.15	218,892,412,588.85	6,715,448,254.99	66,053,630,919.20	1,748,030,222.66	379,692,387.17	289,533,769,153.21

* OCF: III - Bank of Ceylon, Corporate Branch loan balance as at 01.01.2020 shown in the account
Adjustments for Loan Disbursement not accounted in 2019

880,042,961.56
19,103,547.40
899,146,508.96

2-C Local Bank Loan Granted During the Year

Summary of Loans from Local Bank Approved/ Granted up to 31.12.2020

Bank & Branch	Loan Granted as at 31.12.2020 (Rs)	Reference of Board Approval for Loan Granted	Loan Disbursement Plan.		Loan Utilization as at 31.12.2020	
			PMMU	RDA	PMMU	RDA
Bank of Ceylon, Corporate Branch	11,000,000,000.00	2084/2020	11,000,000,000.00	-	11,000,000,000.00	7,969,835,933.41
Peoples Bank- Corporate Branch	8,000,000,000.00		-	8,000,000,000.00		3,000,000,000.00
Bank of Ceylon, Corporate Branch	14,000,000,000.00	2103/2020	11,000,000,000.00	3,000,000,000.00	11,000,000,000.00	5,090,000,000.00
Peoples Bank- Corporate Branch	17,000,000,000.00		17,000,000,000.00	-	16,610,365,222.71	4,000,000,000.00
National Savings Bank- Head Office Branch	10,000,000,000.00	2128/2020	5,000,000,000.00	5,000,000,000.00	5,000,000,000.00	5,090,000,000.00
Peoples Bank- Corporate Branch	10,000,000,000.00	2141/2020	6,000,000,000.00	4,000,000,000.00	0.00	4,000,000,000.00
Total Amount	70,000,000,000.00		50,000,000,000.00	20,000,000,000.00	43,610,365,222.71	19,969,835,933.41

(3) PMMU Advances (NSB Loans)

It has been decided to settle PMMU advances up to the extent of funds received for settlement of bills of NSB Funded projects during the year 2020 an amounting to Rs. 2.174 Bn.

D-tail	Balance as at 01.01.2020	Settlement during the year 2020	Balance as at 31.12.2020
	Rs	Rs	Rs
Project Management Units	2,932,017,657.21	2,174,000,000.00	758,017,657.21
	2,932,017,657.21	2,174,000,000.00	758,017,657.21

(4) Client Deposit Credited to Revenue- Rs. 268,797,595.67

An amount of Rs. 268,797,595.67 of client deposit has been credited to revenue during the year due to completion of the client works under taken out of the Road Maintenance Trust Fund & Client funds.

(5) Retention Money & Liquidated Damages Written Back Rs.71,031,436.59

The long outstanding retention money amounting to Rs 50,432,730.93 shown in the accounts as payable over the years has not been claimed by respective contractors has been written back in the accounts during the year. A further sum of Rs 6,398,432.00 has not been claimed by respective contractors out of which Rs. 874,392.54 has been refunded to the Line Ministry during the year 2020 and balance amount of Rs. 5,524,039.46 has been shown in the accounts as payable to the Line Ministry.

Ar. Amount of Rs 20,598,705.66 of Liquidated Damages recoveries have been credited to revenue as per the recommendation given by committee.

(6) Other Deposit Written Back Rs. 6,514,570.85

The long outstanding refundable deposit payable in the accounts over the years which have not been claimed by respective parties and have been credited to revenue during the year.

(7) Net Surplus for the Period before Income Tax - Rs	180,390,434,855.90	
Surplus for the period is setout as follows.		
	2020	2019 Re-Started
	(Rs.)	(Rs.)
Operating Surplus for the year	(8,508,293,545.53)	(5,730,924,954.79)
Net Surplus relating to the year on Government Grant -PPE	188,898,728,401.43	147,879,988,135.07
Net Surplus for the Period before Income	180,390,434,855.90	142,149,063,180.28

The above surplus is generated from the capital grant on account of non-exchange transactions in line with the application of SLFSA.

(8) Amount Receivable from Treasury Rs 4.0 Bn

RDA records Rs.4Bn as receivable from General Treasury on account of releasing EMU collection to Treasury on the instruction of Line Ministry and General Treasury. However, General Treasury subsequently imposed a special levy of Rs.4 Bn to RDA and this receivable was set off against this levy for the same amount.

ROAD DEVELOPMENT AUTHORITY
SUMMARY OF NATIONAL HIGHWAYS CAPITALIZED IN FINANCIAL STATEMENT OF RDA

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road	Total Cost (Rs)
			Constructed Change	Length (km)		
AA001	Colombo - Kandy	115.85	17-39	22.00	18.99%	10,881,907,962.77
AA002	Colombo - Galle - Hambantota - Wellawaya	317.78	17.5-25.2	7.7	2.42%	1,537,178,804.64
AA004	Colombo - Ratnapura - Wellawaya - Batticaloa	430.57	1.26-15.36	14.1	3.27%	1,653,698,480.64
AA005	Peradeniya - Badulla - Chenkaladi	275.64	1-15.36	14.36	3.34%	1,164,897,090.62
AA006	Ambepussa - Kurunegala - Trincomalee	198.71	75.2-130.1	54.9	19.92%	6,137,641,112.47
			0-75.11	75.11	37.80%	14,176,768,116.55
			75-90.1	15.1	7.60%	2,401,600,949.96
			91.42-112.92	21.5	10.82%	1,758,305,204.77
			113-156.54	43.55	21.92%	2,825,344,826.83
AA009	Kandy - Jaffna	321.00	74.10-97.45	23.35	7.27%	1,322,053,388.66
			97.97-122.14	24.17	7.53%	1,630,570,316.02
AA012	Puttalam - Trincomalee	176.99	83-180.1	97.1	54.86%	10,946,165,550.67
			0-83	83	46.90%	5,096,868,236.84
AA018	Pelmadulla - Embilipitiya - Nonagama	87.69	60.26-87.69	27.43	31.28%	2,471,096,100.40
AA020	Anuradhapura - Rambewa	14.48	0-14.5	14.5	100.00%	737,609,338.55
AA022	Passara - Moneragala	34.11	0-27	27	79.16%	3,531,354,718.89
AA024	Matara - Akuressa	20.11	0.1-3.5	3.4	16.91%	698,978,989.07
AA026	Kandy - Mahiyangana - Padiyatalawa	105.23	31.2-71.2	40	38.01%	5,677,021,713.28
			73.15-93.65	20.5	19.48%	1,586,366,821.86
AA027	Ampara - Uhana - MahaOya	57.92	13-30	17	29.35%	1,609,505,112.34
AA028	Padeniya - Anuradhapura	80.52	0-80.52	80.52	100.00%	10,611,370,878.87
AA029	Vavuniya - Horowopotana	46.02	16-22	6	13.04%	275,154,660.23
			5-16	11	23.90%	378,576,078.26
AA032	Navakkuli - Kerativu - Mannar	98.37	0-21.90	17.4	17.69%	1,312,734,475.47
			0-21.90	4.5	4.57%	1,013,310,036.47
AA034	Mankulam - Mullaitivu	49.25	0-13	13	99.70%	978,924,230.15
			13-24	11		551,859,233.75
			24-38.5	14.5		967,210,228.61
			38.50-49.1	10.6		1,266,905,093.82
AA035	Paranthan - Kachchai - Mullaitivu	52.13	0-52.13	52.13	100.00%	6,607,893,031.87
AB021	Jaffna - Ponnalai - Point Pedro	55.38	29-30.45	1.45	2.62%	487,695,312.24
B014	Ambalangoda - Elpitiya - Pitigala	29.36	16.23-29.36	13.13	44.72%	1,668,520,911.06
B019	Anamaduwa - Uswewa - Galgamuwa	39.02	0-39.1	39.1	100.00%	2,798,636,867.21
B045	Bangadeniya - Andigama - Anamaduwa	38.21	0-38.29	38.29	100.00%	2,901,825,735.39
B047	Battaramulla - Pannipitiya	7.29	0-3.5	3.5	48.01%	832,639,152.85
			0-10	10	25.27%	1,071,287,586.13
B057	Bibile - Uraniya - Mahiyangana	39.58	18-22	4	10.11%	465,972,861.47
B079	Chilaw - Wariyapola	50.64	0-29	29	57.27%	2,947,544,232.04
B084	Colombo - Horana	28.01	1.1-10.6 & 13.4-13.8	9.9	35.34%	3,484,088,299.33
B114	Elpitiya - Avittawa - Lewwanduwa	27.56	9.83-27.2	17.37	63.03%	3,681,473,417.53
B123	Galagedera - Horana	19.05	0-19.05	19.05	100.00%	1,639,672,376.40
B127	Galigamuwa - Ruwanwella	22.53	0-29.10	29.1	100.00%	3,080,549,508.74
B129	Galle - Udugama	36.60	0-35.35	35.35	96.58%	5,173,304,116.91
B141	Hakmana - Beliatte - Tangalle	19.31	11.5-19.3	7.8	40.39%	1,863,314,758.23
B151	Hendala - Hunupitiya	4.02	0-4.02	4.02	100.00%	517,082,628.66
B153	Hikkaduwa - Baddegama - Nilhena	14.88	0-14.34	14.34	96.37%	1,573,894,338.34
B156	Hiniduma - Opatha - Pitabeddera	31.38	0-31.5	31.5	100.38%	5,701,077,907.31
B157	Horana - Anguruwatota - Aluthigama	54.14	42.6-53.67	11.07	20.45%	2,011,508,270.49
B159	Ibbagamuwa - Kumbukgete - Madagalla	34.19	0-34.19	34.19	100.00%	3,255,281,240.80
B167	Kadawalagedara - Vitikuliya	13.84	0-14	14	100.00%	1,264,353,502.42
B184	Kalkudah Road	5.63	0-5.63	5.63	100.00%	339,562,232.83
B185	Kalkudah - Valachchenai	4.42	0-4.42	4.42	100.00%	293,724,347.04
B190	Kalugamuwa - Wilakatupe	21.11	0-21.18	21.18	100.00%	2,402,681,184.28
B207	Katukurunda - Neboda	16.49	0-2.72	2.72	16.49%	426,583,954.09
			2.7-15.9	13.2	80.05%	645,141,181.55
B216	Kesbewa - Kindelpitiya - Bandaragama	11.78	0-11.78	11.78	100.00%	1,189,261,314.24
B240	Kotte - Bope	28.80	0-3.7	3.70	12.85%	880,218,533.03
B243	Kuliyapitiya - Hetipola	15.69	3-15.69	15.69	100.00%	1,399,663,822.86
B247	Kurunegala - Narammala - Madampe	64.36	40.87-64.77	23.9	37.13%	2,679,059,413.13
			22.26-40.87	18.61	28.92%	1,976,199,776.38
B264	Mallawapitiya - Rambodagalla - Keppetigala	34.59	10-15.75 / 20.25-37.81	23.31	67.39%	2,786,829,825.04
			0-10	10	28.91%	1,125,859,514.96

ROUTE No.	Road Name	Total Length (km)	Details of Constructed Length		% of Capitalization in Road	Total Cost (Rs)
			Constructed Change	Length (km)		
B268	Manipay - Kaithady	13.68	0-14.02	14.02	100.00%	641,978,831.07
B275	Matara - Hakmana	24.14	0-24.14	24.14	100.00%	2,273,294,726.34
B279	Mawanella - Hemmathagama - Singhapitiya	25.80	0-26	26	100.78%	6,358,480,097.34
B282	Medawachchiya - Horowopotana	37.81	0-10	10	26.45%	1,112,607,381.02
B285	Meepe - Ingiriya	18.09	0-18.13	18.13	100.00%	2,301,217,479.01
B300	Muttetugala - Hiripitiya	18.50	0-18.5	18.5	100.00%	1,907,116,428.49
B308	Narammala - Dankotuwa	45.25	0-16.03	16.03	35.43%	1,532,364,312.77
			16.03-45.25	29.22	64.57%	3,059,983,125.41
B312	Naula - Elahera - Pallegama - Hettipola	64.37	0-8.4	8.4	13.05%	2,340,021,762.73
			33.5-44 & 57-59	12.5	19.42%	1,245,375,050.81
B353	Palugama - Boralande - Haputale	26.55	0-27	26.27	100.00%	2,994,685,499.80
B356	Pannala - Kuliypitiya	16.25	5-16.28	11.28	69.42%	1,006,259,269.17
B363	Pelawatta - Kankotayawatta - Tinniyawela - Morawaka	53.18	0-36 & 42-53	47	88.38%	3,951,665,412.22
B390	Ratnapura - Palawela - Karawita	22.53	0-21.28	21.28	94.45%	4,429,073,085.36
B400	Seeduwa - Udugampola	11.62	0-11.7	11.7	100.00%	923,741,046.38
B408	Talduwa - Meewitigammana	18.90	0-17.3	17.3	91.53%	1,738,834,000.04
B409	Talgodapitiya - Yatawatte - Dombawala	29.36	0-26.4	26.4	100.00%	4,069,360,396.90
B413	Tennekumbura - Rikiligaskada - Ragala	72.67	0-20.4	20.4	28.07%	1,830,635,140.15
B419	Thoppu - Madampe	26.95	0-26.5	26.5	98.33%	2,428,664,066.85
B421	Tiruwanaketiya - Agalawatte	67.98	0-33.45	33.45	49.21%	3,338,567,581.97
B437	Vallai - Telippalai - Araly	27.43	0-8.1 & 9.222-28.32	27.198	99.15%	1,144,012,055.95
B445	Veyangoda - Ruwanwella	32.18	12.4-32.2	19.8	61.53%	4,575,608,353.21
B457	Warakapola - Ruwanwella	22.53	0-22	22	97.65%	2,609,052,757.47
B458	Waskaduwa - Bandaragama	12.07	0-12.07	12.07	100.00%	1,218,538,545.23
B460	Wattala - Mahara	7.24	0-7.24	7.24	100.00%	812,215,148.12
B462	Wattegama - Matale	13.00	0-13	13	100.00%	2,319,874,468.61
B484	Handungamuwa - Hettipola - Hasalaka	45.05	20-45	25	55.56%	2,487,323,857.99
			0-20	20	44.44%	2,217,071,358.36
B488	Polonnaruwa - Tambala - Sungawila - Somawathiya	42.68	0-33	33	77.32%	3,232,755,622.78
B492	Kandehandiya - Adikarigama - Randenigala - Loggal Oya	54.40	0-13.6	13.6	25.00%	1,220,423,426.76
B499	Kirinda - Palatupana - Yala	29.00	0-12.5	12.5	43.10%	1,215,660,429.29
B502	Manampitiya - Aralaganwila - Maduru oya	33.00	0-24	24	72.73%	2,690,330,807.88
B527	Bibile - Pitakumbura - Namal Oya - Inginiyagala	60.25	0-60.31	60.31	100.00%	5,365,774,364.92
B528	Bodagama - Hambegamuwa - Kaltota	48.20	0-48.20	48.2	100.00%	4,300,243,327.92
B549	Embilipitiya - Moraketiya - Kiribbanara - Uda Mauara	16.82	6.12-14.84	9.72	51.84%	902,105,657.79
B552	Polonnaruwa - Hingurakgoda	13.65	2-13.65	11.65	85.35%	1,175,315,970.74
B562	Mirijawila Sooriyawewa	23.30	0-23.3	23.3	100.00%	10,060,331,974.22
B598	Seeduwa Katunayake	3.90	0-3.9	3.9	100.00%	307,913,682.13
B628	Tangalle - Kadurupokuna - Beliatta	8.76	0-12.76	12.76	100.00%	1,900,910,846.50
B631	Hambantota - Gonnoruwa - Meegahajandura	30.30	0-8.07	8.07	26.63%	3,399,868,882.03
B642	Access road to Defence Headquarters Pelawatta (From Denzil Kobbekaduwa Mawatha, Koswatta to Defence Headquarters Pelawatta)	1.255	0-1.255	1.255	100.00%	4,784,625,217.75
B643	Kegalle Bypass	4.400	0-4.4	4.4	100.00%	1,738,288,857.16
B644	Kelanimulla-Angoda-Koswatta	4.567	0-4.567	4.567	100.00%	1,287,104,240.35
NEW	Lunugamvehera - Kataragama	13.88	0-13.88	13.88	100.00%	5,729,974,976.00
Grand Total		4391.72		2236.66		280,552,628,430.30

Summary of Road Capitalized as at 31.12.2020

Road Class	Total Length (km)	Length of Capitalized (km)	Percentage of Capitalization in Road Length
AA	3,720.310	866.420	23.29%
AB	466.920	1.450	0.31%
AC	30.190	-	0.00%
B	8,007.241	1,368.790	17.09%
TOTAL OF "A" AND "B" CLASS ROADS	12,224.661	2,236.660	18.30%
TOTAL OF "E" CLASS ROADS	271.676	271.676	100.00%
GRAND TOTAL OF ALL NATIONAL ROADS (CLASS "A", "B" & "E")	12,496.337	2,508.336	20.07%

ROAD DEVELOPMENT AUTHORITY
SUMMARY OF FLYOVER BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA

Route No	ROAD NAME	Project	Total Cost (Rs)
A032	Sangupiddy Flyover	Steel Bridge	1,150,383,489.22
A004	Nugegoda Flyover	Steel Bridge	1,120,667,199.35
A002	Dehiwala Flyover	Steel Bridge	1,928,747,782.03
A001	Kelaniya Flyover- Bridge 01 & Bridge 02	Steel Bridge	3,202,535,537.87
B208	Veyangoda Flyover	Steel Bridge	1,931,622,604.88
A000	Rajagiriya (Located at Rajagiriya Junction on Kollupitiya-Sri Jayawardenepura Road)	Steel Bridge	5,365,944,533.24
B058	Gāhemulla (Located at Ganemulla Railway Station)	Steel Bridge	2,102,614,574.35
A019	Polgahawela (Located at Polgahawela Railway Station)	Steel Bridge	2,395,779,073.40
Grand Total			19,198,294,794.34

SUMMARY OF BRIDGES CAPITALIZED IN FINANCIAL STATEMENT OF RDA

Route No	ROAD NAME	Bridge No	Project	Total Cost (Rs)
	Two Lane Bridge on Deduru Oya at Kadigawa		LBFP	1,617,655,627.75
A002	Colombo Galle Hambantota Wellawaya Road (Polwathumodara-01)	148/1	SPMU-PK1	1,622,851,062.36
A002	Colombo Galle Hambantota Wellawaya Road A002 (Polwathumodara-02)	148/2	SPMU-PK1	120,051,638.32
A002	Colombo Galle Hambantota Wellawaya Road A002 (Goviyapana)	138/2	SPMU-PK1	589,875,445.35
A002	Colombo Galle Hambantota Wellawaya Road A002 (Kathaluwa)	133/2	SPMU-PK1	623,288,548.34
B637	Pelena Polwatta Denipitiya Road (Polwatta) B637	1/1	SPMU-PK1	502,990,485.92
B153	Hikkaduwa Baddegama Nilhena Road B153 (Halpatota)	10/4	SPMU-PK1	-
B465	Weligama Kananke Road B465 (Kole Danda)	1/4	SPMU-PK1	390,394,602.83
B128	Galle Baddegama Road B 128 (Kihimbi Ela)	15/2	SPMU-PK1	379,717,349.27
B466	Weligama Telijjiwila Road B466 (Denipitya)	4/1	SPMU-PK1	367,924,323.59
B142	Hakmana Meella Talahaganwaduwa Road B142 (Denagama)	4/1	SPMU-PK1	443,762,689.47
A002	Colombo Galle Hambantota Wellawaya Road A002 (Wellamadama)	166/1	SPMU-PK1	362,527,846.58
A009	Kandy Jaffna Road A009 (Kaithadi)	310/1	SPMU-PK2	363,871,118.32
A008	Kandy Jaffna Road A009 (Navatkuli)	315/1	SPMU-PK2	378,457,154.69
A014	Medawachchiya Mannar Talaimannar Road A014 (Cheddikulam)	31/1	SPMU-PK2	223,729,370.37
A032	Navakkuli Kerativu Mannar Road A032 (Mandai Kal Aru)	39/2	SPMU-PK2	363,159,898.14
A032	Navakkuli Kerativu Mannar Road A032 (Pali Aru)	66/5	SPMU-PK2	337,327,352.73
B403	Thallady Arippu Marchchukkaddi Road B403 (Aru Kuli)	7/1	SPMU-PK2	783,751,282.10
B403	Thallady Arippu Marchchukkaddi Road B403 (Arippu)	21/1	SPMU-PK2	337,008,141.08
B403	Thallady Arippu Marchchukkaddi Road B403 Marchchukkaddi	39/2	SPMU-PK2	258,669,962.60
A000	Kollupitiya - Jayawardenapura Road (Polduwa Bridge)	7/3	Steel Bridge	1,500,896,586.32
B 473	Wcnnapuwa - Kirimatiyana Road	3/3	Steel Bridge	135,222,946.00
B353	Palugama - Boralanda - Haputale	18/6	Steel Bridge	75,817,432.00
B353	Palugama - Boralanda - Haputale	19/8	Steel Bridge	82,129,621.00
B278	Mawanella - Aranayake - Horewela	2/1	Steel Bridge	65,506,057.00
A035	Paranthan-Karachchi-Mullaithivu	11/3	Steel Bridge	46,819,426.87
A035	Paranthan-Karachchi-Mullaithivu	15/3	Steel Bridge	160,095,240.87
A035	Paranthan-Karachchi-Mullaithivu	21/1	Steel Bridge	52,258,015.30
A035	Paranthan-Karachchi-Mullaithivu	24/2	Steel Bridge	91,782,747.30
A017	Galle-Deniyaya-Madampe	62/3	Steel Bridge	122,600,502.60
A 032	Navatkuli - Keraithivu - Mannar	29+330	Steel Bridge	49,555,568.62
A 032	Navatkuli-Keraithivu-Mannar	29+259	Steel Bridge	55,987,292.97
B114	Elpitiya - Awitawa - Lewanduwa	1/5	Steel Bridge	58,270,531.00
B238	Kottawa - Batemulla	8/4	Steel Bridge	73,911,669.26
B339	Olugantota-Pinnawala-Bagawanthalawa	1/1	Steel Bridge	43,347,041.14
B183	Kaleliya - Pallewela Road	4/1	Steel Bridge	39,524,049.20
B483	Sammanthurai - Malkampiddy - Deegawapiya	5/3	Steel Bridge	45,097,873.20
B 158	Horawala - Pelawatte - Pitigala Rd	24/4	Steel Bridge	152,739,121.00
A025	Siyambaianduwa - Dammana - Ampara	39/4	Steel Bridge	105,467,129.68
B010	Allai-Kanthalai - Serunuwera	25/2	Steel Bridge	221,586,799.59
B010	Allai-Kanthalai - Serunuwera	25/5	Steel Bridge	169,596,273.15
B188	Kaluaggala - Labugama	4/2	Steel Bridge	216,919,348.25
B188	Kaluaggala - Labugama	12/8	Steel Bridge	218,835,141.40
B492	Kandehandiya - Adikaragama - Raudenigala - Loggaloya	35/10	Steel Bridge	116,166,468.99
A007	Avissawella - Hatton - Nuweraeliya	71/1	Steel Bridge	65,553,558.63
AB21	Jaffna - Ponnalai - Point Pedro	19/3	Steel Bridge	38,636,161.65
AB21	Jaffna - Ponnalai - Point Pedro	15/3	Steel Bridge	33,475,871.65
AA031	Karaitivu - Ampara	2/1	Steel Bridge	361,420,970.00

Route No	ROAD NAME	Bridge No	Project	Total Cost (Rs)
B512	Blackpool-Ambewella-Pattipola-Horton Road	18/2	Steel Bridge	46,963,372.67
A029	Vavuniya - Horowupathana	18/1	Steel Bridge	72,056,680.00
B282	Medawachchiya - Horowupathana	1/3	Steel Bridge	47,976,745.27
B378	Puliyadi - Irakkamam - Madhu	3/3	Steel Bridge	48,073,292.66
B564	Otappuwa - Ihalewewa	10/2	Steel Bridge	124,202,586.09
B248	Labuduwa-Wanduramba-Sandarawela	9/1	Steel Bridge	82,435,555.66
B431	Ulapane - Pussellawa	20/1	Steel Bridge	41,057,739.31
B071	Karolina-Norton-Wanaraja Road	7/12	Steel Bridge	49,139,826.50
AA002	Digarolla Detour Bridge	20/1	Steel Bridge	519,169,856.14
B512	Blackpool-Ambewella-Pattipola-Horton Road	2/4	Steel Bridge	46,963,372.67
B556	Madatugama-Andiyagala Road	2/3	Steel Bridge	54,549,582.50
B252	Lindula to end of agras Road	16/8	Steel Bridge	100,190,762.68
B390	Ratnapura-Palawela-Karawita	17/9	Steel Bridge	123,251,415.91
B265	Malwala - Carney Road	4/3	Steel Bridge	104,379,079.40
B265	Malwala - Carney Road	9/11	Steel Bridge	183,355,116.16
B205	Katugastota-Madawala-Bambarella	28/8	Steel Bridge	119,794,804.38
A004	Colombo-Wallawaya-Baticoloa	284/1	Steel Bridge	307,004,325.90
B391	B391 ; Ratnapura - Wewelwatte	8/10	MFAP	107,840,036.84
AA004	AA004 ; Colombo - Ratnapura - Wellawaya - Batticaloa	194/6	MFAP	40,591,456.16
AA004	AA004 ; Colombo - Ratnapura - Wellawaya - Batticaloa	204/6	MFAP	64,144,885.62
B036	B036 ; Badulla - Karametiya - Andaulpotha	17/5	MFAP	95,754,823.37
AA004	AA004 ; Colombo - Ratnapura - Wellawaya - Batticaloa	207/1	MFAP	83,330,498.97
B454	B454 ; Wandurambe - Ethumale - Yakkatuwa	24/3	MFAP	51,403,716.48
AA005	AA005 ; Peradeniya - Badulla - Chenkaladi	182/6	MFAP	39,899,955.64
B146	B146 ; Hanwella - Pugoda - Weke - Urapola	11/2	MFAP	62,272,386.34
B274	B274 ; Matale - Illukkumbura-Pallegama	9/8	MFAP	78,426,281.85
B274	B274 ; Matale - Illukkumbura-Pallegama	2/8	MFAP	113,371,037.34
B528	B528 ; Bodagama - Hambegamuwa - Kaltota	41/1	MFAP	69,279,726.03
AA005	AA005 ; Peradeniya - Badulla - Chenkaladi	194/1	MFAP	47,898,102.49
AA005	AA005 ; Peradeniya - Badulla - Chenkaladi	177/9	MFAP	49,640,687.71
B411	B411 ; Tawalama - Neluwa - Batuwangala	9/5	MFAP	77,761,135.09
B461	B461 ; Wattigama - Kandenuwara - Wariyapola	28/2	MFAP	74,261,063.80
B035	B035 ; Badalkumbura - Buttala - Sella Kataragama	8/2	MFAP	69,554,119.96
B110	B110 ; Eheliyagoda - Dehiowita	8/5	MFAP	50,435,904.48
B225	B225 ; Kirindiwita - Assennawatte	1/1	MFAP	75,746,229.86
B086	B086 ; Dambagahapitiya - Pinnagolla - Arawa - Meegahakiula	12/3	MFAP	47,674,061.32
B115	B115 ; Embilipitiya - Panamure - Bulutota	30/4	MFAP	58,204,890.69
B027	B027 ; Approach Roads to Railway Stations	1/1	MFAP	131,881,927.08
B425	B425 ; Tudella - Pamunugama - Talahena - Negombo	3/2	MFAP	137,889,750.90
B322	B322 ; Negombo - Giriulla	32/2	MFAP	14,731,728.93
B421	B421 ; Tiruwanaketiya - Agalawatte	29/8	MFAP	23,525,603.22
B207	B207 ; Katukurunda - Neboda	12/3	MFAP	25,906,623.77
B095	B095 ; Delgoda - Dompe - Giridara	5/8	MFAP	28,769,966.75
B262	B262 ; Makola - Udupila	10/1	MFAP	16,700,981.40
B068	B068 ; Ingiriya - Halwatura - Egaloya	5/4	MFAP	25,575,582.99
B454	B454 ; Wandurambe - Ethumale - Yakkatuwa	33/1	MFAP	59,209,801.02
AA017	AA017 ; Galle - Deniyaya - Madampe	21/1	MFAP	148,903,648.81
B322	B322 ; Negombo - Giriulla	34/2	MFAP	81,460,952.84
AA005	AA005 ; Peradeniya - Badulla - Chenkaladi	145/3	MFAP	67,119,181.46
B224	B224 ; Kirimetiya - Yala	9/1	MFAP	133,800,695.81
B322	B322 ; Negombo - Giriulla	19/4	MFAP	107,710,927.37
B312	B312 ; Naula - Elahera - Pallegama - Hettipola	5/3	MFAP	31,476,413.21
B312	B312 ; Naula - Elahera - Pallegama - Hettipola	24/3	MFAP	71,580,137.63
B453	B453 ; Walpola - Mailawalana	9/3	MFAP	55,493,522.62
B183	B183 ; Kaleliya - Pallewela - Medagampitiya	4/3	MFAP	54,893,650.12
B485	B485 ; Walasmulla - Katuwana - Middeniya	4/5	MFAP	79,035,559.55
B485	B485 ; Walasmulla - Katuwana - Middeniya	16/1	MFAP	97,397,965.50
B018	B018 ; Ampilanthurai - Veeramunai	11/4	MFAP	66,942,405.73
B207	B207 ; Katukurunda - Neboda	10/3	MFAP	110,171,835.83
B014	B014 ; Ambalangoda - Elpitiya - Pitigala	20/3	MFAP	41,433,709.87
B014	B014 ; Ambalangoda - Elpitiya - Pitigala	25/7	MFAP	57,041,304.30
B156	B156 ; Hiniduma - Opatha - Pitabeddera	4/8	MFAP	36,565,429.43
B363	B363 ; Pelawatta - Kankotayawatta - Tinniyawela - Morawaka	12/6	MFAP	92,847,772.26
AA004	AA004 ; Colombo - Ratnapura - Wellawaya - Batticaloa	190/1	MFAP	93,601,992.34
AA003	AA003 ; Peliyagoda - Puttalam	38/3	MFAP	1,708,595,520.38
Grand Total				21,494,553,049.51

Flyover Bridges	19,198,294,794.34
Bridges	21,494,553,049.51
Grand Total	40,692,847,843.85

(11)

Re-Schedule or Issue of Secured Unlisted Debentures of Local Bank Loans

Road Development Authority has taken steps to restructure the existing local bank loans which are fully disbursed and ended up the grace period during 2020 in line with the cabinet decisions made on 09-02-2020 and 24-03-2020. Accordingly, all local bank loans except loans from Bank of Ceylon were restructured by signing loan addendum while debenture certificates were issued to National Savings Bank in consultation with Ministry of Finance. The interest will be served biannually as per original agreements while capital could be repaid over an extended tenure or as a bullet payment. Given the banks will not be able to recover its capital till end of the tenure, Cabinet also granted approval to compensate the banks through an increase in existing interest rates by maximum of 75 basis points on existing interest rates. This Loan restructuring is effective from 1st January 2021 for the interest computation even though the loan addendums were signed during December 2020.

The comprehensive loan restructuring analysis is indicated in table 11-A & 11-B.

11-A**List of Re-scheduled Loans -2020**

Project	Bank	Original Loan Amount Rs	Amount of Loan Outstanding Balance Re-Scheduled Rs	Previous Interest Rate	Agreed Rate Increase	Revised Maturity Date
Improvements to Ambepussa-Kurunegala-Trincomalee Road from Dambulla to Habarana (91+420-112+920km)	Commercial	1,534,000,000.00	829,251,281.58	9%	0.40%	31.03.2030
Galagedara-Horana Road (0+000-19+000) (B123)	Commercial	1,393,613,193.00	840,617,926.94	11%	0.40%	31.03.2030
Matara-Hakmana Road(0+000-24+140km)	Commercial	1,400,000,000.00	873,271,921.24	AWPLR (Reviewed bi annually)	0.40%	31.03.2030
Improvements to Wattala -Mahara road from 0+000 to 7+240km	Commercial	757,813,498.54	544,113,818.29	AWPLR+2.25% (Reviewed bi annually)	0.57%	31.03.2034
Rehabilitation & Improvements to Ambepussa-Kurunegala- Trincomalee Road from Dambulla to Galewela (75+000 to 90+100km)	Commercial	2,124,388,654.68	1,668,675,906.21	AWPLR+2.25% (Reviewed bi annually)	0.56%	31.03.2034
Sub Total		7,209,815,346.22	4,755,930,854.26			
Widening & Improvements to Kelanimulla Mullariyawa Koswatta road as access to Kelanisiri Bridge (0+000 to 0+600km) phase I	NDB	800,000,000.00	560,411,067.16	6M AWPLR+2.25%	0.57%	31.03.2034
Rehabilitation of Hambantota Hub Development roads Mirijjawila Sooriyawewa road (HR16) 23.3km & outer Circular road (HR 01) 6.6km	NDB	5,645,736,887.95	4,282,920,031.01	6M AWPLR+2.25%	0.57%	31.03.2034
Improvements to Passara -Monaragala road fom 0+000 to 27+000km	NDB	917,275,810.32	693,933,355.67	6M AWPLR+2.25%	0.57%	31.03.2034
Polonnaruwa Hingurakgoda road from 2+000 to 13+650km	NDB	500,000,000.00	376,743,808.05	6M AWPLR+2.25%	0.57%	31.03.2034
Rehabilitation & Improvements to Hendala - Ilunupitiya road (B151) road (0+000 to 4+020km)	NDB	490,294,960.74	385,828,138.02	6M AWPLR+2.25%	0.56%	31.03.2034
Sub Total		8,353,307,659.01	6,299,836,399.91			
Matara-Hakmana Road(0+000-24+140km)	DFCC	577,376,618.00	367,315,016.00	6M AWPLR	0.40%	31.03.2030
Narammala Dankotuwa road (16+030 to 45+250km)	DFCC	751,486,584.57	529,193,918.21	6M AWPLR+2.25%	0.48%	31.03.2032
Sub Total		1,328,863,202.57	896,508,934.21			
Thoppuwa-Dankotuwa -MadampeRoad (0+000-26+650km)	HNB	2,060,849,267.00	1,386,365,791.74	6M AWPLR+1.40%	0.49%	31.03.2032
Naula-Elahera-Pallegama-Hettipola Road (33.5-44km & 57.0-59.0km)(B-312) & Hsalaka-Handungamuwa Road (B 484) (20.0-45.0km)	HNB	3,223,310,033.00	2,283,869,385.99	6M AWPLR+1.50%	0.48%	31.03.2032
Meepe-Ingiriya Road (0+000 -18+130)	HNB	1,802,743,317.73	1,301,546,765.25	6M AWPLR+1.75%	0.57%	31.03.2034
Naula-Elahera-Pallegama-Hettipola Road (0+000-8+400km & 19+000-33+500 km)	HNB	2,053,529,400.33	1,323,382,534.36	6M AWPLR+1.75%	0.57%	31.03.2034
Haputale-Boralanda-Keppetipola Road (0+000 to 27+000km)	HNB	2,445,441,396.83	1,769,265,539.82	6M AWPLR+1.75%	0.57%	31.03.2034

Project	Bank	Original Loan Amount Rs	Amount of Loan Outstanding Balance Re-Scheduled Rs	Previous Interest Rate	Agreed Rate Increase	Revised Maturity Date
Rehabilitation of Nagoda Neboda Road from 2+700 - 15+900 km Avitawa Lewwanduwa Road from 9+830 - 27+200 km	HNB	1,020,000,000.00	734,213,447.59	6M AWPLR+1.75%	0.57%	31.03.2034
Muttettugala-Hiripitiya Road (0+000-18+500km)	HNB	1,596,531,812.30	1,147,838,295.30	6M AWPLR+2%	0.57%	31.03.2034
Narammala Dankotuwa road (16+030 to 45+250km)	HNB	1,800,000,000.00	1,292,843,562.39	6M AWPLR+2.25%	0.57%	31.03.2034
Kadawalagedara Withikuliya from 0+000 to 14+000km	HNB	1,212,151,285.66	838,278,943.66	6M AWPLR+2.25%	0.57%	31.03.2034
Widening & Improvements to Kelanimulla Mullariyawa Koswatta road as access to Kelanisiri Bridge (0+000 to 0+600km) phase I	HNB	530,988,203.45	357,140,255.93	6M AWPLR+2.25%	0.57%	31.03.2034
Construction of two lane bridge across Deduru oya at Kadigawa (length-175m, width-8.4m)	HNB	1,383,491,414.99	1,018,009,187.28	6M AWPLR+2.25%	0.57%	31.03.2034
Rehabilitation & Extension of Ambepussa Kurunegala Trincomalee road (0+000 to 75+110km)	HNB	6,500,000,000.00	4,786,434,282.42	6M AWPLR+2.25%	0.57%	31.03.2034
Rehabilitation of Hambantota Hub Development roads Mirijawila Sooriyawewa road (HR16) 23.3km & outer Circular road (HR 01) 6.6km	HNB	2,100,000,000.00	1,492,311,703.52	6M AWPLR+2.25%	0.57%	31.03.2034
Polonnaruwa Hinguragoda road from 2+000 to 13+650km	HNB	533,508,507.29	401,652,489.03	6M AWPLR+2.25%	0.56%	31.03.2034
Sub Total		28,262,544,638.58	20,133,152,184.28			
Rehabilitation & Upgrading of Katuwana Alupothdeniya Panamura Road (0+000-23+000 km)	Peoples	2,328,364,568.44	1,291,083,462.79	9.00%	0.40%	20.04.2030
Narammala-Giriulla-Dankotuwa Road from 0+000 to 16+030km	Peoples	1,400,000,000.00	785,388,486.26	9.00%	0.40%	28.04.2030
Improvement/Rehabilitation & Reconstruction of Ibbagamuwa Kumbukgete Madagalla Road from 0+000 to 34+190km	Peoples	2,861,809,006.59	1,656,013,486.45	9.00%	0.40%	02.05.2030
Rehabilitation & Upgrading of Puttalam-Trincomalee Road from Anuradhapura to Trincomalee (83+000 to 180+100 km)	Peoples	7,995,681,521.84	4,647,571,185.71	6M AWPLR+2.1% Bi-annually review	0.40%	02.05.2030
CEP-II	Peoples	12,892,878,904.10	12,892,878,904.10	6M AWPLR+2.25% Bi-annually review	0.57%	31.03.2035
Sub Total		27,478,734,000.97	21,272,935,525.31			
Grand Total		72,633,264,847.35	53,358,363,897.97			

List of Issue of secured unlisted debentures -01.01.2021

Project	Bank	Original Loan Amount Rs	Principal Sum of Debt Issue /Amount of Loan Outstanding Balance Rs	No of Debentures Issued	New Interest Rate	Date of Allotment	Date of Redemption
Anamaduwu - Uswewa-Galgamuwa from 0+000 to 39+100km	NSB	2,561,638,611.00	1,600,328,757.16	16,003,287.57	9.49%	01.01.2021	31.03.2032
Ampara-Uhana -Mahaya Road (A-027) from 13+000 to 30+000km	NSB	1,503,629,563.00	891,409,986.12	8,914,099.86	6M AWPLR+1.99%	01.01.2021	31.03.2032
Rehabilitation & Improvements to Kalugamuwa - Wilakapotha road from 0+000 to 21+180km	NSB	2,132,631,835.53	1,510,582,320.28	15,105,823.20	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation and Upgrading of Lunugamvetha-Kataragama road (0+000 to 13+820km)	NSB	3,584,987,485.60	2,538,761,528.39	25,387,615.28	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation and Improvements to Kurunegala - Narammala -Madampe road (22+260 to 40+870km)	NSB	1,716,082,191.61	1,214,303,656.14	12,143,036.56	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation & Improvements to Seeduwa-Katunayake from 0+000 to 3+900km and Seeduwa - Udugampola road from 0+000 to 11+700km	NSB	1,528,000,000.00	1,062,497,080.04	10,624,970.80	6M AWPLR+2.73%	01.01.2021	31.03.2032
Construction of Bypass road to Kegalle Town -stage III (2.34km)	NSB	1,689,494,120.40	1,196,725,001.95	11,967,250.02	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation & Upgrading of Hasalaka - Hadungamuwa Hettipola road from 0+000 to 20+000km	NSB	1,664,080,010.37	1,178,220,171.41	11,782,201.71	6M AWPLR+2.82%	01.01.2021	31.03.2034
Widening & Improvements to Jaffna -Ponnalai - Point Pedro road from 29+000 to 30+450km	NSB	477,701,243.39	325,860,571.79	3,258,605.72	6M AWPLR+2.73%	01.01.2021	31.03.2032
Roads Under Akuregoda Defense Headquarters Development (10.98km)	NSB	3,638,389,248.13	2,556,019,363.95	25,560,193.64	6M AWPLR+2.82%	01.01.2021	31.03.2031
Thalgodapiitiya - Yatawatta-Dombawela road from 0+000 to 26+400km	NSB	3,197,862,310.50	2,397,935,007.46	23,979,350.07	6M AWPLR+2.81%	01.01.2021	31.03.2034
Colombo - Kandy road from Kadawatha to Nittambuwa (17+000 to 39+000km)	NSB	6,956,047,225.24	5,217,028,770.22	52,170,287.70	6M AWPLR+2.81%	01.01.2021	31.03.2034
Improvements to Passara -Monaragala road from 0+000 to 27+000km	NSB	1,800,000,000.00	1,350,000,000.00	13,500,000.00	6M AWPLR+2.81%	01.01.2021	31.03.2034
Rehabilitation of Nagoda Neboda Road from 2+700 - 15+900 km Avittawa Lewwanduwa Road from 9+830 - 27+200 km	NSB	2,179,475,266.71	1,541,380,537.18	15,413,805.37	6M AWPLR+2.57%	01.01.2021	31.03.2034
Rehabilitation & Extension of Ambepussa Kurunegala Trincomalee road (0+000 to 75+110km)	NSB	3,914,222,198.61	2,935,666,002.11	29,356,660.02	6M AWPLR+2.81%	01.01.2021	31.03.2034

Project	Bank	Original Loan Amount Rs	Principal Sum of Debt Issue /Amount of Loan Outstanding Balance Rs	No of Debentures Issued	New Interest Rate	Date of Allotment	Date of Redemption
Madawachchiya - Horowpathana road from 0+000 to 10+000km	NSB	903,013,824.93	677,250,898.15	6,772,508.98	6M AWPLR+2.81%	01.01.2021	31.03.2034
Rehabilitation of Kirinda-Palatupana-Yala road (0+000 to 12+500km)	NSB	1,265,231,122.26	947,842,880.19	9,478,428.80	6M AWPLR+2.81%	01.01.2021	31.03.2034
Ambalangoda - Elpitiya - Pitigala road (16+230 to 29+360km)	NSB	1,484,261,971.20	1,113,186,453.52	11,131,864.54	6M AWPLR+2.81%	01.01.2021	31.03.2034
Embilipitiya -Moraketiya -Kiribbanara -Uda mauara road (6+120 to 14+840km)	NSB	909,165,635.49	713,499,874.95	7,134,998.75	6M AWPLR+2.87%	01.01.2021	31.03.2035
Rehabilitation of old Colombo Galle road (17+200 TO 25+200km)	NSB	1,615,810,000.00	1,279,160,938.36	12,791,609.38	6M AWPLR+2.87%	01.01.2021	31.03.2035
Pelmadulla - Embilipitiya-Nonagama from Padalangala to Nonagama (66+260 to 87+690km)	NSB	2,171,711,286.61	1,718,350,745.06	17,183,507.45	6M AWPLR+2.87%	01.01.2021	31.03.2035
Rehabilitation of Bibile Uraniya Mahiyangana road(18+000 to 22+000km)	NSB	405,059,614.84	319,757,841.12	3,197,578.41	6M AWPLR+2.87%	01.01.2021	31.03.2035
Rehabilitation & upgrading of Kotte -Bope (B240) from 0+000 to 3+700km & Battaramulla Pannipitiya road(B047) from 0+000 to 3+500km roads	NSB	1,553,199,197.33	1,229,266,243.13	12,292,662.43	6M AWPLR+2.87%	01.01.2021	31.03.2035
Rehabilitation of Matale wattagana road from 0+000 to 13+000km	NSB	1,833,664,066.45	1,451,490,497.77	14,514,904.98	6M AWPLR+2.87%	01.01.2021	31.03.2035
Rehabilitation of Bibile Uraniya Mahiyangana road (0+000 to 10+000km)	NSB	995,774,553.10	787,268,379.54	7,872,683.80	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation & Improvements to Weligatta Bundala Kirinda (0+000 to 19+200km)	NSB	1,348,030,684.23	1,059,029,982.67	10,590,299.83	6M AWPLR+2.82%	01.01.2021	31.03.2034
Rehabilitation & Improvements to Mailawapitiya - Rambadagalle -keppetigala road (B264)from 0+000 to 10+000km	NSB	940,897,040.54	744,832,216.36	7,448,322.16	6M AWPLR+2.82%	01.01.2021	31.03.2034
Widening & Improvements to Tangalle - Kadurupokuna -Beliatta -Kadurupokuna Dedduwawala road (0+000 to 12+760km)	NSB	1,401,386,112.05	1,108,000,495.08	11,080,004.95	6M AWPLR+2.87%	01.01.2021	31.03.2035
CEP-II	NSB	11,200,000,000.00	11,200,000,000.00	112,000,000.00	6M AWPLR+2.81%	01.01.2021	31.03.2035
CEP-II & RDA	NSB	7,500,000,000.00	7,500,000,000.00	75,000,000.00	6M AWPLR+2.81%	01.01.2021	31.03.2035
Grand Total		74,071,446,419.12	59,365,656,200.10	593,656,562.00			

NOTES TO THE STATEMENT OF FINANCIAL STATEMENT AS AT 31.12.2020
PROPERTY, PLANT & EQUIPMENT

DISCUSSION	CODE	COST/REVALUATION PRICE			DEPRECIATION			NET VALUE		
		OPENING BALANCE AS AT 01.01.2020	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2020	ADJUSTMENTS FOR PRIOR PERIOD	RE-STATE BALANCE AS AT 01.01.2020	CHANGES FOR THE YEAR	DISPOSALS	REVALUATION ADJUSTMENTS	BALANCE AS AT 31.12.2020
LAND FREE HOLD GRANT	1101A	689,916,000.00	-	689,916,000.00	-	689,916,000.00	-	-	-	689,916,000.00
LAND	11011	198,930,784.30	-	198,930,784.30	-	198,930,784.30	-	-	-	198,930,784.30
LAND RELOCATION & DISTANCED FAMILIES	11013	34,022,919.54	66,012,110.20	101,636,029.54	-	170,219,148.53	-	-	-	101,636,029.54
CAR PARK AT HEAD OFFICE	11015	-	23,453,217.53	-	-	23,453,217.53	3,945,617.41	-	-	19,509,600.12
BUILDINGS	1102	3,315,228,237.19	-	3,457,115,472.73	-	4,813,466,599.03	161,248,049.50	-	(321,344,247.07)	4,314,564,933.07
EXPRESSWAYS	1102A	394,469,380,212.48	(122,712,427.74)	394,343,867,784.74	212,075,593,977.16	604,419,461,711.90	16,389,411,322.22	-	60,962,344,425.09	349,967,034,684.87
ROADS	1102B01	194,755,116,803.32	66,354,021,288.59	262,309,144,071.91	18,343,484,338.39	280,552,628,430.30	21,380,723,91.07	-	116,090,683,126.79	164,461,945,303.51
BRIDGES	1102B02	34,652,886,343.78	5,173,219,910.45	40,435,306,156.23	1,573,541,683.62	48,692,847,430.85	663,609,261.97	-	3,644,924,744.52	37,554,090,677.68
PLANT MACHINERY & EQUIPMENT	1104	8,333,698,552.41	-	5,123,698,562.41	19,436,499.39	5,143,135,461.80	13,184,955.25	-	5,094,416,993.34	48,718,468.46
BAILY BRIDGES & PARTS	1105	222,741,897.04	-	222,741,897.04	-	222,741,897.04	-	-	-	222,741,897.04
BRIDGE EQUIPMENT	1106	173,846,658.86	-	173,846,658.86	-	173,846,658.86	-	-	-	173,846,658.86
R & D EQUIPMENT	1107	117,618,794.93	-	117,618,794.93	42,500.00	117,661,294.93	64,111.53	-	(1,057,473.03)	92,324,360.31
FURNITURE & OFFICE EQUIPMENT	1108	588,750,449.44	-	588,750,449.44	23,003,161.09	611,753,610.53	42,885,711.09	-	93,146,580.96	704,830,793.01
DRAWING & SURVEY EQUIPMENT	1109	25,385,404.67	27,000.00	25,385,404.67	-	25,385,404.67	21,409.92	-	355,955.29	350,387.23
TRAINING EQUIPMENT	1110	6,676,479.12	-	6,676,479.12	-	6,676,479.12	-	-	24.01	24.01
TOOLS & EQUIPMENT	1111	110,732,914.50	7,813,724.50	118,546,639.00	-	118,546,639.00	4,383,765.49	-	23,480,688.02	20,472,099.01
MOTOR VEHICLES	1112	4,797,392,391.23	24,028,480.02	4,821,420,871.25	-	5,309,947,792.97	721,631,132.58	-	3,134,834,437.95	2,096,622,846.92
FERRY BOATS	1113	19,188,800.00	-	19,188,800.00	-	19,188,800.00	-	-	11.04	11.04
MOTOR BICYCLES	1114	91,303,460.85	1,762,874.00	93,066,334.85	-	93,066,334.85	-	-	11.04	11.04
FOOT BICYCLE	1115	260,500.00	-	260,500.00	-	260,500.00	-	-	11.00	11.00
REFERENCE BOOKS	1116	2,397,520.17	-	2,397,520.17	-	2,397,520.17	-	-	63.00	63.00
COMMUNICATION OUTLAY	1117	212,187,680.70	-	212,187,680.70	2,431,835.77	214,619,516.47	3,927,887.02	-	176,763,216.87	67,489,738.85
ELECTRIC & ELECTRICAL FITTINGS	1118	616,040,016.63	-	616,040,016.63	17,552,113.50	633,592,130.13	8,298,548.76	-	682,833,334.89	21,504,040.80
ACROW ITEMS	1119	64,136,000.00	2,122,869,928.21	306,522,378.21	79,250.00	306,522,378.21	48,457,315.64	-	145,485,096.52	209,493,217.93
LAD EQUIPMENTS	1120	193,758,990.66	-	193,758,990.66	-	193,758,990.66	1,733,970.73	-	186,288,222.68	9,206,728.71
COMPUTERS	1121	231,185,119.43	-	231,185,119.43	14,273,391.00	244,458,510.43	12,751,344.99	-	208,241,830.32	34,693,825.69
OFFICE CONTAINERS	1122	43,884,115.13	-	43,884,115.13	-	43,884,115.13	12,834,764.39	-	42,018,402.31	14,700,437.41
MOTOR LAUNCH	1123	184,776,995.17	-	184,776,995.17	-	184,776,995.17	-	-	9.01	9.01
MEDICAL INSTRUMENTS	1124	3,827,640.00	-	3,827,640.00	3,494,040.00	3,827,640.00	537,401.18	-	4,384,966.18	75.08
EXPRESSWAY EQUIPMENTS	1125	192,832,528.79	92,727,259.92	192,832,528.79	-	285,560,188.71	61,398,596.36	-	182,291,106.55	72,440,418.60
PREFAB TOILET UNITS	1126	6,935,430.80	-	6,935,430.80	-	6,935,430.80	683,542.00	-	1,371,084.00	6,169,878.00
STANDARDIZATION EQUIPMENT	1127	641,996,139,673.34	-	641,996,139,673.34	8,850,000.00	650,846,139,673.34	3,084,435.60	-	3,084,435.60	5,765,544.40
TOTAL		641,996,139,673.34	72,548,116,889.07	714,662,951,563.41	222,424,844,248.97	1,339,502,147,633.36	39,768,845,620.26	(24,180,551.38)	(523,344,247.07)	755,095,847,903.45

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 01 Cash & cash Equivalents			
139101	Bank of Ceylon Corporate Branch_ General	47,271,949.60	5,009,163.67
139102	Bank of Ceylon Corporate Branch_ Client	17,962,320.04	82,820,888.04
139103	Bank of Ceylon Corporate Branch_ Ministry	6,252,003.97	41,934,571.80
139104	Bank of Ceylon Corporate Branch_ Treasury	2,831,009.90	3,890,239.18
139105	Bank of Ceylon Corporate Branch_ Recurrent	58,735,966.28	24,610,579.91
139110	Bank of Ceylon Corporate Branch_ Hoardings	1,850,934.47	4,881,070.01
139111	Bank of Ceylon Corporate Branch_ Loan	1,633,225.84	2,289,027.86
139115	People's Bank Corporate Branch	182,967.44	25,000.00
139116	Bank of Ceylon Corporate Branch - LBFP	260,000.00	260,000.00
139117	Bank of Ceylon Corporate Branch - RMTF	437,804.11	484,907.06
139118	Bank of Ceylon Corporate Branch-Finance Medical Insurance	32,711.93	102,329.53
139119	Peoples Bank Corporate Branch - Collection CKE	592,654.54	6,022,557.04
139120	Bank of Ceylon Corporate Branch - Asphalt	-	377,002.25
139121	D F C C Bank City Office - LBFP		
139122	Bank of Ceylon Corporate Branch - Land	22,005.45	15,086.61
1392	Cash at Bank R/O Sabaragamuwa	35,000.00	15,000.00
1392E	Cash at Bank 100,000 km Programme	260,000.00	-
1393A	Cash in Hand EMU STDP	9,131,000.00	13,012,000.00
1393B	Cash in Hand EMU CKE	4,710,000.00	4,710,000.00
1393C	Cash in Hand EMU OCH	7,230,000.00	8,230,000.00
1393D	Cash in Hand EOMU E.S.E.P.	7,000,000.00	-
1394	Cash in Transit R/O	113,863,246.22	49,701,757.33
1394A	Cash in Transit Projects		
1394AA	Cash in Transit R & D	1,185,244.76	870,885.74
1394C	Cash in Transit RBCU	7,477,409.74	124,740.00
1394D	Cash in Transit E.O.M.U.	282,962.79	359,960.00
1394E	Cash in Transit W/P Projects	1,040,248.18	22,859,431.42
1394F	Cash in Transit Asphalt Plant	9,012,710.41	3,781,242.76
1394F	Cash in Transit 100,000 km Programme	25,678,465.51	-
1396	Petty Cash Imprest	5,000.00	10,000.00
1342	Treasury Bill (Repurchase) Agreement	11,690,680,000.00	10,996,270,000.00
		12,147,996,546.08	11,273,206,832.08
Note 01 -A Bank of Ceylon Corporate Branch - Asphalt			
139120	Amount Shown in the Accounts		127,002.25
	Add		
	Adjustment for Amount Receivable		250,000.00
	Re-Styled Amount		377,002.25
Note 01 -B Cash in Transit R/O			
1394	Amount Shown in the Accounts		49,293,141.31
	Add		
	Adjustment for Amount Understated of Remittance by Casting Yard		408,616.02
	Re-Styled Amount		49,701,757.33
Note 02 Debtors:			
133032	Debtors for Hire Charges Others	-	2,230.95
133041	Receivable Others	3,740,584.59	1,335.00
133042	Interest Receivable on Treasury Bills	157,460,367.83	150,783,614.70
133044	Rent Receivable	39,458,721.87	2,905,338.29
133045	Hording Income Receivable	61,924,841.02	90,648,519.82
13306116	Ministry of Local Government & Provincial Council	48,336.55	48,336.55
13306124	Ministry of Public Enterprise Development	523,019.33	523,019.33
13306125	Regional Development Bank	291,988.42	291,988.42
13306127	Ministry of Prison Reforms Reh. Resettlement & Hindu Religious Affairs	29,363.86	482,841.32
13306128	Ministry of Mega Police & Western Development	123,653.27	66,770.54

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
13306129	Prime Minister's Office	644,831.13	21,836.59
13306131	Ministry of Digital Infrastructure & Information Technology	-	86,810.56
133071	Overhead Control Account	12,197,787.69	16,302,938.36
133072	Overhead Reimbursement Salaries- PMUU	195,018,013.84	150,616,750.54
133074	Special Loan / Advance for PMUU	Note 2-B	2,932,017,657.21
133075	Temporary Loan PMUUS	-	413,052,768.04
133081	Debtors for Clients' H/O	Note 2-C	2,808,568.47
133082	Debtors for Clients' R/O	Note 2-D	1,323,512,753.34
133083	Expressway Debtors EOMU	14,191,633.76	14,191,633.76
133083A	Expressway Debtors C.K.E.	13,777,636.26	10,601,679.41
133084	Amount Receivable Client R/O	117,763.68	-
133093	Debtors for Land Relocation	2,956,684.72	3,113,808.72
133129	Deferred Tax Assets	Note 2-E	795,945,300.00
133131	Commissioner of Elections	1,636,357.47	2,289,014.65
133151	Debtors Casting Yard External	631,703.69	-
133152	Debtors Casting Yard-Internal	Note 2-F	-
13316	Unpaid VAT	Note 2-G	509,170,288.14
133171	Debtors Asphalt Plant External	73,075,766.84	26,004,143.84
133172	Debtors Asphalt Plant Internal	Note 2-H	-
13322	Amount Receivable from Treasury	-	4,000,000,000.00
13323	Receivable on account of LBF Loans Capital Repayment & Interest	Note 2-I	12,645,354,965.89
		16,129,069,715.06	23,090,844,912.44
22432	Provision for Non Moving Debtors	(863,344.30)	(0.00)
		16,128,206,370.76	23,090,844,912.44
Note 2-A Hording Income Receivable			
133045	Amount Shown in the Accounts		91,988,969.58
	Less		
	Adjustment for Amount Over/Under Stated		(1,340,449.76)
	Re-Styled Amount		90,648,519.82
Note 2-B Special Loan- Advance for PMUU			
133074	Special Loan - Advance for PMUU as at 01st Jan.	2,932,017,657.21	5,667,017,657.21
	Less :		
	Amount received for voted funds for NSB funded projects setoff against the PMUU advance receivable during the Year	(2,174,000,000.00)	(2,735,000,000.00)
		758,017,657.21	2,932,017,657.21
Note 2-C Debtors for Clients' Works - HO			
133081	Ministry of Defense	1,886,259.71	-
	Ministry of Industry & Commerce	358,277.65	358,277.65
	Ministry of Rural Road Infrastructure Development	840,418.27	2,017,980.82
	Road Damage receivable from Y M Sarathkumara	-	432,310.00
		3,084,955.63	2,808,568.47
Note 2-D Debtors for Clients' Works- Regions			
133082	Ministry of Economic Development	608,817,825.17	608,817,825.17
	Board of Investment of Sri Lanka	215,037,416.92	205,309,597.56
	Ministry of Civil Aviation	45,784,051.13	45,784,051.13
	Divisional Secretaries Hambantota	2,989,288.61	2,989,288.61
	Divisional Secretaries Polonnaruwa	-	257,481,106.33
	Ministry of Roads & Highways	147,045.50	3,130,884.54
		1,072,775,627.33	1,323,512,753.34

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 2-E Deferred Tax			
133129	Deferred Tax Assets		1,143,023,640.00	832,802,661.00
	Less			
223310	Deferred Tax Liability		(35,185,001.00)	(36,857,361.00)
			<u>1,107,838,639.00</u>	<u>795,945,300.00</u>
	Note 2-F Debtors Casting Yard- Internal			
133152	Debtors Casting Yard	Note 2-F (i)	10,888,429.95	7,590,284.03
	Less			
22419	Creditors Control Casting Yard	Note 2-F (ii)	(10,888,429.95)	(7,590,284.03)
			<u>-</u>	<u>-</u>
	Note 2-F (i) Debtors Casting Yard			
133152	Amount Shown in the Accounts			7,998,900.05
	Less			
	Adjustment for Amount Overstated			(408,616.02)
	Re-Styled Amount			<u>7,590,284.03</u>
	Note 2-F (ii) Creditors Control Casting Yard			
22419	Amount Shown in the Accounts			7,998,900.05
	Less			
	Adjustment for Amount Overstated			(408,616.02)
	Re-Styled Amount			<u>7,590,284.03</u>
	Note 2-G Unpaid VAT			
13316	Amount Shown in the Accounts			527,662,396.55
	Less			
	Adjustment for Amount overstated			(18,492,108.41)
	Re-Styled Amount			<u>509,170,288.14</u>
	Note 2-H Debtors Asphalt Plant			
133172	Debtors Asphalt Plant Internal		1,013,838,157.54	889,331,078.87
	Less			
22420	Creditors Control Asphalt Plant		(1,013,838,157.54)	(889,331,078.87)
			<u>-</u>	<u>-</u>
	Note 2-I Receivable on account of LBF Loans Capital Repayment & Interest			
13323	Receivable Amount for Capital Repayment	Note 2-I (i)	379,692,387.17	-
	Receivable Amount for Interest	Note 2-I (ii)	11,835,876,576.85	12,645,354,965.89
			<u>12,215,568,964.02</u>	<u>12,645,354,965.89</u>
	Note 2-I (i) Receivable Amount for Capital Repayment			
13323	Amount Shown in the Accounts			6,706,987,565.39
	Less			
	Adjustment for Reversal of Receivable Amount			(6,706,987,565.39)
	Re-Styled Amount			<u>-</u>
	Note 2-I (ii) Receivable Amount for Interest			
13323	Amount Shown in the Accounts			12,646,382,217.26
	Less			
	Adjustment for Reversal of Receivable Amount			(1,027,251.37)
	Re-Styled Amount			<u>12,645,354,965.89</u>
	Note 03 Inventories as at 31 st December 2020			
13101	OECD Spare Parts Control A/C		26,678,408.45	29,820,700.46
131012	Stationery		37,495,466.94	137,332,306.27
131013/A	Inventory Stock		21,281,482.39	1,757,984.41
131014	Empty Articles		2,995,751.80	2,938,206.20
131015	Spares		31,897,050.43	27,166,159.55

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
1310116	Others Materials	151,252,978.90	119,370,020.80
1310117	Direct Materials	389,498,327.23	388,530,785.29
1310118	Construction Materials -RBCU	6,237,928.50	6,785,166.76
1310119	Tools	25,575,935.39	15,279,412.07
13101601	Uniform Materials	452,949.18	938,656.78
13101602	Shoes & Sandals	1,047,110.41	1,826,979.45
13101603	Safety Equipment	547,010.00	635,019.00
131017	Tyres	19,610,018.10	5,713,781.66
131019	Material Stock - Casting Yard	4,399,916.84	6,112,440.16
131020	Lubricant Stock	4,747,498.87	2,315,124.97
131021	Material Stock - Asphalt Plant	49,756,184.71	85,022,887.51
13102106	Stock - Pre Cast Product R/O	485,644.97	-
131201	Finished Products/ Goods Casting Yard	11,092,807.09	11,111,259.86
1310201D	Finished Products Inter Locking Concrete Blocks	1,922,679.24	1,960,796.53
		786,975,149.45	844,617,687.73
22431	Provision for Non Moving Inventory	(26,678,408.46)	(29,820,700.46)
		760,296,740.99	814,796,987.27
Note 04 Deposits & Advances:			
1350111	Purchase Advance- Overhead	11,203,955.64	8,514,514.14
1350112	Purchase Advance- Stores	612,900.00	1,422,695.00
1350116	Purchase Advance- Asphalt Plant	8,577,020.66	32,060,066.91
1350117	Purchase Advance- Maintenance	7,167,123.46	8,261,361.54
1350119	Purchase Advance- RMTF	12,310,160.50	5,637,277.80
135012	Purchase Advance- Regions	8,206.89	20,125.00
135012A	Purchase Advance CE's Offices	12,502.35	11,934.00
13502112	Contract Advance- Payment Unit Head Office	87,771.42	87,771.42
1350212	Contract Advance- Projects NHDA	15,818,224.00	15,818,224.00
135022	Contract Advance- Region	17,756,602.99	3,376,360.28
135023	Contract Advance Client Region	627,201.94	-
135024	Contract Advance RWI Region	1,880,033.29	-
135025	Contract Advance 100,000 km Programme	20,000,000.00	-
13504	Royalty Advance - Asphalt	2,320,000.00	2,320,000.00
1350511	Survey Advance	322,165.49	734,023.94
13509	RMCC's Deposit kept in Investments with Bank	80,000.00	80,000.00
135102	Deposits- Services	15,722,739.00	15,686,739.00
135103	Deposits- Rent-RDA	2,427,000.00	4,707,000.00
135105	Deposits- Others Regional	320,000.00	320,000.00
135107	Deposits- Royalty Asphalt Plant	3,252,000.00	3,252,000.00
13519	Purchase Advance Asphalt Supply Internal	-	-
		120,505,607.63	102,310,093.03
Note 04-A Purchase Advance Asphalt - Internal			
13519	Advance Paid on Asphalt Supply Internal	16,453,435.99	20,216,429.66
	Less	-	-
2240714B	Advance Received on Internal Asphalt Sales	(16,453,435.99)	(20,216,429.66)
		-	-
Note 05 Mobilization Advance			
13506012	Mobilization Advance - Road Widening & Improvement Project	375,107,898.52	163,882,369.66
13506072	Mobilization Advance - Dayata Kirula	31,687,354.50	31,687,354.50
13506102A	Mobilization Advance - National Savings Bank Funded Project	-	42,718,610.33
13506A	Mobilization Advance - Regions	126,673,440.57	171,012,974.79
13506C	Mobilization Advance - Clients - Regions	10,956,636.30	3,024,014.67
13506E	Mobilization Advance - R B C U	14,540,134.10	14,175,335.70
13506F	Mobilization Advance - Payment Unit	12,716,835.76	12,716,835.76
13506I	Mobilization Advance - ECOMU Southern	49,446,835.23	43,982,250.14
13506J	Mobilization Advance - CEP-I & CEP-II	21,822,079,308.09	10,482,118,558.88
13506K	Mobilization Advance -W/P Project	36,254,446.94	-
13506L	Mobilization Advance -Ran Mawath	-	470,507,026.91

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
13506M	Mobilization Advance -100,000 KM Roads		9,061,667,575.77	-
	Less :		31,541,130,465.78	11,435,825,331.34
22435	Provision for Impairment of Mobilization Advance		(12,711,741.85)	(6,630,596.87)
			31,528,418,723.93	11,429,194,734.47
Note 05-A Mobilization Advance - Regions				
13506A	Amount Shown in the Accounts			160,187,171.12
	Add/Less			
	Adjustment of Under/Over Stated Advance Amount			10,825,803.67
	Re-Styled Amount			171,012,974.79
Note 05-B Mobilization Advance				
	Current		14,895,775,330.89	11,391,672,568.55
	Non-Current		16,632,643,393.04	37,522,165.92
			31,528,418,723.93	11,429,194,734.47
Note 06 Inter Current Account- Expressway Transport Company (Pvt) Ltd				
14401	Rent Reimbursable		3,132,928.80	3,132,928.80
			3,132,928.80	3,132,928.80
Note 07 Other Current Assets:				
1361	Staff Loans		387,465,757.20	388,475,944.84
136201	Salary Advance		-	305,000.00
136203	Over Time Advance		10,500.00	-
136204	Festival Advances	Note 07-A	2,729,242.92	3,102,990.26
136207	Book Advance		3,014,065.00	363,561.34
136211	Three Months Flood Relief Advance		79,508.08	79,508.08
1364	Staff Debtors H/O	Note 07-B	2,636,639.52	2,418,770.28
1365	Shortages of Consumable Stock		3,446,727.89	3,446,727.89
	Less :		399,382,440.61	398,192,502.69
22436	Provision for Staff Debtors		(650,366.99)	(650,366.99)
			398,732,073.62	397,542,135.70
Note 07-A Festival Advances				
136204	Amount Shown in the Accounts			3,118,960.82
	Less			
	Adjustment of Amount Over/Under Stated Settlement of Festival Advance			(15,970.56)
	Re-Styled Amount			3,102,990.26
Note 07-B Staff Debtors H/O				
1364	Amount Shown in the Accounts			2,997,464.68
	Less			
	Adjustment for Reversal of Overstated Surcharges			(578,694.40)
	Re-Styled Amount			2,418,770.28
Note 08 Deferred Expenses of Local Bank Loans Funded Projects RWI Prior to 2015				
184D	National Savings Bank	Note 08-A (i)	-	9,343,267,407.64
	Deferred Borrowing Cost	Note 08-A (ii)	-	6,381,054,660.59
			-	15,724,322,068.23
Total of Deferred Expenses of Local Bank Loans Funded Projects RWI Prior to 2015			-	15,724,322,068.23

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 08-A (i) Deferred Expenses : NSB			
184D	Amount Shown in the Accounts		28,787,415,649.26
	Less		
	Adjustment due to Capitalization of Roads		(19,444,148,241.62)
	Re-Styled Amount		<u>9,343,267,407.64</u>
Note 08-A (ii) Deferred Borrowing Cost			
	Amount Shown in the Accounts		-
	Add		
	Adjustment due to Capitalization of Roads		6,381,054,660.59
	Re-Styled Amount		<u>6,381,054,660.59</u>
Note 09 Equity Investments (at cost):			
11B1	Housing & Development Finance Corporation	200,000.00	200,000.00
12003	Maganagama Emulsion Production Co (Pvt) Ltd	1,000,100.00	1,000,100.00
12004	Maganagama Road Construction & Equipment Co (Pvt) Ltd	100.00	100.00
12005	Maganagama Consultancy & Project Management Services Co(Pvt)Ltd	1,000,100.00	1,000,100.00
12006	Expressway Transport Bus Co. (Pvt) Ltd	10.00	10.00
		<u>2,200,310.00</u>	<u>2,200,310.00</u>
Note 10 Other Investments			
1342	Treasury Bill (Repurchase) Agreement	1,321,229,165.75	1,224,000,000.00
13451	Fixed Deposit - BOC Corporate Branch	1,653,504,807.69	1,500,000,000.00
1344	Deposit with State Mortgage & Investment Bank	85,374,464.56	82,307,995.50
		<u>3,060,108,438.00</u>	<u>2,806,307,995.50</u>
Note 11 Property Plant & Equipment			
Please Refer Page No -28			
Note 12 Work In Progress			
Note 12-A Work In Progress Buildings -Regions & RME			
11031 & 32	Balance as at 01 st January	6,136,057.07	-
	Additions during the year	5,414,939.85	7,954,747.07
	Capitalized during the year	(6,000,548.50)	(1,818,690.00)
	Balance as at 31 st December	<u>5,550,448.42</u>	<u>6,136,057.07</u>
Note 12-A(i) Work In Progress Buildings -Regions & RME			
11031	Amount Shown in the Accounts		4,905,927.74
	Add		
	Adjustments for Understated WIP		3,048,819.33
	Re-Styled Amount		<u>7,954,747.07</u>
Note 12-B Work In Progress Buildings - CKE			
11033	Balance as at 01 st January	70,208,141.57	28,368,868.25
	Additions during the year	99,350,978.04	68,012,518.14
	Transfer to WIP- Additional Tall Lane Ja-ela -CKE	(152,932,324.85)	-
	Capitalized during the year	(14,257,168.75)	(26,173,244.82)
	Balance as at 31 st December	<u>2,369,626.01</u>	<u>70,208,141.57</u>
Note 12-C Work In Progress Buildings - OCH			
11033A	Balance as at 01 st January	1,116,846.56	-
	Additions during the year	6,944,324.84	1,116,846.56
	Capitalized during the year	(8,061,171.40)	-
	Balance as at 31 st December	<u>1,116,846.56</u>	<u>1,116,846.56</u>
	Total work in Progress	<u>7,920,074.43</u>	<u>77,461,045.20</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

			2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 13 Summary of Work In Progress Expressways, Roads & Bridges			
11034B	Work In Progress Expressways - CEP 1		6,809,644,749.96	5,558,753,074.85
11034C	Work In Progress Expressways - CEP 11		128,164,196,963.23	94,418,032,535.26
11034D	Work In Progress Expressways - CEP 111		3,776,455,606.55	3,458,269,782.78
11034E	Work In Progress Expressways - ESEP 1		-	2,101,135,018.67
11034F	Work In Progress Expressways - ESEP 11		-	840,930,953.30
11034G	Work In Progress Expressways - Additional Toll Lane Ja-Ela - CKE		177,526,253.85	-
11035A	Work In Progress Bridges - New Bridge On Kelani River		483,227,947.42	445,537,932.89
11036A	Work In Progress RDA Roads of 100000 Km Programme		230,836,898.38	-
11036B	Work In Progress Non-RDA Roads of 100000 Km Programme		11,242,504,318.13	-
11038	Work In Progress (Compensation on Land Acquisition)		11,677,180,475.89	9,110,131,315.20
11039	Work In Progress Other P M M U Roads	Note 13-A	7,162,835,943.11	6,734,030,768.78
			<u>169,724,409,156.52</u>	<u>122,666,821,381.73</u>
	Note 13-A Work In Progress Other PMMU Roads			
11039	Amount Shown in the Accounts			6,763,921,482.22
	Less			
	Adjustments for Overstated WIP			(29,890,713.44)
	Re-Styled Amount			<u>6,734,030,768.78</u>
	Note 14 Work In Progress Others			
11037	Work In Progress Car Park for RDA Head Office			
	Balance as at 01 st January		16,965,028.50	-
	Additions during the year		6,490,189.03	16,965,028.50
	Capitalized during the year		(23,455,217.53)	-
	Balance as at 31 st December		<u>-</u>	<u>16,965,028.50</u>
	Note 15 Intangible Assets			
11A1	Computer Software Cost			
	Balance as at 01 st January		3,463,396.41	3,463,396.41
	Additions during the year		4,276,500.00	-
	Balance as at 31 st December		<u>7,739,896.41</u>	<u>3,463,396.41</u>
11A2	Computer Software Amortization			
	Balance as at 01 st January		(3,463,394.45)	(3,463,394.45)
	Charges during the year		(378,088.21)	-
	Balance as at 31 st December		<u>(3,841,482.66)</u>	<u>(3,463,394.45)</u>
	Carrying Value as at 31 st December		<u>3,898,413.75</u>	<u>1.96</u>
	Note 16 Deferred Expenses Bank Loans After 2015			
185	Deferred Expenses - Road Widening & Improvements		2,702,335,217.45	2,702,335,217.45
185A	Deferred Expenses - Metaling & Tarring Trust Fund		839,373,759.44	839,373,759.44
			<u>3,541,708,976.89</u>	<u>3,541,708,976.89</u>
	Note 17 Client & Other Deposits			
221CD	Client Deposits	Note 17-A	3,334,948,835.40	3,439,721,007.53
221SD	Security Deposits		25,000.00	25,000.00
221RD	Refundable Deposits	Note 17-B	579,180,954.69	597,627,618.30
221DDF	Deposits - Baseline Road Displaced Families		2,498,120.00	3,229,040.00
221DLD	Deposits - Liquidation Damages		564,896,356.52	675,584,109.19
221PSD	Performance Security Deposits		26,800.00	26,800.00
			<u>4,481,578,066.61</u>	<u>4,716,213,575.02</u>
	Note 17-A Client Deposits			
221CD	Amount Shown in the Accounts			3,448,844,833.48
	Less			
	Adjustment for Value of Work done Understated			(9,123,825.95)
	Re-Styled Amount			<u>3,439,721,007.53</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 17-B Refundable Deposit			
			593,627,618.30
			Add
			Adjustment for Amount Understated
			4,000,000.00
			Re-Styled Amount
			597,627,618.30
Note 18 Retention Money Payable			
221RM	Retention Money	1,512,871,767.38	1,524,223,735.73
		1,512,871,767.38	1,524,223,735.73
Note 18-A Retention Money Payable			
	Current	955,959,349.27	1,190,220,870.13
	Non- Current	556,912,418.11	334,002,865.60
		1,512,871,767.38	1,524,223,735.73
Note 18-A (i) Retention Money Payable			
			Amount Shown in the Accounts
			1,192,177,500.22
			Less
			Adjustment for Amount Overstated
			(1,956,630.09)
			Re-Styled Amount
			1,190,220,870.13
Note 19 Payable to Contractors			
222101-108	Project Contractors RWI	2,272,780,888.51	733,130,823.47
2222	Other Contractors	565,732,380.74	4,687,282,148.87
224081C	Other Amount Payable - Projects	12,605,212.74	9,905,212.74
		2,851,118,481.99	5,430,318,185.08
Note 19-A Payable to Other Contractors			
222106	Project Contractors LBF		584,719,555.22
	Add		
	Adjustment for Amount Understated		148,411,268.25
	Re-Styled Amount		733,130,823.47
Note 19-B Payable to Other Contractors			
222202/02D	Amount Shown in the Accounts		4,986,261,525.73
	Less		
	Adjustment for Amount Overstated		(298,979,376.86)
	Re-Styled Amount		4,687,282,148.87
Note 20 Land Compensation Payable			
222114	Land Compensation Payable	2,728,460,981.17	4,886,372,315.53
		2,728,460,981.17	4,886,372,315.53
Note 21 Interest & Capital Repayments Due on Local Bank Loans			
222109-111E	Interest Payable on Local Bank Loans	11,864,933,523.18	12,692,455,719.41
222109-111E	Capital Repayments Local Bank Loans	379,692,387.17	6,706,987,565.39
		12,244,625,910.35	19,399,443,284.80
Note 22 Inter Company Current Accounts			
Note 22-A Current Account Maganeguma Emulsion Production Company (Pvt) Ltd			
	Receivable from Maganeguma Emulsion Company		
14106	Hire of Plant & Machinery	471,358.40	471,358.40
		471,358.40	471,358.40

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Stated (Rs.)
Payable to Maganeguma Emulsion Company			
220A1022	Bills Payable for Emulsion Supply	606,131.20	5,861,611.71
220A1022A	Bills Payable for Emulsion Supply 100,000 km Programme	2,104,042.40	
221RM53	Retention Money	2,428,541.93	2,428,541.93
	Payable to Maganeguma Emulsion Production Company (Pvt) Ltd	5,138,715.53	8,290,153.64
	Net Receivable from Maganeguma Emulsion Company(Pvt) Ltd	4,667,357.13	7,818,795.24
Note 22-B Current Account - Maganaguma Road Construction & Equipment Co (Pvt) Ltd			
Receivable from Maganeguma Road Construction & Equipment Co (Pvt) Ltd			
14204	Debtors for Assets & Consumables transferred	63,276,544.87	63,276,544.87
14206	Hire of Plant & Machinery	330,170,694.12	314,661,568.90
14209	Mobilization Advance	4,092,998.74	33,049,520.50
14209A	On A/C Payments - Projects	-	43,478,260.87
14209E	Mobilization Advance 100,000 km Roads	1,599,632,437.88	-
220A2022	On Account Payments for Premix Supply	12,591,846.74	13,253,254.29
		2,009,764,522.35	467,719,149.43
Payable to Maganeguma Road Construction & Equipment Co(Pvt) Ltd			
220A2011	Accrued Work Bills - Projects	620,623,826.98	280,879,550.66
220A20113	Accrued Work Bills Regional Offices - Metaling & Tarring	37,886,310.51	45,696,395.12
220A20115	Accrued Work Bills Bills Regional Offices - Clients' work undertaken	-	142,020,406.92
220A20116	Accrued Work Bills - 100,000 km Programme	1,044,104,146.52	-
220A2012	Accrued Work Bills Regional Offices - Others	282,092,461.97	282,699,612.11
221RM51	Retention Money	2,033,056,834.65	1,706,989,688.88
	Note 22-B (i)	4,017,763,580.63	2,458,285,653.69
	Net amount Payable to Maganeguma Road Construction & Equipment Co(Pvt) Ltd	2,007,999,058.28	1,990,566,504.26
Note 22-B (i) Retention Money			
221RM51	Amount Shown in the Accounts		1,712,419,673.30
	Less		
	Adjustments for Amount Overstated in 2019		(5,429,984.42)
	Re-Stated Amount		1,706,989,688.88
Note 22-C Current Account Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd			
Receivable from Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd.			
14306	Hire of Plant & Machinery	3,962,908.93	2,415,075.74
		3,962,908.93	2,415,075.74
Payable to Maganeguma Consultancy & Project Management Services Company (Pvt) Ltd.			
220A3011	Accrued Work Bills	-	7,825,509.30
220A3022	Payables for Cold Mix Supply	57,000,396.43	95,151,886.90
220A3022A	Payables for Cold Mix Supply 100,000 km Programme	547,737.30	-
221RM52	Retention Money	16,222,854.53	24,436,927.29
	Payable to Maganeguma Consultancy & Project Management Company	73,770,988.26	127,414,323.49
	Net amount Payable to Maganeguma Consultancy & Project Management Co.(pvt) ltd	69,808,079.33	124,999,247.75

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

			2020 (Rs.)	2019 Re-Styled (Rs.)
	Reference to Note			
	Note 23 Accrued Expenses & Taxes Payable			
223301	Commissioner General of Inland Revenue Income Tax	Note 23-A	794,531,847.00	1,381,302,805.00
223302	Commissioner General of Inland Revenue V.A.T		73,596,462.00	72,323,507.00
223303	Commissioner of Inland Revenue E.S.C		-	12,843,371.00
223304	Commissioner General of Inland Revenue Payee		234,071.00	5,659,143.00
223306	Commissioner of Inland Revenue W H T		-	2,916,013.03
223307	Commissioner General of Inland Revenue Deferred Output Tax		59,078,744.03	56,836,169.09
2233510	Commissioner General of Inland Revenue Stamp Duty		572,650.20	507,300.20
2231	Administration Overhead	Note 23-B	378,608,332.25	411,485,742.04
2234	Employees' Provident Fund 8%	Note 23-C	112,242,249.26	75,283,437.50
2235	Employees' Provident Fund 12%	Note 23-D	168,359,231.98	112,921,002.18
2236	Employers' Trust Fund 3%	Note 23-E	42,089,815.70	28,230,262.83
22371	Unpaid Salaries		485,002.76	224,024.05
22374	Incentive Bonus R/O		77,331,868.70	1,900,000.00
22375	Medical Leave Encashment Payable		373,426,642.47	251,554,302.36
22410	Audit Fees		5,078,279.20	12,284,626.32
			<u>2,085,635,196.55</u>	<u>2,426,271,705.60</u>
223301	Note 23-A Income Tax			
	Current tax Liability for the year 2020/2021 & 2019/2020		1,551,424,341.00	2,239,532,755.09
	Less			
	Setoff against Income Tax Paid		(756,892,494.00)	(876,262,538.00)
	Setoff against ESC Paid			(22,450,072.00)
	Setoff against ESC to be Paid			(12,843,371.00)
	WHT on Interest			(170,096.00)
	Setoff against overpayment			(1,279,893.35)
	Balance Tax Payable for the year		794,531,847.00	1,326,526,784.74
	Add			
	Under Provision in 2018/2019		-	54,776,020.26
	Re-Styled Income Tax Liability		<u>794,531,847.00</u>	<u>1,381,302,805.00</u>
2231	Note 23-B Administrative Overhead			
	Amount Shown in the Accounts			414,712,711.86
	Less			
	Adjustments for Overstated Accrued Expenditure			(3,226,969.82)
	Re-Styled Amount			<u>411,485,742.04</u>
2234	Note 23-C Employees' Provident Fund 8%			
	Amount Shown in the Accounts			75,420,334.42
	Less			
	Adjustments for Amount Overstated			(136,896.92)
	Re-Styled Amount			<u>75,283,437.50</u>
2235	Note 23-D Employees' Provident Fund 12%			
	Amount Shown in the Accounts			113,126,347.57
	Less			
	Adjustments for Amount Overstated			(205,345.39)
	Re-Styled Amount			<u>112,921,002.18</u>
2236	Note 23-E Employees' Trust Fund 3%			
	Amount Shown in the Accounts			28,281,599.36
	Less			
	Adjustments for Amount Overstated			(51,336.53)
	Re-Styled Amount			<u>28,230,262.83</u>
	Note 24 Creditors & Others			
223201/02	Creditors for Material Supply & Service Providers	Note 24-A	1,104,516,307.03	901,837,851.40
223203	Creditors for Material Supply & Service Providers Asphalt Plant	Note 24-B	65,323,161.20	190,896,247.13
223203A	Creditors for Other Supply Asphalt Plant		11,521,921.47	34,377,914.31
223205	Creditors - GKUC (Put) Ltd		1,345,500.00	1,753,773.00
223206	Creditors - Bitumix (Put) Ltd	Note 24-C	5,319,230.73	65,116,546.78
223207	Creditors - CPC (Bitumen)		-	1,351,450.00

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
22401	Other Sundry Recoveries from Staff	Note 24-D	1,117,466.72	294,416.13
22403	Salary Control Account		375,489.84	43,600.00
224063	Creditors on Fixed Assets		32,125,665.41	47,132,553.07
2240702	Advance Received on Rent	Note 24-E	71,287,530.33	15,550,348.93
2240707	Interest in Suspense RMC Deposits		6,302,568.92	6,302,568.92
2240708	Employee Deduction for Welfare Fund		1,521,658.97	1,521,036.59
2240711	Unutilized Insurance Claims		366,817.98	
2240711A	Unutilized Insurance Claims -Public Liability on Expressways		14,500.00	8,075.00
2240712	Creditors RC & DC Residual Unit		4,060,781.58	4,060,781.58
2240713	Advance Received on Shifting of Orugodawatta Unit		460,791.21	1,049,934.01
2240714	Advance Received in External Sales -Casting Yard		2,482,492.05	3,195,063.82
2240717	Advance Received in External Sales -Asphalt		664,075.57	14,036,745.54
22408	Other Amounts Payable	Note 24-F	10,270,633.87	7,265,154.02
22416	Cancelled Cheques		-	
22418	Suppliers' Control Account		7,207,082.30	3,185,252.00
22421	Creditors Control Inter Locking Concrete Blocks		2,047,743.88	2,047,743.88
22437	Provision for Compensation Payable for Road Users		-	400,000.00
			<u>1,328,331,419.06</u>	<u>1,301,427,056.11</u>
Note 24-A Creditors for Material Supply & Service Providers				
223201/02	Amount Shown in the Accounts			908,200,397.03
	Less			
	Adjustments for Overstated of Accrued Expenditure			(6,362,545.63)
	Re-Styled Amount			<u>901,837,851.40</u>
Note 24-B Creditors for Material Supply & Service Providers Asphalt Plant				
223203	Amount Shown in the Accounts			226,937,497.13
	Less			
	Adjustments for Overstated of Accrued Expenditure			(36,041,250.00)
	Re-Styled Amount			<u>190,896,247.13</u>
Note 24-C Creditors - Bitumix (Pvt) Ltd				
223206	Amount Shown in the Accounts			56,903,849.36
	Add			
	Adjustments for Understated of Accrued Expenditure			8,212,697.42
	Re-Styled Amount			<u>65,116,546.78</u>
Note 24-D Other Sundry Recoveries from Staff				
22408	Amount Shown in the Accounts			462,863.99
	Less			
	Adjustments for Over Provision			(168,447.86)
	Re-Styled Amount			<u>294,416.13</u>
Note 24-E Advance Received on Rent				
2240702	Amount Shown in the Accounts			3,699,977.93
	Add			
	Adjustments for Reversal of Overstated accounted of Hording Income			11,850,371.00
	Re-Styled Amount			<u>15,550,348.93</u>
Note 24-F Other Amount Payable				
22408	Amount Shown in the Accounts			1,306,360.10
	Add			
	Refundable Amount Retention Money Written Back			5,958,793.92
	Re-Styled Amount			<u>7,265,154.02</u>
Note 25 Loans				
Note 25-A Loans from Government Institutions				
221U01	Loan from Civil Aviation Authority of Sri Lanka		-	50,000,000.00
			-	<u>50,000,000.00</u>
Note 25- B & C Loans from Local Banks				
Note 25-B (i) Loans from Local Banks for Road Widening & Improvement Projects - Current Liability				
221U01	Commercial Bank		-	300,558,411.37
221U02	Bank of Ceylon		-	1,527,706,250.84
221U03	Peoples Bank		-	609,140,000.00
221U04	National Savings Bank		-	2,177,805,887.80

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NOTES TO THE FINANCIAL STATEMENT AS AT 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
221U05	Hatton National Bank	-	1,132,850,361.05
221U06	Development of Finance Corporation of Ceylon Bank	-	55,616,725.00
221U07	National Development Bank	-	326,961,816.00
		-	6,130,639,452.06
Note 25-B (ii) Loans from Local Banks for Road Widening & Improvement Projects - Non Current Liability			
221U01	Commercial Bank	4,755,930,854.26	4,154,814,031.52
221U02	Bank of Ceylon	24,175,993,737.37	21,114,904,526.67
221U03	Peoples Bank	8,380,056,621.21	7,132,353,470.31
221U04	National Savings Bank	40,665,656,199.10	36,177,073,194.47
221U05	Hatton National Bank	20,133,152,184.28	17,839,205,172.92
221U06	Development of Finance Corporation of Ceylon Bank	896,508,934.21	785,275,484.21
221U07	National Development Bank	6,299,836,399.91	5,577,642,394.53
		105,307,134,930.34	92,781,268,274.63
Total Loans from Local Banks for Widening & Improvement Projects		105,307,134,930.34	98,911,907,726.69
Note 25-C (i) Loans from Local Banks for PMMU & Others - Current Liability			
221U20	Peoples Bank -CKE Project	379,692,387.17	368,794,143.90
221U21	Bank of Ceylon -OCH Project	-	75,416,666.00
221U22	Peoples Bank CEP II Project	-	537,200,000.00
221U23	National Savings Bank -CEP II Project	-	933,200,000.00
221U24	National Savings Bank - PMUU	-	625,000,000.00
221U31	Peoples Bank (3.688 Bn - CEP II Project)	739,310,192.88	491,961,175.93
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	862,400,004.00	503,066,669.00
		1,981,402,584.05	3,534,638,654.83
Note 25-C (ii) Loans from Local Banks for PMMU & Others - Non Current Liability			
221U20	Peoples Bank -CKE Project	4,429,744,526.47	5,027,955,722.67
221U21	Bank of Ceylon -OCH Project	1,045,184,686.42	823,729,842.96
221U22	Peoples Bank CEP II Project	12,892,878,904.10	12,355,678,904.10
221U23	National Savings Bank -CEP II Project	11,200,000,000.00	10,266,800,000.00
221U24	National Savings Bank - PMUU	7,500,000,000.00	6,875,000,000.00
221U25	Sampath Bank - PMUU	14,500,000,000.00	14,500,000,000.00
221U26	Bank of Ceylon -PMMU & Others	22,000,000,000.00	22,000,000,000.00
221U27	Bank of Ceylon - (9.0 Bn)	9,000,000,000.00	9,000,000,000.00
221U28	Bank of Ceylon - (2.549 Bn)	693,960,407.52	449,020,844.18
221U29	D. F. C. C - (5.0 Bn)	5,000,000,000.00	5,000,000,000.00
221U30	Bank of Ceylon - (25.0 Bn)	25,000,000,000.00	25,000,000,000.00
221U31	Peoples Bank (3.688 Bn - CEP II Project)	2,456,728,631.19	3,196,038,824.07
221U32	Bank of Ceylon -(4.312 Bn - CEP II Project)	2,946,533,327.00	1,951,642,069.35
221U33	Bank of Ceylon -(11 Bn)	11,000,000,000.00	-
221U34	Peoples Bank -(8 Bn)	7,969,835,933.41	-
221U35	Bank of Ceylon -(14 Bn)	14,000,000,000.00	-
221U36	Peoples Bank - (17 Bn)	16,610,365,222.71	-
221U37	National Savings Bank (10 Bn)	10,000,000,000.00	-
221U38	Peoples Bank - (10 Bn)	4,000,000,000.00	-
		182,245,231,638.82	116,445,866,207.33
221U21	Note 25-C (ii) -A Bank of Ceylon -OCH Project		
	Amount Shown in the Accounts		804,626,295.56
	Add		
	Adjustments for Loan Disbursement not accounted in 2019		19,103,547.40
	Re-Styled Amount		823,729,842.96
Total Loans from Local Banks for PMMU & Others		184,226,634,222.87	119,980,504,862.16
Total Loans from Local Banks		289,533,769,153.21	218,892,412,588.85

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NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 26				
	Total Turnover			
4012/13/14/F	Voted Funds Received for Maintenance & Improvements Works	Note 27	21,730,109,795.08	13,135,380,219.51
4014B/C	Voted Funds Received / Receivable for Local Bank Capital & Interest Payment	Note 28	7,350,121,027.51	17,955,431,828.31
4011/4014E	Voted Funds Received for Overheads	Note 29	7,403,052,164.94	6,520,465,918.51
412	Value of Work Done Clients	Note 30	789,180,644.84	1,410,138,766.01
4901-3/ A	Income from Southern Expressway & Outer Circular Expressway	Note 32	6,820,742,164.21	8,022,228,347.81
4301	Fees for Soil Test	Note 33-A	120,051,446.74	167,232,423.51
4302	Consultancy Fees	Note 33-B	4,045,630.67	22,278,168.81
4303	Charges for Supervision	Note 33-C	86,986,394.10	108,877,119.81
4304	Charges for Transport	Note 33	445,819.80	449,835.21
4305	Road Reinstatement Fees	Note 33-D	54,697,254.52	63,928,725.21
4306	Miscellaneous Services	Note 33	925.93	315,696.31
4307	Road Survey Income	Note 33-E	164,620.00	1,755,802.03
4308	Design Fees	Note 33-F	-	13,487,356.02
4310	Fees for Borehole investigation	Note 33-G	4,420,063.80	4,709,248.93
45	Hire Charges & Rent	Note 34	277,564,168.94	417,949,553.75
4401/2	Interest	Note 35	937,002,883.02	1,067,409,315.11
421 & A	Overhead Recoveries	Note 36	51,338,908.42	56,720,040.61
4A	Casting Yard-External Sales	Note 37	3,903,943.25	3,949,110.05
4D2	Inter Locking Concrete Blocks-External Sales	Note 38	45,740.75	801,804.35
4C012	Asphalt Plant-External Sales	Note 39	72,524,770.96	18,319,889.16
48	Other Income	Note 40	495,896,528.25	244,786,420.40
	Total Turnover for the year		46,202,294,895.73	49,236,615,589.88
	Note 27 Voted Funds Received for Maintenance & Improvements Works			
4012	Rural Bridges, Survey & Investigation & Others		10,324,855,369.96	4,357,609,213.05
4013	Road Maintenance Works		4,749,309,891.83	4,961,321,123.54
4014	Road Widening & Improvement Works Funded by line Ministry Votes		3,551,698,563.17	3,788,500,000.00
4014F	Road Widening & Improvement Works Funded by Other Ministries Votes		16,196,095.51	27,949,882.97
4018	Funds Received for Rural Roads & Other Infrastructure		3,088,049,874.61	-
			21,730,109,795.08	13,135,380,219.56
	Note 28 Voted Funds Received / Receivable for Local Bank Capital & Interest Payment			
4014B	Funds Received/Receivable for Local Bank Interest	Note 28-A	6,970,428,640.34	15,865,175,427.13
4014C	Funds Received/Receivable for Local Bank Capital Repayment	Note 28-B	379,692,387.17	2,090,256,401.18
			7,350,121,027.51	17,955,431,828.31
	Note 28-A Voted Funds Received / Receivable for Local Bank -Interest Payment			
4014B	Funds Received for Local Bank Interest		1,351,043,665.72	8,146,619,986.48
	Funds Receivable for Local Bank Interest	Note 28-A(i)	5,619,384,974.62	7,718,555,440.65
			6,970,428,640.34	15,865,175,427.13
	Note 28-A(i) Voted Funds Receivable for Local Bank -Interest Payment			
4014B	Amount Shown in Financial statements 2019			7,719,582,692.02
	Less			
	Adjustment of Reversal of Funds Receivable			(1,027,251.37)
	Re-Styled Amount			7,718,555,440.65

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 26				
Note 26-A Revenue From Non Exchange Transaction				
Recurrent Grant				
4012/13/14/F	Voted Funds Received for Maintenance & Improvements Works	Note 27	21,730,109,795.08	13,135,380,219.56
4014B/C	Voted Funds Received / Receivable for Local Bank Capital & Interest Payment	Note 28	7,350,121,027.51	17,955,431,828.31
4011/4014E	Voted Funds Received for Overheads	Note 29	7,403,052,164.94	6,520,465,918.51
	Total		36,483,282,987.53	37,611,277,966.38
Note 26-B Capital Grant to Property Plant & Equipment				
	Grant related to the Completed Expressway Transferred	Note 26 B-i	208,669,750,398.99	147,173,882,962.93
	Grant related to Settlement of Borrowing Cost related to on going Projects		5,231,477,663.04	12,565,262,402.36
	Grant related to Roads & Bridges Transferred from the Projects		-	-
	Grant related to Land Transferred from the Projects	Note 26 B-ii	69,500,000.00	110,464,928.00
	Grant related to the Motor Vehicle Transferred from the Projects	Note 26 B-iii	834,900,000.00	578,380,000.00
4017	Grant related to Motor Bicycles Transferred from the Projects	Note 26 B-iv	9,240,000.00	8,135,000.00
	Grant related to Buildings Transferred from the Projects	Note 26 B-v	776,056,547.29	33,473,176.71
	Grant related to Accrow Items Transferred from the Projects	Note 26 B-vi		242,286,928.21
	Grant received for Settlement of the Borrowing Cost upto the extent of the Completion & Capital Repayment of loans	Note 26 B-vii		4,445,454,972.28
	Grant received for the Purchases of Assets		41,352,669.33	28,781,065.31
4022	Deferred Income Transferred Projects		-	696,952,397.34
	Total		215,632,277,278.65	165,883,073,833.14
Note 26-B-i				
	Amount Shown in Financial statements 2019 - Expressway Transferred			147,690,920,061.31
	Less :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			(517,037,098.38)
	Re-Styled Amount			<u>147,173,882,962.93</u>
Note 26-B-ii				
	Amount Shown in Financial statements 2019 - Lands Transferred			44,452,818.00
	Add :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			66,012,110.00
	Re-Styled Amount			<u>110,464,928.00</u>
Note 26-B-iii				
	Amount Shown in Financial statements 2019 - Motor Vehicle Transferred			494,980,000.00
	Add :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			83,400,000.00
	Re-Styled Amount			<u>578,380,000.00</u>
Note 26-B-iv				
	Amount Shown in Financial statements 2019 - Motor Bicycle Transferred			7,660,000.00
	Add :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			475,000.00
	Re-Styled Amount			<u>8,135,000.00</u>
Note 26-B-v				
	Amount Shown in Financial statements 2019 - Building Transferred			-
	Add :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			33,473,176.71
	Re-Styled Amount			<u>33,473,176.71</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 26-B-vi				
	Amount Shown in Financial statements 2019 - Accrow Items Transferred			-
	Add :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			242,286,928.2
	Re-Styled Amount			242,286,928.2
Note 26-B-vii				
	Amount Shown in Financial statements 2019 - LBF Roads			8,285,254,592.7
	Less :			
	Adjustments for Capital Grants for the application of SLIPSAS 11			(3,839,799,620.4)
	Re-Styled Amount			4,445,454,972.2
Note 26-C Revenue From Exchange Transaction				
412	Value of Work Done Clients	Note 30	789,180,644.84	1,410,138,766.00
4901-3/ A	Income from Expressways	Note 31	6,820,742,164.21	8,022,228,347.80
4301	Fees for Soil Test	Note 32-A	120,051,446.74	167,232,423.50
4302	Consultancy Fees	Note 32-B	4,045,630.67	22,278,168.80
4303	Charges for Supervision	Note 32-C	86,986,394.10	108,877,119.80
4304	Charges for Transport	Note 32	445,819.80	449,835.20
4305	Road Reinstatement Fees	Note 32-D	54,697,254.52	63,928,725.20
4306	Miscellaneous Services	Note 32	925.93	315,696.30
4307	Road Survey Income	Note 32-E	164,620.00	1,755,802.00
4308	Design Fees	Note 32-F	-	13,487,356.00
4310	Fees for Borehole investigation	Note 32-G	4,420,063.80	4,709,248.90
45	Hire Charges & Rent	Note 33	277,564,168.94	417,949,553.70
4401/2	Interest	Note 34	937,002,883.02	1,067,409,315.11
421 & A	Overhead Recoveries	Note 35	51,338,908.42	56,720,040.61
4A	Casting Yard-External Sales	Note 36	3,903,943.25	3,949,110.00
4D2	Inter Locking Concrete Blocks-External Sales	Note 37	45,740.75	801,804.30
4C012	Asphalt Plant-External Sales	Note 38	72,524,770.96	18,319,889.10
48	Other Income	Note 39	495,896,528.25	240,083,944.00
4808	Sale Proceeds on Disposal of Property Plant & Equipment	Note 40	88,781,607.63	14,875,598.60
	Total Revenue From Exchange Transaction		9,719,011,908.20	11,620,635,147.10
Note 27 Voted Funds Received for Maintenance & Improvements Works				
4012	Rural Bridges, Survey & Investigation & Others		10,324,855,369.96	4,357,609,213.00
4013	Road Maintenance Works		4,749,309,891.83	4,961,321,123.54
4014	Road Widening & Improvement Works Funded by line Ministry Votes		3,551,698,563.17	3,788,500,000.00
4014F	Road Widening & Improvement Works Funded by Other Ministries Votes		16,196,095.51	27,949,882.97
4018	Funds Received for Rural Roads & Other Infrastructure		3,088,049,874.61	-
			21,730,109,795.08	13,135,380,219.50
Note 28 Voted Funds Received / Receivable for Local Bank Capital & Interest Payment				
4014B	Funds Received/Receivable for Local Bank Interest	Note 28-A	6,970,428,640.34	15,865,175,427.13
4014C	Funds Received/Receivable for Local Bank Capital Repayment	Note 28-B	379,692,387.17	2,090,256,401.18
			7,350,121,027.51	17,955,431,828.31
4014B	Note 28-A Voted Funds Received / Receivable for Local Bank -Interest Payment			
	Funds Received for Local Bank Interest		1,351,043,665.72	8,146,619,986.48
	Funds Receivable for Local Bank Interest	Note 28-A(i)	5,619,384,974.62	7,718,555,440.65
			6,970,428,640.34	15,865,175,427.13

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
4014B	Note 28-A(i) Voted Funds Receivable for Local Bank -Interest Payment			
	Amount Shown in Financial statements 2019			7,719,582,692.02
	Less			
	Adjustment of Reversal of Funds Receivable			(1,027,251.37)
	Re-Styled Amount			<u>7,718,555,440.65</u>
4014C	Note 28-B Voted Funds Received / Receivable for Local Bank - Capital Repayment			
	Funds Received for Local Bank Capital Repayment		-	2,090,256,401.18
	Funds Receivable for Local Bank Capital Repayment	Note 28-B(i)	379,692,387.17	-
			<u>379,692,387.17</u>	<u>2,090,256,401.18</u>
4014C	Note 28-B(i) Voted Funds Received / Receivable for Capital Repayment of Local Bank Loans			
	Amount Shown in Financial statements 2019			2,148,656,401.18
	Less			
	Adjustment of Reversal of Funds Receivable			(2,148,656,401.18)
	Re-Styled Amount			<u>-</u>
	Note 29 Voted Funds Received for Overheads			
4011	Road Development Authority Overhead		7,399,500,000.00	6,500,000,000.00
4014E	Local Bank Funded Project Overhead		3,552,164.94	20,465,918.51
			<u>7,403,052,164.94</u>	<u>6,520,465,918.51</u>
	Note 30 Client Works			
412	Value of Work Done Clients	Note 30-A	789,180,644.84	1,410,138,766.00
62	Development & Maintenance Expenditure - Client	Note 30-B	676,088,092.11	1,233,519,572.90
	Surplus from Clients Works		<u>113,092,552.73</u>	<u>176,619,193.10</u>
	Note 30-A Value of Work Done Clients			
412	Amount Shown in the Accounts			1,416,099,201.35
	Less:			
	Adjustments for Amount Overstated			(5,960,435.35)
	Re-Styled Amount			<u>1,410,138,766.00</u>
	Note 30-B Development & Maintenance Expenditure - Client			
62	Amount Shown in the Accounts			1,239,420,994.03
	Less:			
	Adjustments for Amount Overstated			(5,901,421.13)
	Re-Styled Amount			<u>1,233,519,572.90</u>
	Note 31 Net Income from Expressways			
	Income from Southern Expressway, Outer Circular Expressway & Colombo Katunayaka Expressway.			
4901/A/B	User Fees		6,525,459,522.22	7,564,508,810.12
4901B1	User Fees-ETC		253,086,378.61	398,789,877.20
4902/A/B	Charges for Expressway Damages		27,311,165.11	44,245,275.96
4903/A/B	Towing Income		14,885,098.27	14,684,384.61
			<u>6,820,742,164.21</u>	<u>8,022,228,347.89</u>
	Less :			
61413	Expenses		(1,706,460,047.60)	(1,571,138,883.72)
	Net Income from Expressways		<u>5,114,282,116.61</u>	<u>6,451,089,464.17</u>

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 32 Fees for Services			
4301	Fees for Soil Test	Note 32-A	119,165,480.37	167,174,061.5
4302	Consultancy Fees	Note 32-B	1,202,111.42	21,193,017.9
4303	Charges for Supervision	Note 32-C	64,396,687.26	91,216,079.8
4304	Charges for Transport		445,819.80	449,835.2
4305	Road Reinstatement Fees	Note 32-D	24,603,316.18	32,821,172.0
4306	Miscellaneous Services		925.93	315,696.3
4307	Road Survey Income	Note 32-E	-	35,116.0
4308	Design Fees	Note 32-F	-	11,179,816.0
4310	Fees for Borehole investigation	Note 32-G	3,437,537.30	4,106,685.9
			<u>213,251,878.26</u>	<u>328,491,481.04</u>
	Note 32-A Fees for Soil Test			
4301	Testing Charges		120,051,446.74	167,232,423.55
5119	Expenditure on Testing Charges		(885,966.37)	(58,362.00)
			<u>119,165,480.37</u>	<u>167,174,061.55</u>
	Note 32-B Consultancy Fees			
4302	Consultancy Fees		4,045,630.67	22,278,168.86
5118B	Expenditure on Consultancy Services		(2,843,519.25)	(1,085,150.94)
			<u>1,202,111.42</u>	<u>21,193,017.92</u>
	Note 32-C Charges for Supervision			
4303	Supervision Income		86,986,394.10	108,877,119.88
5119A	Incentive Payments for Supervision		-	(1,814,270.17)
6912	Overhead's for Supervision		(22,589,706.84)	(15,846,769.85)
			<u>64,396,687.26</u>	<u>91,216,079.86</u>
	Note 32-D Road Reinstatement Fees			
4305	Road Reinstatement Fees		54,697,254.52	63,928,725.26
68A2	Maintenance Expenditure - Road Reinstatement Regional Office		(20,005,430.15)	(28,143,667.51)
6922	Client Overhead Below 100,000		(10,088,508.19)	(2,963,885.67)
			<u>24,603,316.18</u>	<u>32,821,172.08</u>
	Note 32-E Road Survey Income			
4307	Road Survey Income		164,620.00	1,755,802.03
6961	Overhead on Road Survey		(164,620.00)	(1,720,686.00)
			<u>-</u>	<u>35,116.03</u>
	Note 32-F Design Fees			
4308	Design Fees		-	13,487,356.02
5118	Incentive Payments for Designs		-	(2,200,000.00)
5118A	Other Expenses on Design Fees		-	(107,540.00)
			<u>-</u>	<u>11,179,816.02</u>
	Note 32-G Fees for Borehole investigation			
4310	Fees for Borehole investigation		4,420,063.80	4,709,248.93
6981	Overhead on Borehole Investigation		(982,526.50)	(602,563.00)
			<u>3,437,537.30</u>	<u>4,106,685.93</u>

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 33 Hire Charges & Rent			
45011	Hire of Plant & Machinery	15,793,480.01	20,512,457.84
45013	Hire Charges Others	62,657.19	826,720.74
4503	Rental on Hoardings	Note 33-A	89,002,047.19
4504	Rent Quarters	18,356,858.86	17,215,676.88
4505	Circuit Bungalow	1,595,467.44	3,029,080.17
4506	Lease Rent- Land	18,608,125.96	18,858,666.26
4509	Lottery outlet Charges	528,897.01	750,847.92
4510	Lease Rent - Gantries	Note 33-B	66,976,756.86
4512	Rental TV Cable Network	125,907,833.23	193,476,193.41
4514	Rental on Subway	5,023,892.65	3,649,729.44
4515	Banner Charges	462,442.41	2,957,077.20
4516	Rent Maganeguma Mahamedura Building	616,666.70	632,383.25
4517	Rental on Buildings	24,000.00	61,916.59
		<u>277,564,168.94</u>	<u>417,949,553.75</u>
Note 33-A Rental on Hoardings			
4503	Amount Shown in the Accounts		98,644,530.19
	Less		
	Adjustments for Amount Overstated		(9,642,483.00)
	Re-Styled Amount		<u>89,002,047.19</u>
Note 33-B Lease Rent - Gantries			
4510	Amount Shown in the Accounts		70,525,094.62
	Less		
	Adjustments for Amount Overstated		(3,548,337.76)
	Re-Styled Amount		<u>66,976,756.86</u>
Note 34 Interest			
44011/44012	Interest on Temporary Surplus Money	919,990,319.88	1,048,502,347.16
44014	Interest on Others	3,066,469.06	2,837,436.76
4402	Interest on Staff Loans	13,946,094.08	16,069,531.19
		<u>937,002,883.02</u>	<u>1,067,409,315.11</u>
Note 35 Overhead Recoveries			
421 & A	Overhead Recoveries F A Projects	51,338,908.42	56,720,040.61
		<u>51,338,908.42</u>	<u>56,720,040.61</u>
Note 36 Income from Casting Yard			
4A	External Sales	3,903,943.25	3,949,110.05
	Less		
4AA	Cost of External Sales of Casting Yard	(2,768,140.16)	(3,051,677.25)
		<u>1,135,803.09</u>	<u>897,432.80</u>
Note 37 Income from Inter Locking Concrete Blocks			
4D2	External Sales	45,740.75	801,804.35
	Less		
4DD2	Cost of Sales - External Sales	(38,117.29)	(596,355.00)
		<u>7,623.46</u>	<u>205,449.35</u>

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

	Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 38 Income from Asphalt Plant			
4C012 External Sales		72,524,770.96	18,319,889.1
Less			
731A Cost of Sales		(70,384,707.42)	(15,896,458.8)
Total		2,140,063.54	2,423,430.21
Note 39 Other Income			
4801 Sale of Document		4,916,587.06	6,850,462.72
4802 Sale of Condemned Articles		2,572,595.74	457,203.80
4803 Non Refundable Tender Deposit		11,812,701.69	19,841,368.59
4804 Toll Collection Ferries		477,000.00	142,500.00
4806 Recovery for Damages	Note 39-A	20,514,275.00	14,369,040.08
4810 Surcharges & Fines		356,286.00	577,951.12
4811 Sale of Empty Tar Barrels		21,000.00	1,487,100.00
4812 Miscellaneous Income	Note 39-B	83,223.59	514,240.24
4813 Liquidated Damages		20,598,705.66	4,752,462.34
4814 Client Deposits Written Back		268,797,595.67	45,225,006.20
4814A Retention Money Written Back		50,432,730.93	23,621,093.59
4814B Other Deposits Written Back		6,514,570.85	9,343,851.67
4814C Provisions Written Back		-	4,702,476.32
4817 Sale of Steel		2,883,248.47	
4818 License Fee for Building Limit		5,906,764.90	8,213,882.38
4820 Recovery of Performance Bond		1,018,518.52	891,374.13
4821 Recovery of Overhead for MRRDP	Note 39-C	81,089.51	4,281,646.53
4822 Income from Day Care Centre		247,703.39	384,039.34
4823 Income from Shifting of Orugodawatttha Unit		589,142.80	426,455.48
4824 Income from Solar Power		2,302,919.95	2,226,713.85
4825 Fund Received for Maganeguma Proramme Min.H/W	Note 39-D	33,496.96	-
4826 Income from Saubagya Pala Thawana		23,290.28	-
528 Gain on Exchange Rate different in Foreign Currency		-	60,484,581.22
		400,183,446.97	208,793,449.60
Note 39-A Recovery For Damages			
4806 Recovery for Damages		27,207,473.65	21,156,146.15
Less			
5119B Accident Damage Charges - TLS System		(6,035,182.67)	(6,787,106.07)
68A3 Expenses on Accident Damages- Bridges		(658,015.98)	-
		20,514,275.00	14,369,040.08
Note 39-B Miscellaneous Income			
4812 Amount Shown in the Accounts			503,741.70
Add			
Adjustments for Long Outstanding Over Recovery Credit to Income			10,498.54
Re-Styled Amount			514,240.24
Note 39-C Recovery of Overhead for Maganeguma Rural Road Development Programme			
4821 Recovery of Overhead for Rural Road Programme		319,364.51	9,972,597.42
Less			
6932 Overhead Maganeguma Regional Office		(238,275.00)	(4,525,355.73)
6932A Overhead Disallowed Tax Regional Office		-	(1,165,595.16)
		81,089.51	4,281,646.53

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 39-D Fund Received for Maganeguma Proramme Min.H/W			
4825	Fund Received for Maganeguma Programme Min.H/W		33,496.96	8,639,315.18
6992	Expenditure on Maganeguma Work Programme R/O		-	(8,639,315.18)
			<u>33,496.96</u>	<u>-</u>
	Note 40 Profit on Disposal of Assets			
4808	Sale Proceeds		88,781,607.63	14,875,598.66
	Less :			
	Written Down Value of Assets		(36,575,424.35)	(2,183,508.18)
			<u>52,206,183.28</u>	<u>12,692,090.48</u>
	Note 41 Development & Maintenance Expenditure			
61	Development Expenditure Rural Bridges, Survey & Investigation & Others	Note 41-A	723,578,749.16	770,522,812.07
615	Development Expenditure Rehabilitation & Improvements of 100,000km Roads		803,404,824.12	-
632&639	Development Expenditure Road Widening & Improvement	Note 41-B	3,343,214,258.72	3,032,725,691.32
632C	Development Expenditure - Metaling & Tarring		52,771,194.49	318,240,557.32
632D/E/F	Development Expenditure Carryout from other Ministries Vote		15,053,379.25	27,558,043.69
671 & 672	Development Expenditure - Foot Bridges		9,315,332.96	-
636 E	Local Bank Funded PMU cost		3,421,240.54	20,449,318.69
64	Ranmawath Programme	Note 41-C	1,183,469,150.31	6,002,918,716.20
65	Maintenance Expenditure Trust Fund	Note 41-D	4,115,099,890.87	5,336,330,183.55
68A4	Development Expenditure Work Carried Out from RDA Funds		7,786,405.61	13,010,496.81
			<u>10,257,114,426.03</u>	<u>15,521,755,819.65</u>
61	Note 41-A Development Expenditure Rural Bridges, Survey & Investigation & Others			
	Amount Shown in the Accounts			773,411,627.40
	Less			
	Adjustment for Amount Overstated in Expenditure			(2,888,815.33)
	Re-Styled Amount			<u>770,522,812.07</u>
632	Note 41-B Development Expenditure Road Widening & Improvement			
	Amount Shown in the Accounts			2,325,659,221.78
	Add			
	Adjustment for Expenditure related to Non-RDA Rds charged to D/E on RWI			707,066,469.54
	Re-Styled Amount			<u>3,032,725,691.32</u>
64	Note 41-C Ranmawath Programme			
	Amount Shown in the Accounts			6,296,183,400.41
	Less			
	Adjustment for Amount Overstated in Expenditure related to Ranmawath Programme			(293,264,684.21)
	Re-Styled Amount			<u>6,002,918,716.20</u>
65	Note 41-D Maintenance Expenditure Trust Fund			
	Amount Shown in the Accounts			5,368,202,811.53
	Add/Less			
	Adjustment for Amount Overstated in Expenditure related to Maintenance Works			(31,872,627.98)
	Re-Styled Amount			<u>5,336,330,183.55</u>

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 42 Development Expenditure - Compensation on Land Acquisition			
614133	Other Expenses on Land Acquisition		138,207.00	5,123,826.
			138,207.00	5,123,826.
	Note 43 Deferred Expenditure Transferred			
633-636	Local Bank Funded Deferred Expenditure Transferred	Note 43 A	-	112,335,890.
			-	112,335,890.
	Note 43- A Deferred Expenditure Transferred			
	Amount Shown in the Accounts			4,102,312,802.
	Less			
	Adjustment for Expenditure Transferred due to Roads & Bridges Capitalized			(3,989,976,912.)
	Re-Styled Amount			112,335,890.
	Note 44 Personal Emoluments			
5101 & 81	Salaries & Wages		7,156,128,182.21	6,729,059,886.0
5102 & 82,83	EPF & ETF		1,162,057,650.52	1,023,863,282.0
51023 & 85	Gratuity Provision/Reversal of Over Provision of Gratuity		1,075,012,984.12	451,984,231.2
51025 & 89	Compensation		4,341,500.00	7,379,097.3
51032 & 84	Overtime & Holiday Pay	Note 44 - (i)	446,445,307.31	481,875,299.4
5104,5105, & 86, 87	Incentive Bonus & Leave Encashment		443,097,534.34	285,547,287.0
			10,287,083,158.50	8,979,709,084.4
	Note 44- A Summary of Personal Emoluments of Direct Labour			
81	Salaries & Wages	Note 44 - (ii)	2,181,595,561.91	2,201,939,711.6
82 & 83	EPF & ETF		325,372,910.67	316,036,885.1
84	Overtime		133,439,821.32	149,746,238.9
85	Gratuity Provision/Reversal of Over Provision of Gratuity		92,593,861.25	181,694,638.3
86 & 87	Incentive Bonus & Leave Encashment		5,442,489.04	34,357,498.9
89	Compensation		555,500.00	2,627,467.3
			2,739,000,144.19	2,886,402,440.4
5103	Note 44 -(i) Overtime & Holiday Pay			
	Amount Shown in the Accounts			482,004,250.8
	Less			
	Adjustment for Amount Overstated			(128,951.4
	Re-Styled Amount			481,875,299.4
81	Note 44 -(ii) Salaries & Wages			
	Amount Shown in the Accounts			2,201,922,211.6
	Add			
	Adjustment for Amount Understated in D/L Salaries			17,500.0
	Re-Styled Amount			2,201,939,711.6
	Note 45 Supplies & Consumables Used			
512	Stationery & Office Requisite		96,382,276.40	102,125,734.0
			96,382,276.40	102,125,734.0

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
Note 46 Other Administrative Expenses				
51052 & A	Medical Insurance		8,061,219.38	12,079,827.86
5106	Traveling & Transport		96,979,359.70	132,771,500.06
5107	Human Resource Development		2,524,691.14	7,500,802.03
5119D	Saubagya Pala Thawana		201,065.00	-
511	Fees & Other Allowances		22,985,326.31	19,786,471.03
515	Communication		57,177,650.28	65,267,898.72
516	Rent , Lease Rental & Rates & Taxes		30,783,927.98	44,229,793.23
517 & 51053	Utilities & Others	Note 46-A	172,717,567.10	163,762,601.85
513	Fuel & Lubricant		129,646,094.03	146,225,542.50
514	License Insurance Vehicles		20,051,264.17	28,404,367.35
5185	Repairs & Maintenance of Passenger Vehicles	Note 46-B	113,163,370.32	130,126,842.47
5181-88	Repairs & Maintenance Others	Note 46-C	51,928,883.21	56,590,259.25
519	Audit Fees		2,660,050.80	5,376,142.48
521	Bank Charges		2,990,631.00	3,041,945.97
5232	Disallowed VAT		23,172,232.48	47,911,872.12
5235	Stamp Fees		17,525.00	59,270.00
5238	Nation Building Tax		-	175,695,195.00
5243	Expenses of Shifting of Orugodawatha Unit		148,378.80	398,938.04
5262	Payment of Deposits Written-Off		7,477,462.28	-
5266	Impairment for Mobilization Advance		6,081,144.98	1,409,008.96
5269	Provision for Staff Debtors		863,344.30	650,366.99
5272	Surcharges & Fines Regions		-	2,225,281.38
			749,631,188.26	1,043,513,927.29
517	Note 46-A Utilities & Others			
	Amount Shown in the Accounts			163,792,073.56
	Less			
	Adjustment for Amount Overstated in Expenditure			(29,471.71)
	Re-Styled Amount			163,762,601.85
5185	Note 46-B Repairs & Maintenance of Passenger Vehicles			
	Amount Shown in the Accounts			130,213,396.47
	Less			
	Adjustment for Amount Overstated in Expenditure			(86,554.00)
	Re-Styled Amount			130,126,842.47
5181-88	Note 46-C Repairs & Maintenance Others			
	Amount Shown in the Accounts			58,086,020.45
	Less			
	Adjustment for Amount Overstated in Expenditure			(1,495,761.20)
	Re-Styled Amount			56,590,259.25
Note 47-Depreciation & Amortization Expenses				
53	Depreciation	Note 47-A	23,379,434,295.04	21,904,275,647.44
54	Amortization	Note 47-B	16,389,789,413.43	7,677,944,410.43
			39,769,223,708.47	29,582,220,057.87

ROAD DEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

		Reference to Note	2020 (Rs.)	2019 Re-Styled (Rs.)
	Note 47-A Depreciation Expenses			
53	Amount Shown in the Accounts			17,134,295,590.0
	Add			
	Adjustments for Depreciation Expenses Understated in 2019			4,769,980,057.4
	Re-Styled Amount			<u>21,904,275,647.4</u>
	Note 47-B Amortization Expenses			
54	Amount Shown in the Accounts			8,305,329,444.5
	Less			
	Adjustments for Amortization Expenses Overstated in 2019			(627,385,034.1)
	Re-Styled Amount			<u>7,677,944,410.4</u>
	Note 48 Finance Costs			
638	Interest on Local Bank Loans	Note 48-A	13,182,151,027.69	14,252,483,827.26
638	Interest on Local Bank Loans - CKE		369,212,703.20	469,311,351.78
528	Loss on Exchange Rate different in Foreign Currency		176,394,343.05	-
			<u>13,727,758,073.94</u>	<u>14,721,795,179.04</u>
	Note 48-A Finance Costs RWI			
638	Amount shown in Financial Statement 2019			15,396,891,326.69
	Add			
	Adjustments for Amount Understated in Interest Expenses in 2019			20,217,631.84
	Less			
	Adjustments for Borrowing Cost Capitalized in 2019			(1,164,625,131.27)
	Re-Styled Amount			<u>14,252,483,827.26</u>
	Note 49 Net of Remittance of Levy to Treasury			
5244	Net of Remittance of Levy to Treasury		4,000,000,000.00	-
			<u>4,000,000,000.00</u>	<u>-</u>
	Note 50 Income Tax Expenses			
55	Income Tax	Note 50-A	1,551,424,342.00	2,239,532,755.09
			<u>1,551,424,342.00</u>	<u>2,239,532,755.09</u>
	Note 50-A Income Tax			
	Current Tax Expenses as per Account			2,255,310,489.00
	Less			
	Over Provision in 2019/2020			(15,777,733.91)
				<u>2,239,532,755.09</u>
	Note 51 Deferred Tax Expenses			
55B	Deferred Tax Expenses		(311,893,339.00)	(82,551,254.00)
			<u>(311,893,339.00)</u>	<u>(82,551,254.00)</u>

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

	Reference to Note	<u>2019</u> (Rs.)	<u>2018 Re-stated</u> (Rs.)
Note 52 Accumulated (Deficit) brought forward			
		2019	2018 Re-stated
35222 Accumulated Surplus/ (Deficit) brought forward 01st January		347,842,955,431.38	300,836,617,346.69
Surplus/(Deficit) for the year 2019 as shown in previous account after deemed dividend tax		145,455,944,153.67	
353 Prior Year Adjustments			
Adjustment for grant related to PPE prior to 01.01.2020 for the assets handed over by PMMU		(3,931,189,503.89)	30,618,257,945.99
Adjustment for amount over/under stated in depreciation during the prior years		(4,769,980,057.41)	(12,459,186,604.46)
Adjustment for amount over/under stated in amortization during the prior years		627,385,034.12	2,792,473,009.56
Adjustment for refundable amount to Line Ministry related to retention money written back		-	(5,958,793.92)
Adjustment of reversal of receivable amount as at 31.12.2019 on account of the capital repayment due to restructure of loan		(2,148,656,401.18)	-
Adjustment for reversal of over stated fund receivable on account of CKE loan interest payable		(1,027,251.37)	-
Adjustment for amount over/under stated in value of work done for clients' works during the prior years		(5,960,435.35)	15,084,261.30
Adjustment for reversal of over/under stated rent on hoardings for the year 2019		(9,642,483.00)	-
Adjustment for reversal of overstated lease rent on grantees for the year 2019		(3,548,337.76)	-
Adjustment for reversal of overstated in staff debtors due to over computed on surcharges surcharge in 2014 & 2018			(578,694.40)
Adjustment for overstated rental on subway at Kurunegala in 2009		-	(4,000,000.00)
Adjustment for long outstanding recoveries from direct labour wages from 2013 to 2019 on account of direct remittances		10,498.54	157,949.32
Adjustment for unaccounted of mobilization advance recovery during the year 2018		-	(1,200,286.00)
Adjustment for amount over stated in accrued of water & legal expenditure during the year 2019		29,471.71	-
Adjustment for amount over stated in overhead (OT) during the year 2019		128,951.45	-
Adjustment for over/under stated expenditure of vehicle repairs during prior years		86,554.00	(1,073,573.33)
Adjustment for amount over stated in accrued expenses on building maintenance during the year 2019		1,495,761.20	-
Adjustment for over/under stated Income Tax for the years of assessments 2018/2019 & 2019/2020		15,777,733.91	(54,776,020.26)
Adjustment for amount over/under stated in development expenditure of weak bridges, Survey & Investigation & Bridge Maintenance System & Bridge Assessment during the year 2017, 2018 & 2019		2,888,815.33	3,684,184.90
Adjustment for Over/Under stated Client expenditure		5,901,421.13	(8,106,516.13)

ROAD DEVELOPMENT AUTHORITY

NOTES TO THE FINANCIAL STATEMENT FOR THE YEAR ENDED 31 ST DECEMBER 2020

	Reference to Note	<u>2019</u> (Rs.)	<u>2018 Re-stated</u> (Rs.)
Adjustment for cost of Non-RDA road constructed by RDA charged to Expenditure		(707,066,469.54)	(148,411,268.25)
Adjustment for amount overstated in expenditure on Ran Mawath Rural Road Programme during the year 2019		293,264,684.21	-
Adjustment to deferred expenditure charged to Statement of Financial Performance due to capitalization of roads		3,989,976,912.01	10,547,413,090.44
Adjustment to borrowing cost charged to Statement of Financial Performance during prior years due to capitalization of roads		1,164,625,131.27	15,712,131,303.02
Adjustment for overstated borrowing cost of capitalized fly overs of UK Steel Bridge Project		(20,217,631.84)	(9,673,081.60)
Adjustment for over/under stated road maintenance expenditure during prior years		31,872,627.98	8,133,284.77
Adjustment for amount over stated in Salary of direct labour during prior years		(17,500.00)	1,711,211.82
Adjustment for amount over stated in contribution to EPF & ETF of direct labour		-	256,681.92
		<u>487,835,037,110.57</u>	<u>347,842,955,431.38</u>

ROAD DEVELOPMENT AUTHORITY
YEAR OF ASSESSMENT 2020/2021
STATEMENT OF BUSINESS INCOME LIABLE FOR INCOME TAX

	Rs	Rs
Interest Income		
Interest on Treasury Bills	919,990,320	
Interest on Others	3,066,469	
Interest on Staff Loans	13,946,094	
Gross Interest		937,002,883
Business Income		
Income from Clients' Work		
Value of Work Done	789,180,645	
Less Direct Expenses	(676,088,092)	
Gross Profit from Clients' work		113,092,553
Fees for Services		213,251,878
Hire Income & Rent		277,564,169
Overhead Recoveries		51,338,908
Other Income	451,715,563	
Funds Received for Maga'ma Programme	(33,497)	
Recovery of Overhead for Maganeguma Rural Road Programme	(81,090)	
Retention Money Written Back	(50,432,731)	
Profit on Disposal of Assets	(51,532,116)	
Saubhagha Tree Planting Programme	(201,065)	349,435,064
Income From Casting Yard		1,135,803
Income From Asphalt Sales		2,140,064
Income From Interlocking Blocks		7,623
Expressway Income		
Income from Expressways	6,820,742,164	
Less Direct Expenses		
Direct Expenses Expressways	(1,706,460,048)	5,114,282,116
Total Liabile Business Income		7,059,251,061

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF REVISED BUDGETED FINANCIAL PERFORMANCE
FOR THE YEAR ENDED 31ST DECEMBER 2020
(WITH COMPARATIVE FIGURES)

		Rs.'000			
		Revised Budget 2020	Budget 2020	Actual 2020	Variance
Voted Funds for					
Roads Development & Maintenance Work	Annexure 1 A	13,767,139	35,270,000	21,730,110	(7,962,971)
Development of 100,000 km of alternative roads to access main					
Roads and Expressways less Grants for Roads Road capitalized	Annexure 1 B	5,000,000			5,000,000
National Savings Bank Funded Projects	Annexure 1 C				
Capital Repayments & Interest - Local Bank Loans	Annexure 1 D	8,830,411	46,826,652	7,106,950	1,723,461
Voted Funds Received for Overheads	Annexure 1 E	7,357,166	12,590,245	7,403,052	(45,886)
		34,954,716	94,686,897	36,240,112	(1,285,396)
Net Income from Expressways		7,400,000	8,038,446	5,114,282	2,285,718
Other Revenue					
Surplus from Clients' Work		200,000	391,651	113,093	86,907
Fees for Services		159,980	235,855	213,252	(53,272)
Hire Charges & Rent		338,100	611,969	277,564	60,536
Interest		519,000	854,900	937,003	(418,003)
Income Others		20,500	90,707	125,970	(105,470)
Dividend Income		100	100		100
Overhead Recoveries		62,400	62,400	51,339	11,061
Income from Casting Yards		1,000	1,000	1,136	(136)
Income/Deficit from Inter Locking Concrete Blocks		100	100	8	92
Surplus from Asphalt External Sales		1,000		2,140	(1,140)
Reversal of provisions & Creditors write back		1,000	1,000	325,746	(324,746)
		1,303,180	2,249,682	2,047,251	(744,071)
Total Revenue from Treasury & Others		43,657,896	104,975,025	43,401,645	256,251
Government Grants PPE		110,568,162		216,645,640	(106,077,478)
Deferred Income Transferred			8,745,924		
Total Revenue		154,226,058	113,720,949	260,047,285	(105,821,227)
Capital Expenditure					
Development & Maintenance Expenditure		13,767,139	35,270,000	10,257,115	3,510,024
Development & Maintenance Expenditure 100000 Km Programme Non RDA		24,697,274			24,697,274
Development Expenditure Compensation on Land Acquisition				138	(138)
Local Bank Funded Deferred Expenditure Transferred		763,095	12,528,670		763,095
Transferring of Deferred Expenditure on RWI & Others carried out NSB Fund					
Finance Cost		15,785,643	34,297,982	13,391,185	2,394,458
Total		55,013,151	82,096,652	23,648,438	31,364,713
Overhead Expenditure					
Personnel Emoluments		11,576,247	11,598,365	10,287,083	1,289,164
Supplies & Consumables Used		100,000	96,500	96,382	3,618
Other Administrative Expenses		883,688	1,274,792	749,631	134,057
Total		12,559,935	12,969,657	11,133,096	1,426,839
Depreciation & Amortization Expenses		3,405,319	9,260,376	13,035,001	(9,629,682)
Reversal of Provisions Advances & Stocks			(1,000)		
		3,405,319	9,259,376	13,035,001	(9,629,682)
Total Expenditure		70,978,404	104,325,685	47,816,535	23,161,869
Operational Surplus / (Deficit) for the year		(27,320,508)	649,340	(4,414,892)	(22,905,618)
Net Remittance of Levy to Treasury				(4,000,000)	
Operational Surplus / (Deficit) after adjustment for the year		(27,320,508)	649,340	(8,414,892)	(22,905,618)
Government Grants PPE		110,568,162		216,645,640	(106,077,478)
Deferred Income Transferred			8,745,924		
Depreciation & Amortization on Grants Assets		(12,992,444)		(26,734,223)	13,741,779
Profit & Loss on disposal of sale of assets - applied on Government Grants				674	(674)
Surplus/(Deficit) relating to the year Government Grants PPE		97,575,718	8,745,924	189,912,091	(92,336,373)
Surplus for the period for the period before Income Tax		70,255,210	9,395,264	181,497,199	(115,241,991)
Less: Income Tax Expenses					
Deferred Tax		(1,422,192)	(12,432,138)	(1,554,315)	(2,555,310)
		(913,965)	(1,318,105)	311,893	82,551
Surplus for the period after Tax		67,919,053	(4,354,979)	180,254,777	(117,414,750)

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF REVISED BUDGETED REVENUE TO BE GENERATED
DURING THE YEAR 2020

Rs.'000

		Revised Budget 2020	Budget 2020	Actual 2020	Variance
R-1	Revenue				
R-1	Construction Works - Clients'				
	Value of Work done	1,010,000	2,944,756	789,181	220,819
	Development & Maintenance Work	(810,000)	(2,553,105)	(676,088)	(133,912)
	Surplus from Clients' Work	200,000	391,651	113,093	86,907
R-2	Expressway Income				
	Expressway Income	7,400,000	8,038,446	5,114,281	2,285,719
		7,400,000	8,038,446	5,114,281	2,285,719
	Southern Expressway & OCH & CKE				
R-2-1	Income	9,000,000	10,776,313	6,820,742	2,179,258
	Less expenses	(1,600,000)	(2,737,867)	(1,706,461)	106,461
		7,400,000	8,038,446	5,114,281	2,285,719
R-3	Fees for Services				
R3-1	Net Income from Soil Test	74,900	128,482	119,165	(44,265)
R3-2	Consultancy Fees	2,000	5,000	1,202	798
R3-3	Net Supervision Fees	45,000	10,853	64,396	(19,396)
	Charges for Transport	500	-	446	54
R3-4	Net Road Reinstatement Fees	35,000	88,940	24,603	10,397
R3-5	Net Design Fees	1,500	1,400	-	1,500
	Miscellaneous Services	500	100	1	499
R3-6	Road Survey Fees	90	90	-	90
R3-7	Fees for Environment Impact Assessment	90	90	-	90
R3-8	Fees for Borehole Investigation	400	900	3,438	(3,038)
		159,980	235,855	213,251	(53,271)
R-3-1	Net Income from Soil Test				
	Fees for Soil Test	75,000	128,482	120,051	(45,051)
	Less Testing Expenses	(100)	-	(886)	786
		74,900	128,482	119,165	(44,265)
R-3-2	Net Consultancy Fees				
	Consultancy Fees	2,500	5,500	4,046	(1,546)
	Less Expenses on Consultancy Fees	(500)	(500)	(2,844)	2,344
		2,000	5,000	1,202	798
R-3-3	Net Supervision Fees				
	Supervision fees	50,000	27,853	36,986	(36,986)
	Less expenses	(5,000)	(17,000)	(22,590)	17,590
		45,000	10,853	64,396	(19,396)
R-3-4	Net Road Re- Statement Fees				
	Road Re- Statement Fees	45,000	113,940	54,697	(9,697)
	Less Expenses	(10,000)	(25,000)	(30,094)	20,094
		35,000	88,940	24,603	10,397
R-3-5	Net Design Fees				
	Fees	2,000	2,400	-	2,000
	Less Expenses	(500)	(1,000)	-	(500)
		1,500	1,400	-	-

ROAD DEVELOPMENT AUTHORITY
STATEMENT OF REVISED BUDGETED REVENUE TO BE GENERATED
DURING THE YEAR 2020

		Rs.'000			
		Revised Budget 2020	Budget 2020	Actual 2020	Variance
R-3-6	Net Fees for Road Survey Income				
	Fees	100	100	132	(32)
	<u>Less Expenses</u>	(10)	(10)	(132)	122
		90	90	-	90
R-3-7	Net Fees for Environment Impact Assessment				
	Fees	100	100	-	100
	<u>Less Expenses</u>	(10)	(10)	-	(10)
		90	90	-	90
R-3-8	Net Fees for Borehole Investigation				
	Fees	1,000	1,600	4,420	(3,420)
	<u>Less Expenses</u>	(600)	(700)	(982)	382
		400	900	3,438	(3,038)
R-4	Hire Charges & Rent				
	Hire of Plant & Machinery	16,000	42,019	15,793	207
	Hire Charges Others	100	1,000	63	37
	Rental on Hoardings	62,065	155,000	64,164	(2,099)
	Rent Quarters	18,000	18,000	18,357	(357)
	Circuit Bungalow	3,300	3,300	1,595	1,705
	Lease Rent- Land	2,768	1,200	18,608	(15,840)
	Lottery outlet Charges	5,318	26,000	529	4,789
	Lease Rent - Gantries	29,491	100,000	26,420	3,071
	Rental TV Cable Network	197,487	250,000	125,908	71,579
	Rental on Subway	1,706	5,000	5,024	(3,318)
	Banner Charges	1,165	9,000	462	703
	Rental Maganeguma Mahamedura Building	500	900	617	(117)
	Rental on Buildings	100	50	24	76
	Rental Telephone Booth	100	500		100
		338,100	611,969	277,564	60,536
R-5	Interest Income				
	Interest on Temporary Surplus Money	500,000	835,000	919,990	(419,990)
	Interest Others	2,000	3,100	3,066	(1,066)
	Interest on Staff Loans	17,000	16,800	13,946	3,054
		519,000	854,900	937,002	(418,002)
R-6	Income Others				
	Miscellaneous Income	13,500	27,007	367,691	(354,191)
	Non Refundable Tender Deposit	1,000	14,700	11,813	(10,813)
	Profit on Disposal of Assets	4,000	19,600	51,532	(47,532)
	Liquidation Damage Recovered	2,000	22,400	20,599	(18,599)
	Recovery of Overhead Client MRRDP	-	7,000	81	(81)
		20,500	90,707	451,716	(431,216)

STATEMENT OF REVISED BUDGETED EXPENDITURE FOR THE YEAR ENDED 31ST DECEMBER 2020

	Rs.'000			
PERSONEL EMOLUMENTS	Revised Budget 2020	Budget 2020	Actual 2020	Variance
Salaries & Wages	8,338,698	8,355,129	7,156,128	1,182,570
EPF & ETF	1,220,693	1,223,054	1,162,058	58,635
Gratuity	1,072,124	1,073,752	1,075,013	(2,889)
Compensation	34,875	35,075	4,342	30,533
Overtime & Holiday Pay	388,502	390,000	446,445	(57,943)
Leave Encashment , Incentives etc.	521,354	521,354	443,097	78,257
	11,576,247	11,598,364	10,287,083	1,289,164
Supplies & Consumables Used	100,000	96,500	96,382	3,618
OTHER ADMINISTRATIVE EXPENDITURE				
Training Allowance	4,980	4,980	1,309	3,671
Medical Insurance	15,000	15,000	8,061	6,939
Travelling & Transport	140,000	183,186	96,979	43,021
Human Resource Development	10,000	12,960	2,525	7,475
Fees & Other Allowance	15,000	10,020	21,676	(6,676)
Communication	70,000	75,000	57,178	12,822
Rent Rates & Taxes	30,000	30,601	30,784	(784)
Utilities & Others	160,000	169,001	172,718	(12,718)
Fuel & Lubricant	150,000	170,000	129,646	20,354
License & Insurance Vehicles	26,608	26,608	20,051	6,557
Repair and Maintenance - Vehicles	120,000	150,000	113,163	6,837
Others	90,000	63,000	51,929	38,071
Audit Fees	3,500	3,500	2,660	840
Bank Charges	3,000	4,020	2,991	9
Input VAT Disallowed	45,000	60,000	23,172	21,828
Stamp Fees	100	718	18	82
Research Activities	-	10,000	-	-
Nation Building Tax	-	285,073	-	-
Ceremonial Charges	500	1,125	-	500
Expenses of Shifting of Orugodawatta Unit	-	-	148	(148)
Impairment of Mobilization Advance	-		6,081	(6,081)
Provisions for Staff Debtors	-		863	(863)
Payment of Deposits Writtenoff	-		7,478	(7,478)
Saubagaya Planting 'Tree Programme			201	(201)
	883,688	1,274,792	749,631	134,057
FINANCE COST				
Interest on Local Bank Loans	15,785,643	34,297,982	13,391,185	2,394,458
	15,785,643	34,297,982	13,391,185	2,394,458

ROAD DEVELOPMENT AUTHORITY
OFFICE MEMO

OUR REF : RDA/DF/430

DATE : 17/02/2022

Director (Administration)
Road Development Authority

ANNUAL REPORT - 2020

Herewith we are submitting the copies of the following documents for you to incorporate in the Annual Report for the year 2020.

1. Reply sent for the draft report of the Auditor General for the year 2020
2. Final Report of the Auditor General for the year ended 31st December 2020 with English translation of the same
3. Audited Financial Statement for the year 2020

Please note steps taken to rectify the matters highlighted in the Auditor General's Report for the year 2020 will be sent to you at our earliest.


DIRECTOR FINANCE
ROAD DEVELOPMENT AUTHORITY

The Chairman

Road Development Authority

Report of the Auditor General on the Financial Statements and Other Legal and Regulatory Requirements of the Road Development Authority for the year ended 31 December 2020 in terms of Section 12 of the National Audit Act, No. 19 of 2018.

1. Financial Statements

1.1 Qualified Opinion

The audit of the financial statements of the Roads Development Authority for the year ended 31 December 2020 comprising the statement of financial position as at 31 December 2020 and the statement of financial performance, statement of changes in equity and the cash flow statement for the year then ended and the notes in relation with the financial statements, including a summary of significant accounting policies was carried out under my direction in pursuance of provisions in Article 154 (1) of the Constitution of the Democratic Socialist Republic of Sri Lanka read in conjunction with provisions of the National Audit Act No. 19 of 2018 and the Finance Act No. 38 of 1971 . My report to Parliament in pursuance of provisions in Article 154 (6) of the Constitution will be tabled in due course.

In my opinion, except for the effects of the matters described in the basis for Qualified Opinion section of my report, the accompanying financial statements give a true and fair view of the financial position of the Authority as at 31 December 2020 and of its financial performance and its cash flows for the year then ended in accordance with Sri Lanka Public Sector Accounting Standards.

1.2 Basis for Qualified Opinion

- (a) Even though the total length pertaining to the A and B grades roads owned by the Authority was 12,225 km, only a 2,237 km belonging to 105 roads as at 31 December 2020 had been capitalized. Accordingly, the value of relevant highways of Grades A and B that had the length of 9,988 km owned by the Road Development Authority had excluded from the statement of financial position. Further, actions had not been taken to capitalize the length of 627.78 km of roads which had been completed and handed over to the Authority at a cost of Rs. 37,040 Million by the Road Sector Assistance Project by 31 December 2020.
- (b) Although a sum of Rs. 606,419 Million that had been spent as at 31 December on the construction of expressways through the relevant line Ministry was taken into the assets of the Authority and credited to the Government Grant Account, the source documents based on accounting of government grant value and expenditure were not submitted to the audit.
- (c) A number of 426 vehicles and buildings belonging to the Authority cost at Rs.1723 Million and Rs.179 Million respectively had been fully depreciated by 01 January 2020 and only 258 vehicles out of that had been revalued. Nevertheless, those assets were not disclosed in the financial statements in accordance with Public Sector Accounting Standards No. 07 and actions had also not been taken to rectify the estimated error on the effective lifetime of those assets and to adjust in the accounts in accordance with Public Sector Accounting Standard No. 03
- (d) Although there were 53 vehicles of the Authority where the cost was not mentioned in the accounts, actions had not been taken to revalue these motor vehicles and shown in the financial statements.

- (e) A difference of Rs.72.65 Million and Rs. 77 Million respectively were observed in between the opening balance of provision for buildings and vehicles, depreciation for the year and the closing balances of the provision for depreciation shown in the accounts and the balances in the relevant Assets Register as at 31 December 2020.
- (f) Even though a provision of Rs. 349.19 Million had been made for impairment of assets as at 31 December of the year under review in accordance with the accounting policy follows by the Authority, the assets impaired had not been exactly identified. Therefore, the fair value of the assets stated in the financial statements had been overstated by the above amount.
- (g) Even though the land where the shops located in the kandy underpass and the value of shops therein identified at first and accounted for separately from assets of roads by the Authority in the year under review had been revalued as Rs. 8.82 Million and Rs. 84.66 Million respectively and stated as the revaluation reserves, the accounting policy applicable to do so had not disclosed in financial statements.
- (h) The lands which were acquired in road improvements, widening and construction expressways valued at Rs. 84,721 Million had not been shown separately in the financial statements in terms of Sri Lanka Public Sector Accounting Standards No. 07 . Even though the Authority did not have the written evidences regarding the ownership of these plots of land, the lands cost at Rs. 51,262 Million within this value had been depreciated under the depreciation rates of highways.
- (i) Actions had not been taken into financial Statement to state the 07 plots of land with 11 acres in extent that had been alienated from the Outer Circular Highway Phase II Project to the Road Development Authority.

- (j) The adjustments required had not been made according to the Sri Lanka Public Sector Accounting Standards No. 01 and the Accounting Entity Concept for the 72,400 square feet area which was capitalized at a Rs. 684.49 Million and the relevant annual depreciation of Rs. 11,87 Million approximately for the Headquarters Building belonging to the Road Development Authority used by the Ministry of Highways and the State Ministry.
- (k) The cost of the building constructed for the Thelagapatha Police which does not directly benefit to the Road Development Authority amounting to Rs. 80.8 Million and the annual depreciation of the aforesaid building amounting to Rs. 4.04 Million had been shown in the accounts of the Authority continuously as per Sri Lanka Public Sector Accounting Standards No. 01.
- (l) Three interchanges which had been handed over to the Road Development Authority by the Southern Expressway Project cost at Rs. 6.86 Million had not been brought to accounts of the Authority.
- (m) There was a net difference of Rs. 970 Million in the current accounts of the Road Development Authority and Maga Neguma Road Construction and Equipment Company (PVT) Ltd. due to the failure to do the adjustments pertaining to current assets and liabilities as required. Further, there was a difference aggregating to Rs. 18, 29 Million between the current accounts of Road Development Authority and Maga Neguma Consultancy and Project Management services Company (Pvt.) Ltd. as well.
- (n) The other investments with a period of maturity for more than three months amounting to Rs. 1,940 Million had been shown as cash and cash equivalent in contrary to the provisions of Sri Lanka Public Sector Accounting Standards No. 02.

- (o) Actions had not been made to account for a sum of Rs. 4.6 Million that should have been recovered for the damage caused to the expressways due to accidents as balances receivable in the year under review.
- (p) There was a difference of Rs. 13.76 Million in between balance of the project salary control account and the receivable as per the overheads control accounts in Financial Statements as at 31 December 2020 of the Authority and expenditure balances of salaries and overheads shown as payable to the Authority for each project. Nevertheless, the reasons for this difference were not explained to audit.
- (q) The Computer Information System is used to obtain information on weak bridges valued at Rs. 1,304.17 Million received from various foreign aid projects and other sources during the years 2006 to 2017 had not been included in the financial statements of the Authority.
- (r) Although it had been stated that the inventories shall be measured at the lower amount of cost and net realizable value in accordance with Sri Lanka Public Sector Accounting Standards 09 and the accounting policy of the Authority, the inventory had been assessed as at 31 December of the year under review by the Authority and stated it in the financial statements without calculating the net realizable value of the inventory.
- (s) The current liabilities which had been entrusted from the projects of Padeniya - Anuradhapura Road Project, Rajagiriya Polgahawela and Ganemulla Flyover Construction Project and Regional Bridge Project Phase II and closed in the year 2020 totalled to Rs. 46.5 Million such as Rs. 9.6 Million, Rs. 27 Million and Rs. 9.9 Million respectively had not been adjusted by the Authority to their accounts.
- (t) A sum of Rs. 11,242 Million had been identified as assets for roads other than the National Highways that were partially completed during the year under review under the National, Regional and Rural 100,000 km Alternative Road Rehabilitation Project implemented by local bank funds and Rural Roads Project Unit out of the regular scope of the Road Development Authority and it had been

revealed from the notes with the financial statements that they would be written off as expenses after they were fully completed. However, an appropriate accounting policy had not been introduced so that the financial result of the Authority would not be overstated or understated.

I conducted my audit in accordance with Sri Lanka Auditing Standards (SLAuSs). My responsibilities, under those Auditing Standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of my report. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

1.3 Emphasis of a Matter - Consolidated Financial Statements

It is emphasized on the matter for non-preparation of consolidated financial statements with the subsidiary companies of the Authority as described under 2.b of the Financial Statements and my opinion is not modified by the outcome that arises for that reason.

1.4 Other information included in the Road Development Authority's 2020 Annual Report.

The other information comprises the information included in the Authority's 2020 Annual Report but does not include the financial statements and my auditor's report thereon, which is expected to be made available to me after the date of this auditor's report. Management is responsible for the other information.

My opinion on the financial statements does not cover the other information and I do not express any form of assurance conclusion thereon.

In connection with my audit of the financial statements, my responsibility is to read the other information identified above and, in doing so, consider whether the other

information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated

Based on the work I have performed on the other that I have obtained prior to the date of this report, I conclude that there is a material misstatement of this other information; I am required to report that fact.

When I read the Authority's 2020 Annual Report, if I conclude that there are material misstatements therein, I am required to communicate that matter to those charged with governance for correction. If further material uncorrected misstatements are existed those will be included in my report to Parliament in pursuance of provisions in Article 154 (6) of the Constitution that will be tabled in due course.

1.5 Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with Sri Lanka Public Sector Accounting Standards, and for such internal control as Management determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, Management is responsible for assessing the Authority's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless Management either intends to liquidate the Authority or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Authority's financial reporting process.

As per Section 16 (1) of the National Audit Act No. 19 of 2018, it is required to maintain proper books and records of all its income, expenditure, assets and liabilities, to enable annual and periodic financial statements to be prepared of the Authority.

1.6 Auditor's Responsibilities for the Audit of the Financial Statements

My objective is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Sri Lanka Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Sri Lanka Auditing Standards, I exercise professional judgment and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtained an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the

purpose of expressing an opinion on the effectiveness of the Authority's internal control.

- Evaluated the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Management.
- Concluded on the appropriateness of the Management's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Authority's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. However, future events or conditions may cause to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with those charged with governance regarding, among other matters, significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

2. Report on Other Legal and Regulatory Requirements

- 2.1** National Audit Act, No. 19 of 2018 includes specific provisions for following requirements.
- 2.1.1** I have obtained all the information required for the audit subject to the observations stated in the paragraph of basis for the opinion as far as appears from my examination, proper accounting records have been kept by the Authority as per the requirement of Section 12(1) (d) of the National Audit Act, No. 19 of 2018.
- 2.1.2** The financial statements presented is consistent with the preceding year as per the requirement of Section 6 (1) (d) (iii) of the National Audit Act, No. 19 of 2018.
- 2.1.3** The financial statements presented includes all the recommendations made by me in the previous year except for recommendations such as a, b, c, h, j, k and m mentioned in Paragraph 1.2 as per the requirement of Section 6 (1) (d) (iv) of the National Audit Act, No. 19 of 2018.
- 2.2** Based on the procedures performed and evidence obtained were limited to matters that are material, nothing has come to my attention;
- 2.2.1** to state that any member of the governing body of the Authority has any direct or indirect interest in any contract entered into by the Authority which are out of the normal cause of business as per the requirement of section 12 (d) of the National Audit Act, No. 19 of 2018
- 2.2.2** to state that the Authority has not complied with any applicable written law, general and special directions issued by the Governing Body of the Authority as per the requirement of Section 12 (f) of the National Audit Act, No. 19 of 2018 except for the observations appear below.

2.2.3 to state that the Authority has not complied with any applicable written law, general and special directions issued by the Governing Body of the Authority as per the requirement of Section 12 (f) of the National Audit Act, No. 19 of 2018 except for the observations appear below.

**Reference to Laws, Rules/
Regulations**

Description

**(c) Financial Regulation of
Democratic Socialist
Republic of Sri Lanka**

(i) F.R. 201

Salaries and allowances had been paid on the inaccurate salary codes, exceeding the approved salary scale excluding these regulations by the authorizing, approving, certifying and paying officers regarding personal emoluments.

(ii) F.R. 762

As a result of failure to maintain optimal inventory management, an inventory balance cost at Rs. 2.6 Million for older than 5 years had been in idle.

(iii) F.R. 763

Stores regulations and procedures in maintaining and operating large quantities of stock had not been prepared.

**(b) Public Administration Circular
No. 02/2018 dated 24 January
2018**

(i) Section 1

The Authority had not introduced a methodology for human resource development and actions had not been taken to sign annual performance agreements for staff.

(ii) Sections 05

A Human Resource Development Plan had not been prepared.

(f) **Public Enterprises Circular**
No. PED / 12 of 02 June
2003

(i) Section 8.3.9

Seventy vehicles valued at Rs. 215.72 Million owned by the Authority had been handed over to external institutions. Similarly, 72,400 square feet of the Authority's headquarters building was given to the Ministry of Highways for its usage. Likewise, the maintenance cost and the utility costs of 72,400 square feet had been incurred by the Road Development Authority.

(ii) Section 9.12

Although the prior approval of the Treasury should be obtained to spend on welfare activities, the aforesaid approval had not been obtained for the providing of staff transport services.

(e) **Public Enterprises**
Circular No. 30 dated 22
September 2006 and No.
30 (I) dated 01 June 2009

Approval had been given to implement the recommendations on restructuring the staff of the Authority submitted by the Department of Management Services subject to preparation of a Scheme of Recruitment and Promotion prepared in accordance with the regulations and guidelines of the Department. Nevertheless, the salary scales which were not approved had been granted by the Board of Directors ignoring those terms regulations. Accordingly, the overpayment of the salaries only in the year 2020 was approximately Rs. 157 Million due to the substitution of higher salaries exceeding the approved salaries.

**(f) National Procurement
Guideline**

- (i) Sections 4.2.1 (a), (b), and (e) and Section 4.2.2 (a), Preparation of a Master Procurement Plan for a period of at least 03 years and to be regularly updated in a period not exceeding 06 months and a Procurement Time plan that systematically describes the steps in the procurement process had not been prepared by the Road Development Authority.
- (ii) Section 3.4.3 (a) The prescribed procedures had not been followed when purchasing of the items with low value which are economically disadvantageous for advertising and frequently use items and when registering of suppliers.
- (iii) Section 8.10.1 and 8.11.4.(a) (i) The information on the contracts awarded by the Authority had not been published on the Authority's website or in any other appropriate media and a source of data on defaulting suppliers had not been maintained.
- (iv) Sections 4.3.1 (a), 5.3.3 and 7.8.4 (e) Non- preparation of formal total cost estimates, non- elaborating on the need for procurement in the bidding documents, and evaluation of bids that have not been substantially unresponsive had been made in respect of the procurements relating to obtaining tipper service, purchase of granite, purchase of tar effluent and purchase of bituminous emulsion with estimated value of Rs. 463 Million by the Authority in the year 2020.
- (v) Section 5.4.10 Performance Bonds in respect of procurements with an estimated value of Rs. 251 Million had not been duly obtained and an unrealistic rates and post eligibility examination of the bidder had not been conducted in connection with procurement with an estimated value of Rs. 100 Million.

(vi) Section 8.9.1 (b)

Not entering into formal contractual agreements or significant delay in reaching agreements had occurred.

(vii) Section 8.8.1 (a)

Although the failed bidders should have been informed the reasons for the unsuccessfulness of their bid, the procurement entity had not made such a notification.

- to state that it had not performed according to Authority's powers, functions and duties as per the requirement of Section 12 (g) of the National Audit Act, No. 19 of 2018 except for;

Powers, Functions and Activities

Observations

(a) In terms of Sections 13 and 14 of the National Thoroughfares Act No. 40 of 2008 and the Paragraph 07 of the Extraordinary Gazette Notification No. 1732/12 dated 18 November 2011, the fees thus collected should be credited to the Authority's Fund and used for the development and maintenance of user fee National Highways.

Out of the Rs. 52,056 Million collected from expressways as at 31 December of the year under review, nearly a sum of Rs.15,000 Million that is about 30 per cent of the income had been provided as fixed deposits and remittance to the Treasury and the rest of 70 per cent had been spent for the maintenance of expressways and the general expenses, salaries and payments of projects of the Authority and to facilitate the officers of the Police Department which fall excluding the provisions of the above Gazette.

(b) National Thoroughfares Act No. 40 of 2008

(i) Section 4(3)

An "Action Plan for Integrated Road Network Development and Maintenance" had not been prepared specifying the Road Development Projects in the District to be accepted by the Road Development Authority, the relevant Provincial Council, the relevant Local Government Institutions and other agencies.

(ii) Section 6(1)

“Road Network Development Advisory Council” which should be established to advise the Minister had not been established to formulate an advanced road network policy, to develop strategies, to take action on road research and road safety and to work on road plans submitted by the Authority.

(iii) Section 7(1)

The “District Road Network Development Coordinating Committee” had not been established to formulate an action plan for the development and maintenance of integrated road network for each District, to coordinate and monitor road development and maintenance, to formalize the handing over of road development projects and to recommend to the Minister regarding the undertaking of projects.

2.2.4 to state that the resources of the Authority had not been procured and utilized economically, efficiently and effectively within the time frames and in compliance with the applicable laws as per the requirement of Section 12 (h) of the National Audit Act, No. 19 of 2018 except for,

- (a) As a result of failure of inadequate supervision, the supply of goods or delivery of services for the functions of interim payments and final payments in accordance with the 8.12.1 (a) of the Government Procurement Guidelines, a financial loss of Rs. 1.3 Million had occurred to the Authority in purchasing of bituminous emulsion at the Estimated cost of Rs. 60 Million.
- (b) Out of the 50 per cent of the amount of advance given to the Central Engineering Consultancy Bureau non-compliance to the 5.4.4 of the Procurement Guidelines, the balance to be received amounting to Rs. 3.86 Million could not be able to recovered due to non-completion of contract work.

- (c) Even though the Ministry of Highways uses 72,400 square feet which is 28.7 per cent of the Road Development Authority Headquarters Building, a lease rent had not been charged for that. Further, using an extent of 8,290 square feet from the Sethsiripaya building for carrying on the Road Development Authority offices, a rent of Rs. 11.49 Million had to be paid by the Authority in the year 2020 for that.
- (d) The financial loss occurred to the Authority was Rs. 8.2 Million due to the failure of collecting lease rent as required in respect of the extent of 81.8 perches road reserve leased out by the Road Development Authority to Ceylon Biscuit Limited and the write off of arrears lease rent.
- (e) The Road Development Authority had incurred a cost of Rs. 6 Million for the purchase of 200 non-recommended disinfection chambers under the "Prevention and Response Operational Guidelines for Pre-preparation for Covid-19 Virus in Workplaces" from an Institution which did not have the technical capacity to manufacture them. Those booths were not used for the relevant purpose and this procurement was not done as per the Procurement Guidelines.
- (f) The estimated cost of the road projects which were inspected had been overestimated by Rs. 212.2 Million in 61 projects implemented in the Karunagala District during the year under review with the estimated cost of Rs. 2,743 Million under National, Regional and Rural 100,000 km Alternative Road Rehabilitation Project because of the reasons such as estimating of 34 work items in the estimates above the price rates mentioned in the standard rates for highways, estimating wastes on an extraordinary scale, overestimating transport costs and overestimating of costs exceeds requirement. Similarly, laying of ABC was not done to the required standard in the total length of 16.27 km. roads and 9 roads with an estimated value of Rs. 278.29 Million. This condition directly affects the durability of the road and payments had also not been made to contractors for the constructions which were lack of proper standards.

- (g) The payments had been made for the estimated value of Rs. 74 Million of work items which not been completed during the physical inspections though these were included in the road development estimates .The matters such as failure to carry out the works to be done under the lump sum payment system, installation of business name boards, traffic control and workplace insurance and receiving of orders not to perform the work mentioned in the estimates were consisted of within this.
- (h) A length of 50.58 km, which was recently developed and has a quantitatively suitable condition for use had been re-estimated under the 100,000 km Alternative Road Rehabilitation Project valued at Rs. 923.91 Million for re-development and had been rehabilitated.
- (i) The roads and bridges construction contracts awarded for a Rs. 103.49 Million to several private contractors in 2013 had been suspended due to poor performance and the construction works had been completed by using the direct labor of the authority. Further, a sum of Rs. 7.58 Million out of the mobilization advance given for these contracts had remained in the hands of the contractors furthermore. Further, The mobilization advance balance was Rs. 2.1 Million due to failure to enter into a written agreement with the contractor for three contracts awarded to another private contractor in 2012 amounting to Rs. 25.7 Million and stop of the contract works within the given contract period without completing the contract works.

2.3. Other Audit Observations

- (a) There were 28 vacancies in the Senior Management Level of the Road Development Authority as at 31 December 2020 and the existence of vacancies in these posts had a direct impact on the management as well as the performance of the Authority. Further, there was also an excess of 958 officers as at the same date and the total expenditure on salaries for the year 2020 had been Rs.10, 287 Million. The value of the grants received from the General Treasury for this was Rs. 7,399.5 Million. An additional amount of Rs. 2,887.5 Million had been paid from the funds of the Authority to pay salaries to the entire staff including excess number of employees.
- (b) The road reservations had been leased out to external parties for various economic activities without obtaining the approval of the Board of Directors of the Authority. Even though the lands were used by the lessees for activities excluding the contractual functions the Authority had not taken any action in this regard. Similarly, the land at Attidiya Area in extent of 11 Acres 02 Roods 38.3 Perches valued at Rs. 123 Million as shown in the Financial Statements is being occupied by the Vocational Training Authority and the German Technical College and the rest of the land plots had been encroached by the unauthorized persons.
- (c) Actions had not been taken to establish an Asset Management System in order to make the necessary regulations from the time of issuance of the purchase order in respect of the assets purchased by the Authority to the time of removal of those assets and from the work-in-progress on building of assets to capitalization.
- (d) The deposit balance of clients as stated in the financial statements of the Road Development Authority as at 31 December 2020 was Rs. 3,334.9 Million. The balance remained unsettled in between 2 and 4 years within that balance was Rs. 1,735.26 Million and a sum of Rs. 1,075.45 Million, equivalent to 62 per cent out of that were the balances unsettled in the Western Provincial Offices.

- (e) Out of the amount of Rs.5.14 Million to be paid to Maga Neguma Emulsion Products (Pvt.) Ltd. under the related party transactions of the Road Development Authority, a sum of Rs. 2.4 Million had remained settled for more than 05 years as retention money.
- (f) Out of the retention money of Rs. 16.22 Million to be paid to the projects pertaining to the Maga Neguma Consultation & Project Management Company Ltd., Rs. 12.24 Million equivalent to 75.5 per cent had remained unsettled for more than 7 years.
- (g) The losses from the accidents of Expressway Operations and Maintenance and Management Division amounting to Rs. 10.3 Million including the loss of Rs. 06 Million causing from the accident to the Expressway on the Colombo-Katunayake Expressway had not been recovered.
- (h) A sum of Rs. 1,073 Million had to be received to the Authority from the Ministry of Economic Development, the Board of Investment, the Ministry of Civil Aviation and the Hambantota District Secretariat for projects carried out in the Southern Province within the value of Rs. 16,128 Million remained under the debtors in the financial statements furnished by the Authority as at 31 December of the year under review.
- (i) Audit observations pertaining to the construction works of the Central Expressway
 - i. The construction works on the first phase of the Central Expressway had been awarded to China Meteorological Company at a cost of Rs. 158,386 million for the Northern Expressway, to reimburse the expenses incurred by the Company in contrary to the provisions of the Procurement Guidelines. Similarly, The Road Development Authority had entered into a construction agreement with the relevant company on 18 August 2016 without a funding agency. Further, the amendments proposed by the

Attorney General on 02 October 2018 in respect of the rights and obligations of the parties of the agreement in complying with Chinese law, had not been accepted by the Company at the time of entering into the agreement. Further, a sum of Rs. 5 Million and Rs. 83 Million which had to be borne by the Contractor for occupational compensation insurance under the Packages 1 and 2 respectively had been entered in the Bills of Quantity as a separate work item.

- ii. Geometric Plans valued at Rs. 1,773 Million to be performed by the contractor and the Performance Bond cost at Rs. 805 Million had been included in the Bills of Quantity as a separate work item for Phase II of the Central Expressway. Likewise, although the incentives amounting to Rs. 30 Million had been paid to expedite the process of land acquisition, the work had not been completed even by 10 August 2021. Even though there should be an agreement with the funding agency for the project at the time of implementation of the project, as per the Circular of the Department of Management Services No. 1/2016 dated 24 March 2016, the Project had been in operation for nearly five years without such an agreement.
- iii. Although the civil construction works on the Central Expressway – Phase III had not been commenced so far, a sum of Rs. 834 Million had been spent for the Project Management Units established in the year 2013. Similarly, even though incentives of Rs. 32.3 Million had been paid to 04 state institutions to expedite the land acquisition process, the land acquisition activities were being done in a very slow manner. Accordingly, it was planned to acquire 3,264 plots of land and compensation of Rs. 4,834 Million for 2,556 plots of land out of this and Rs. 98 Million for compensation interests had been paid by 31 December 2020. However, any plots of land had not been registered with the Road Development Authority in accordance with the Section 44 of the Land Acquisition Act up to now.

- iv. Although there should be a written agreement in between the Government of Sri Lanka and the funding agency for the projects exceeding \$ 5 Million as per the Department of Management Services Circular, the salaries and allowances had been paid to the staff for Central Expressway – Phase IV without such an agreement. Further, a sum of Rs. 353 Million had been spent for nearly five years for the Project Management Unit without an agreement with the Funding Agency on the granting of funds to the Project. Although the incentives amounting to Rs. 6 Million had been paid to 04 government agencies to expedite land acquisition, land acquisition activities were being done in a very slow manner.
- (j) Out of the fair value of total assets amounted to Rs. 992,176 Million belonging to Road Development Authority; Rs. 754,747 Million which is 76 per cent represents the value of Property, Plant and Equipment. However, the existing internal control mechanisms regarding the fixed assets of the Authority and the human and physical resources deployed on them were not at a significant level.

W.P.C. Wickramaratne

Auditor General

Answers to the Report of the Auditor General on the Financial Statements and other legal and regulatory requirements of the Road Development Authority for the year ending 31 December 2020 in terms of Section 12 of the National Audit Act No. 19 of 2018.

1.2 Audit Observations

Paragraph No:	Audit Paragraph	Answer
(A)	The Road Development Authority (RDA) holds 76. % of the total assets in carrying value of Rs.992, 176 million, representing Rs.754, 747 million worth of property, plant and equipment. But the existing internal control mechanisms regarding the fixed assets of the Authority and the human and physical resources allocated for it were not in significant level.	Future work will be taken to introduce a new computerized package as a fixed asset management system and to increase the required human and physical resources.
(B)	Although the total length of A and B grade roads belonging to the Authority is 12,225 km, as at 31 December 2020, only 2,237 km of 105 roads have been capitalized. Further, action had not been taken to capitalize 727.78 km of roads which cost Rs. 37,040 million and completed by Road Sector Assistance Project by 31st December 2020 and handed over to the Authority.	Two special committees have been set up on the road capitalization process and its future course of action is being taken. The TCAM project has developed a scientific methodology for road capitalization and will implement it from 2022. An action plan has been prepared to complete the capitalization of the valuation of road, land and building within the period from 2021 to 2023 and approved of the Board of Directors has been taken for that. Accordingly, it is planned to complete this work within that time frame.
(C)	Even though Rs.606, 419 million which incurred as at 31 st December 2020 to construct Expressways, have been taken into the assets of the Authority and credited into the Government Grants Account, supporting documents which based on for accounting that money as Government Grants have not been submitted to the Audit.	Approval has been granted by the Director General of the Department of Public Enterprises of the Ministry of Finance, by his letter No.PED/E/RDA/3/111 (i) dated 07.05.2021 to account for Government Grants.
(D)	Even though 426 vehicles and buildings own by the Authority which cost Rs. 1,723	<u>Vehicles</u> In February 2021, 258 vehicles under Journal



	<p>million and Rs.179 million respectively have been fully depreciated as at 01st January 2020, those vehicles and buildings were still used by the Authority. However, necessary exposures on those assets were not made in the Financial Statements as per the Public Sector Accounting Standards No.07 and as per the Public Sector Accounting Standards No.03, estimated error on effective lifespan of those assets were not corrected and adjusted with the accounts.</p> <p>RDA/B/RDA/2020/A/AQ-16 RDA/B/RDA/2020/A/AQ-12</p>	<p>No.95/J02 have been revaluated and accounted for and all information related to that have been updated in the Assets Register.</p> <p>Action has been already taken to revalue the remaining vehicles and action is to be taken to correct the estimate on the effective lifespan of those assets.</p> <p><u>Buildings</u></p> <p>Revaluation of buildings covering all provinces, has been sent to the Department of Valuation and there are delays due to COVID-19 epidemic. However, as per the Action Plan, action will be taken to revalue all buildings and taken into books by year 2023.</p>
(E)	<p>There were 53 motor vehicles whose expenditure was not mentioned in the Authority's accounts but these motor vehicles had not been revalued and shown in the financial statements.</p> <p>RCT / B / RDA / 2020 / A / AQ - 16</p>	<p>Due to the prevailing COVID-19 epidemic situation, it was not possible to continue with the work done and the deficiencies in the asset records could not be rectified. However, more than 52 vehicles are non-running vehicles and are parked at the Angulana work yard for sale or disposal. Other vehicles will be verified this year and thereby will resolve the issue.</p>
(F)	<p>As at 31 December 2020, there was a difference of Rs. 598 million and Rs. 77 million, respectively, among the balance of depreciation for buildings and vehicles, the balance of depreciation for the year, depreciation for the year and depreciation for the year end, and the corresponding balance sheet.</p> <p>RCT / B / RDA / 2020 / A / AQ - 16 RCT / B / RDA / 2020 / A / AQ - 12</p>	<p><u>Buildings</u></p> <p>RDA classification</p> <p>The changes mentioned in the audit paragraph are correct and they will be corrected in this year.</p> <p><u>PROJECT Classification</u></p> <p>The asset register corrected by the accountant regarding this change was provided at the time of the audit but was not correctly included in this report. The correct asset register has already been submitted to the Superintendent of Audit.</p> <p><u>Vehicles</u></p> <p>Differences in depreciation and reserve for depreciation have been corrected by Journal No. 166 / J07 of July 2021.</p>
(G)	<p>Sri Lanka Public Sector Accounting Standards No. 08 - Provisions / Allocations for Future Operating Deficits should not be identified as per paragraph 73 of Provisions, Unrestricted Liabilities and Unexplained Assets and some of the</p>	<p>Asset Damage Allocation Rs. 349,191,473 valued at 11 Aggregate chip spreader machines belonging to the asset category of machinery and equipment and these machines were attached to all the provinces of the Road Development Authority in the year 2010. These machines have</p>

	<p>assets operating in accordance with paragraph 75 have been denominated and certified. As it is an expectation of net deficit from future operations, in such a case a damage inspection should be carried out for the relevant assets under Sri Lanka Accounting Standards No. 36 - Asset Damage. Accordingly, although no provision could be made for the mitigation of assets, the Authority had made a nominee allocation of Rs. 349.19 million as at 31 December 2020 in the final financial statements. And the value of the equipment had been deducted from the allocation for that damage. RCT / B / RDA / 2020 / E / AQ - 15</p>	<p>not been used due to the paralysis of the DBST process by giving priority to carpeting the roads. An assessment of the present value of those assets was made by a committee of Chartered Engineers of the Mechanical Division of the Road Development Authority and submitted to the Finance Division.</p> <p>Action will be taken to adjust the accounts related to the allocations made in respect of damages and to make appropriate adjustments in the future regarding assets.</p>
(H)	<p>Public Sector Accounting Standards No. 07 of Sri Lanka - In terms of paragraph 25 of the Property, Plant and Equipment Standard, when an asset is first acquired through a non-exchangeable transaction, its cost should be measured at the fair value of the asset at the date of acquisition. But the assets donated by the various projects to the Authority were taken into the asset registers without mentioning any value. As a result of not taking such value into books, those assets were excluded from the financial statements. As a result, the Authority's grants, revenues and non-current assets were undervalued. In addition, the area where the shops were located and the number of shops in the Kandy tunnel, which was first identified and accounted for by the Authority, were revalued as Rs. 8.82 million and Rs. 84.66 million respectively.</p> <p>RCT / B / RDA / 2020 / E / AQ - 15 RCT / B / RDA / 2020 / A / AQ - 12 RCT / B / RDA / 2020 / A / AQ - 13</p>	<p><u>Assets gifted by various projects</u></p> <p>From the assets handed over to the Authority by the various Project Management Units after the completion of the relevant project, the subject matter of the Automotive Mechanics Division will be taken into the books of the Authority under the appraised values assessed by the subject knowledge officers.</p> <p>Further, the lands, roads and bridges provided to the Authority by the projects are taken into the books of the Authority under the values incurred for construction.</p> <p>The projects will also take into account the Building Authority's books with distinguished values from recently constructed buildings.</p> <p>Other assets were recorded in the asset register without valuation as they could not be assessed at the time of handing over to the Authority after completion of various projects. However, it was planned to obtain the valuation in 2019 by committees appointed under the chairmanship of the Accountants of the Provincial Offices to assess those assets.</p> <p>However, under the prevailing COVID-19 epidemic conditions, this work could not be continued. However, it will be activated in the future and all other assets with zero values will</p>

		<p>be assessed.</p> <p>In the future, other assets to be handed over from the projects will be assessed by a committee appointed with proper approval and handed over to the Authority through a circular to inform the project management units.</p> <p><u>Shops in the Kandy subway</u></p> <p>According to the accounting policy used by the Authority at that time, all development expenditure has been deducted annually as expenditure and construction expenditure on those tunnels has also been deducted as expenditure. According to the current depreciation policy, the lifespan of buildings is 20 years. So if these buildings had been capitalized, their net worth would now be zero. Therefore, the total value of the appraised value of those buildings is treated as a recalculation surplus and transferred to the reserve account. Action will be taken in future to expose the methodology followed by the Authority in the Accounting Policies.</p> <p>Information on the Executive Engineering Offices in Pelmadulla and Embilipitiya will be called and action will be taken to adjust the accounts in future.</p> <p><u>Land in Kandy subway where shops are located</u></p> <p>After obtaining information in this regard, the management will take a decision regarding the accounting policies and take action to make adjustments in the future.</p>
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(I)	<p>Sri Lanka Accounting Standards No. 03 - Changes in Accounting Policies, Accounting Estimates and Mistakes in paragraph 54 of the Wrong Standard Require retrospective Re-Adjustment if any financial item is arbitrarily re-adjusted due to an error in previous years Although the details of the year adjustments, especially the specific elements of the accounting element, should be clearly disclosed, most of the previous adjustments of Rs. 139,991 million were not disclosed in the schedules submitted with the Authority's final accounts. Management also had to take the necessary control measures to minimize adjustments for previous years.</p> <p>RCT / B / RDA / 2020 / E / AQ - 15</p>	<p>Does not agree with the audit paragraph. The mistakes made in the previous years in relation to paragraph 54 of the 03 Public Sector Accounts Standards of Sri Lanka are explicitly exposed in the financial statements in a manner that is applicable to the past.</p> <p>The nature of the error in the previous period is summarized in the line items in the financial statements, the adjustment value / correction scale under each line item and more clearly revealed in note 52 of the financial statements.</p> <p>Also, adjustments made in previous years to the items in the notes relating to each other's assets, liabilities, income and expenses are disclosed separately under the footnotes in those items.</p> <p>Also, the report prepared with all the details has already been submitted along with the final accounts under Schedule 359.</p> <p>Furthermore, due to changes in the Authority's accounting policies in previous years, the value of the adjustment value for previous years for capitalized roads and bridges has increased proportionately.</p>
(J)	<p>RCT/B/RDA/2020/E/AQ – 14</p> <p>There was a deference of Rs. 8.13 million in the balance of the cost of the Phase III of the Outer Circular Highway - Road from Kadawatha to Kerawalapitiya, between the project financial statements and Financial Statements of the Authority.</p> <p>RCT / B / RDA / 2020 / E / AQ - 14</p>	<p>Phase III of the Outer Circular Highway - Development cost of the land acquired for the construction of the road from Kadawatha to Kerawalapitiya is added to the expressway and shown in the financial statement of the project. The relevant adjustments will be made in the year 2021.</p>
(K)	<p>RCT/B/RDA/2020/E/AQ – 14</p> <p>Annual depreciation in respect of 04 expressway projects has been under calculated in Rs. 422,960.</p> <p>RCT / B / RDA / 2020 / E / AQ - 14</p>	<p>The relevant balances are being ckecked and adjustments in accounts will be made in future.</p>
(L)	<p>RCT/B/RDA/2020/A/AQ – 13</p> <p>Rs. 8.2 million worth of land handed over to the Road Development Authority by the Outer Circular Road Project - Phase II (Kadawatha to Kaduwela) Project, which was completed in 2018, did not account for in the accounts of the Authority.</p>	<p>The land referred to as Rukattanagahawatta is the land purchased from the OCH-II project and given to the Road Development Authority. This land was purchased for distribution to those displaced due to the construction of the expressway.</p> <p>Appropriate adjustments will be made in the</p>

	RCT / B / RDA / 2020 / A / AQ - 13	future regarding the plots of land handed over to the Authority by the project.
(M)	<p>According to Sri Lanka Public Sector Accounting Standards No. 07, Rs. 84,721 million worth of land acquired for road improvement, widening and construction of expressways was not mentioned separately in the financial statements. Although the Authority did not have the written evidence of the ownership of these plots of land, Rs.51,262 worth lands which was within this value has been depreciated under highway depreciation ratio.</p> <p>RCT / B / RDA / 2020 / A / AQ - 13</p>	<p>The value of the land mentioned in the audit inquiry is Rs. 51,262 million is being examined to see if the Highways have been capitalized and if the Authority's accounts include the cost of land on those Highways. If those lands have been depreciated, proper adjustments will be made in the future.</p> <p>Also, in the financial statements for the year 2020, it has mentioned separately the the value of the lands used for the capitalized expressways was Rs. 31,359.59 million and construction and other costs Rs. 572,959.87 million.</p> <p>Also, the value of those lands in the asset register will be mentioned separately under the road in future.</p>
(N)	<p>Seven plots of land with an area of 2 acres purchased by the Road Development Authority for Rs. 61 million had not been taken into account.</p> <p>RCT / B / RDA / 2020 / A / AQ - 13</p>	<p>The total area of land purchased for distribution to IDPs should be correct as 11 acres and 8.54 perches.</p> <p>Out of these 7 plots, the land Ilukwatta mentioned in deed No. 2308 has been purchased in two plots for the construction of the Outer Circular Highway Phase-II. It is included in the cost of the highway. Allocations are made as lands under expressways in the Asset Register.</p> <p>Also, the land at Polwatta Koratuwa was purchased in two plots, Deed Nos. 500 and 210, but it has been subdivided into a single plot of land for restoration. All plots of land have been restored.</p> <p>Also, all plots of land in Nugagahahena with deed number 561 have been restored.</p> <p>Relevant account adjustments will be made in due course after receiving information on the size and value of the remaining plots at the end of the project from the remaining plots of land. (Annex 01)</p>

(O)	<p>RCT/B/RDA/2020/A/AQ – 13</p> <p>The lands worth Rs. 33,460 million acquired for the expressways had not been deducted from the cost of the expressways and separately accounted for under the lands.</p> <p>RCT / B / RDA / 2020 / A / AQ - 13</p>	<p>The value mentioned here is deducted from the cost of the expressway and stated separately in the financial statements under the land. That value was not deducted from the accounts as the total cost of the expressway should include the value of the land.</p>
(P)	<p>The land of Rs. 18 million received from the Southern Expressway Extension I, II and III projects had not been deducted from the cost of the expressway and taken into account under the land.</p> <p>RCT / B / RDA / 2020 / A / AQ - 13</p>	<p>Amounts accounted for Southern Expressway Extension I, II, III projects, are the Incentives paid to the officers for the acquisition of lands.</p>
(Q)	<p>RCT/B/RDA/2020/A/AQ – 12</p> <p>According to the Sri Lanka Public Sector Accounting Standards No. 01 and the Accounting Unit Concept, the Ministry of Highways and the State Ministry have a capital of approximately Rs.684.49 million and its annual depreciation Rs. 11.87 million for using 72,400 sq.ft of office space, had not been adjusted.</p> <p>RCT / B / RDA / 2020 / A / AQ - 12</p>	<p>The Additional Director, Finance has informed the Chief Financial Officer of the Ministry of Highways regarding the use of these buildings by letter No. RDA / FD / FAS / 13 dated 04.10.2021 and requesting to inform the decision of the Line Ministry.</p> <p>The Line Ministry has requested provisions from the Treasury to pay the rent for the use of these buildings but has been informed that the rent could not be paid due to insufficient funds.</p> <p>Actions are being taken to hand over this building section also along with other assets used by the Ministry of Highways and the State Ministry to the Ministry.</p>
(R)	<p>RCT/B/RDA/2020/A/AQ – 12</p> <p>According to Sri Lanka Public Sector Accounting Standards No. 01, Rs.80.8 million</p> <p>the cost of the building constructed for the Thelagapatha Police, which does not directly benefit the Road Development Authority and its annual depreciation of Rs.4.04 million are continuously depicting in the accounts of the Authority.</p> <p>RCT / B / RDA / 2020 / A / AQ - 12</p>	<p>The building constructed for the Thelagapatha Police, which is included in the building cost, is reserved for the use of police officers operating on the expressways. Therefore, it will be easier for vehicles traveling on the Colombo-Katunayake Expressway to monitor traffic, deal with traffic accidents, coordinate VIP traffic and carry out safety work efficiently.</p> <p>Police personnel stationed at these operational buildings in Peliyagoda will be directly connected to the Expressway: the new Kelani Bridge, the access road connecting Peliyagoda and the Thorana Junction and the starting point. Traffic administration of the expressway including the Peliyagoda Interchange is carried out up to the cash collection center at a distance of 5.3 km. Accordingly, the Expressway Police Division is also directly involved in expressway</p>

		<p>operations and their role is to ensure the safety and convenience of the customers using the expressway.</p> <p>Furthermore, since they are not primarily involved in any external activities other than highway operations, it can be pointed out that the Authority directly benefits from enforcing their restrictions and instructions in traffic control. In view of the above, showing this building as an asset of the Authority is applicable to Standard No. 01 of Accounting.</p> <p>A decision in this regard will be taken after submitting it to the line ministry future audit committee.</p>
(S)	<p>RCT/B/RDA/2020/A/AQ – 12</p> <p>Although the Southern Expressway Extension Project Phase III has been completed and operations are being carried out by the Road Development Authority, Rs. 6.7 million worth buildings have not yet been handed over to the Authority.</p> <p>RCT / B / RDA / 2020 / A / AQ - 12</p>	<p>Relevant buildings were not handed over to the Authority at the time of acquisition of Southern Expressway Extension Phase-III Assets but the building was handed over to the Authority by the relevant project at the time of Acquisition of Assets of Southern Expressway Extension-II. It is accounted for by Journal No. 136 / J06, June 2021.</p>
(T)	<p>RCT/B/RDA/2020/A/AQ – 12</p> <p>03 Interchanges in the cost of Rs. 6.86 million which were handed over to the Road Development Authority by the Southern Expressway project were not taken into accounts by the Authority.</p> <p>RCT / B / RDA / 2020 / A / AQ - 12</p>	<p>Information in this regard has been called and accounted for in the July 2021 by Journal No. 125 / J07</p>
(U)	<p>Rs. 2.71 million is shown in the financial statements of the Authority as to be paid to the Maga Neguma Emulsions (Pvt) Ltd for supplying Emulsion to the Authority and it was Rs. 8.06 million as per the financial statements of the company. Accordingly, there was a difference of Rs. 5.35 million.</p> <p>RCT / B / RDA / 2020 / G / AQ - 11</p>	<p>The Road Development Authority compares the value to be paid to the company for supplying the emulsion with the value to be paid to the company as per the financial statements of the company and the current situation regarding the difference of Rs. 5.35 million is also mentioned under Annexure 02.</p>
(V)	<p>RCT/B/RDA/2020/G/AQ – 11</p> <p>There was a net difference of Rs. 978.5 million and Rs. 318.64 million in current accounts and work bills between the Road Development Authority and Maga Neguma Road Construction and Machinery (Pvt) Ltd., respectively.</p> <p>RCT / B / RDA / 2020 / G / AQ - 11</p>	<p>Attached is the reconciliation report made between the current accounts of the Road Development Authority and Maga Neguma Construction & Machinery (Pvt) Ltd. (Annexure 03)</p>

(W)	<p>RCT/B/RDA/2020/G/AQ – 11</p> <p>There was a difference of Rs. 370 million and Rs. 610 million in current assets and current liabilities between the Road Development Authority and Maga Neguma Road Construction and Machinery (Pvt) Ltd respectively. Although there have been quantitative discrepancies between the account balances of the Authority's account and subsidiaries due to the unusual time taken to certify the bills and poor communication, the action taken by the management to rectify the situation has not been effective so far.</p> <p>RCT / B / RDA / 2020 / G / AQ - 11</p>	<p>Accounts were being reconciled between the Road Development Authority and Maga Neguma Construction and Machinery (Pvt) Ltd. The companies and Road Development Authority subsidized under the Covid-19 epidemic situation even though a bill report was submitted to the Maga Neguma Construction and Machinery Company as per the accounts of the Road Development Authority. Comparisons between were not active during 2020/2021. Comparisons have also been complicated by the large number of transactions between the Maga Neguma Construction Machinery Company and the Authority.</p> <p>These comparisons will be made further in the future.</p>
(X)	<p>RCT/B/RDA/2020/G/AQ – 11</p> <p>There was a difference of Rs. 4.42 million and Rs. 10.3 million respectively between the Cool Primix Account and Retained Cash Account balances between the Road Development Authority and Maga Neguma Consulting and Project Management (Pvt) Ltd.</p> <p>RCT / B / RDA / 2020 / G / AQ - 11</p>	<p>A comparison report of Rs.10.3 million has been prepared and attached herewith. (Annexure 04)</p>
(Y)	<p>The total number of certified works in the current account of the Maga Neguma Consulting and Project Management Company within the Authority , has been indicated in Rs. 8.66 million less.</p> <p>RCT / B / RDA / 2020 / G / AQ - 11</p>	<p>Comparisons between the relevant subsidiary and the Road Development Authority could not be continued due to the prevailing COVID-19 epidemic situation . Further details on the 8.6 million bills are yet to be ascertained and will be settled in due course.</p>
(Z)	<p>Public Sector Accounting Standards No. 01 of Sri Lanka - Preparation and Submission of Financial Statements Article 76 states that any asset other than the basic criteria which should be identified as a current asset is less than one year Rs. 2,974.73 million had been shown under long term assets.</p> <p>RCT / B / RDA / 2020 / I / AQ - 10</p>	<p>Rs. 3688 million and Rs. 4312 million respectively secured from People's Bank and Bank of Ceylon for the construction of the Central Expressway-II section as long term loan and Treasury bills to the worth of Rs. 1321.22 million and a fixed deposit of Rs.1653.50 million have been placed as a gurrentee.</p> <p>Those loans are not settled within a year after the reporting date. Therefore, these investments are classified as non-current assets and shown in the financial statements as the settlement of</p>

		<p>liabilities is restricted to at least 12 months after the date of reporting as per Section 76 (d) of the Public Sector Accounting Standards No. 01- Financial Reporting of Sri Lanka. .</p> <p>The Agreements relevant to said transactions have been sent to the Audit Superintendent. Under Letters No. RDA / F / FA / Gen / Inf / 2020/03 dated 01.07.2020.</p>
(ZA)	<p>RCT/B/RDA/2020/I/AQ – 10</p> <p>Public Sector Accounting Standards No. 02 of Sri Lanka - Article 09 of the Cash Flow Statement states that cash and cash equivalents are kept for short-term cash needs rather than for investment or other purposes. However, the Authority has allowed other investments with a maturity of more than three months to reach Rs. 1,940 million in cash and cash equivalents.</p> <p>RCT / B / RDA / 2020 / I / AQ - 10</p>	<p>Agrees with the audit paragraph.</p> <p>Arrangements have already been made to separate investments of more than 3 months in financial statements from cash and cash equivalents and to separate them in monthly financial statements under mass investments.</p>
(ZB)	<p>According to the balance sheet as at 31st December 2020, the other investment value of the Authority is Rs. 421,561 were overstated.</p> <p>RCT / B / RDA / 2020 / I / AQ - 10</p>	<p>The fixed deposit of Rs. 1500.00 million was opened on 15.11.2019 and matured on 16.11.2020. The bank has reinvested the fixed deposit for another year as the Central Expressway project was launched as a security deposit. When preparing the accounts for the year 2019, the relevant interest is calculated as follows and credited to the accounts.</p> $\text{Rs. } 1,500,000,000 \times 10.15\% \times 367/364 = 153,504,807.69$ <p>But according to the supporting letter sent by the bank, the interest amount is recorded as Rs. 153,084,246.57 and the following procedure has been informed after inquiring from the Bank on how the interest was calculated.</p> $\text{Rs. } 1,500,000,000 \times 10.15\% \times 367/365 = 153,084,246.57$ <p>This change is due to the fact that the interest rate for Treasury bills is 364 days per year but fixed at 365 days for fixed deposits, as corrected by Journal Note 138 / J06, June 2021. Further, the relevant difference is Rs. 421,561.12 but it should be correct as 420,561.12.</p>

(ZC)	<p>The agreement between the Bank and the Road Development Authority regarding the State Mortgage and Investment Bank deposits of Rs. 85.37 million under other investments had not been submitted for audit.</p> <p>RCT / B / RDA / 2020 / I / AQ - 10</p>	<p>Attached is the letter of confirmation submitted by the State Mortgage and Investment Bank regarding Rs. 85.37 million in other investments as deposits. (Annexure 05)</p> <p>In addition, a bank certified copy of the agreement entered into between the State Mortgage and Investment Bank and the Road Development Authority is attached. (Annex 06)</p> <p>The main purpose of this deposit is to provide loan relief to the employees through the State Mortgage and Investment Bank as no deposit certificate has been issued by that bank. (Annexure-07)</p> <p>Further, the interest for the current deposit will be credited to the due deposit account at the end of each year and the State Mortgage and Investment Bank will submit the relevant reports to the Authority at the end of each year and the relevant letters for the year 2020 are attached. (Annexure-08)</p>
(ZD)	<p>There was a difference of Rs. 8.5 million between the accounts of the Authority and the Board of Investment in respect of debtor balance accounts.</p> <p>RCT / B / RDA / 2020 / B / AQ - 17</p>	<p>This difference should be corrected as Rs. 85.0 million and information has been called for that. Comparisons are under way.</p>
(ZF)	<p>The Rs. 4.6 million due for damage to the expressway due to accidents had not been taken into account during the year under review.</p> <p>RCT / B / RDA / 2020 / B / AQ - 17</p>	<p>It is informed that due to the prevailing COVID-19 epidemic situation, information could not be obtained from the relevant officials in time and the amount due to the Authority for the accident damage could not be accounted for as Rs. 4,631,008 was received for the damage caused by these various accidents. Rs 174,501, the amount due has been paid to the Authority so far and the balance amount of Rs.4, 456,507 has been accounted in August 2021 under Journal Note 169/J08.</p>

(ZG)	<p>CT/B/RDA/2020/B/AQ – 17</p> <p>Although Rs. 2 million was stated in the financial statements of the Authority as to be received from the Ceylon Industrial Development Board as at 31 December 2020, Rs.2.9 million was stated in the financial statements of the Industrial Development Board as to be paid to the Authority. As such, those balances have not been reconciled.</p> <p>RCT / B / RDA / 2020 / B / AQ - 17</p>	<p>The comparison report between the Authorities on the quantities of scrap iron sold to the Industrial Development Board is given in Annexure 09.</p>
(ZH)	<p>In the financial statements of the Authority as at 31 December 2020, there was a difference of Rs. 70 million in the balance of receivables under the Project Salary Control Account and Public Works Control Accounts and the balance of salaries and overheads payable to the Authority for each project.</p> <p>RCT / B / RDA / 2020 / B / AQ - 17</p>	<p>This difference is due to the fact that the accounts relating to the general expenditure and salaries charged by the Authority are not taken into account in the project accounts within the prescribed period and the value of the items recorded in the accounts of the Authority is recorded as negative / overvalued. Comparison details are given in Annexure-10.</p>
(ZI)	<p>Assets worth Rs. 242.29 million handed over to the Authority at the time of the closure of the British Iron Bridge project were not included in the financial statements.</p>	<p>Do not agree. These assets were accounted for by Journal No. 589 / J12 in December 2020.</p>
(ZJ)	<p>In terms of Section 58 of Sri Lanka Public Sector Accounting Standards No. 07, the effective lifespan of the key components of the property, plant and equipment shall be depreciated at different rates from each other. However, depreciation rates have not been determined on a professional basis for the basic features of highways with different productive lifespans.</p>	<p>It was decided at the meeting held in the office of the Chairman on 01 July 2021 to obtain a professional assessment of the depreciation rates of the expressways in the valuation of assets as per the action plan submitted to the Board of Directors.</p>
(ZK)	<p>During the years 2006 to 2017, computer information systems worth Rs. 1,304.17 million received from various foreign aid projects and other sources were used to generate information on the Authority's accounts and weak bridges, but their value was not included in the financial statements.</p>	<p>Information has been called in this regard and a proper system is being set up for the accounting of the relevant computer information systems.</p>

(ZL)	<p>There was a difference of Rs. 7,835.2 million between the amount received as the recurrent grants in the year under review and the amount shown in the financial statements.</p> <p>RCT/B/RDA/2020/G/AQ-19</p>	<p>There was no difference in the balances as per the amount received from the Treasury for recurrent expenditure and the financial statements.</p> <p>As the funds granted under National Savings Bank Project expenditure head has been set off the loan/advance balance given to Project Management Unit out of Rs. 28,000.00 obtained through that Bank, it is noticed in No.2-B notes of the statements of financial position of the final report having set off Rs.2, 174.0 million of loan/advance balance received in 2020.</p> <p>This difference has occurred as the amounts related to recovery of local bank loan funds and payments of interests are accounted on the accrual basis.</p> <p>The facts on that are as follows.</p> <p>Amount received from the line ministry 13,014.94</p> <p>the amount received for the previous balance</p> <p>(-) Adjustment to debtor balance (11,660.35)</p> <p>1,354.59</p> <p>(+) Outstanding balance receivable at the end of year 5,999.00</p> <p>Balance as per financial statements 7,353.67</p>
(ZM)	<p>There was a difference of Rs. 550.86 million between the imprest value released by the General Treasury and the value</p>	<p>This difference has occurred as the adjustments made under the approval of that ministry related to the expenditure head of imprest released by the line Ministry, have not been properly made in the documents of the line ministry.</p>

	<p>shown in the financial statements in the year under review.</p> <p>RCT/B/RDA/2020/G/AQ-19</p>	<p>The details on this are mentioned in Annexure 11.</p>
(ZN)	<p>As per Sri Lanka Public Sector Accounting Standards 09, even though it is mentioned that inventories should be valued to the inventory cost and net realizable value whichever is lower, the information has not been submitted that the inventory had been calculated to net realizable value by the Authority. Further, though the cost of inventories should be determined by using cost formulae like First In First Out method (FIFO) or weighted average method, the cost formulae have not been used for the computation of inventory cost by the Inventory and the required disclosures have not been made.</p> <p>RCT/B/RDA/2020/I/AQ-18</p>	<p>The inventories obtained as per the normal functionality of the Road Development Authority are utilized for the maintenance of the roads and the value of such inventories is calculated under First In First Out method.</p> <p>The action has been taken to call the information on every inventory in hand of Authority as at 31.12.2021 by final Accounts Circular-368 in 2021 including the facts highlighted from the audit observations.</p>
(ZO)	<p>The age analysis and detailed schedules related to 11 inventory items worth of Rs.281.15 million included in the</p>	<p>It has been instructed to submit the age analysis and detailed schedules related to inventory items after preparing by the form introduced by above circular</p>

	inventory balance as at 31 st December 2020 have not been submitted. RCT/B/RDA/2020/I/AQ-18	
(ZP)	An amount of Rs. 3.17 million of the value of direct materials relevant to Additional Director Office in charge of Akkaraipattu-Eastern province was understated in the accounts. RCT/B/RDA/2020/1/AQ-18	This accounting error occurred owing to omission of inventory worth of Rs. 3.17 million in calculating and summarizing the direct material stock included in the final stock of Akkaraipattuwa Zonal Office. The head office only receives final stock journal notes and as the stock survey reports including their details are sent later, this amount was omitted. That was rectified through the journal note No. 170/J08 and the action will be taken to avoid these errors in future.
(ZQ)	There was a difference of Rs.11,103 Million between the balance confirmation letter forwarded by Bank of Ceylon related to the loan amount obtained for improvement of roads, broadening and the expressway development activities by Road Development Authority and the loan amount accounted as at 31.12.2020.	<p>The reasons for the difference of Rs. 11,103 Million between the balance confirmation letter submitted by Bank of Ceylon and the loan amount accounted on 31.12.2020 are as follows.</p> <p>Two accounts for each project are separately maintained by Bank of Ceylon for 02 projects i.e. Kesbewa , Kidelpitiya, Bandaragama(0.0 Km-11.78) and Waskaduwa, Bandaragama (0.0 Km-12.07) Project and Bibila, Ptikubura, Namaloya, Iginiyagala (0.0 Km-60.31) Project. But the balance has been confirmed for one part only for the audit.</p> <p>The balances have not been confirmed by the relevant bank for the projects such as Pannla, Kuliypitiya (5.0 Km-16.28) and kuliypitiya, Hettipola (0.0 Km-15.69) Roads Project, Kurunegla, Narammala, Madampe ((40.87Km-64.77) Road Project and Expressway Project –OCH- Kerawelapitiya to Kaduwela. Therefore, a letter has been forwarded to relevant bank to obtain balance confirmations for the projects on which balances have not been confirmed.</p>
(ZR)	At the contract for the reformations of Kelani Bridge given to State Development and Creation Corporation in 2017, it was observed that Rs.16.15 million of work	It was informed that it has been erroneously mentioned the contract name as Rectification of damage Bridge both edge beam of the Keani Bridge on Colombo Kandy Road under Contract No. RDA/DPR/ES/04/06-Vol-01 shown in the schedule related to work starting advance account submitted with the final accounts for 2020 and it should be rectified the correct contract No. as RDA/DPR/RBHU/2018/45 and name of the contract as

	<p>starting advance paid in 02 occasions has been recovered as per the construction file and that amount is due to recovered as per the records in Accounts Division.</p> <p>RCT/B/RDA/2020/C/AQ-22</p>	<p>Rectification of bridge No.1/1 of Hanwella- Pugoda- Urapola Road.</p> <p>The advance amount given for the contract RDA/DPR/ES/04/06-Vol-01 mentioned by you has been recovered.</p> <p>Further, an amount of Rs.16.15 million of work starting advance related to rectification of RDA/DPR/RBHU/2018/45 and bridge No.1/1 of Hanwella-Pugoda –Urapola Road is due to be recovered on 31.12.2020.</p>
(ZS)	<p>Though in accordance with the cabinet memorandum No. 08/0173/334/1002 related to the contract worth of Rs. 7.7 million granted to Central Engineering Consultancy Bureau (CECB) in 2018 and in terms of the Procurement Guidelines 5.4.4 and 5.4.8, it is not necessary to present the bank guarantees for the security certificates, there has been a balance of Rs. 3.86 million to be recovered from the 50% advance amount which has been given not compliance with 5.4.4 of Procurement Guidelines. Moreover, it was observed that the action has not been taken in terms of 8.12 and 8.12.2 of Procurement Guidelines.</p> <p>RCT/B/RDA/2020/C/AQ-22</p>	<p>Agreed.</p> <p>The bills of the contract for allocation the office space of building in Sethsiripaya Stage-02 have been submitted to Director General Of CECB and those have been referred to Colombo Chief Engineer. Accordingly, a letter for inspection whether the inspection and payment of bills have been performed from Director Western Office in charge of province has been sent to Director in charge of province and a copy of that has been forwarded to the contractor also for submission the information.</p> <p>A letter has been also sent to CECB asking the details of the payment of bills and the future action will be taken upon receipt of such information.</p>

(ZT)	<p>The contract files and information on payment vouchers for Rs.31.6 Million to be recovered from Provincial Roads Development Authority in Western Province for road development activities of the selected roads in line with Dayata Kirula in 2014 couldn't be submitted for audit.</p> <p>RCT/B/RDA/2020/C/AQ-25</p>	<p>The contract files related to the constructions carried out by Provincial Roads Development Authority for the development activities of the selected roads in line with Dayata Kirula in 2014 are in the custody of Director Maintenance.</p> <p>The payment vouchers on such advance payments and the vouchers related to the advances settled so far are in Accounts Division and if necessary, those should be presented.</p> <p>As per the letter No.PRDA/WP/ACCT/DGM (F) 2021 dated 08.07.2021 sent by Provincial Roads Development Authority in Western Province owing to the continuous inquiry for an amount of Rs. 31.6 million to be recovered, it has been requested to give the consent for payment that amount once the money is received and to appoint an officer for coordination such activities.</p> <p>Accordingly, Additional Director (Finance) has been appointed on 21.09.2021 and informed it to Provincial Roads Development Authority.</p>
(ZU)	<p>An amount of Rs. 293.7 Million of the current liabilities aggregate of Rs.9.6 Million, Rs.247.2 Million, Rs.27 Million and Rs.9.9 Million respectively for Padeniya-Anuradhapura Road Project, Project for Reconstruction of 25 projects, Ragajiriya, Polgahawela, Ganemulla Flyover Construction Project and Regional Bridges Project Stage 11 which were handed over to Authority and closed in 2020 has not been adjusted in their accounts by Authority.</p>	<p>The final accounts have not been sent to Finance Division after preparing by relevant projects at preparing the financial statements. The action is being taken to insert the adjustments related to the accounts of Authority having the final financial statements of these projects in 2020.</p> <p>An amount of Rs. 247.2 million of current liabilities of Reconstruction of 25 bridges project as at 31.12.2020 should be rectified as Rs.628.15 million.</p>



2. Report on other legal and regulatory requirements

Reference for laws/order	Description	Answers
Financial Regulations Code of Democratic Socialist Republic of Sri Lanka		
(i) F.R. 201	<p>The salaries and allowances have been paid on false salary codes exceeding the approved salary scales not compliance with these regulations by Authorizing, Approving, Certifying and Paying officers.</p> <p>RCT/B/RDA/2020/E/F/AQ-08</p>	<p>The giving internal promotions and related salary codes/steps in compliance with approved salary codes related to the new recruitments are being carried out presently.</p> <p>Subsequent to obtaining the approval of Board of Directors, the action will be taken to fill the vacancies in the present approved cadre in accordance with the guidelines of the Department of Management Services.</p> <p>Similarly, the action has been taken to suspend the promotions granted without the salaries /salary codes approved by Department of Management Services, basic qualifications relevant to post and other qualifications.</p>
(ii) F.R. 762	<p>There is an inventory balance worth of Rs. 2.6 million more than 05 years old owing to non-maintenance of optimum inventory management.</p> <p>RCT/B/RDA/2020/I/AQ-18</p>	<p>An amount of 1.22 million out of inventory balance of Rs. 2.6 million more than 05 years old has been issued on 31.10.2021.</p> <p>The letters on inventory items prevailed in provincial offices have been forwarded to those offices and inquired the reasons for issues. Subsequent to receipt of such information, the action will be taken to send a detailed report.</p>

(iii)F.R. 763	<p>The stores rules have not been maintained When the inventories are kept in large quantities by Authority.</p> <p>RCT/B/RDA/2020/I/AQ-18</p>	<p>The action will be taken to prepare and issue a circular to make aware all divisions for complying with related circulars and instructions.</p>
(B) Establishments Code of Democratic Socialist Republic of Sri Lanka		
(i)Section 04 of chapter VI and Section 88 of Procedural Code of Public Service Commission	<p>The personal files have not been formally maintained as per related procedure.</p>	<p>As per the methodology for preparation of the personal files at the time of recruitment of workers to the new posts, new personal files are used and it was started to update the old personal files which have been used many years.</p> <p>As Road Development Authority is a semi public institution, the Procedural Codes of Public Service Commission are not related. Taking into consideration the facts which can be applied for regularization of the personal files of Authority from the sections mentioned there, action will be taken accordingly in future.</p>
(ii) Chapter VII Section 4	<p>The amendments have been implemented as per "salary step" instead of "salary" drawn at the last time by officer in the salary conversion of the staff of Authority.</p> <p>RCT?B/RDA/2020/E/F/AQ-08</p>	<p>The salary conversions and amendments of all staff have been carried out up to now based on circulars of Management Services issued by Department of Management Services from time to time.</p> <p>As per 4(a) of Management Services Circular No.30 and 4.1 of Management Services Circular No.30, the salary conversions of all staff have been performed on step by step basis.</p>



		It is clearly stated therein that the salary conversion should be empowered on the basis of salary step by step. Then when new post or promotion is given to these officers ,these officers have been placed in correct salary point based on the new salary structure relevant to the new post or grade .
(C)Public Administration Circulars		
(i) Public Administration Circular No 02/2018 dated 24th January 2018		
Section 1	The Authority has not introduced a strategy for development of human resource. Further, action has not been taken to sign annual performance agreements or to introduce a performance appraisal procedure for the staff.	In future, action will be taken to introduce human resource development system At present , there is no procedure for obtaining signatures with regard to annual performance agreements for the overall staff who are serving in the institution and steps will be taken in future to create new performance appraisal system
Section 5	Human resource development plan has not been prepared	At present, human resource development plan has not been prepared and action will be taken to formulate human resource development plan based on the provisions allocated to the training division according to the priority of required training for enhancement professional qualifications of the officers/ employees of the institution in the occational manner ..

(D) Public Enterprise Circulars		
PED Circular No 12 dated 02 nd June 2003		
(i) Section 8.3.9	<p>It is stated that there is no permission for Public Enterprise to make any expenditure or to attach any resource thereof on behalf of any line Ministry or any other public institution . But 72 vehicles worth of Rs. Million 215.72 have been given to other external institution.</p>	<p>Only 70 vehicles have been handed over to external institutions but not 72 vehicles. According to the list submitted by the Auditor General out of the said vehicles ,required information is being searched in respect of 29 vehicles which have been given to the RCDC and once these information received relevant updating will be made in the assest registry.</p>
		<p>25 vehicles have been given to the Ministry on temporary approval.</p> <p>Vehicles have been given to the Maga Naguma institution with proper agreements and the Authority has charged rents for these vehicles.</p>
	<p>72,400 sqare feet of the Head Office building of the Authority has been provided for the usage of the Ministry of Road and Highway. Further, relevant maintenance expences and utility expences have also been incurred by the Road Development Authority.</p>	<p>Having discussed in this regard with the line Ministry several years , although several requests have been made to reimburse overhead expenses incurred for for the Ministry , the Minisry could not be reimbursed due to lack of sufficient provisions.</p>
	<p>RCT/B/RDA/2020/A/AQ -16</p>	
	<p>RCT/B/RDA/2020/A/AQ -12</p>	<p>However, Director (Finance) has informed to the Chief Finance Officer of the Ministry by the letter dated RDA/FD/FAS/10 dated 06/09.2021 for obtaining budgetary provisions so as to take overhead expences from 2022 year onwards and the line Ministry informed</p>



<p>Section 9.12</p>	<p>Even though prior approval should be obtained for welfare activities, the respective approval has not been obtained for providing staff transport services.</p>	<p>that the necessary provisions have been requested from the Department of National Budget.</p> <p>At the outset of the staff transport service no approval was required from the Treasury. Action will be taken in future for obtaining respective approval.</p> <p>As the Authority provides these office transport merely for welfare of the employees since long time, action will be taken to take a decision in this regard subsequent to discussion with the higher Management whether any adverse impacts will be caused to the present transport service during the process of obtaining approval.</p>
<p>(E) Management Services Circular 02/2016</p>	<p>Against to the instructions of the Circular, if any excess amount has been paid to an officer, the officer is bound to repay the excess amount. Approximately, an amount of Rs. 156.9 Million so paid has not been recovered from the officers.</p> <p>RCT/B/RDA/2020/E/F/AQ -08</p>	<p>As per the recruitment procedure of the Road Development Authority, the posts such as Engineer, Accountant, Administrative officer, Legal Officer, Audit Officer have been classified to the executive grade and the officers have been recruited to the Grade 4. They have been promoted to Grade 3 and 2-II subsequent to fulfil of prescribed service period and completion of qualifications.</p> <p>Grade 2-I has been their next promotion grade and the posts such as Senior Engineer, Senior Accountant, Senior Internal Auditor, Senior Administrative Officer and Senior Legal Officer have been the posts which are included in the recruitment procedure approved by the Board of Directors. Accordingly, relevant salary scales for the respective Grades have been provided and salary conversions have been made accordingly.</p> <p>The salary codes including MM1-3, HM 1-1 have been introduced by the</p>

	<p>Department of Management Services in the year 2006 . Accordingly, aforesaid senior level officers have been placed in the salary codes such as MM 1-3 , HM 1-1 (A) , HM 1-1 (B) , HM 2-1 based on the salary scales placed at that time .</p> <p>The cadre for Road Development Authority has been approved in year 2009. The posts have been categorized with this approval and accordingly, the salary codes have been approved.</p> <p>At that time, senior level officers have been received HM 1-1 and higher salary codes. Since their salary could not be deducted, action has been to place them in the said salary scale itself.</p> <p>However, when appointments are made to the approved posts such as Director and Additional Director , steps have been taken to grant the salary codes and relevant salary scales approved by the Department of Management Services</p> <p>At the time of approval the cadre and salary codes for the Road Development Authority, the senior level officers who serve long time period in the Authority, have reached higher salary points / salary codes based on their service period. Some of them have exceeded prescribed salaries of relevant salary codes. As a consequence, salary codes and salary structures relevant to the senior management category and relevant allowances have been provided based on the approval of the Director General and Board of Directors.</p> <p>HM 1-1 salary scale has not been provided to the senior accounts officers. JM 1-1 salary code has been given for them. Further, graduates have been</p>
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		<p>recruited to the MA-3 salary code. When promoting to the grade 01, JM 1-1 salary code has been given for them .</p> <p>Department of Management Services has been given the approval for the vacant posts in the Road Development Authority. When recruitments are made to the said vacant posts, the promotions have been given based on the salary codes approved to the posts. In future, steps will be taken to fill the vacancies existed in the approved cadre as per the guidance of the Department of Management Services subsequent to the approval of the Board of Directors.</p> <p>Steps have been taken to terminate granting of promotions to those who do not satisfy the basic qualifications and other requisite qualifications and the salaries/salary codes approved by the Department of Management Services will be granted in promoting to these vacant posts.</p> <p>In the Public Enterprise Circular No PED2/2015 pertaining to the providing communication facilities, the officers of the Public Corporations, Statutory Boards and fully Government owned companies have been categorized under 4 categories</p> <p>Accordingly, Additional Director Generals of the Road Development Authority have been included to the category 2 and accordingly, Rs. 10000 has been the relevant monthly allowance.</p> <p>Accordingly, Director, Additional Director, Project Director, Provincial Director , Chief Engineer and Senior Engineers have been come under No 3 of this circular based on the assignment of roles and responsibilities existed in</p>
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	<p>the Road Development Authority.</p> <p>Accordingly, officers in the said posts are entitled monthly allowance of Rs. 9000. All these payments have been made within the prescribed limit.</p> <p>Further, approval of the Board of Directors has been received for these payments. As mentioned in the Audit Inquiry, the Senior Accounts Officers are not placed in the HM 1-1 Salary Code but the said officers have been palced in the JM 1-1 Salary Code. The said officers has not been paid.neither Rs. 9,000 / - telephone allowance nor Rs. 50,000 transport allowance.</p> <p>Further, this circular does not mention any payment based on salary codes.</p> <p>A professional allowance is paid to the executive officers who have obtained corporate membership in a recognized chartered professional organization for each profession with the approval of the Board of Directors.</p> <p>These payments are made from the middle management level to the top management level on a grade basis.</p> <p>Eventhough paragraphs of the audit,. It has been mentioned that a monthly professional allowance of Rs. 250000 is paid For the posts of Senior Accountant, Senior Internal Auditor and Senior Accounts Officer , as they have not obtained a corporate membership in a recognized chartered professional body they have not been paid the said professional allowance.</p>
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*Noncompliance to the powers, roles and functions of the Authority as required by Section 12 (e) of the National Audit Act No. 19 of 2018.

Powers , Roles , Functions		Observations	Answer
(A) The toll so collected in accordance with Sections 13 and 14 of the National Highways Act No. 40 of 2008 and paragraph 07 of Extraordinary Gazette No. 1732/12 of 18 November 2011 shall be credited to the fund of the Authority for the development and maintenance of National Highways for which toll is charged.		Out of the Rs . 52,056 Million toll revenue collected from the expressways approximately Rs. 15,000 million, i.e. about 30 percent of the proceeds, has been deposited in fixed deposits and remitted to the Treasury and the remaining 70 percent had been spent on highway maintenance and outside the provisions of the above Gazette Notification other expenses incurred by the Authority, payments for salaries and projects, and for providing facilities for police officers.	<p>The revenue collected from expressways has been kept as a security to the Rs. 1,500.0 Million loan which was taken from the Bank of Ceylon for the construction of the Central Expressway and Rs. 4,000.0 Million has been provided as an income tax to the Treasury.</p> <p>Revenue from highways was used with the permission of the Treasury to fund the shortfall in salaries. The expenses for the operation and maintenance of the expressways are borne by the revenue of the expressway and as the duties of the police division are directly related to the operation of the expressway, the said expenditure have also been borne by the expressway revenue.</p>
(B) National Highway Act No 40 of 2008			
(i)	Section 4(3)	'An action plan for Integrated Road Development and Maintenance System' has not been prepared by the Road Development Authority, the relevant Provincial Council, the relevant Local Government Institutions and other agencies where the responsibility for road	Due to the prevailing COVID-19 epidemic situation, it has been difficult to initiate an action plan for the development and maintenance of integrated road systems as it was difficult to raise awareness and discuss the issue. However, at the district level District Development Committee

		development projects of the respective district are taken	meetings, the development plan implemented under the line ministry, provincial council or local government bodies in each district is discussed in detail, where a very similar role to that of the action plan for the development and maintenance of integrated road systems is executed .
(ii)	Section 6(1)	The “Road System Development Advisory Council” had not been set up to advise the Minister on formulating advanced road network policy, strategic development, road research and road safety measures, and road planning which are directed by the Authority.	Due to the prevailing COVID-19 epidemic situation, the establishment of this “Road System Development Advisory Council” could not be commenced and action will be taken in future in this regard as instructed by the Hon. Minister of Highways.
(iii)	Section 7(1)	“District Road System Development Coordinating Committees” have not been established to prepare an action plan for integrated road network development and maintenance in each district, to coordinate and monitor road development and maintenance, to formalize the handing over of road development projects and to recommend to the Minister the acceptance of projects.	Due to the prevailing COVID-19 epidemic situation, it has been difficult to set up a “Road System Development Coordinating Committee” in the district mentioned here. Although no action plan has been prepared for the development and maintenance of the road network, these matters have been discussed extensively at the coordinating committee meetings held at the divisional and district levels and reported to the Ministry and the Road Development Authority regarding the development and maintenance to be carried out.

- In accordance with the requirement of Section 12 (d) of the National Audit Act No. 19 of 2018, the resources have been procured and utilized in accordance with the relevant rules in a timely manner, efficiently and effectively except the following observations.

	Audit paragraph	Answer
(A)	Deviation from procurement guidelines.	
(i)	<p>In accordance with Sections 4.2.1 (a), (b), and (e) of the Government Procurement Guidelines, the Road Development Authority has not prepared a master plan which should be prepared for a period of at least 03 years and regularly updated not more than 06 months.</p> <p>RCT/B/RDA/2020/A/D/AQ - 01</p>	<p>According to the master plan provided by the Planning Division, necessary action is being taken to call the information related to making the planning plan for 03 years and to include that information and prepare the plan for 03 years and update it every 06 months.</p>
(ii)	<p>As per Section 4.2.2 (a) of the Government Procurement Guidelines, a procurement schedule detailing the steps of the procurement process had not been prepared.</p> <p>RCT/B/RDA/2020/A/D/AQ - 01</p>	<p>The start and end dates of the procurement process will be included in the preparation of the future procurement plan.</p>
(iii)	<p>In terms of the Section 3.4.3 (a) of the Government Procurement Guidelines, the prescribed procedures have not been followed in advertising , in purchasing economically disadvantaged low value items and frequently used items and registering suppliers .</p> <p>RCT/B/RDA/2020/A/D/AQ - 01</p>	<p>As to the practical issues such as Covid 19 and the Easter attack, it has been failed to complete the process of registering suppliers on time.</p> <p>According to Procurement Supplementary-35 (procurement supplementary) 2.14.1 of the Procurement Guide, newspaper advertisements are published for higher prices and sealed bids are made for lower prices.</p>
(iv)	<p>According to 8.10.1 of the Government Procurement Guidelines, information on contracts awarded by the Road Development Authority has not been published on the Authority's website or in any other appropriate media.</p> <p>RCT/B/RDA/2020/A/D/AQ - 01</p>	<p>The website currently in use does not facilitate the publication of this information. The site is currently being updated to allow that information to be updated within the site. Detailed information on the contracts awarded will be published after the completion of the relevant developing work on the website.</p>

		Detailed information on the contractors selected under the National Competitive Procurement Process (NCB) has already been published on the website.
(v)	<p>In pursuant to Section 8.11.4 (a) (i) of the Government Procurement Guidelines, the Authority had not maintained a source of data on contract defaulters.</p> <p>RCT/B/RDA/2020/A/D/AQ – 03</p>	<p>It has been initiated to maintain data sources to identify failed bidders and steps will be taken to avoid purchases from such bidders in the future. The security bonds of the defaulting contractors are encashed and obtained to the Authority and the relevant contract is terminated.</p>
(vi)	<p>Sections 4.3.1 (a), 5.3.3 and 7.8.4 (e) of the Government Procurement Guidelines have been deviated in acting pertaining to the obtaining of procurement of tipper service for asphalt transport which was estimated to the value of Rs. 463 Million by the Road Development Authority in the year 2020, purchase of black stone for grinding machines, purchase of bitumen fixing material and purchase of bituminous emulsion , failing to prepare formal total cost estimates for relevant procurements, not elaborating on the need for procurement in bidding documents and evaluating bids that have not been substantially responded</p>	<p>Proper approvals have been taken having prepared the estimates for all these procurements.</p> <p>In the future, action will be taken to elaborate in the bidding requirements of the bidding documents and to evaluate only those bids that have been substantially responded to.</p>
(vii)	<p>Virtual Scale Analysis and Post-Qualification Examination of Bidders had not been carried out in terms of Sections 7.9.11 (a) and 10.1 (a) of the Government Procurement Guidelines regarding procurement with an estimated value of Rs. 100 Million.</p>	<p>Due to the prevailing Covid epidemic, many contractors did not have the opportunity to work. Therefore, so qualified contractors have been submitted their bids for very low prices. In that emergency and risk situation, the Technical Evaluation Committee has recommended the tender to be awarded on the basis of the provisions of 7.9.11 of the Government Procurement Guidelines, which is financially advantageous, relying on bidders less than 50% below the HSR rate.</p> <p>It is informed that the Technical Evaluation Committee has duly evaluated the procurement</p>



		<p>regarding the transport of asphalt in the Balangoda and Ingiriya factories after ascertaining the qualifications of all the contractors properly complying with the terms of the contract and in accordance with Code 7.10.1 (a) of the Government Procurement Guidelines.</p> <p>The Technical Evaluation Committee has certified that the second lowest bidder is a qualified contractor.</p> <p>However, pre-existed deficiencies have been identified and bids and financial bids have already been obtained for the post-qualification examination of the bidders and the contract award will be made to the most suitable contractor after scrutinizing the qualifications.</p>
(viii)	<p>In terms of the 5.4.10(b) of the Government Procurement Guidelines regarding procurement with an estimated value of Rs. 251 million, when the performance of the contract fails the performance security required to protect the procurement entity had not been duly obtained.</p>	<p><u>Obtaining a tipper service for transporting asphalt - Rs. 100.0 Million</u></p> <p>It is kindly informed that according to the letter of acceptance issued by the Procurement Division on 13.07.2020 pertaining to Medayaya Frontline Manufacturing Contract, it is considered the contract is valid for one year from 29.07.2020. Therefore, performance security is valid within the relevant contract period.</p> <p><u>Supply and Handing over of Theramal efficiency Material - Rs. 65.0 Million</u></p> <p>The performance security of only 5% has been obtained for this procurement by mistake. In the future, action will be taken to obtain 10% performance security on the goods as per 5.4.10 of the Procurement Guidelines.</p> <p>The necessity has not been arisen to extend the performance security as the contractor awarded the bidding had delivered supplies on time.</p> <p><u>Making Flag Type Sign Boards - Rs. 26.0 Million</u></p>

		<p>Extension of performance security has not been made. The Director Maintenance and Management has informed the relevant officers to take necessary steps to extend the performance security considering the quantities supplied.</p> <p><u>Purchase of Bituminous Emulsion - Rs. 60.0 Million</u></p> <p>The necessity has not been arisen to take much time to provide performance security for procurement of goods. These items have been delivered in a very short period of time. As the contract period is very short and Maga Neguma Emulsion Company has been procuring these items from private contractors only until the goods are supplied. Performance insurance has not been obtained for product procurement purpose due to the low risk of in the product procurement and it has been noted that action will be taken to obtain performance insurance for all procurement in the future.</p> <p>The Director Maintenance Management has instructed the relevant officers to take steps to prevent such mistakes and to extend the contract performance securities duly considering the supply.</p>
(ix)	In accordance with Section 8.9.1 (b) of the Government Procurement Guidelines ,action has not been taken to enter into formal agreements or significant delays in entering inti agreements	There had been a time delay under the Covid 19 epidemic. Arrangements will be made in the future to reach formal contract agreements without any delay.
(x)	In appointing members to the Procurement Committees and Technical Evaluation Committees for all the above procurement, members have been appointed deviating the	The procurement process is being carried out by appointing outsiders who are already knowledgeable about the subject of procurement as members of the Technical

	provisions of Sections 2.7 and 2.8 of the Government Procurement Guide.	Evaluation Committee.
(xi)	According to Government Procurement Guidelines 8.8.1 (a) Even though the bidders who have failed to submit the bid should be notified in the future to submit more competitive bids, including the reasons for bid failure, the Procurement Entity have not been done so with regard to the above procurement.	Although Failed bidders have been verbally informed on their shortcomings , they have not been notified in writing and will be notified in writing in the future.
(xii)	As per the Government Procurement Guidelines 8.7.1, action has not been taken to issue formal Letters of Acceptance which would statutory create the contract, for the procurement of the estimated cost of Rs. 160 Million	<p><u>Obtaining a tipper truck service for transporting asphalt - Rs. 100.0 Million</u></p> <p>There has been a delay in correspondence as all activities in the country have come to a standstill due to the prevailing Covid 19 situation. The Letter of Acceptance has been extended to 27 August 2020, as the expiration date of the previous year's supplier is still available. Since Qualified bidder, Prime Tours has informed later that they would reject the contract and therefore the second lowest bidder has been duly awarded the bid with the approval of the Procurement Committee. The bidder has not yet given written notice of pertaining to whether respective bidder accept the contract or not</p> <p>The Procurement Division has issued a letter of acceptance on 13 October 2020 to the lowest bidder for the transport of asphalt at the Ingiriya premixture plant and the bidder did not give any written notice of acceptance or non-acceptance of the contract. However, once the supply of tipper vehicles has been commenced by them, the contract is deemed to have been accepted by the Bidder and the relevant formal agreements have been completed. Arrangements will be made to obtain in writing whether the acceptance letter will be taken by</p>

		<p>them or not taken for future contracts.</p> <p><u>Purchase of Bituminous Emulsion - Rs. 60.0 Million</u></p> <p>The supplies have been purchased from Maga Neguma Emulsion Pvt. on the decision of Board of Directors and as the company is a subsidiary of the Authority, no letter of acceptance has been issued for this procurement. Arrangements will be made in the future to issue formal acceptance letters for the contracts and to maintain the relevant contract files properly.</p>
(xiii)	<p>The procurement entity is responsible for ensuring that the supply or service delivery of goods or services is adequately monitored and assessed in accordance with Government Procurement Guidelines 8.12.1 (a) for interim payments and final payments. However, there were weaknesses in the contract administration regarding the procurement of the estimated cost of Rs. 151 million. As a result, the Authority incurred a financial loss of Rs. 1.3 million on the purchase of Bitumen Emulsion, which was estimated to cost Rs. 60 million.</p> <p>RCT/B/RDA/2020/G/AQ – 07</p> <p>RCT/B/RDA/2020/A/AQ – 03</p>	<p>It has been approved the Bitumen (60/70) and (80/100) from Maga Neguma Emulsion Company to be purchased at Rs. 62 per 1Kg each. The Board of Directors of the Road Development Authority has approved the purchase of CSS 1 Rs. 60 (1KG) and CRS2 Rs. 60 (1KG) from October 2020 to October 2021.</p> <p>As Maga Neguma Emulsion is a subsidiary of the Road Development Authority and the staff maintenance and machine maintenance and profit goes to the Road Development Authority itself, this cannot be compared to the prices offered by the private supplier.</p> <p>No loss has been incurred as the money charged for the use of the machine of the Road Development Authority and the profit margin of the Authority will go to the Authority itself.</p>
(B)	Management and operational inefficiencies	
(i)	<p>Even though approval had been granted to implement the staff restructuring recommendations submitted by the Department of Management Circulars No. 30 of September 22, 2006 and No. 30 (I) of June 01, 2009, subject to preparation of</p>	<p>All recruitment schemes prepared by the Authority from its inception till 2005 have been implemented with the approval of the Board of Directors. Since the Road Development Authority (RDA) is a public corporation, statutory body and a fully state-owned enterprise, and powers has been vested by the</p>

	<p>a scheme of recruitment and promotion as per the rules and guidelines of the Department. Irrespective of that requirement, in granting the promotions on the decision of the Board of Directors, the total financial loss was approximately Rs. 157 million in the year 2020 due to administrative actions such as implementation of recruitment procedure that have been approved in salary restructuring and in granting promotions without approval considering as of grade promotions and incorporation of higher salary points exceeding the approved salary points in salary restructuring.</p>	<p>Road Development Authority Act to carry out its activities with the approval of the Board of Directors.</p> <p>However, Authority has made great efforts to get approval from the Department of Management Services to the new recruitment procedure since 2006, but due to various amendments, the recruitment procedure has not been approved so far for the posts Senior Management level except Additional Director General and Director.</p> <p>Therefore, until the new recruitment procedure is approved, the granting of promotions in accordance with the recruitment procedure approved by the Board of Directors in the year 2005 , has been approved by the Board of Directors through Board paper No. 842/2005 and 1450/2013, and in accordance with those approvals Promotions have been granted.</p> <p>The Director General has been vested the power to make appointments, promotions and salaries in terms of Sections 13 (i) (a) (b) (c) and (d) of the Road Development Authority Act No. 73 of 1981. These activities have been carried out with the approval of the Board of Directors to maintain the smooth functioning of the institution where necessary.</p> <p>Salary codes of senior management level officers of the Road Development Authority under the Ministry of Highways have also been published on the official website of the Department of Management Services of the Ministry of Finance.</p> <p>Furthermore, those salary codes have been used properly in preparing the salaries of the officers at that senior management level.</p> <p>The Department of Management Services have taken action to suspend the granting of the salary / salary codes approved by them and granting of promotions without basic qualifications and other qualifications relevant</p>
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		<p>to the post.</p> <p>A detailed explanation in this regard is given in the answer given in paragraph 02- (e).</p>
(ii)	<p>Out of the 252,055 sq. Ft. Of the Road Development Authority headquarters building which was constructed by the National Highways Sector Project at a cost of Rs. 2,664.05 Million, 72,400 sq. Ft (i.e. 28.7% of the building) is used by the Ministry of Highway and a rent has not been charged in that respect.</p> <p>However, due to the lack of space in the headquarters building, 8,290 square feet of the Sethsiripaya building had to be used to run the Road Development Authority's office, for which the Authority had to pay a rent of Rs. 11.49 million in year 2020.</p> <p style="text-align: right;">RCT/B/RDA/2020/A/AQ</p> <p style="text-align: center;">- 12</p>	<p>The Additional Director of Finance has informed the Chief Financial Officer of the Ministry of Highways in letters dated RDA / FD / FAS / 13 and dated 04.10.2021 regarding the rent of these buildings and requested to be informed the decision of the Line Ministry to the Authority.</p> <p>The Line Ministry has requested funds from the Treasury for this purpose and it has been informed that the rent has not been able to pay due to insufficient funds.</p> <p>Steps are being taken to handed over the section of this buildings to the Ministry along with other assets used by the Line Ministry.</p> <p>It is vitally important having the Line Ministry and the Road Development Authority in the same premises for smooth functioning and the efficient operation of the office. However, as there is no space for all the offices belonging to the Authority within the Maga Neguma Maha Medura building premises, the offices which do not have that space have to obtain buildings on rent basis from the external premises.</p>
(iii)	<p>The financial loss of the Road Development Authority has been Rs. 8.2Million as to failure to collect taxes as due in respect of the 81.8 perch road reserve leased by the Road Development Authority to Ceylon Biscuit Limited and write off the outstanding taxes</p> <p style="text-align: right;">RCT/B/RDA/2020/E/AQ - 09</p>	<p>Not agreed .</p> <p>Ceylon Biscuits Ltd. has been in use with the other external parties since 2015 and has requested for relief on two occasions. The said request has been submitted to the Rates Committee of the Asset Management and Revenue Division. There, the committee examined the relevant facts and recommended that it would be appropriate to charge a lower amount than the assessment amount given by the Government Valuation Department for the</p>

		<p>year 2019.</p> <p>Accordingly, Ceylon Biscuits Ltd. has been first asked to pay 60% of the annual valuation given by the Government Valuation Department from 2015 to 2018, and they have again requested to be charged only 50% and it has been recommended by the Fees Committee of the Asset Management and Revenue Division with the approval of the Director General.</p> <p>In the event that the Authority does not receive any income from this share of the land, the Authority has obtained a financial advantage by giving it to the said institution on a tax basis.</p>
(iv)	<p>16,128 million worth of projects in the Southern Province under the Debtors' in the Financial Statements submitted by the Authority as at 31st December of the year under review, the Authority has to charge Rs 1,073 Million from the Ministry of Economic Development, the Board of Investment, the Ministry of Civil Aviation and the Hambantota District Secretariat for the projects in the Southern Province.</p> <p>RCT/B/RDA/2020/B/AQ – 17 has i</p>	<p><u>Ministry of Economic Development - Rs 809 Million</u></p> <p>An amount of Rs. 502 million provisions and imprest which was approved by the Lalith R. de Silva Committee has been received in the year 2021 for bills payable to Maga Neguma Construction and Machinery Company. However, the remaining Rs. 38 million which is payable to Maga Neguma Construction and Machinery Company, has also been requested from the Line Ministry by letter number RDA / FD / BDF-11 / LRCLES / COMM and letter dated 06.01.2021.</p> <p>Reconciliation are being made regarding the remaining Rs. 269 million.</p> <p><u>Ministry of Civil Aviation - Rs. 46 Million</u></p> <p>Provisions for this settlement have been provided by the State Ministry of Aviation and Export Zones Development in the year 2021 under the Expenditure Head, Infrastructure Facilitatio</p> <p>n for Industrial Zones.</p>

	<p>million has been the unsettled balance for the last 2-4 years, of which 62% i.e. Rs. 1,075.45 Million has been the unsettled balances of offices in the western province.</p>	<p>client deposits related to those projects.</p> <p>The remaining client deposit balance has been Rs. 467.25 Million and the said amount is relevant to the work being carried out under the Director of the Western Provincial Council and the information regarding this has been called from the Chief Engineers and Executive Engineers by the letter dated 25.08.2021 and that information is being submitted. Action will be taken in future to settle the end client deposits where the project works have been finished.</p> <p>Further, information on all completed client projects of the Authority as at 30.06.2021 has been requested from all the Regional Accountants by letter No. RDA / FD / DDFI / 54 / Client and letter dated 13.12.2021.</p>
(viii)	<p>Out of the 5.14 Million which is to be paid to Maga Neguma Emulsion Products (Pvt) Ltd. under affiliated party transactions of the Road Development Authority, Rs. 2.4 million have been remained unsettled for more than 5 years</p> <p style="text-align: right;">RCT/B/RDA/2020/ G/AQ – 11</p>	<p>Rs. 2.43 million retained has been in respect of projects carried out by Maga Neguma Emulsion Products (Pvt) Ltd in the North Western Province and so retained amount has been relevant for the years 2009/2010. A reminder was sent to Maga Neguma Emulsion by the RDA / F / FA / MEP / 2021/01 and 13.12.2021. It was informed that the retained money due to be received such company has not been in the accounts.</p> <p>Action will be taken to write back on the recommendations of the committee appointed by the Director General of the Road Development Authority for the payment or taking to the income of the Authority of the long term deposits</p>
(ix)	<p>Out of the Rs. 16.22 Million in arrears related to the projects of Maga Neguma Consulting and Project Management Company Ltd., Rs. 12.24 million i.e. 75.5 percent, remained unpaid for more than 07 years.</p> <p style="text-align: right;">RCT/B/RDA/2020/G/AQ</p>	<p>Maga Neguma Consulting and Project Management (Pvt) Ltd has been notified of the long-term retains and will be released in due course upon completion of the required documents.</p>

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(x)	<p>Value Added Tax related to the projects carried out by the Ministry of Economic Development and the Board of Investment over a period of more than 05 years have been Rs. 29 million and Rs. 06 million respectively and the said amounts have not been collected by the Road Development Authority.</p> <p>RCT/B/RDA/2020/B/AQ – 17</p>	<p>The amount of VAT on bills payable to contractors and suppliers for work done by the Ministry of Economic Affairs and the Board of Investment has been Rs. 35.13 million. The imprest for the payable bills for the work done by the Ministry of Economic Affairs has been received on October 2021 and thereby 29 % of unpaid VAT has been settled and the balance amount of VAT is related to the bills payable for the work of the Board of Investment. The amount will be settled after receipt of imprest for those bills.</p>
(xi)	<p>Rs. 2.2 Million outstanding rent which should be received from the shops in the Boralla subway , and Rs. 758 Million due from the road network development project had not been collected by the Authority.</p> <p>RCT/B/RDA/2020/B/AQ – 17</p>	<p>A case has been filed in the Colombo Magistrate's Court against the lessee who had to remove from the shop No. 02 in the Borella Tunnel at first and the case is scheduled to be taken up again on 26.01.2022 after handing over the summons to the lessee by fiscal.</p> <p>(Case No. 17464/05/19)</p> <p>The Treasury releases the imprest through the Line Ministry under Expenditure Head No. 117-02-05-029.2506 for these advances. By October 2021, an advance of Rs. 488 Million has been received for the advance given to the Road Network Improvement Project and the remaining Rs. 270 million will be settled on receipt of future imprest under that head.</p>
(xii)	<p>An amount of Rs. 10.3 Million Accidental damage had not been recovered by the Expressway Operations and Maintenance and Management Division, including the loss of Rs. 06 million for the damage caused to the Expressway by an accident on the Colombo-Katunayake Expressway.</p> <p>RCT/B/RDA/202</p>	<p>Detailed information is given in Annexure 12.</p>

	0/B/AQ – 17	
(C)	Non-economic transactions.	
	<p>The Road Development Authority (RDA) has incurred Rs. 6 Million to purchase 200 disinfection chambers under the ‘operational guidelines for pre-preparatory and response to prevent Covid – 19 spread in workplaces ‘ from an institution with no technical ability in that respect. The said chambers have not been used for the intended purpose and the procurement was not done as per the procurement guidelines.</p> <p style="text-align: right;">RCT/B/RDA/2020/ D/A/AQ – 02</p>	<p>The Road Development Authority did not violate the health rules and regulations and acted in accordance with the urgent requirement to open offices soon.</p> <p>Initially, government agencies, including hospitals, had used these disinfection chambers and therefore Authority had also purchased these chambers.</p> <p>Since at that time it had been the initial stage of the COVID-19 epidemic, it was not possible to find specifications for it.</p> <p>Further, Operational Guidelines 3.2 had not been received by the Authority at that time.</p>
(D)	Human Resource Management	
(i)	<p>As at 31 December 2020, there were 28 vacancies in the Senior Management level of the Road Development Authority, out of which 04 were vacancies for Additional Director General, 08 for Director, 04 for Project Director, 11 for Deputy Director and 01 for Provincial Director. The existence of vacancies in these posts had a direct impact on the management as well as the performance of the Authority.</p> <p>RCT/B/RDA/2020/G/AQ – 20</p>	<p>Generally, It is the nature of the institutional process that vacancies are arisen when senior management level officers serving in the Road Development Authority are retiring. Further, impacts of the Circulars issued by the Government pertaining to the recruitments, promotions and transfers based on the elections prevailing in the country at that time and the impact of the trade union action taken by the engineers against the filling of these vacancies i.e. Director (Land) Director (Training) and Additional Director have been affected to the performance of the Authority. Therefore, it is agreed that the non - filling of vacancies on the basis of the existing situation at that time had a direct impact on the performance of the Authority.</p> <p>As such, Since the posts such as the Director</p>

		<p>(Training) , Additional Director, Director (Land) and Additional Director have been the Challenging Posts, so the Director of Law had issued a temporary order directing that the vacancies not to be filled.</p> <p>Only acting appointments have been given to additional director positions. A Memorandum of Understanding was signed between the Management and the Union of the Engineers at that time to resolve the issue of vacancies in these senior management level posts. Accordingly, after obtaining an order from the Attorney General's Department, applications have been called for three additional Director General posts and the necessary arrangements are already being made to conduct interviews.</p> <p>Vacancies in the posts of Project Director are currently being filled. Even though, Interviews have also been conducted for the vacant posts of Director (Expressway Operations Maintenance and Management), Director (Rural Bridge Construction), Director (Research and Development), Director (Administration) and Director (Internal Audit) , the relevant Committee reports to the Administration Division have not been received. Once the said information is received, further action will be taken in this regard.</p> <p>Arrangements are being made to conduct interviews as per the instructions given to fill the 3 posts of Additional Director (Road Planning), Additional Director (Maintenance and Management) and Additional Director (Planning) and having identified vacancies existed in other Additional Director posts the Director General will take action in future in this regard.</p>
(ii)	As at 31 December 2020, there have been a surplus of 12 senior management level positions, 53 junior management level positions, 198 junior management level and clerical staff,	During the 35 years since the establishment of the Road Development Authority, there had not been enough minimum staff to carry out the duties assigned to it by the top management., due to the expansion of the construction and

	<p>330 support staff and 365 maintenance workers.</p> <p>According to the financial statements for the year 2020, an amount of Rs. 10,287 Million had been the total expenditure incurred on salaries during that year and Rs. 7,399.5 Million has been received from the Treasury as a government grants to cover that expenditure. Accordingly, an additional amount of Rs. 2,887.5 Million have been incurred from the fund of the Authority to pay salaries to the overall staff including 958 surplus employees which exceed the approved number of employees by the Department of Management Services.</p> <p>RCT/B/RDA/2020/G/AQ – 20</p>	<p>maintenance work carried out by the Authority. As a consequence, the management has instructed to recruit the relevant staff from time to time after 2009. The requirement has been arisen for recruitment a minimum number of staff as to the service requirement. Therefore, employees have been recruited in excess than the approved staff. The Management Services Department has been informed about this.</p> <p>However, the surplus posts in the senior level management posts which were held as at 31-12-2020 have been reduced from 12 to 4 and the surplus posts in the management level have been reduced from 53 to 33. In addition, the number of clerks and support staff at the junior management level has increased based on service requirements and due to the increase in the role of the Authority and recruitment by the end of September 2021, the number of maintenance workers had reduced from 365 to 76.</p> <p>Further, the funds allocated to the Authority for salaries and overhead expenses by the Annual Estimate has been insufficient and the funds of the Authority had to be used for the payment of salaries.</p>
(iii)	<p>According to the Financial Statements of the Road Development Authority for the year 2020, the total cost of salary has been Rs. 10,287 million. Out of this, Rs. 2,739 million, i.e. 27 percent of the total cost of the salaries has been incurred for the for permanent and casual direct workers employed by the Authority for that year.</p> <p>RCT/B/RDA/2020/G/AQ – 20</p>	<p>Road maintenance management and improvements, which are the major functions of the Road Development Authority, are carried out through the use of direct labour. Due to the lack of adequate staff in this Authority at present, the relevant costs have been incurred as to the recruitment of direct labour on casual basis due to service requirements.</p>
(E)	Contract Administration	
(i)	100,000 km program.	

	<p>Under the first phase of the year 2020, it was planned to implement 422 road development projects in the Kurunegala District with an estimated value of Rs. 15,266.26 Million. Followings have been observed in respect of 61 Road Development projects with estimate value of Ru 2,743.65 Million which have been planned to implement at the Mahawa and Kuliyaipitiya Executive Engineering Offices of the Road Development Authority and the Mawathagama Electorate</p>	
(a)	<p>When analysing the Prices quoted in Road Development Estimates with the approved North Western Provincial Highway Standard Rates (HSR) for the year 2020, 34 work items in the estimates have been estimated to be higher than the price rates quoted in HSR.</p> <p>There has been a over-estimation of Rs 212.2 Million due to abnormal estimates of waste, overestimation of liquid transport costs and over-estimation of materials required.</p>	<p>(i) The 2019 HSR prices have been used as the 2020 HSR have not been released at the time of compiling these estimates. Necessary steps have been taken to revise the estimates in comparison to those prices after the release of the 2020 HSR</p> <p>(ii) ii. Since most of these roads being developed are rural roads, there will be some wastage in re-transportation. When finding out suitable safe places to block or storage the transported raw materials it has to be found short distance away from the work site as to the small size and geographical location. Therefore, even though a 10% waste has been included in the estimates taking into account transportation, topography and weather conditions, the estimates have been revised to reduce the waste to 5% after re-examining those conditions.</p> <p>(iii) At the time of preparing the estimate, the estimate has been based on the minimum distance for gravel pits and metal crushers licensed to supply the raw material that are approved by the Road Development Authority, taking into consideration the capacity of the raw material available at those locations, the quality and the quick availability of the materials. However, engineers are advised to make estimates, new locations are available where quality raw material can be obtained at a distance less than that distance.</p>
(b)	<p>The total length of the roads was 16.27 km and the ABC laying of 9 roads with an estimated value of Rs. 278.29</p>	<p>ABC laying and quality inspection of these roads is carried out under the full supervision of our technical officers and laboratory officers.</p>

	<p>million had not been carried out to the required standard. This condition directly affects the durability of the road and it has been a waste of money for paying contractors for substandard construction.</p>	<p>When paying for this, according to the laboratory reports, payment will be made only for the road sections which are of the required standard. Places that do not meet the required standard will be repaired to get the required standard again. Therefore, those payments are not an idle expenses as they do not constitute substandard construction.</p>
(c)	<p>Rs. 74 million has been The estimated value of the work items which have not been performed in the physical inspections but these work items have been included in the road development estimates . These work items includes work to be done under the LUMP SUM payment scheme, installation of business nameplates, traffic control and non- insurance of work site and orders not to perform work specified in the estimates.</p> <p>The accidents that may have occurred , could be prevented through the regulation traffic control and workplace insurance and failure to do so has been a violation of Section 78 (1) of the National Highways Act No. 40 of 2008,</p>	<ol style="list-style-type: none"> i. Project nameplates are a PS (Provisional Sum) item, and payments are only made to the place where the nameplates are installed to the proper standard. ii. Safe Traffic Control is a PS (Provisional Sum) item that controls traffic in the event of roadblocks caused by construction machinery and construction vehicles. In doing so, payments will only be made for the combined surveys. iii. Necessary instructions have been given to obtain the relevant insurance cover for these roads. Bills not covered by the insurance will not be paid for.
(d)	<p>Roads to be developed under this program are rural roads under the Local Governments or the Provincial Road Development Authority. Accordingly, proper coordination should be maintained with the relevant local authority and the Provincial Road Development Authority regarding the pre-construction, project progress and post-maintenance activities when selecting roads for development. However, due to non-coordination with the said agencies above road projects, an amount of Rs 71.83 million has been estimated to redevelop 4.75 Km where there is less population and Rs.</p>	<p>These roads have been selected for development after conducting a field inspection with the relevant authorities taking into consideration the suggestions and requests of the Hon. Members representing the local government body prior to develop all the roads mentioned here and informing the relevant local government body in writing.</p> <p>It has been decided by the engineers of the Authority as it is an engineering task to determine the present condition of the road and how it will be developed for future requirements.</p> <p>The route proposed for development will be determined on the basis of engineering</p>

	<p>923.91 million has been estimated to redevelop 50.58 Km that is recently developed roads where are suitable condition for usage .</p>	<p>observations pertaining to the proposed method of development, namely carpeting, paving stones and concreting. These roads have been selected subsequent to inform the relevant institution and coordinating the necessary activities during the development of these roads.</p> <p>These roads will be developed and handed over to the relevant institutions. Since these roads are being developed with proper technology and quality and can be used for a long period of time, the local authorities should commence and follow the methods of maintaining those roads. Therefore, the local authorities should be directed to maintain and construct these roads according to the new technologies. The Road Development Authority will be able to provide the necessary support and will discuss and establish an appropriate system for this purpose.</p> <p>Details of roads in unpopulated areas and recently developed roads in suitable condition for use are given in Annexure 13.</p>
(ii)	Chargeable advances	
(a)	<p>The advance of Rs. 1.5 million had not been recovered in accordance with Sections 5.4.4 and 8.12 of the Procurement Guidelines for the two bridge construction contracts amounting to Rs. 16.67 million which was awarded to a private contractor in 2013 and the construction was stopped as to non-fulfilment of terms and conditions.</p> <p>RCT/B/RDA/2020/C/AQ – 23</p>	<p>Out of the advances over 5 years given for commencement of work, it has been gone for a arbitration process to recover the balance of the advance of Rs. 1.4 Million from the Hewage Engineers which was given for commencement of work. But the arbitrator's fee is Rs. 1.12 million and the settlement process has halted.</p> <p>The contractor has not entered into agreements with the Road Development Authority for any other contracts for the years 2019 and 2020. It has been confirmed that ICTAD registration has also not been renewed since 2017.</p> <p>When the Director (Legal) has informed that legal action could not be taken as to exceeding of time, a provision has been made in the financial statements for recovery in the year</p>

		<p>2019 as it was doubtful of recovery.</p> <p>The Director (Rural Bridge) has directed a letter the Rural Bridges Letter No. RDA / RBCD / SP / GOSL / 2013 / 014L and dated 13.01.2021 to inquire further from the Director (Legal) whether legal action can be taken to recover the advance. The Director (Legal) has decided to refer to the Attorney General for further advice.</p>
(b)	<p>The Rs. 86.82 Million worth of road construction contract awarded to a private contractor in 2013 had been terminated due to poor performance of the contract work and the construction work has been completed on the direct labour of the Road Development Authority. It has not been agreed for the bill payment value due to non-completion of contract work as per contract specifications and non-documentation of submitted construction work inspection reports and original reports. Further, no action had been taken in accordance with the Procurement Guidelines 5.4.8, 8.11.4 and 8.11.5 to recover advance of amount of Rs. 6.08 Million given for the commencement of work due to encashment of contract security could not be made .</p> <p>RCT/B/RDA/2020/C/AQ – 24</p>	<p>After reviewing and approving the final bill due, an amount of Rs. 184,560.00 has been recovered by 176/J06 on June 2021 from the balance of the advance paid. Accordingly, only Rs. 5,896,584.98 is left to be recovered at present. The Legal Division has taken steps to recover the balance amount from the advance guarantee submitted by the relevant construction company. Case number is CHC / 74/2021 / MR and the date for calling the case is 25th February 2022.</p>
(c)	<p>Recoverable advance for commencement of work has been Rs.. 2.1 million as to not entering written agreements with the contractor for 3 contracts worth of Rs. 25.7 million which were awarded in year 2012 and non-completion of contracts within the given contract period.</p> <p>while this balance was due, contracts worth Rs. 84.9 million has been awarded to this contractor in the year</p>	<p>Although nothing can be done about the non-signing of agreements on these projects, which were launched in 2012, and steps have been taken to sign all the contracts currently awarded.</p> <p>Out of the recoverable advance balance of Rs. 2.1 million, Rs. 0.85 million has been recovered and steps are being taken to recover the balance amount.</p> <p>Main requirement in the in the procedure for</p>

	<p>2020 under the 100,000 km program and action has not been taken in this regard as per #the Procurement Guidelines 5.48, 8.91, 8.11.4, 8.11.5 and 8.11.6.</p>	<p>selection of contractors in the rehabilitation of 100,000 km of National, Regional and Rural Alternative Roads under the “vistas of prosperity and splendour” State Policy Statement have been the registration under the construction of roads in the CIDA.</p> <p>Accordingly, Ceylon Contract 90 Company (CEYLON CONSTRUCTIONS 90 (PVT) LTD) has registered with the CIDA at the time of submitting tenders for the 100,000 km project and therefore the contract was awarded</p>
(E)	Construction of Central Expressway	
(i)	Central Expressway - Phase 1	
(a)	<p>An amount of Rs. 158,386 million has been granted for the construction activities of first phase of Central Expressway for the reimbursement of the expenses incurred by China Metrological Company for Northern Expressway by the cabinet decision No.15/1021/602/040 dated 16th July 2015 contrast to the provisions of the Procurement Guidelines.</p>	<p>There are no appropriate valid evidences to accept that an amount has to be reimbursed due to the following reasons.</p> <p>A written request has not been made by the relevant contractor for the any reimbursement of such amount and there was no agreement available for that. Meanwhile, a liability payable to the contractor related to this project or other Central Expressway Project has not been accounted. The information on handing over the contract for the construction of Central Expressway Project Phase III to this contractor has not been reported in this project. Hence, further comments couldn't be given and as there was no evidence that there was a payment to be made to the contractor, this statement couldn't be accepted. The audit query is based on a paragraph mentioned in the cabinet memorandum submitted for phase III of Central Expressway.</p> <p>A copy of relevant cabinet memorandum is herewith attached. Annexure 14</p> <p>It can be accepted that the contract for the construction of phase I of Central Expressway has been awarded deviating from the relevant Procurement Guidelines. However, as per the nature and the necessity of this contract, the</p>

		<p>Procurement Guidelines couldn't be adhered. However, this activity has been performed with the utmost transparency in compliance with the cabinet decisions.</p> <p>The activities for finding a contractor for construction of phase I of Central Expressway have been carried out by Central Expressway phase 3 project in 2015 also. Accordingly, the cabinet decisions have been given to obtain price proposals from this contractor. (MCC) A committee has been established by the Secretary to Prime Minister for taking a decision after discussing the price proposals obtained with the relevant contractor. Such committee has discussed these price proposals with the relevant contractor (MCC) and it was agreed to grant the proposal of Rs. 160 billion submitted after reducing it to Rs.145.79 billion. The action has been taken to obtain a loan from China Exim Bank for the construction of Central Expressway phase I and a preliminary condition for obtaining that loan was that a Chinese contractor should be selected for such construction. At that time, the contractor (MCC) has completed the construction of Katunayake Expressway and the construction activities of Outer Circular Expressway phase III project were being carried out. Taking into consideration these facts, the price proposal provided to the contractor (MCC) by the above committee appointed and the cost of the completed expressways, it was accepted that the price of Rs. 145.79 billion finally agreed by this contractor was fair. At that time, as there was no loan amount available to commence the work of Central Expressway phase III project, this contract has been awarded to an amount of Rs. 145.79 billion agreed by taking into account the Procurement Guidelines of the relevant loan lending institute on the recommendation of the Technical Board appointed by the cabinet of ministers for this Expressway phase I Contract package 2 (Kossinna-Mirigama).Annexure 15</p>
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(b)	<p>A joint agreement has been entered into with China Metrological Company by Road Development Authority on 18th August 2016 without no fund providing institute contrary to the orders of the circular of Department of Management Services No.01/2016 dated 24th March 2016.</p>	<p>Can be accepted.</p> <p>When obtaining a loan amount from China Exim Bank for the construction of this Expressway, the basic condition was that this Expressway should be constructed by a China Company. The value of the contract should be exactly mentioned in the loan application for applying the loan amount required for this contract. Due to the reason, the requirement of expeditiously awarding this contract has arisen. Subsequent to a decision of the cabinet of ministers, after the contract proposal of this contract (MCC) has been compared with the cost of the contractors and the cost of contracts currently specified by this contractor, the special committee appointed has decided that the price agreed of Rs.145.79 billion was fair. After that, the contract price has been mentioned in the loan application and submitted to obtain the loan amount without delay. Owing to this, methodology for selection and awarding the contractor after finding a loan lending institute has been deviated.</p>
(c)	<p>Even though it was due to be completed the Environmental Impact Assessment on 29th February 2016 carried out University of Sri Jayawardenapura, the loan process has delayed up to 22nd March 2019 due to delay of such report and delay of obtaining the approval of Central Environmental Authority.</p>	<p>Can not accept.</p> <p>The activities required for assessment of these environmental impact is started after a feasibility study before commencement of a project. Accordingly, studies on the assessment related to these environmental impacts have been started after October 2016 subsequent to the feasibility study.</p> <p>A draft report has been issued to make aware the public having carried out studies and held number of meetings with the all stakeholders in this study. After making aware the public on facts mentioned in that report, the all requirements have been completed having discussed again such views , proposals and issues and the final report has been issued at the end of May 2016. The approval of the Central</p>

		<p>Environmental Authority has been granted for this on 07th September 2016. Therefore, it is clearly showed that the delay mentioned as per audit has not occurred due to the delay of obtaining approval for this project and it has not caused to delay the loan process up to 22nd March 2019.</p> <p>A huge delay has occurred due to the inquiry of ability of repayment of the loan amount by the lending institute, inquiry on our loan management and obtaining the concurrence of Attorney General's Department for removal of immunity in entering into agreement for loan. Since activities on these matters have been performed with the General Treasury, the written information couldn't be found from this project. Such information could be obtained from the Department of External Resources of the General Treasury.</p>
(d)	<p>The agreement has been signed on the situation where the lending institute has not accepted the amendments proposed by the Attorney General on 02nd October 2018 related to the compliance of the arbitration process including in the loan agreement draft of the project and the rights and obligations of the stakeholders of the project to the law of China.</p>	<p>Can be accepted.</p> <p>The loan lending institutes have not accepted the amendments proposed by Attorney General on 02nd October 2018 related to the compliance of the rights and obligations of the stakeholders to the law of China in signing this agreement. However, the agreement has been signed after inquiry from Attorney General again. The details on that are not in the project. Since the Department of External Resources has performed the action on this, the further information could be obtained from such Department.</p>
(e)	<p>As per the special conditions of the contracts, the professional compensation insurance for the plan of the contractor should be borne by the contractor himself. However, Rs 5 million and Rs. 83 million respectively for package 1 and package 2 for the professional compensation insurance of the contractor have included in the</p>	<p>The statement in audit is accurate.</p> <p>However, it was highlighted by the audit query that an expense to be borne by the contractor has been added to work quantity paper of the project as a separate item and it was allowed to give to the contractor. It is accurate. As per the conditions of the contract, this expense should be borne by the contractor himself. The reason</p>

	<p>work quantity paper as separate work item.</p>	<p>for that is that such expenses are included into the contract rates prepared by him for obtaining back the all expenses borne by the contractor. At the time of calling the price, the complete price prepared like that is submitted for the procurement. Though the every expense due to borne by the contractor is included into to these contract rates, the exact cost of the contract activities is not depicted. This is fact related to the issue of the cost of large scale contract. Therefore, the exact value of the contract rates is separately shown and the insurance expense ,security bonds and advance security which he directly bears are shown as separate rates in his contract price. Therefore, as it is shown as a separate rate it can be allowed to reimburse the actual expense discussing with the contractor related to separate rates having found the actual expense incurred for such expenses. Therefore, the unnecessary increase of contract price can be controlled. This is the general methodology implemented for the contracts presently.</p>
(f)	<p>As per the sub sections of the special conditions of the contracts, though the other all designs except geometrical designs should be carried out by the contractor, a separate work rate of Rs. 1,773 million has been included into work quantity paper. Furthermore, though the performance bond of Rs. 805 million should be obtained from the cost of the contractor, it has been included in the work quantity paper as a separate work rate.</p>	<p>Can not agree.</p> <p>As per the special contract conditions 4.1 of the contract conditions, the subject scope of the function of the (working in detailed designing is clearly mentioned. (working in designing and detailing) Accordingly, the contractor's responsibility is to carry out structures and geometrical designs in detail. Therefore, this has been shown as a separate rate.</p> <p>Even though the performance bond of Rs. 805 million should be obtained from the cost of the contractor, it has been mentioned as a separate rate in the work quantity paper. The description given by us for above query (e) is also related to this. The contractor includes his all expenses incurred into his contract price and the price is submitted when the procurement process is performed. It is difficult to identify the accurate cost incurred for such contract rates by including these rates which are not fallen to direct civil work rates into the contract rates.</p>

		<p>There is an opportunity to deduct the price with the discussion of the contractor by considering the actual expense incurred for them through separately showing the expenses for the performance bond having mentioned a separate rate for common expenses in order to know the actual expense. Therefore, it can be controlled the unnecessary increase of contract price.</p>
(g)	<p>Even though it has been scheduled to complete the land acquisition process on 15th December 2016 by paying incentives of rs.30 million to the workers of 04 public institutions for decrease the acquisition time of 6,800 plots of land for project from 72 weeks to 26 weeks, it has not been completed even up to 10th August 2021.</p>	<p>The statement can be accepted.</p> <p>It was planned to acquire 5164 plots of land on 15th December 2016. Though a methodology has been introduced to expeditiously acquire the plots in 2010, it couldn't acquire such plots of land within the specified time period due to the activities of the institutions which were beyond the control of the project. As an example, this task had to be done in addition to the normal work of Divisional Secretariat, Department of Land, Department of Valuation, Department of Survey and Government Press. Even though an incentive has been paid to expedite the transfer activities of these institutes, such incentives have been paid after calculating the incentive for each task having paid step by step and this is not an incentive paid after complete process. As the key traces of the project have slightly differed in 2019, 1648 plots of land which had to be reacquired have been identified. However, an incentive scheme has been again made by minimizing the weakness in the prevailed incentive scheme for expeditiously acquiring these plots of land with the approval of Cabinet of Ministers on 29th October 2019. Accordingly it has been proposed to complete the processing For acquisition of one plot within 26 weeks Hence, It has been scheduled to complete the land acquisition activities of the remaining lands on 30th March 2022.</p> <p>However, The plots of land required for the construction by the contractor have been acquired and on 01st September 2019 and handed over to the contractor. Therefore, this</p>

		delay has not obstructed for the construction activities.
(h)	<p>As per Circular No. 1/2016 dated 24th March 2016 issued by Department of Management Services, though there should be a fund provider at the time of implementation of the project, the project has been implemented about 05 years without such fund provider. Similarly, If a project is started under the local funds exceeding USD 5 million, there should be an agreement for that. But without such agreement, the salaries and other benefits have been paid.</p>	<p>Can be accepted.</p> <p>This project which was phase I of Central Expressway Project has been commenced in 2015 as a project and 02 contracts of the project have been separately awarded in 2015 and 2016. Based on the approved cadre in 2014, the staff has been recruited. At the end of 2016, The all activities were ready to commence the project. As this project was formal and legal project, the amount required for the land acquisition process and payment of salaries and other basic activities has been received from the General Treasury through relevant Ministry. This project is a formal project and non-availability of a loan fund was only shortcoming. Until such loan amount will be received, the contractor has performed the preliminary activities under the approval of Consultancy Engineer as per Contract agreement and the above mentioned other activities were also carried out. Therefore, as per the objective of fulfilling the public accountability, the final accounts have been prepared and submitted for audit. Accordingly, the audit reports have been received with the audit opinion in 2016, 2017 and 2018.</p> <p>As the loan amount has been applied from China Exim Bank, the basic condition was to select a contractor from that country. Since it was required to determine the loan amount and mention in applying the loan amount, China contractor has been selected before applying the loan amount and it has been mentioned the agreed price. The contractor has been performed the preliminary activities of the project up to 2019 when the loan amount was approved and he has acquired about 5% physical progress. The preparation of the final accounts has been carried out from 2015 to 2020. The main reason for the delay of the project are clarification of repayment of this</p>

		<p>loan amount and the debt management of the country by Exim Bank and the internal delays occurred in that bank. As the most important fact of the project was providing the funds to the project, the local procurement guidelines and the instructions of circulars of Department of Management Services couldn't be adhered due to immediate appointment of a contractor, showing the loan amount in the loan application and selection of China contractor.</p>
(i)	<p>Even though the joint construction agreements have been signed on 18th August 2016 with Land Reclamation and Development Corporation for extensive water study, the reports have delayed up to September 2017. The delays in implementing such recommendations have directly affected to the flood threats occurred in previous time.</p>	<p>The main reason for the flood situation is not construction of Expressway and there is delay of forwarding the relevant report.</p> <p>At the studies carried out by Land Reclamation and Development Corporation of Sri Lanka, it has been highlighted that the main reason for the flood was not only the construction of expressway and the other reasons also have affected for that. It has been discussed with several parties on this matter and those parties have been entrusted to take action. However, Land Reclamation and Development Corporation of Sri Lanka has carried out extensive water science study and instructed to create the structures. Accordingly, even though the structures have been made and sent to that corporation for approval, those are being studied so far. At that study, Land Reclamation and Development Corporation was on the opinion that the main reason for the flood was not such construction.</p>
(ii)	Central Expressway – phase III	
(a)	<p>Even though any civil construction activity of the project has been started up to now, an amount of Rs. 834 million has been incurred for Project Operation Unit established in 2013.</p>	<p>Though the procurement activities for awarding the construction contract for Central Expressway Project phase III have been carried out in several times since 2014, the all procurements carried out before 2021 have been stopped on the way due to a decision of government or not reaching to a final concurrence about loan amount.</p> <p>Northern Expressway Project started in 2013</p>

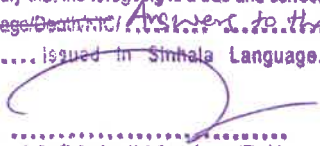
		has been named Central Expressway Project in 2015 and the feasibility studies required for this project before 2015 have been performed by the Project Management Unit. Accordingly, The cost has been incurred as follows for the Project Management Unit prevailed from 2013 to 2015 for whole Northern Expressway Project and for the Project Management Unit prevailed from 2015 to 31st December 2020 for Central Expressway project phase III.														
		<table><tr><td></td><td>2013 - 2015 For Northern Expressw ay Project Managem ent Unit (Rs.M.)</td><td>2015 - 2020 For Central Expressw ay 3 project Managem ent Unit (Rs.M.)</td><td>2015 - 2020 For Planni ng Office (Rs.M.)</td></tr><tr><td>Expendit ure on accrual basis</td><td>138</td><td>568</td><td>127</td></tr><tr><td>Expendit ure on cash basis</td><td>84</td><td>565</td><td>127</td></tr></table>				2013 - 2015 For Northern Expressw ay Project Managem ent Unit (Rs.M.)	2015 - 2020 For Central Expressw ay 3 project Managem ent Unit (Rs.M.)	2015 - 2020 For Planni ng Office (Rs.M.)	Expendit ure on accrual basis	138	568	127	Expendit ure on cash basis	84	565	127
	2013 - 2015 For Northern Expressw ay Project Managem ent Unit (Rs.M.)	2015 - 2020 For Central Expressw ay 3 project Managem ent Unit (Rs.M.)	2015 - 2020 For Planni ng Office (Rs.M.)													
Expendit ure on accrual basis	138	568	127													
Expendit ure on cash basis	84	565	127													

(b)	<p>The land acquisition activities have been commenced in 2015 and even though an amount of Rs. 32.3 million of incentives has been paid to 04 public institutions for expeditiously completing such activities within 26 weeks, the land acquisition activities have been in very slow condition.</p>	<p>The land acquisition activities of Central Expressway Project III have been started in 2015 and for that, Department of Valuation, Department of Survey and Divisional Secretariats have joined in numerous ways. The incentives have been paid to the officers of such institutes at the outset and that amount was Rs. 32.3 million. As these incentives were paid to encourage the officers, the officers have performed their duties properly. Any way the following reasons had affected for the delay of land acquisition activities.</p> <ul style="list-style-type: none"> • Political changes • Due to that, change of ministers and officers • Non-receipt of financial provisions as planned • Delay the activities due to engagement of Divisional Secretaries and Assistant Divisional Secretaries for title inspections because of their busyness instead of retired Administrative Officers • The activities have also delayed owing to Covid-19 pandemic situation since 2020.
(c)	<p>As per circulars of Department of Management Services, a concurrence or certificate should be obtained from the funding agency of the project for the establishment the Project Operation Unit. For this project, there was no such concurrence. As a result of that, the project has been implemented without a funding agency more than 05 years.</p>	<p>It has been scheduled to complete Central Expressway Project phase III under the loan aids of Japan in 2016 and Japan Tokyo-Mitsubishi Bank has basically agreed with Government of Sri Lanka on providing of such loan aids. (Annexure 16)</p> <p>It couldn't be come to a final concurrence on that loan agreement on certain conditions in loan agreement which couldn't be accepted by government.</p>

(d)	<p>It had been scheduled to acquire 3,264 plots of land by the project and the compensation of Rs. 4,834 million has been paid for 2,556 plots of land. An amount of Rs. 98 million has been paid as delay interest as at 31st December 2020. But no any plot of land has been registered up to now under Road Development Authority as per section 44 of Land Acquisition Act.</p>	<p>Even though the payment of interest has been made for the plots of land on which the compensation has been completed as delay charges as per Land Acquisition Act up to 31st December, 2020, the transfer activities have been delayed amidst present pandemic situation. The action has been expeditiously taken to expedite the transfer process under Section 44 for the all plots of lands on which the interest has been paid and transfer activities of 70 plots have been completed and handed over to the project on 05.11.2021.</p>
(iii)	Central Expressway –phase IV	
(a)	<p>As per Department of Management Services, the funds are provided by Government of Sri Lanka for the projects exceeding USD 5 million and there should be a written agreement. The payment of salaries and other allowances to the staff without such agreement is conflicting.</p>	<p>It had not been specifically mentioned in Management Services Circular No.1/2016 that there should be a written agreement between Ministry of Highways and Road Development Authority for the projects exceeding USD 5 million. The empowering agency of Central Expressway phase IV project is the Ministry of Highways and the implementing agency is the Road Development Authority. Further, as per the cabinet decision No. CM/21/0268/319/008 dated 02.03.2021, the approval has been granted to fully implement the Central Expressway phase IV project from the foreign funds.</p>
(b)	<p>An amount of Rs.353 million has been expensed for Project Operation Unit after implementing the project about 05 years without a fund provider to the project and a consensus on providing funds.</p>	<p>The Central Expressway Project phase IV has been started in 2016 and the approval of the Cabinet of Ministers has been granted to M/S GEZHOUBA Group Co. Ltd. But as the providing of finance facilities has been delayed by relevant contract company through relevant China Exim Bank, the contract activities couldn't be commenced. After that, since as per a cabinet decision in 2020, it has been decided to call the technical and financial proposals from a single investor again, the procurement process for that has been started. The technical evaluations of that procurement process have been completed and submitted for the approval</p>

		of cabinet of Ministers. Further, the financial proposal has been submitted to the General Treasury for observation. The action will be taken to submit to the Cabinet of Ministers based on such decisions.
(c)	Even though an amount of 6 million incentives has been paid to 04 public institutions for expediting the land acquisition, the land acquisition activities were being carried out very slowly.	Even though the action has been taken to pay incentives as per the cabinet memorandum issued by Ministry of Ports and Highways, the relevant time period for the completion of the incentive methodology has exceeded due to delay of publication in terms of sections of land acquisition in accordance with the order of receipt of required documents by the other coordinating institutes. The action has been taken to pay relevant incentives with an objective of completing the process.

.....
Chairman
Road Development Authority

<p align="center"><u>CERTIFICATION OF THE TRANSLATION</u></p> <p>I, A.L.G.Indunil Manohara, duly sworn Translator appointed by the Ministry of Justice of the Democratic Socialist Republic of Sri Lanka, do hereby certify that the foregoing is a true and correct English translation of a Document/Certificate of Birth / Marriage / Death etc <i>Answer to the Auditor General</i> bearing No..... issued in Sinhala Language.</p> <p>Date:.....</p> <p align="right">  A.L.G.Indunil Manohara (B.A) Sworn Translator No.28/2, Pannipitiya Road, Battaramulla, 10120, Sri Lanka. </p> <p align="center"> Phone: +94 712 304062 / + 94 77 0049982 / + 94 112 888133 Email: indunilmanohara@yahoo.com / Web: www.facebook.com/sworntranslationsrilanka </p>

Annexure - 01

	Land Name	Deed No.	Purchase Value (Rs.)	Amount of land purchased			Total number of land plots allocated for resettlement	Public lands	Number of plots of resettled land	Number of land plots remaining for resettlement
				Acre	Rud	Perches				
1	Nugahahena	560	7,521,500	1	1	14.90	34	04	28	2
2	Kosgahahena	539	5,954,363	1	0	13.85	15	-	13	2
3	Nugahahena	561	14,628,500	2	2	25.10	34	04	30	0
4	Panchaswadiya Great Garden	538	2,301,120	0	1	27.68	05	-	04	1
5	Galherassa (Namal Estate)	472	18,250,000	5	0	11.40	44	-	43	1
6	Coconut grove Koratua	210	6,321,600	0	1	12.68	34	-	34	0
7	Ilukwatta	2308	6,305,750	0	0	22.93	-	-	-	-
	Total		61,282,833							

According to the land deed number 472, the land named "Galherassa" shown in number 5 of the above answer is also known as "Namal Vatta" and this name Namal Vatta has been used in the land distribution deeds.

Annexure - 02

Maganeguma Emulsion Production Company
Different of Supply of Emulsion as at 31.12.2020

Division	Date	Invoice No	Type	Qunt.	Amount	Remarks
SAB	09.12.2020	EM/2020/12/142	CSS 1	8000	509,713.60	This invoice has not been accounted in the year 2020, but it has been settled in March-2021
SP	21.12.2020	EM/2020/12/157	CSS 1	8000	516,384.00	This invoice has been accounted on 31.05.2021 (Ref: 147/J05-2021)
	21.12.2020	EM/2020/12/158	CSS 1	8000	526,996.00	This invoice has been accounted on 31.05.2021 (Ref: 147/J05-2021)
WP	23.12.2020	EM/2020/12/159	CSS 1	8000	66,000.00	This invoice has not been accounted in the year 2020, but it has been settled in March-2021
	23.12.2020	EM/2020/12/160	CSS 1	8000	495,160.00	This invoice has not been accounted in the year 2020, but it has been settled in March-2021
	23.12.2020	EM/2020/12/163	CSS 1	8000	309,475.00	This invoice has been accounted on 30.06.2021 (Ref: 129/J06-2021)
	23.12.2020	EM/2020/12/164	CSS 1	8000	433,265.00	2020, but it has been settled in March-2021
CSLO	20.11.2020	EM/2020/12/131	Bitumen 60/70	8560	530,720.00	Payment has been made for the Bitumen 60/70 received to RDA for Rs.2,365,920.00 on 31.12.2020 through the cheque No. 646976. However, it has not been updated the records of MEP. The credit note has been issued for Rs.131,440.00 due to quantity emulsion.
	20.11.2020	EM/2020/12/133	Bitumen 60/70	7960	493,520.00	
	20.11.2020	EM/2020/12/135	Bitumen 60/70	8200	508,400.00	
	20.11.2020	EM/2020/12/136	Bitumen 60/70	7940	492,280.00	
	20.11.2020	EM/2020/12/137	Bitumen 60/70	7620	472,440.00	
	Difference from the year 2019				(0.78)	
					5,354,352.82	

TRANSLATED BY ME

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Annexure - 03

**Statement of Reconciliation of Current Account Balances as at 31/12/2020 at
Maganeguma Road Construction & Equipment Company with RDA Ledger**

Balance as per RDA Current Account	Statement of Financial Position	Note 22-B		2,007,999,058.28
Balance as per Management Road Construction & Equipment Company		Note 13.1		1,029,427,218.00
Difference Between RDA & MNRCE				978,571,840.28
Reasons for Difference				
Balance Receivable to RDA				
Assets & Consumables transferred				
Balance as per RDA ledger (14204)		Schedule-A	63,276,544.87	
Balance as per MNRCE ledger			23,198,230.00	
Amount understated in MNRCE ledger				(40,078,314.87)
Hire Charges of Plant & Machinery				
Balance as per RDA ledger (14206)		Schedule-B	330,170,694.12	
Balance as per MNRCE ledger			75,833,771.00	
Amount understated in MNRCE ledger				(254,336,923.12)
Mobilization Advance & Other Advances				
Mob Advance (14209)		Schedule-C	1,603,725,436.62	
on Account Advance			-	
Balance as per RDA ledger			1,603,725,436.62	
Balance as per MNRCE ledger			2,510,606,407.00	
Amount overstated in MNRCE ledger				906,880,970.38
Bitumen Supply				
RDA			-	
MNRCE			9,733,543.00	
Amount overstated in MNRCE Ledger				9,733,543.00
Balance Payable by RDA				
Supply of Premix				
Abnormal Balance due to not passed settlement entries for Supply of premix by RDA due to lack of documents				
as per RDA ledger (220A2022)		Schedule-D	(12,591,846.74)	
as per MNRCE ledger			20,624,813.00	
Amount understated in MNRCE ledger				33,216,659.74
Work Bills				
Balance as per RDA ledger (Note 21-A)	- Metaling & Tarring	Schedule-E	37,886,310.51	
	- 100000 Km Programme	Schedule-F	1,044,104,146.52	
	- Regions-Others	Schedule-G	282,092,461.97	
	- RWI	Schedule-H	620,623,826.98	
			1,984,706,745.98	
Balance as per MNRCE ledger			1,666,064,843.00	
Amount overstated in MNRCE Ledger				318,641,902.98
Retention Money				
Balance as per RDA Ledger (Note 21-A)		Schedule-I	2,033,056,834.65	
Balance as per MNRCE			2,041,811,627.00	
Less : Provision for Retention Receivable			(96,411,329.00)	
Amount overstated in MNRCE Ledger			1,945,400,298.00	87,656,536.65
Service & Repair charges from Maganeguma Work Shop at Kundasale				
Balance as per RDA Ledger			-	
Balance as per MNRCE			1,626,542.00	
Amount overstated in MNRCE Ledger				(1,626,542.00)
Advance Paid to RDA				
				(1,967,673.00)
Salaries for Project Coordinators				
				(13,115,000.00)
Total Difference Between RDA & MNRCE Ledger Accounts				978,571,840.28

TRANSLATED BY ME

I. H. Mohamed Ishaq
Sworn Translator

(Sinhala/Tamil/English/French/Italian)
SHS Translations

No. 12, Wilson Street, Colombo 12.

අමුණ - 04

A/C 221RM52 MAGANEGUMA CONSULTANCY & PROJECT MANAGEMENT SERVICES (PVT) LTD AS AT 31.12.2020					
Work Order No.	Project Name	RDA	MCPM	Difference	Detail
(03)	(04)	Rs.	Rs.	Rs.	
RMNC/CON/2008/01	Kelaniganga at Mattakkuliya	5,070,202.50	10,140,405.00	(5,070,202.50)	This withheld amount has been released to Maganeguma Company in December 2020 and the accounts of the relevant company have been adjusted in 2021.
	Improvements to Dehiowita Deraniyagala Noori	95,505.41	-	95,505.41	Details of this withheld amount have been provided by the authority to the company. The relevant company has not yet been informed about the progress.
RMNC/CON/2008/04	Road marking of Peliyagoda Puttalam Road & Canada Friendship Road & - IPC 02	258,808.47	1,691,345.57	(1,432,537.10)	Out of this retention amount of Rs. 258,808.47 is shown in the accounts of the authority. The remaining amount is being further checked and adjustments will be made in the future.
	Gangodagama Gatamanna	-	3,875,320.81	(3,875,320.81)	This withholding amount was removed from the authority's accounts in the year 2014 and later the company has applied for this withholding amount. Therefore, the relevant company has not yet submitted the required documents in this regard. After receiving that information, the necessary steps will be taken to settle this retention amount.
GRAND TOTAL		5,424,516.38	15,707,071.38	(10,282,555.00)	

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Annexure - 05

19.01.2021

The Accountant (Finance Division)
Road Development Authority
Maga Neguma, Maha Madura,
No.216, Dencil Kobbekaduwa Mawatha,
Pelawatta, Battaramulla

Dear Sir/Madam,

Confirmation of Balance As At 31.12.2020 Loan Deposits
Road Development Authority

According to the Banker's records, the undermentioned Loan Deposit, made by your institution was with the State Mortgage & Investment Bank as at 31st December 2020. If you agree with the information given, we shall thank you to forward the additional copy of this letter sent herewith to our Auditors, the Auditor General of the Government of Sri Lanka with your certificate of confirmation.

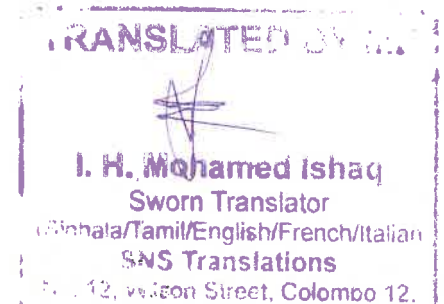
Superintendent of Audit
Auditor General Department Sub Unit
State Mortgage & Investment Bank
No.269, Galle Road, Colombo 03

Balance as at 01.01.2020		Rs. 82,307,995.50
Undisbursed Interest	Rs. 2,086,477.83	
Recovered interest	Rs. 979,991.23	Rs. 3,066,469.06
Balance as at 31.12.2020		Rs. 85,374,464.56

More Faithfully,
STATE MORTGAGE & INVESTMENT BANK

Mr. A.N.P.Ranasinghe
Assistant Manager
Load Administration

4



Attachment 06

AGREEMENT

This agreement is made and entered at Colombo in the Democratic Socialist Republic of Sri Lanka on this Seventeenth day of August One Thousand Nine Hundred and Ninety Three by and between the ROAD DEVELOPMENT AUTHORITY, duly incorporated under Act No.73 of 1981 and having its registered office at Sethsiripaya, Battaramulla, (hereinafter called and referred to as the "Party of the First Part" which term shall mean and include the said ROAD DEVELOPMENT AUTHORITY and its Successors), on the ONE PART and the STATE MORTGAGE & INVESTMENT BANK having its registered office at 269, Galle Road, Colombo 3, and duly incorporated by the State Mortgage & Investment Bank Law No. 13 of 1975 (hereinafter referred to as the "Party of the Second Part" which term shall mean and include the said State Mortgage & Investment Bank its Administrators and Successors) on the OTHER PART.

WHEREAS the party of the First Part is desirous of subscribing, by way of depositing with the Party of the Second Part a sum of money to be agreed upon between the parties hereto for the purpose of providing Housing Loan Facilities to the permanent employees of the ROAD DEVELOPMENT AUTHORITY, which is the Party of the First Part on terms and conditions morefully described in the Schedules hereto.

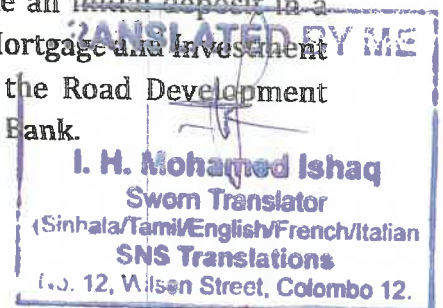
NOW THIS INDENTURE WITNESSETH that in consideration of the deposits to be made by the Party of the First Part with the Party of the Second Part, the Party of the Second Part agrees to grant Housing Loan Facilities to the employees of the ROAD DEVELOPMENT AUTHORITY on their applications for Housing Loans as recommended by the Director Administration of the ROAD DEVELOPMENT AUTHORITY, subject to the State Mortgage and Investment Bank Law No 3 of 1975 and as morefully described in the Schedule I, II and III hereinafter described.

in consideration of the foregoing Covenants, the said Parties of the First Part and Second Part hereto do set their Common Seal and respective hands to this and two others of the same tenor and date as these presents at Colombo on this Seventeenth day of August One Thousand Nine Hundred and Ninety Three.

SCHEDULE I REFERRED TO ABOVE

Housing Loan Scheme for the employees of the ROAD DEVELOPMENT AUTHORITY.

Under this Scheme, the Road Development Authority has made an initial deposit in a sum of Rupees TEN MILLION (Rs.10,000,000/-) with the state Mortgage and Investment Bank for the purpose of granting loans to the Employees of the Road Development authority, as recommended by the State Mortgage & Investment Bank.



English Translation

The ROAD DEVELOPMENT AUTHORITY shall replenish the deposit as and when required.

The main features of the loan scheme are as set out below.

I. LOANS ARE GRANTED FOR THE FOLLOWING PURPOSES

(i) To purchase a house for dwelling.

or

(ii) To construct house for dwelling on land owned by the employee/spouse;

or

(iii) To purchase a land for building a house for dwelling;

or

(iv) To redeem any Debt or Mortgage of the property Pony Government Financial Organization and/or a Bank for housing;

or

(vi) Extension/repair/renovate an existing dwelling. house belonging to the employee/spouse.

II. ELIGIBILITY.

(a) Permanent Employees of the Road Development Authority who are confirmed in their services are eligible to obtain assistance under this Scheme provided the applicant, his/her/spouse or child/ children, dependent on him/her are not in possession of a dwelling house.

(b) Loans, under I (i) and (iii) above will be granted as the case may be only to those who do not own a house/land to build a house either in their own name or in the name of spouse within 50 miles radius of the working place.

(c) in (iii) above, the extent of land is limited to a minimum of Six decimal five (6.5) Perches in the Municipal limits and maximum of Forty (10) Perches outside Municipal limits. The land can be used only for the construction of a house.



I. H. Mohamed Ishaq

Sworn Translator

Arabic/Tamil/English/French/Italian

UAE Translations

(e) In cases where both the husband and wife are employees of the Road Development authority, only one of them shall be entitled to the loan.

In each case, the amount advanced will not exceed 60% - 75% of the Forced Sale Value of the Casual to maximum amount specified above, depending on the people which the loan is applied for whichever is less.

SECOND SCHEDULE ABOVE REFERRED TO

In the event of purchase of land or house, the entire amount of the loan would be released in full. However, in the event of construction of a house, the loan would be paid in installments subject to the proviso that the construction would be completed within 18 months. However, the Bank may at its discretion allow a further six months to complete construction.

In the event the construction is not completed within the stipulated period, the loan would be restricted to the amount released and action would be taken to recover the restricted loan by installments so revised. The rate of interest specified in III above, will be valid only as long as the borrower remains in the service of the Road Development Authority.

II. (a) The State Mortgage & Investment Bank will pay interest to the Road Development Authority at the rate of 2% per annum below the on lending rate recovered from the employees of the Road Development Authority.

(b) All undisbursed balances, with the State Mortgage and Investment Bank will earn interest at the current savings rate of 12% per annum. This will be subject to change depending on the Pass Book Savings Rate paid by the Bank of Ceylon, to be revised half yearly.

SECOND SCHEDULE ABOVE REFERRED TO

I. SECURITY

The security will be the primary mortgage of the Land and house in respect of which the loan has been obtained. The name applicable for acceptance of Title by the State Mortgage and Investment Bank shall apply in all cases.

II. REPAYMENT PERIOD/LOAN INSTALLMENT

(a) The maximum repayment period of loans granted, under this Scheme shall be 15 20 years or the period within which the borrower reaches the age of 55 years, whichever is earlier where both husband and wife are employees of the Road Development Authority and they are joint applicants for the loan, the period of repayment shall be reckoned from the age of the one who is younger.

(b) The monthly loan installment and interest together with other deductions shall be within 50% of the borrowers consolidated salary. If both husband and wife are employees of the Road Development Authority, deductions could be made from both upto the prescribed limits.

(c) The monthly loan installment and interest shall be deducted from the borrowers salary by the Road Development Authority and remitted direct to the State Mortgage and Investment Bank so long as they are in the service of the Road Development Authority

III. LOAN LIMITS

(a) In the case of purposes (1) (i), (ii) & (iv) above, the maximum loan will be 300,000/-.

(b) In the case of purposes (1) (iii), (v) & (vi) above, the maximum loan will be 200,000/-.

(c) Penalty interest at 3% per annum on Balance Principal outstanding is payable. Where the full loan is not drawn within 18 months, commitment fee of 1% will be charged on the amount drawn after the 18 months upto 24 months. Applications for the final installment should be made not later than 18 months from date of the Mortgage Bond.

(d) then a borrower under this Scheme ceases to be an employee of the Road Development Authority; concessionary rate of interest applicable to his/her housing loan will cease to be effective. Such employees/borrowers will be required by the State Mortgage & Investment Bank to repay the loan in full The employee concerned should



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(Sinhala/Tamil/English/French/Italian)

SNC Translations

No. 12, Wilson Street, Colombo 12.

inform the Bank within a month from the, date he/she ceases, to be an employee of the Road Development Authority of such cessation.

(e) A special Clause shall be included in the Mortgage Bond to enable the Bank to convert a loan granted under this Scheme to a loan on a higher rate of interest on cessation of borrowers employment in the Road Development Authority.

(f) (I) In, the event of the borrower leaving the services of the Road Development Authority, the borrower shall apply to the State Mortgage and Investment Bank within a month from the date he/she ceases to be an employee of the Road Development Authority to be considered for the grant of this concession.

(II) In the event of such an employee, leaving the services, the Road Development Authority should inform the State mortgage & Investment Bank, direct of such cessation of service.

(g) Repayment would commence in the subsequent month from that or 18 months of Mortgage bond date whichever is earlier One calendar months are the first disbursement of the loan the applicant in required to pay.

II. PROCEDURE FOR MAKING APPLICATIONS

(a) All employees of the Road Development Authority who are eligible to apply for loans under this Scheme will first write to the Director, Administration stating the purpose of the loan and other details. The Director Administration of the Road Development Authority, will send the necessary loan application forms to the prospective applicants.

(b) Completed applications together with documents will be initially processed by the Administrative Division of the Road Development Authority. Completed applications will be registered at the Road Development Authority and forwarded to the State Mortgage and Investment bank together with their recommendations as to the amount of loan to be considered under the Scheme within one-month.

IV. EXISTING LOANS

This loan Scheme may be extended to cover loans already granted to Employees of the Road Development Authority. In such cases specific recommendations have to be made by Road Development Authority on each case. Such recommendations have to be for amounts within the limits of the Road Development Authority Loan Schemes. The General Manager or the Board depending on the quantum of the loan would consider for approval such recommendations made for conversion of the loans, or part thereof to loans under this loan scheme depending on the circumstances of each case.

9

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SNS Translations

12, Wilton Street, Colombo 12.

V. LOAN ABOVE THE LIMIT RECOMMENDED BY THE ROAD DEVELOPMENT AUTHORITY

In case where a Road Development Authority employee is eligible to go a loan under the State mortgage and Investment Bank criteria of dignity over and above the loan limit recommended by the Road Development Authority.

In such cases the interest rate applicable to that excess portion of the loan shall be the normal rate of interest applicable to the loan in terms of the Bank's normal lending rates for the relevant purpose, and the employee shall execute an additional Mortgage Bond for that portion of the loan.

GENERAL CONDITIONS.

(a) Subject to the special concessions stipulated above, the normal terms and condition applicable to the State Mortgage and Investment Bank Mortgage Loans will apply to the loans granted under thin scheme to the employees of the Road Development Authority.


(b) In the event any employee of the Road Development Authority selling or conveying the Corpus mortgaged by him after the granting of the housing loan by the State Mortgage and Investment Bank, such borrower/employee of the toad Development Authority will be required immediately to repay in full, the outstanding balance of the loan together with interest due thereon, unless the Board of Directors of the State Mortgage and Investment Bank decides otherwise. A special clause to this effect shall be included in the Mortgage bond. The Board of Directors may, at its discretion, allow at the request of such borrower to convert such loan on terms and conditions applicable at such time to members of the Public to cover the whole or part of the amount which has become payable.

(c) Approval of the Board of Directors of the State Mortgage and Investment Bank has been granted for his loan scheme.

(d) All loan applications received under this scheme will be processed by the State Mortgage and Investment Bank. Financial Statement indicating the position of the advance account as at the end of each month should be sent to the Road Development Authority by the State Mortgage and Investment Bank.

(e) Any condition not already covered above will be covered by the general rules and regulations made under the State Mortgage and Investment Bank Law.

10

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I. H. Mohamed Ishaq
Sworn Translator
(Sinhala/Tamil/English/French/Italian)
SNS Translations
No. 12, Wilson Street, Colombo 12.

English Translation

Signed and the Common Seal affixed
hereto for the Party of the First Part
by the said Road Development
Authority in the presence of

Sgd. Illegibly
Chairman

Sgd. Illegibly
Member of the Board

WITNESSES

1. Sgd. Illegibly
2. Sgd. Illegibly

Signed and the Common Seal affixed
hereto for the Party of the Second
Part by the said State Mortgage and
Investment Bank in the presence of

Sgd. Illegibly
Director

Sgd. Illegibly
Director

Sgd. Illegibly
Acting General Manager

WITNESSES

1. Sgd. Illegibly
2. Sgd. Illegibly

11

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Sworn Translator
Tamil/English/French/Italian
Translations
12, ... Street, Colombo 12.

Annexure - 07

Board Paper No. 287/93

A SCHEME FOR HOUSING LOANS FOR EMPLOYEES OF RDA THROUGH STATE MORTGAGE AND INVESTMENT BANK

When this matter was taken up at the previous board meeting the Board was of the view that RDA should explore the possibility of drawing up its own scheme and requested fresh proposals to be submitted. The management considers the formulation of such a scheme and in view of the constraints listed in the Board Paper recommended that the original proposals made to deposit a sum of Rs. 10 Million in the State Mortgage and Investment Bank be accepted.

Board after brief discussion approved the proposals made by the management. However the board observed that only confirmed Officers of the RDA with 5 years service should be to receive this loan.

A SCHEME FOR HOUSING LOANS FOR EMPLOYEES OF THE RDA THROUGH STATE MORTGAGE AND INVESTMENT BANK

Your reference is requested to the following Board decisions taken at its meeting held on 27.10.1992.

Board was of the view that the RDA should explore the possibility to draw up its own scheme and stressed the importance to study this matter further. Accordingly, Director Administration was requested to submit fresh proposals for the Board for consideration.

Accordingly, the Secretariat of the RDA considered the formulation of a Scheme on the basis of the guidelines laid down in the Establishment Code and it had noted the following constraints in the event such a Scheme is to be implemented in the RDA,

01. The RDA would be unable to recover the loan in full in the event the borrower leaving the Authority, as it had no hold on him, as in the case of Public Servants who are in a Pensionable Service.
02. Mortgaging of property, Notarial functions and Litigation in the event the borrower defaults repayment, are costly and needs experts to handle such situations.
03. Requires additional Staff
04. Operation of a loan scheme on its own, for a large workforce is cumbersome.

12

TRANSLATED
I. H. Mohamed Ishaq
Sworn Translator
Sinhala/Tamil/English/French/Italian
SNS Translations
12, ... Street, Colombo 12.

05. Attention of Senior Officers will be diverted to petty administrative problems and as a result important policy decisions and engineering matter get either postponed or delayed.

It is further pointed out that the representatives of the Trade Unions urged the Hon Minister of Transport & Highways and the Hon State Minister for Highways at the monthly meeting that a scheme similar to the one operated by the State Mortgage and Investment Bank for employees of the State Sector Corporations be introduced in the RDA.

The Hon Minister of Transport and Highways was informed of the Schema already submitted to the Board of Management of the RDA and its decision. The Hon Minister felt that the Board should reconsider the proposals and requested the Chairman to take up the matter once again for consideration.

In the light of the above, it is recommended that the original proposals made to deposit a some of money in the State Mortgage and Investment Bank Rs.10 Million to start with, be accepted and request the Bank to grant loans to employees of the RDA, against the deposit subject to its rules and regulations (original proposals annexed).

It is pointed out that the Public Sector Corporations listed in the annexure I have already joined this Scheme and commenced granting loans for House Constriction.

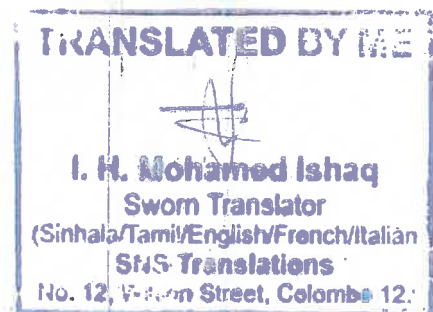
Board approval is sought to implement the proposals made in the annexed Board Paper. The financial commitment with regard to the proposal is shown in annexure II.

Sgd. Illegibly
Acting General Manager

Sgd. Illegibly
Chairman

07.03.1993

12



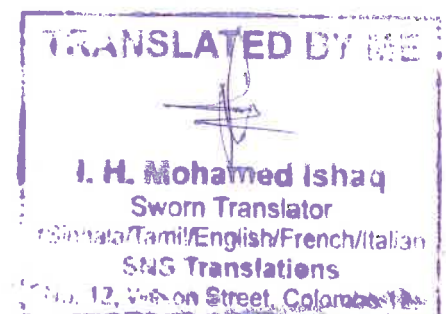
**A SCHEME FOR HOUSING LOANS FOR EMPLOYEES OF RDA THROUGH STATE
MORTGAGE AND INVESTMENT BANK**

With reference to the Board Papers making the above mentioned proposal from the point of view of the finance of the Road Development Authority, I wish to state that we have at present short term investments which comprises the clients money, ministry funds and deposits from creditors such as contractors, etc. Also the profit retained within the organization in the form of depreciation could also be considered as forming part of the above mentioned investment. If the proposal to invest a sum of Rs.25 million with the State Mortgage & Investment Bank for the purpose of granting the loans to employees of the Road Development Authority against such a deposits is accepted, the Road Development Authority will be only converting a small portion of its present investment as a deposit with the State Mortgage & Investment Bank. This deposit too will earn an interest to the extent of the amount unutilized. However, it should be noted that this amount of deposit will be tied up for a period of 5 years.

Sgd. Illegibly
DIRECTOR FINANCE,
ROAD DEVELOPMENT AUTHORITY.

(13)

(14)



Annexure - 08

STATE MORTGAGE AND INVESTMENT BANK

Director control (working),
Road development Authority,
"Maga-Neguma Maha Madura"
Denzil Kobbekaduwa Mawatha,
Koswatta,
Battaramulla.

29/09/2021.

Dear Sir,

Obtaining information regarding deposits.

Regarding your letter bearing reference number RDA/SHRA/MA-10/AQ/2020 regarding the said matter.

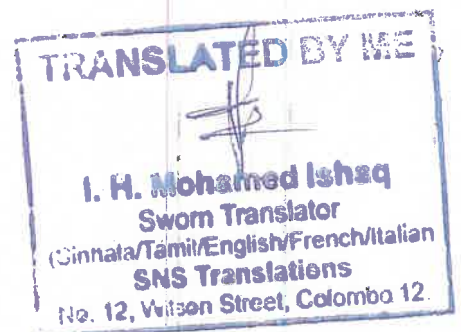
Information related to reference number 1 and 2 related to your letter is attached herewith. We kindly inform you that a certificate of deposit has not been initiated under the Road Development Authority to submit information related to reference number 03.

For the current deposit, at the end of each year, the interest for that year is added to the above deposit account and we are further informed that you have arranged to send the related reports to the institution at the end of each year.

Yours - Sincerely,

Sgd. Illegibly
M. M. D. R. Manori
Manager
Credit Administration Division

15



English Translation

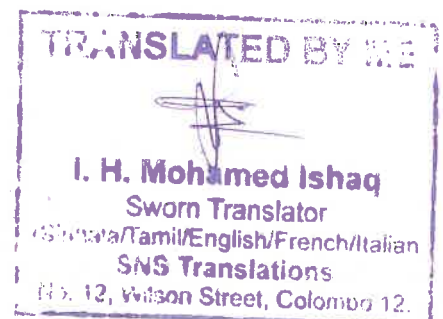
Annexure - 09

Comparison report between Authority and Industrial Development Board on quantities of scrap iron sold to Industrial Development Board

The office	Values of Industrial Development Board	Values of Road Development Authority	Difference	Date the authority received the money
Bandaragama (EOMM)	116,329.70	-	116,329.70	2021.10.12
Bandaragama (EOMM)	46,830. 80	-	46,830. 80	2021.10.12
Bandaragama (EOMM)	71,740. 80	-	71,740. 80	2021.10.12
Bandaragama (EOMM)	123,802.70	-	123,802.70	2021.10.12
Bandaragama (EOMM)	134,514.00	-	134,514.00	2021.10.12
Bandaragama (EOMM)	144,288.90	-	144,288.90	2021.10.12
Horana (Executive Engineer)	511,153.20	511,153.20	-	2021.04.20
Horana (Executive Engineer)	124,550.00	124,550.00	-	2021.04.20
Deniya, Matara, Negombo, Gampaha, Bandaragama	1,221,668.00	1,221,668.00	-	2021.04.20
Gampaha	175,972.30	156,814.20	19,158.10	2021.04.20
Not relevant to the sale of scrap materials **	310,724.00	-	310,724.00	-
Total	2,981,574.40	2,014,185.40	967,389.60	

** Industrial Development Board will be inquired about this and further work will be done.

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Annexure - 10**General purpose control accounts****Central Expressway Development - III**

The difference of Rs 64,644.05 is the general work expenses due for the year 2019. This amount has been received by the Finance Department through Receipt No. 72561 (RER) in the year 2021.

Central Expressway Development - IV

The figures mentioned in the accounts of the Road Development Authority are correct. This difference has arisen because the projects filled the amount of 100,664 rupees twice to the authority by mistake.

National Road Network Landslide Prevention Project

According to the project accounts, the amount of Rs 23,619 stated as general expenses in the audit inquiry is the 6% general income and VAT amount related to the gratuity value to be received. It does not apply to general work control account and applies to salary control account. Hence no such change occurs. According to the general purpose accounts of the authority, the adjustments related to Rs.3,846 will be made in the future.

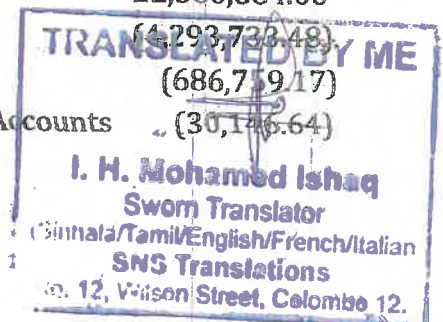
Payroll Control Accounts**Highway Extension III**

	Rs.
Balance as per accounts of the Authority as on 31.12.2020	52,244,848.00
(+) Correction of incorrect accounting (Journal Note No. 144/J04)	64,644.05
(-) Receipts for the year 2020 in the year 2021	(48,895,541.26)
Non-accounting of gratuity allocation in project accounts	(1,810,716.79)
Balance as per project accounts as on 31.12.2020	1,603,234.00

Accordingly, on 31.12.2020, the project sent the authority Rs. 48,895,541.26 has been recorded in the accounts of the Authority in the year 2021.

Highway Extension IV

	Rs.
Balance as per accounts of the Authority as on 31.12.2020	22,560,684.00
(-) Receiving for the year 2020 in the year 2021	(4,293,733.48)
Unadjusted gratuity allocation in project accounts	(686,759.17)
Payment Adjustments When Earnings Unadjusted Business Accounts	(30,146.64)



English Translation

Unaccounted-for outstanding Polonnaruwa project
receivable balance in Central Expressway project accounts
Balance as on 11.12.2020

(10,218,284.71)
7,331,760.00

Accordingly, on 31.12.2020, the amount sent to the authority by Vyamapritya is Rs. 4,293,733,48 was recorded in the accounts of the authority in the year 2021.

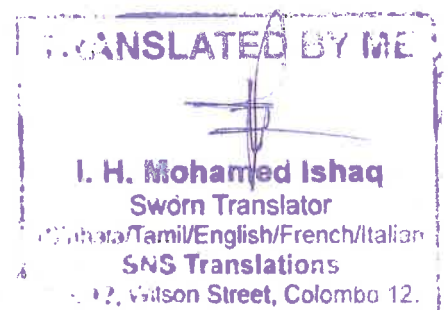
Project for the construction of the new Kelani bridge

Account balance as on 31.12.2020
(+) Additional
Adjustment of payments when the project accounts have
not been adjusted
(-) Correction of over-accounting
(Journal no. 164/J05, 181/J06, 155/J12)
Non-accounting of gratuity allotment in project accounts
Balance as per project accounts as on 31.12.2020

Rs.
2,639,630.88
120,538.98
35,215.00
(285,789.07)
(952,239.76)
1,557,356.03

(16)

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Annexure - 11

Explanation of the difference between the value of capital released by the Treasury during the year under review and the value shown in the financial statements.

Cost Description	Difference (Rs.)	Reason
RWI	5,000,000.00	Released on 24.12.2021 Rs. 5.0 million amount was wrongly noted in the letters issued by the line ministry. On 31.12.2020, the opening balance released by the line ministry to the authority was mistakenly Rs. 2,780,509,877.15 instead of Rs. 2,785,509,877.15 is shown as this error has occurred.
RWI	36,660.68	This amount has been transferred to RMTF, the excess funds released under RWI.
RMTF	439,613,170.26	This difference has arisen because the ministry did not use the facts of transfer of the money released by the ministry to the authority to other expenditure subjects with the agreement of the line ministry and the transfer of money by the Treasury to Ceylon Petroleum Corporation for the purchase of bitumen for this calculation. I will present the information about it below.
Transfer of funds from the RMTF budget by the Treasury to the Ceylon Petroleum Corporation budget for the purchase of bitumen.		497,539,040.00
Transfer of excess money released under RMTF head for payment to contractors on the instructions of the Chief Financial Officer for land compensation.		(58,962,406.75)
Transfer of excess funds released under RWI to RMTF.		36,660.28
Transfer of surplus funds released under other ministerial budget heads to RMTF budget head.		999,876.73
Difference		439,613,170.26
100,000km Program	47,094,645.23	While preparing the report, the amount of funds released under that expenditure

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English Translation

		head on that day (2020.12.31) has not been taken into consideration.
RDA Land	58,962,406.75	2 letters sent on 13.11.2020 to pay the contractors, the surplus money released under the RMTF expenditure heading, on the instructions of the chief financial officer, the transfer to pay the land compensation has not been recorded in the record of the release of the money received by the minister.

Annexure - 12

S.N.	Name	Vehicle No.	Accident Date	Amount due	Actions taken
01	M. A. N. Laksiri	WP LY 1533	2017.08.04	6,033,965.00	The legal department has filed a case in July 2019 regarding the accident that took place in the vehicle bearing number WP LY - 1533 and the case is scheduled for reply on 01.04.2022.
02	I.M. Shafir	WP LAX 3337	2019.05.23	3,359,640.00	The legal department has filed a case in March 2020 to recover the amount of loss caused by the vehicle bearing No. WPCA - 3337 and one case is scheduled to be called for answer on 12.01.2022.
03	J.A.N.A. Steve	WP NP 0999	2019.12.25	52,368.50 (Later revised value is Rs. 49,486.00)	A complaint has been forwarded to the Conciliation Board regarding recovery of loss.
04	Sierra Construction (Pvt) Ltd	Rental income	From 09.07.2019 to 31.12.2019	959,750.13	This amount was settled in the year 2021 by check numbers 031182, 031183 and 190404.

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Annexure - 13

4.75km Development in areas with poor population is not feasible

01. Helvalapitiya and Dambeliyadda	1.25 km
02. Hagava - Telambugammana	<u>3.50 km</u>
Total	<u>4.75 km</u>

01. Helvalapitiya and Dambeliyadda

Since the two villages of Helvalapitiya and Dambeliyadda are a connecting road, this road was chosen according to the request of the local residents and it was chosen for development because this road directly contributes to the economic and social development of both the areas.

02. Route of subjugations through Hagava Telambugammana

Although this road has been declared as a road with no population, it is 10 km long. In the last 300 meters of this road which is 3.500 meters, there is a coconut grove and a reserved forest on the left side and the village and roads are located on the right side. This road belongs to the provincial council and is used for public transport, so there is a lot of traffic as it is a road that connects to Kuliapitiya city. Therefore, since the road on which the tar was on had cracks and pits, it was appropriate to use ABC to preface it and based on the existing need, estimates have been prepared for the development of the rest of the road. I would like to mention that it is advisable to develop this road as economic and social value will be generated through the development of the road.

Redevelopment of 50.58km of recently developed usable land

01. Yakada Potha to Boralu Lake Road	3.78 km
02. Kuliapitiya	<u>46.80 km</u>
Total	<u>50.58 km</u>

01. Yakada Potha to Boralu Lake Road

The National Highway Kadawalagedara - Withikuliya (B067) starts at 11 km and passes through a number of villages and joins the Kobeigane Boraluwewa road at Boraluwewa town. Through this development, a number of villages have a great contribution to economic and social development and the section 0+000-3+780 mentioned here had to be developed because cracks and sinkholes were found in

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this section. In order to rectify the situation, this road including that section is to be developed through Maga Neguma Company to a length of 13.85 kilometers and a width of 3.60 meters as per the request of the local residents. Construction works have been carried out on the developed road section at a very low cost by correcting the deficiencies.

02. Kuliapitiya

1. Route of Yataththawala through Hagava Telambugammana

It can be seen when the road is closely observed that the road surface of this road is full of cracks and cracks. Also, it is a road belonging to the provincial council where vehicular traffic is frequent. Therefore, according to this, ABC was used to prepare the road surface and measures were taken to prevent streaking and rock fall on the asphalt. Also, this road is connected to the road to Kuliapitiya.

2. Horawadunna Elabadama Road

The road was rutted and rutted. Also, after the development of carpeting, the traffic of heavy vehicles and other vehicles will increase, so the road surface should be prepared to withstand it. ABC is laid and the road is prepared as the old foundation should be made strong. Pannala is directly connected to the Kuliapitiya (B 356) road and the other end is a road that connects to the Narammala Dankotuwa (B 308) road.

3. Hunuwila Road from near Alabadagama Church

By the time this road was inspected, the asphalt had been finished and since this is a road belonging to the provincial council which had cracks, ABC should have been put on it and development should have been done. Also, this road connects to the provincial road, Kadane Geda Road, and the other end connects to roads that connect to the Narammala Dankotuwa Road (B 308).

4. Thalam mahara to Kohombapola Route

This road had also been developed using carpet at the time of observation. A close observation of the former road was seen in Kattholu striated road. The road surface had sunk. As this road connects to Kotadeniya and other roads on the Colombo road, there is also a lot of vehicular traffic. Heavy vehicle movement may also occur. For all these reasons, taking into account the existence of the road, pre-mixing was done using ABC on the weak base.

(22)

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5. Kosgashandiya to Elibichchiya Route

This road is also a road that connects to Kotadeniya on the Colombo road and when the previous road was inspected closely, fine blast cracks and potholes were also seen on the road. By the time the auditors observed this road, it had been asphalted. ABC was used as a road for traffic including heavy vehicles.

6. Wellewa road from near CTB depot

This road was also a road with a cracked base. This is a road that is connected to other side roads and other vehicles, including heavy vehicles, travel a lot. Since this road also needs to have a strong road base with a longer life span, the base was prepared using Abyss on existing cracks and crackS.

7. Giriulla to Maddepola Raja Maha Vihara Road

This is a road that connects to Giriulla city and in the first kilometer, 03 cubes, 05 cubes of heavy vehicles travel. (There are stone pits in this area) and the remaining parts are a part with many crackS and cracks. By the time the auditors arrived, the ABC of this road had been laid all over the road.

8. Maddepola to Dharuwawela road

On this road too, when looking close to the road surface, cracks were seen frequently. Since it is a road connecting to the road from Mansandhi to Kuliyaipitiya, development is needed and based on the condition of the road, it was developed using ABC to strengthen the base.

9. Road from Dambadeniya to Katugampola

The road mentioned here is a main road belonging to the provincial council and there have been continuous explosions on this road since the beginning. At the time of the audit observation, a section of 100 meters was still open. Also, since this road is a main road that connects to major cities and there are stone pits etc. on this road, it is calculated that the traffic of vehicles and heavy vehicles will increase on this road in the future. Prepared estimates to asphalt. Also, a forecourt of the Maganguma Road Construction Company has been established on this road, and vehicles with a weight of nearly 25 metric tons are going to travel there.

(23)

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10. Galkade Junction to Kaudumunna Road

This road was also a road that had a lot of explosions, cracks and scratches when viewed close to the road surface. Since there is no stability regarding the base of the rural roads according to the above facts, the base has been prepared using ABC to prevent this road from being cracked due to the passage of heavy vehicles in the future.

11. Ingaradaula Kelaniyamulla Road

This road is also a main road belonging to the provincial council and when you look at the road, it is a road where explosions etc. were seen. Apart from this, there are several places where the road base has been damaged. The road needs to be developed as heavy vehicles such as buses, loaded tippers etc. travel on the road and the road has been prepared using ABC foundation.

12. The main road through Nadalagamuwa temple

A road belonging to the provincial council saw explosion holes and potholes on the road surface. At the time of the inspection by the auditors, the road had been asphalted. This road is also a road where public vehicles, heavy vehicles and other vehicles travel more. Based on all these facts, this road was also broken and paved.

13. Velpalla Ravita Sundirapola Road

This road belonging to the provincial council is a very dilapidated road, so the road development is at a very low level. Also, based on the dilapidated condition, it is a must-do to make the base stronger by using that busi. The road is dilapidated during the rainy season and concreting has been done in most dilapidated places. Since it is a provincial road, vehicles travel more and it is a road connecting to the central road of the country, so the development is desirable.

14. Hettirippuwa road through Hundirapola flood

This road belonging to the Provincial Council has also seen scratches on the surface and is submerged in water at several places. Vehicles are moving more and the existing potholes were in a situation where there was an inevitable increase in this road which needs to be developed. A connecting path is a path that connects to the network. Through this, it became easy to travel to cities and through that social and economic development can be achieved.

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15. Talahitimulla Madakumburumulla Road

When this road was scrutinized during the preparation of estimates, there were dips and fine scratches on the road. Also, this road is a road that connects to the Kuliapitiya - Madampe main road (B 247), so there is a lot of vehicular traffic. ABC 150 mm in setting the base based on the prevailing shop floor condition. Estimates were prepared to develop the road to thickness.

Accordingly, the above-mentioned roads generally had potholes, potholes and explosions, so the development of the roads is at an appropriate level, and all these roads are connected to the roads that go to other cities, so the development of the society is an economic development. I also inform that there will be a direct contribution to the happening

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No. 12, Victoria Street, Colombo 12.

Annexure - 14

Cabinet Office

Copies : Secretary to the President. My No. : CM/15/1021/602/040
Office of Preparatory Compilation 2015.07.16
Auditor General

to be acted upon : Secretary to the Prime Minister
Secretary to the Minister of Finance
Secretary of the Ministry of Highways and Investment Promotion

Central Expressway

(Memorandum dated 06.07.2015 submitted by the Honorable Prime Minister)

The decision reached in the meeting of the Council of Ministers held on 08.07.2015 has been sent herewith for the necessary activities.

Sgd. illegibly
MDJ Fernando
Additional Secretary

Sgd/ S Abeysinghe
Secretary to the Cabinet

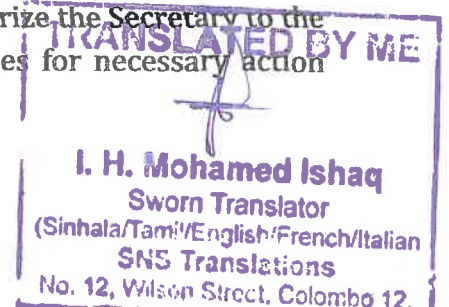
Supplementary Agenda Items :

54. Cabinet paper No. 15/1021/602/040 a Memorandum dated 2015.07.06 by the Prime Minister on "Central Expressway" - the above Memorandum was considered along with the observations of H.E. the President and the Minister of Finance. After discussion, it was decided :

(i) to grant approval to implement the proposals relating to the Central Expressway as indicated in the Memorandum, and

(ii) that, with regard to the appointment of committees of other matters referred to in the final paragraph of the Memorandum, the Secretary to the Prime Minister to take note of Paragraph 2 of the observations of the Minister of Finance and pursue action accordingly.

It was also decided note this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey same to the relevant authorities for necessary action accordingly.



Action by : Secretary to the Prime Minister – above observations annexed.
Ministry of Finance - observations of H.E. the President annexed
Ministry of Highways and Investment Promotion – Copy of Memorandum
and above observations annexed

Copied to : Secretary to the President - Copy of Memorandum and observations of the
Minister of Finance annexed
Ministry of Policy Planning, Economic Affairs, Child, Youth and Cultural
Affairs - Copy of Memorandum and above observations annexed.

Supplementary Agenda Items :

Cabinet paper No. 15/1021/602/040 a Memorandum dated 2015.07.06 by the Prime Minister on "Central Expressway" – the above Memorandum was considered along with the observations of H.E. the President and the Minister of Finance. After discussion, it was decided :

(i) to grant approval to implement the proposals relating to the Central Expressway as indicated in the Memorandum, and

(ii) that, with regard to the appointment of committees of other matters referred to in the final paragraph of the Memorandum, the Secretary to the Prime Minister to take note of Paragraph 2 of the observations of the Minister of Finance and pursue action accordingly.

It was also decided note this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey same to the relevant authorities for necessary action accordingly.

Action by : Secretary to the Prime Minister – above observations annexed.
Ministry of Finance - observations of H.E. the President annexed
Ministry of Highways and Investment Promotion – Copy of Memorandum and above observations annexed

Copied to : Secretary to the President - Copy of Memorandum and observations of the Minister of Finance annexed
Ministry of Policy Planning, Economic Affairs, Child, Youth and Cultural Affairs - Copy of Memorandum and above observations annexed.

PMO/06/03/CM/49/2015

Cabinet Memorandum

Central Expressway

Expeditious competition of the Central Expressway is paramount to the rapid Economic Development of the country. The Cabinet Subcommittee on Economic Affairs has had several discussions during the last couple of months to examine the feasibility of achieving this in a cost effective manner without sacrificing speed.

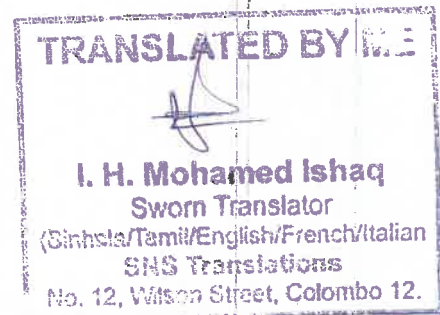
It was decided to divide the entire length of the Central Expressway into four parcels :-

1. Kadawata to Meerigama
2. Meerigama to Kurunegala including the Ambepussa link
3. Pothuhara to Kandy
4. Kurunegala to Dambulla

Asian Development Bank had agree to do the second section from Meerigama to Kurunegala including Ambepussa link. JICA is willing to undertake the third Section from Pothuhara to Kandy.

In the meantime it was found that in case the last Government had entered into MCC with a Chinese company called the China Metallurgical Corporation (MCC) to construct the third Section from Pothuhara to Kandy via Rambukkana and Galagedara. This Company had employed it is clamed over a hundred Engineers and Designers to do the Feasibility Studies, Environmental Assessment, Soil Test Terrain Assessment and Preliminary Designs, over a period of two years. On completion of these preliminaries the Government had appointed a Subject Examination and a Rate Negotiations Committee. On their recommendation Cabinet had approved on 17th November 2014 that the RDA should sign a contract with this company for the Section Pothuhara to Rambukkana at a cost of Rupees 48.2 Billion.

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Last government also had an elaborate ceremony for groundbreaking with four separate. This contract therefore had ceased to be valid, as six months had passed with no loan being different.

The Chinese embassy had taken up this matter with my officials and had protested that the contract was not due to their fault. The last government had also signed contracts of the expressway from Veyangoda towards Kurunegala. This construction was envisaged to be funded by raising rupee bonus locally. The local contractors also have raised this matter with the officials.

The Chinese contractor referred to above is the same contractor doing the OCH3. The government had already agreed that they should utilize the savings in OCH3 to undertake construction of a few kilometers on the first section of expressway from Kadawatha where the OCH3 terminates.

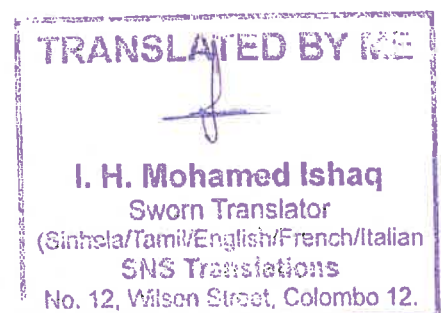
Into a new contract to do the first section from Kadawatha to Meerigama utilizing the savings from OCH3 and the balance to be funded through a concessionary loan from the EXIM Bank of China. They are also willing to commence work immediately without waiting for the completion of OCH3 on terms and conditions to be negotiated afresh and utilizing local sub contractors for substance portions to minimize costs. The economic sub committee recommends this arrangement.

The economic sub committee also recommends that the section from Kurunegala to Dambulla to be parceled to local contractors to be funded by raising local bonds. They are also willing to accept this on fresh terms and conditions to be negotiated.

Therefore, work on the central expressway could commence very early as follows :

1. First Section : from Kadawatha to Meerigama to be undertaken by Chinese MCC
2. Second section : Meerigama to Kurunegala with the Ambepussa link by ADB
3. Third section : Pothuhera to Kandy by JICA
4. Fourth section : Kurunegala to Dambulla by the same local Contractors assigned work by the last Government.

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Whereas the Central Expressway could commence very early simultaneously every stations.

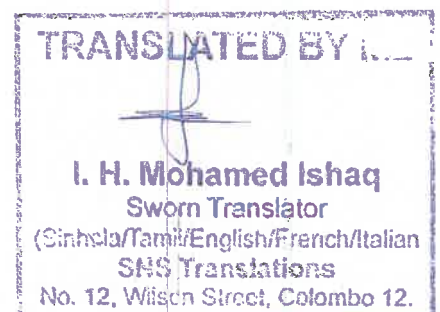
The Chinese Bank has agreed to engage food contactors the major station of Local Contractors. This will help in remaining major places to funds within the certain limit.

I recommend that the above proposals be approved by the Cabinet. The cabinet may also approve for the Cabinet Subcommittee on Economic Affairs in appoint the necessary negotiating and other matters concerned with the expeditious commencement of the central Expressway. The decisions of the Subcommittee will be submitted to Cabinet from time to time.

Sgd. Illegibly
Ranil Wickremesingha
Prime Minister

6 July 2015

31



Cabinet Office

Copies : Secretary to the President.
Office of Preparatory Compilation
Auditor General

My No. : CM/15/1021/602/040-I
2015.07.30

to be acted upon : Secretary to the Prime Minister
Secretary of the Ministry of Highways and Investment Promotion

Central Expressway

(Memorandum dated 20.07.2015 submitted by the Honorable Prime Minister)

The decision reached in the meeting of the Council of Ministers held on 22.07.2015 has been sent herewith for the necessary activities.

Sgd.illegibly
MDJ Fernando
Additional Secretary

Sgd/ S Abeysinghe
Secretary to the Cabinet

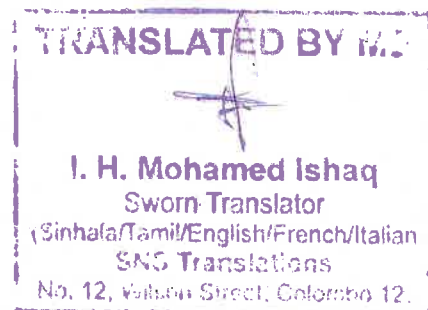
Supplementary Agenda Subjects:

41. Ministerial Paper No. 15/1021/602/040, the memorandum submitted by the Prime Minister dated 20.07.2015 entitled "Madhyasham Expressway" - (Ministerial Paper No. 15/1021/602/040 dated 07.08.2015 Regarding the decision) the above memorandum was considered along with the observations of the Finance Minister. After discussing this, approval was given for proposals 1, 2 and 3 mentioned in the last paragraph of the memorandum.

It was also decided to consider this decision as having been adopted and to delegate the authority to the Secretary of the Cabinet of Ministers to inform the concerned authorities of the decision to carry out the necessary activities accordingly.

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Prime Minister of Sri Lanka

Confidential

PMO/06/03/CM/49/2015

Cabinet Memorandum

Central Expressway

The Cabinet decided on 2015.07.08 to commence the construction of the Central Expressway. The first Section of the Central Expressway from Kadawata to Mirigama was assigned to the Chinese Contractor, Metallurgical Corporation of China Ltd (MCC). In consultation with the Treasury, two Committees were appointed by the Cabinet Sub Committee on Economic Affairs. The first Committee to negotiate rates consists of:

1. Prof. Saman Bandara, Chairman, Road Development Authority and Professor of Civil Engineering, Moratuwa - Chairman
2. Eng. K.L.S. Sahabandu, General Manager, Central Engineering Consultancy Bureau-Member.
3. Mr. M.P.K.L Gunaratne, Addl. Director General, Road Authority - Member
4. Mr. P.B.S.C. Nonis, Director, Department of Public Finance, Treasury-Treasury Representative

The Second Committee for Monitoring Procurement, Financial Functions, Scope Evaluation and Rates Consistency etc; will function continuously till the construction is completed. This Committee will ensure quality, discipline and timely completion of work. This Committee consists of:

1. Mr. D. Dissanayake, Ex-Secretary, Ministry of Public Administration - Chairman
2. Mr. W.D. Jayasinghe, Ex-Director General, Public Finance, Treasury-Member
3. Mr. M.G. Dayaratne, Ex-Director General, State Accounts, Treasury- Member
4. Mr. M.Thurasamy, Ex-Senior Highway Engineer - Member
5. Mr. P.B.S.C. Nonis, Director, Department of Public Finance, Treasury-Treasury Representative

A series of intensive negotiations and several meetings were held during the last few days to finalize rates and other terms and conditions proposed by MCC for this construction.

The Committee had submitted its report recommending a final total price of Rs. 145.799 billion. This price is for the construction of the Section from Kossinna to Mirigama (32.55 km.): Section from Kadawata to Kossinna approx. 5 km is expected to be completed from the savings of OCH(3). So the rate per kilometer works out to Rs. 4.5 billion.

The following comparison of price per kilometer indicates, that the Committee has been able to negotiate an acceptable rate. The Section 2 of the Outer Circular Highway constructed by Japanese Contractor works out to per kilometer rate of Rs. 5.5 billion as at today's prices with no Viaducts.

OCH(3) by the Chinese Contractor MCC, was reviewed by the Committee appointed by this Government in March this year brought down the cost from Rs 7.3 billion to Rs. 4.7 billion per km. This Section of OCH (3) which is 9.3 km, in length has 3.5 km of Viaducts. The Section from Kossinna to Mirigama, has a lengthy Section of bad soil condition worse than even in OCH (3) in several places. This Section will therefore involve the construction of lengthy Viaducts extending 12.5 km. and also a large bridge extending over 1.5 km. Construction of a Bridge is much more costlier than constructing Viaducts. Even with these lengthy Viaducts and Bridge Cost, the per kilometer rate for the first Section at today's cost is considerably lower than that of QCH(2) and OCH(3).

Considering the scope of work of this Section involving lengthy Viaducts and soft ground treatments, poor ground conditions, suburban environment and long hauling distances of construction materials the Committee recommends that the rates finally agreed in Justifiable.

There was a recent offer from TAISEI, the Japanese Contractor who constructed the OCH(2) to undertake this section. Their proposal during the time of the last Government to do this section from Enderamulla to Veyangoda (a distance of 28 km) was Rs 170 Billion.

Therefore, the projected cost for 38 km would work out to Rs. 220 Billion. Their recent offer was on commercial credit. Based on today's prices on commercial credit TAISEI's proposal would nearly be double the MCC offer.

As compensation for the land acquisition has to be paid immediately, I recommend as first installment Rs. 500 million be released by the Treasury. The total compensation for land acquisition for the first section of the Central Expressway will be in the region of Rs. 12 billion. This amount should be paid in installments as and when the work progresses.

The Contractor has already commenced work on the initial Section from Kadawate i.e. the termination point of OCH(3). They are utilizing the funds expected to be saved by a reduction of the scope of work on OCH(3) negotiated by the Committee appointed by this Government.

The External Resources Department had already applied to the Exim Bank of China for a concessionary loan to complete the balance work of this Section. The Contractor had assured the expeditious procurement of the loan.

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I recommend that the Cabinet:

1. Approves the rate recommended by the Committee and authorize the Road Development Authority to enter into a Contract with

the Metallurgical Corporation of China Ltd (MCC).

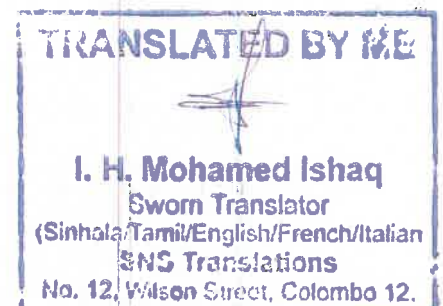
2. The Treasury to release Rs. 500 million immediately as compensation for land acquisition

3. To seek 100% concessional loan from Exim Bank of China to cover the required Project costs.

Sgd. Illegibly
Ranil Wickremesingha
Prime Minister

20 July 2015

35



OFFICE OF THE CABINET OF MINISTERS

Urgent & Confidential

Mr. D.C. Dissanayake
Secretary
Ministry of Higher Education and Highways
Fax: 2862705

CABINET DECISION

Given below is an extract of Item (39) of the Minutes of the Cabinet Meeting held on 2016-07-20

Item (39)

Cabinet Paper No.16/1400/706/045, a Memorandum dated 2016-07-14 by the Minister of National Policies and Economic Affairs on "Mandate Letter to Bank of Tokyo-Mitsubishi UFJ, Ltd. to Fund the 3rd Phase of Central Expressway and the Elevated Road from Kelani Bridge to Rajagiriya" (Cabinet decision dated 2016-05-28 on CP No. 16/1166/702/003-XX refers) after discussion, it was decided to grant approval to the proposals (a) and (b) in paragraph 6 of the Memorandum.

It was also decided to treat this decision as confirmed and to authorize the Secretary in the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

Action by: My National Policies and Economic Affairs

Copied to:

Secretary to the President-copy of Memorandum annexed.

Attorney General- copy of Memorandum annexed.

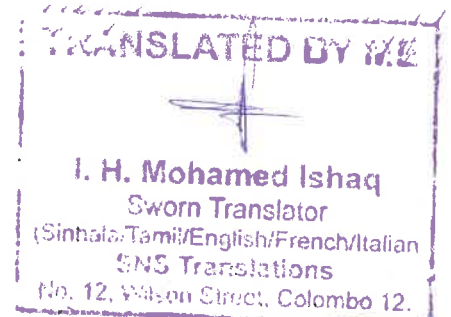
Secretary to the Prime Minister copy of Memorandum annexed.

Ministry of Higher Education and Highways-copy of Memoranda annexed.

Ministry of Finance-copy of Memorandum annexed

Sgd. Illegibly
W.M.D.Fernando

36



Ministry of National Policies and Economic Affairs

CABINET MEMORANDUM


Mandate Letter to The Bank of Tokyo-Mitsubishi UFJ, Ltd. to Fund the 3 Phase of Central Expressway and the Elevated Road from Kelani Bridge to Rajagiriya

The Central Expressway and the Elevated Road Section from Kelani Bridge to Rajagiriya have been identified as priority development projects of the Government and expected to be implemented in an accelerated manner. The Cabinet Committee on Economic Management at its meeting held on 17th May 2016 approved the construction of the 3rd Phase of the Central Expressway (Pothuhera to Galagedera) and the Elevated Road Section from Kelani Bridge to Rajagiriya with the concessional financing from Bank of Tokyo-Mitsubishi UFJ, Ltd. (BTMU). This decision was subsequently ratified by the Cabinet of Ministers at the Cabinet meeting held on 24 May 2016.

2. BTMU has indicated their willingness to provide a Syndicated Yen Loan for the above projects with the following Terms and Conditions.

Amount	:	Yen equivalent up to USD One Million
Interest Rate	:	Six (6) months JPY LIBOR + 0.95% per annum
Arrangement Fee	:	1.10% flat of the facility amount
Commitment Fee	:	0.25% per annum
Nippon Export and Investment Insurance (NEX) Coverage	:	10.07% fat of the Facility Amount (approx.) to the paid in upfront
Agency Fee	:	USD 30,000.00 equivalent JPY per annum
Default Interest Rate	:	200% per annum
Repayment Period	:	15 years with 6 years grace period
Governing Law	:	Japanese Law

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The annualized financing cost of the facility would be in the range of 2.02% -2.22% per annum.

3. Further BTMU has requested a Mandate Letter from the Government of Sri Lanka in order to start the proceedings with NEXI and relevant parties.

4. Accordingly the Cabinet Committee on Economic Management at its meeting held on 08th June 2016 granted approval to issue the Mandate Letter with mutually agreeable conditions after obtaining the clearance from the Attorney General's Department (Annexure I) in this regard, Cabinet has subsequently decided to direct relevant Ministry to submit a separate Cabinet Memorandum along with the decision of the Cabinet Committee on Economic Management for the consideration of the Cabinet of Ministers (Annexure II)

5. Attorney General's Department has forwarded their clearance subject to few amendments to the draft Mandate Letter submitted by the BTMU and accordingly the Mandate letter has been finalized with mutually agreeable conditions to GOSL and BTMU The finalized Mandate Letter is attached as Annexure III.

6. Approval of the Cabinet of Ministers is sought to,

a) Authorize Director General, Department of External Resources to sign the attached Mandate Letter, and

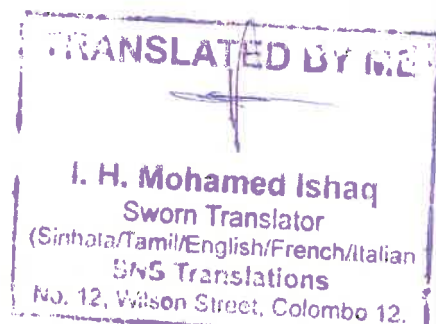
b) Conduct further negotiations with the BTMU on Terms and Conditions of the proposed credit facility.

Sgd. Illegibly

Ranil Wickramasinghe

Minister of National Policies and Economic Affairs

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The Director General
External Resource Department
3rd Floor, The Treasury Building,
Colombo 1

STRICTLY PRIVATE & CONFIDENTIAL

Summary of Indicative Terms and Conditions

For Expressway Projects in Sri Lanka

The Bank of Tokyo-Mitsubishi UFJ Ltd are very pleased to present this revised summary of indicative terms and condition for part of i) Elevated Highway Network (New Kelani Bridge-Rajagiriya) and ii) Central Expressway Pothuhera - Galagedara) in Sri Lanka (such part, the "Project") as follows.

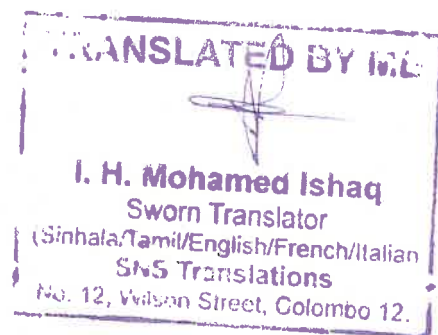
This summary of indicative terms and conditions does not constitute nor should it be construed as, a binding commitment any kind by BTMU or its affiliates or an offer to commit to extend credit to or arrange any financing for the Borrower its affiliates, or any assurance that the financing described herein is available. This indicative summary terms and conditions is not intended to be a comprehensive statement of all of the terms and conditions of any proposed financing id do not suggest specific phrasing of document clauses. Rather, this summary of indicative terms and conditions is meant to serve as a basis for further discussions and to provide indicative terms and conditions for a financing The total terms and conditions of any proposed financing must be fully negotiated and contained in definitive documentation satisfactory to the parties, which must be duly authorized, executed and delivered by all relevant parties. In addition, the notice of any offering or commitment letter will be subject to, among other things, satisfactory due diligence (including environmental due diligence and know your customer confirmation), receipt by NEXI and BTMU or their affiliates of all necessary internal approvals, including credit approval, and satisfactory documentation (including without limitation, execution of an insurance in favour of the Lenders by NEXI, in form and substance satisfactory to the lenders). These terms and conditions are strictly confidential and shall not be released or disclosed to any third party without prior consent of BTMU. All references in brackets, and marked with an asterisk or marked as

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"to be confirmed", "to be discussed" or "to be defined" are subject to further modification, confirmation/approval by the Parties. If the borrower executes mandate letter commitment letter and/or the Facility Documentation (the "Finance Documents") Lenders and NEXT, as appropriate and terms thereof shall have a conflict with the terms under the Finance documents, the terms of such Finance Documents shall prevail over the terms below.

please note that this summary of indicative terms and conditions is the updated version from indicative proposal dated 25th June, 2015 addressed to you (the "Previous Term Sheet") and should not be considered as a separate/duplicate. If terms of the previous terms sheet have a conflict with the terms hereunder the terms hereunder shall prevail over the terms under the Previous Terms Sheet.

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Interest Rate Six (6) months LIBOR plus [0.05]% per annum

"LIBOR" means the rate quoted on the Reuters page LIBOR01 (or any other designated rate) as of the specified time for Japanese Yen and for a period equal in length to the interest period of that Loan. In case that rate is less than zero LIBOR shall be deemed to be zero.

Arrangement Free [1.10]% flat of the Facility Amount

Commitment Fee [0.25]% per annum

Commitment Fee to be payable by the Borrower to the Facility Agent on behalf of the Lender(s), semi-annually in arrears on the uncanceled, undisbursed portion of the Facility Amount, from the Closing Date until the earlier of (1) the last day of the Availability Period, (ii) full drawdown of the Facility Amount, and (iii) the date of termination of the Lender(s)' commitments.

Insurance Coverage [100]% for political risks, and [100]% for commercial risks with special condition for sovereign risk for the outstanding balance of the Lenders

Insurance Premium NEXI Insurance Premium shall be paid by the Borrower in up-front lump sum amount in JPY to the Facility Agent. NEXI Insurance Premium will be determined by NEXI after the Closing Date subject to NEXI due diligence and approval, and depending on timing of drawdown and amortization schedule.

At current, the NEXI Insurance Premium is approximately estimated as [10.07]% flat of the Facility Amount. Such estimated NEXI Insurance Premium is calculated based on the estimated timing of the Disbursement/projected amortization schedule of which the drawdown of the Facility is fully made on the first date of the Availability Period. However, NEXI will recalculate the actual amount of the NEXI Insurance Premium on the date which the Availability Period ends. Such recalculation may result in, a refund of NEXI Insurance Premium to the Borrower if the NEXI Insurance Premium calculated based upon the actual timing of the Disbursement/amortization schedule differs from that calculated under the estimated timing of the Disbursement/projected amortization schedule.

Agency Fee Required in case of more than one financial institutions to participate as the Lenders to form a club which estimated to be USD [30,000.00] equivalent JPY per annum is payable by the Borrower to the Facility Agent. The first such payment shall be made at the Closing Date and thereafter on each anniversary of the Closing Date until all amounts due by the Borrower under the

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Facility have been paid in full. The Agency Fee is non refundable.

Default Interest
Rate

Upon the occurrence and during the continuance of any payment default under the Facility, [2.00%] per annum over the relevant interest rates and will be fixed for interest periods of such duration as shall be determined by the facility agent and the lenders under the relevant Facility Documentation.

Computation of
Interest, Default
Interest &
Commitment
Fees :

Interest, Default Internet and Commitment Fees will be calculated on the basis of the actual number of days elapsed (including the first day but excluding the last) in a 365 day year unless otherwise required in accordance with local market practice.

Other costs and
expenses

The Borrower will reimburse NEXT, the Lead Arranger, the Leaders and the Facility Agent for (i) all out-of-pocket expenses (including fees and expenses of legal counsel and environmental consultant to such persons and any fees) incurred by them in the negotiation, preparation and execution of the Facility Documentation (whether or not such Facility Documentation is executed) and (ii) all out-of-pocket expenses incurred by them in connection with any enforcement of the Facility Documentation or presentation of their rights thereunder.

Material Adverse
Effect

(i) material adverse effect or material adverse change (or event which is likely to result in a material adverse effect or material adverse change) on or in the business or financial condition of the Borrower, (ii) material adverse effect or material adverse change on or in the political and economic conditions of Sri Lanka or Japan or (iii) circumstance, change or condition (or continuation of any condition) in the international or domestic debt or capital markets which in the Lead Arrangers' opinion may prejudice a successful closing of the Facility.

No release

No claim or dispute arising out of or in connection with any other contract or agreement (including without limitation, any Contract Agreement), shall have any effect upon the Borrower's obligations under the Facility Documentations nor in any way be deemed to release the Borrower therefrom, such obligations being absolute and unconditional

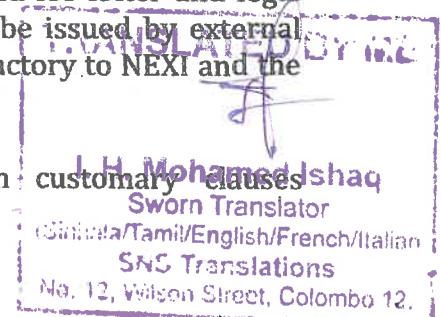
Facility
Documentation

The Facility will be subject to the negotiation, preparation, execution and delivery of facility and mandate documentation (including but not limited to the Facility and fee letter and legal opinions in the applicable jurisdictions, to be issued by external legal counsels) in form and substance satisfactory to NEXI and the Lenders (the "Facility Documentation").

The Facility Documentation will contain customary clauses

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including, but not limited to: conditions precedent, mandatory prepayments, voluntary prepayments, change of control, representations and warranties, pari passu ranking, covenants, tax gross-up, waiver of immunity, increased costs, FATCA provisions, market, disruption, prepayment costs (including prepayment premium and break cost), negative pledge, illegality (including sanctions laws and regulations provisions), default interest rate, events of default and cross default, information undertakings, know your customer confirmation, indemnity, agency, set-off, provisions related to NEXI subrogation/assignment, anti-bribery and money laundering, environmental and social consideration in accordance with NEXI and the Lenders internal guideline and any other provisions customary for the Facility.

**Management
Participation**

(a) each Lender will have the right (without providing notice to, or obtaining the consent of, the borrower) to transfer or assign to one or more persons all or a portion of its rights and obligations under the Facility documentation (such terms to be defined in the Facility Documentation on terms satisfactory to the Lead Arranger). Upon Such transfer or assignment, the transferee or assignee shall become a Lender for all purposes of the Facility Documentation.

(b) Each Lender will also have the right (without providing notice to, or obtaining the consent of the Borrower) to enter into sub-participations and other transactions relating to its rights and obligations under the Facility Documentation in which it remains lender of record.

Please note that assignment of transfer of the rights and obligations under (a) or execution of transaction relating to the rights and obligations under (b) is subject to NEXI's approval.

The Borrower may not assign any of its rights or transfer any of its obligations.

Taxation

All amounts payable under the Facility will be made net of all applicable taxes or other deductions.

Syndication

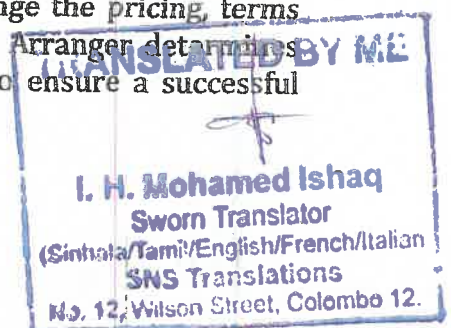
The Borrower shall give such assistance as the Lead Arranger may require in relation to the syndication of the Facility including giving of presentations by members of their management and assisting in relation to the preparation of an information memorandum.

Market Flex

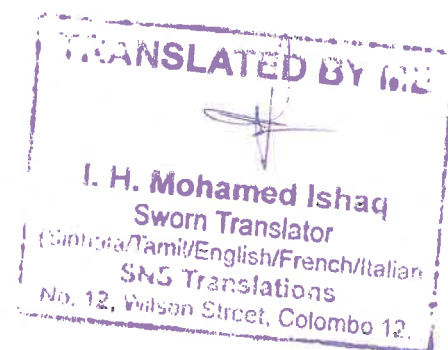
The Lead Arranger shall be entitled to change the pricing, terms and/or structure of the Facility if the Lead Arranger determines that such changes are advisable in order to ensure a successful syndication of the Facility.

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Waiver of Immunity	To the extent that the Borrower might now or later acquire any immunity from jurisdiction of any court or from any legal process with respect to itself or its property, the Borrower shall irrevocably waive immunity with respect to this financing and any resulting financing.
Confidentiality	This summary of indicative terms and conditions and its contents are intended for the exclusive use of the Borrower and shall not be disclosed to Any person other than the Borrower's legal and financial advisors for the purposes of the Project unless the prior written consent of the Lead Arranger is obtained.
Submission to Jurisdiction	The Borrower will submit to the non-exclusive jurisdiction to Tokyo District Court, and will waive any right to immunity (sovereign or otherwise) from jurisdiction of any court, any set-off or legal process for the Facility Documentation.
Governing Law	Japanese Law



By

Sgd. Illegibly

Name

Kenji Kajiura

Title

Head of ECA, Commodities & Trade Finance
Structured Finance Division

(45)

45

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Important points for NEXI Overseas United Loan Insurance ("OULI")

June 2016

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Overview : NEXI Overseas Untied Loan Insurance Facility

NEXI Facility under Overseas untied loan insurance program ("OULI") will be one of the finance options to secure funds for targeting expressway projects.

OULI offered by NEXI is one of untied programs which does not necessarily require procurement from Japan. However, it requires strong "Japan Interests" in targeting expressway projects.

BTMU will extend the loan to the Borrower with other commercial banks syndicated by BTMU as necessary.

This facility will be insured by NEXI's overseas untied loan insurance.

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Key Points

1. Japan Interests in this project

"Japan Interests" are necessary for Japanese government (Ministry of Economy, Trade and Industry) and NEXI to consider supporting targeting expressway projects

There should be a project first, and then NEXI will be able to start their consideration about due diligence including Japan Interests (i.e. BTMU separately need project information to discuss with NEXI)

2. Contractor

How to select and award construction companies

3. Borrowing entity

Ministry of Finance, Sri Lanka

4. Finance amount

The finance currency is JPY and the maximum finance amount is up to USD 1.0 billion equivalent to JPY

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2012

5. Disbursement timing

Disbursement should be in line with the progress of the construction of targeting projects

6. Required project information

A copy of feasibility study

A copy of environmental Impact assessment report

A copy of construction contract

Project schedule (e.g. Dec 2016: To enter construction contract with a Japanese company)

Breakdown of project costs (e.g. construction cost USD**m, land acquisition USD**m etc.)

7. Land acquisition

Schedule of land acquisition

Latest situation

Expected land acquisition costs

A How to purchase land from land owners (e.g. contracts with land owners, pricing etc.)

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8 Insurance premium

A The premium should be determined by NEXI, and needs to be paid one time upfront in JPY
With regard to the indicative premium level as of today, please refer to our indicative proposal
On the other hand, related finance cost including insurance premium can be considered by NEXI and lenders to be financed under the facility

9. Mandate letter

In order to further discuss with NEXI and relevant parties, we would like to receive the mandate letter from the Sri Lankan government.

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MANDATE LETTER

[] June 2016

Government of the Democratic Socialist Republic of Sri Lanka

The Bank of Tokyo-Mitsubishi UFJ, Ltd.

JP Tower 2-7-2, Marunouchi, Chiyoda-ku, Tokyo, 100-005

Head of ECA, Commodities & Trade Finance, Structured Finance Division

MANDATE LETTER: ARRANGEMENT OF NEXI FACILITY FOR EXPRESSWAY PROJECTS'

We refer to the Letter of Interest dated as of 3 June, 2016 which you expressed your interests in NEXI covered Facility (the "Facility") for Elevated Highway Network (New Kelani Bridge-Rajagiriya) and ii) Central Expressway (Pothuhera-Galagedara) in Sri Lanka (such part, the "Project"). We, Government of the Democratic Socialist Republic of Sri Lanka (the "Borrower"), are please to appoint The Bank of Tokyo-Mitsubishi UFJ, Ltd. (BTMU") as a sole mandated lead arranger (the "MLA") to arrange this Facility. This letter (this "Letter") sets out our terms of understanding for the Arrangement (defined below).

1. OBJECTIVE AND SCOPE OF WORK

(a) Objective - To arrange the Facility for the purpose of implementing the Project (the "Arrangement") on the MLA's best effort basis.

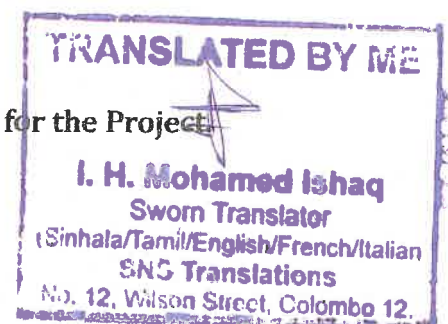
(b) Scope of Work

(i) the MLA will perform consideration, discussion and negotiation with Nippon Export and Investment Insurance ("NEXI") and other potential lenders (the "Potential Lenders") to arrange the Facility in coordination with Japanese Construction Companies (the "Contractor(s)").

(ii) the MLA will arrange the syndication for the Facility, if the MLA considers it necessary.

2. EXCLUSIVITY

(a) The MLA is a sole and exclusive mandated lead arranger for the Project



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(b) During the term of this Letter, the Borrower shall undertake not to appoint or mandate any entities, including without limitation, banks, financial institutions and/or investors as a mandated lead arranger to arrange the Facility or financing of similar nature of the Facility. The Borrower agrees that no Potential Lenders will receive any compensation of any kind for its participation in the Facility, except as expressly provided herein.

(c) During the term of this Letter, the Borrower shall undertake not to conduct a negotiation, consideration or/and discussion with any other party to participate a financing (including) without limitation, extending a loan or providing a guarantee) in connection with the Project.

(d) The MLAs failing to provide a commitment letter for the above projection within the stipulated period GOSL shall have the option of (a) terminating the Mandate Document, (b) Proceeding with the available other financing option for the project.

(e) Condition

Notwithstanding anything contained in this Letter, the MLA is to use best efforts to arrange and manage the primary syndication of the Facility is made on the terms of this Letter and is subject to satisfaction of the following conditions:

(i) compliance by the Borrower with all the terms of this Letter;

(ii) the accuracy and completeness of all representations that the Borrower makes to NEXT, MLA and the Potential Lenders and all information that the Borrower furnishes to NEXI, MLA and the Potential Lenders,

(iii) the preparation, execution and delivery of the facility documentation in connection with the Facility (the "Facility Documentation") and appropriate legal opinions in form and substance satisfactory to NEXI, MLA and the Potential Lenders;

(iv) due diligence and Know Your Customer confirmation satisfactory to NEXI, MLA and the Potential Lenders,

(v) the final board approval of NEXI, MLA and the Potential Lenders;

(vi) completion of business, accounting, tax, insurance, environmental, legal and regulatory due diligence in respect of the Borrower and its affiliates, the results being in all respects satisfactory to NEXI, MLA and the Potential Lenders;

(vii) execution of an insurance in favour of the MLA and Potential Lenders by NEXI, in form and substance satisfactory to NEXI, MLA and the Potential Lenders, and

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(viii) terms and conditions of certain contract between the Borrower and the Contractor(s) of which are satisfactory to NEXI, MLA and the Potential Lenders.

3. MARKET FLEX

(a) During the period from the date of this Letter to the date, following close of the Facility Documentation, the MLA may with the concurrence of the borrower, change the pricing, terms and/or structure of the Facility if the MLA determines that such changes are advisable in order to enhance the prospects of a successful syndication.

(b) The Borrower agrees to, and shall ensure that each other affiliate shall, act promptly to amend the Facility Documentation to reflect any changes made under Section 6. (a).

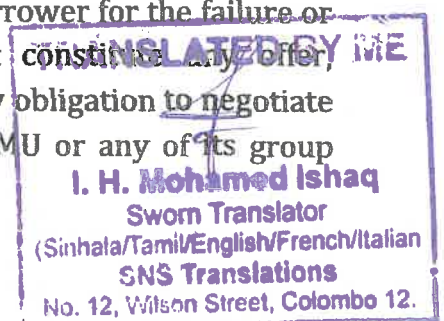
4. INFORMATION

(a) the Borrower hereby irrevocably and unconditionally agrees that the MLA may disclose information concerning the Borrower (including without limitation, the Borrower's financial statements to (i) the Potential Lenders (including without limitation, assignee, transferee or successor of such Potential Lenders), (ii) any court or any judicial, governmental, supervisory or regulatory body or (iii) any entity to whom the MLA is required to disclose (A) pursuant to any law or regulation of any country or the rules of any stock exchange or (B) in order to perform the Arrangement. Further, the Borrower shall, upon the request of the MLA, promptly provide the MLA with the information necessary for the performance of the Arrangement.

(b) The Borrower may not reveal to any person that the fact that the financing in connection with the Project is (or was) under consideration, negotiations or discussions are (or were), taking place between the Borrower and the MLA or any information concerning the status of progress of such considerations, negotiations or discussions (including without limitation, termination of negotiations) other than any information the borrower is bound to disclose by law.

5. LIABILITY

(a) The MLA shall have no obligations or liabilities to the Borrower for the failure or performance of the Arrangement. This Letter does not constitute any offer, agreement or commitment (including without limitation, any obligation to negotiate or to continue negotiation), express or implied, by the BTMU or any of its group companies as to participation in the Facility.



(52)

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(b) The Borrower acknowledges and agrees that the Borrower have been advised that (1) the MLA is not in the business of providing legal, tax or accounting advice, (1) the Borrower understands that there may be legal, tax or accounting risks associated with the Facility described herein, (iv) the Borrower shall receive legal, tax and accounting advice from advisors with appropriate expertise to assess relevant risks, and (iv) the Borrower shall apprise appropriate senior management in its organisation as to the legal, tax and accounting advice and, if applicable, risks associated with the Facility and the MLA's disclaimers as to these matters.

(c) The Borrower shall indemnify the MLA for any losses incurred by the MLA in connection with the Arrangement, unless such losses arise from the wilful misconduct or gross negligence of the MLA.

6. MATERIAL ADVERSE CHANGE

During the term of this Letter, in the event of any material changes in (1) businesses, prospects condition (financial or otherwise), operation, performance or assets of the Borrower, (ii) the validity of enforceability of this Letter, (in) rights and remedy of BTMU, (iv) the Project, (v) the international or any relevant domestic syndicated loan, debt, bank, capital or equity market which could prejudice syndication or (vi) international, financial, economic or political conditions, including without limitation, any sovereign risk downgrading, of Borrower's country and/or deterioration in the business or financial sector in Borrower's country or any event that may materially affect market conditions or any circumstances, in the opinion of the A, the MA may immediately terminate this Letter as per the provisions of 8 b of this letter without any liability, compensation or continuing obligation to the Borrower.

7. EXPENSE AND COST

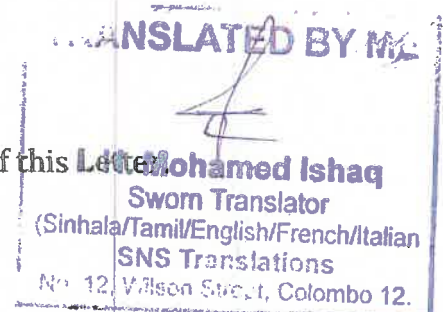
Expenses shall bear or reimburse by the Borrower subject to the prior approval of GOSL (including without limitation, environment due diligence fees, legal counsel fees, taxes and any other costs incurred or to be incurred by the MLA, irrespective of weather or not the Facility is duly executed). Upon the request of the MLA, the Borrower shall immediately pay or reimburse such cost and expense to the MIA or relevant parties.

8. TERM OF THIS LETTER

(a) This Letter shall be valid for one (1) year from the signing of this Letter.

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(b) The MLA will deliver a commitment letter within 30 days of Signing EPC contacts with JCC's. The both parties shall have the right to terminate this Letter at any time upon seven (7) days prior written notice to the other party without any liability, compensation or continuing obligation, subject to following:

(c) The MLA may terminate its obligations under this mandate Document if

I. the GOSL breaches any term of the Mandate Document;

II. the Commitment letter is not accepted by the Borrower within the agreed time;

III. any material information provided by the Borrower to the MLA is untrue, inaccurate, incomplete or misleading.

IV. the Borrower fails or to disclose to the MLA any material facts or information which might be relevant to their decision to arrange the Facility, or

V. any event occurs or information has become available such that, in its judgement, it believes that any condition set forth in the paragraph headed Conditions is or may not be satisfied.

d) GOSL may terminate its obligations under this mandate Document if:

VI. the MLA breaches any term of the Mandate Document;

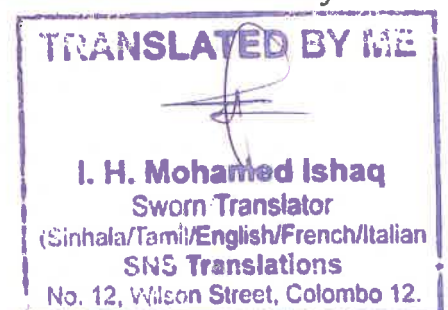
VII. the Commitment letter is not provided by the MLA within the agreed time;

VIII. any information provided by the MLA to the Borrower is untrue, inaccurate, incomplete or misleading;

IX. the MLA fails or to disclose to the Borrower any material facts or information which might be relevant to their decision to accept the Commitment letter/facility, or

X. any event occurs or information has become available such that, in its judgement, it believes that any condition set forth in the paragraph headed conditions is or may not be satisfied.

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9. MISCELLANEOUS

(a) The borrower may not assign its rights and obligations hereunder without the prior written consent of the MLA.

(b) For the purposes of any court or arbitral proceedings referred herein or the enforcement of any resulting court judgment or arbitral award, the Borrower irrevocably agrees not to claim and hereby irrevocably and unconditionally waives such immunity to the full extent permitted by the laws of such jurisdiction.

(c) The Borrower hereby represents and warrants for the benefit of the MLA that the Borrower has taken, performed and conducted any and all actions (including without limitation, obtaining any and all authorizations, approvals and consents of any and all agency, department or commission of the Borrower's country) as may be necessary for the purpose of execution and performance of this Letter.

(d) This Letter and any non-contractual obligations arising out of or in connection with it shall be governed by, and construed in accordance with, the laws of Japan. Tokyo District Court has non-exclusive jurisdiction to settle any dispute that may arise out of or in connection with this Letter.

Yours faithfully

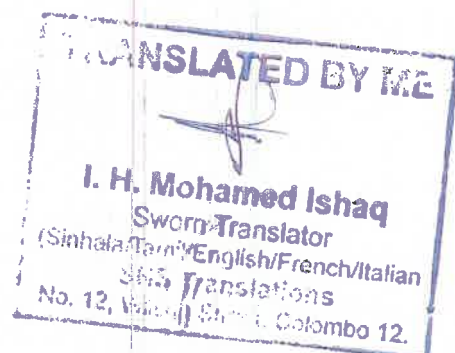
Government of the Democratic Socialist Republic of Sri Lanka

Name :

Title :

(S-7)

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The Director General
Department of External Resources
Ministry of National Policies and Economic Affairs
3rd Floor, The Treasury Building, Colombo 1

**Summary of NEXI Covered Facility (the "Facility")
For Elevated Highway Network in Colombo
(from New Kelani Bridge to Athurugiriya)**

Following the discussion among the Sri Lankan government, Embassy of Japan in Sri Lanka, The Bank of Tokyo-Mitsubishi UFJ, Ltd ("BTMU") at Ministry of Finance on 30 Mar 2016, we, BTMU, are pleased to submit our indicative proposal summary of the Facility to Department of External Resources, Ministry of National Policies and Economic Affairs. We would like to highlight couple of benefits of the Facility for your reference.

1. FINANCING COST OF THE FACILITY

Our indicative annualized financing cost is competitive and attractive as follows;

	<u>In Japanese Yen(*)</u>
Financing Cost	2.01-2.22 % pa.
Margin/Spread	1.99-2.20% pa
Base Rate	0.02 % p.a. (current JPY 6M Libor)
Financing Tenor	Up to 15 years (including the construction and grace period of up to 6 years and the repayment period of up to 9 years).

1. FINANCING COST OF THE FACILITY

(*): 2.01-2.22% p.a. consists of annualized all in spread of 1.99-2.20% p.a. of the facility plus JPY 6M Libor 0.02% as of March 24, 2015. JPY 6M Libor will be reviewed and changed in every 6 month. The Financing Cost of 2.01-2.22% p.a. is not a fixed cost which will be applied for the loan life. Final terms & conditions will need to be further discussed and agreed among responsible parties such as the borrower, NEXI, and BTMU.

(56)

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2. USE OF THE LOAN

This Facility will be available mainly for the construction of the part (especially from New Kelani Bridge to Athurugiriya) of the Elevated Highway Network where Japanese construction companies ("JCC") will enter contract agreements with Road Development Authority, and in which Japanese Export Credit Agency ("ECA") confirm sufficient Japan Interests. However, we can also consider the necessary land acquisition cost subject to further due diligence and approval of Japanese ECA and BTMU.

3. PROPOSED CLOSING SCHEDULE

Based on our experience for Japanese ECA financing, we normally close the financing within approximately 7 months, which we believe is much shorter compared to other financing sources subject to further discussion with responsible parties.

Note : It normally takes several months for ECAs to complete their due diligence process which includes financial analysis, project eligibility, environmental and social assessment and documentation execution. We will use its resources and experience in working with ECAs and potential lenders so as to minimize the required time to achieve these milestones.

(Disclaimer) this indicative summary does not constitute, not should be construed as a binding commitment of any kind By BTMU or its affiliates or an offer to commit to extend credit to or arrange any financing for the borrower or its affiliates, or any assurance that the financing described herein is available. This indicative summary is not intended to be a of all of the terms and conditions of any proposed financing and do not suggest specific phrasing of document clauses. Rather, this indicative summary is meant to serve as a basis for further discussions and to provide indicative terms and conditions for a financing. The final terms and conditions of any proposed financing must be fully negotiated and contained in definitive documentation satisfactory to the parties, which must be duly authorized, executed and delivered by all relevant parties in addition, the issuance of any offering or commitment letter will be subject to among other things, satisfactory due diligence (including without limitation, environmental due diligence and know your customer confirmation), receipt by Japanese ECA and BTMU or their affiliates of all necessary internal approvals.

(59)

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Ministry of National Policies and Economic Affairs

CABINET MEMORANDUM

Mandate Letter to The Bank of Tokyo-Mitsubishi UFJ, Ltd. to Fund the 3 Phase of Central Expressway and the Elevated Road from Kelani Bridge to Rajagiriya

The Central Expressway and the Elevated Road Section from Kelani Bridge to Rajagiriya have been identified as priority development projects of the Government and expected to be implemented in an accelerated manner. The Cabinet Committee on Economic Management at its meeting held on 17th May 2016 approved the construction of the 3rd Phase of the Central Expressway (Pothuhera to Galagedera) and the Elevated Road Section from Kelani Bridge to Rajagiriya with the concessional financing from Bank of Tokyo-Mitsubishi UFJ, Ltd. (BTMU). This decision was subsequently ratified by the Cabinet of Ministers at the Cabinet meeting held on 24 May 2016.

2. BTMU has indicated their willingness to provide a Syndicated Yen Loan for the above projects with the following Terms and Conditions.

Amount	:	Yen equivalent up to USD One Billion
Interest Rate	:	Six (6) months JPY LIBOR + 0.95% per annum
Arrangement Fee	:	1.10% flat of the facility amount
Commitment Fee	:	0.25% per annum
Nippon Export and Investment Insurance (NEX) Coverage	:	10.07% fat of the Facility Amount (approx.) to the paid in upfront
Agency Fee	:	USD 30,000.00 equivalent JPY per annum
Default Interest Rate	:	2.00% per annum
Repayment Period	:	15 years with 6 years grace period
Governing Law	:	Japanese Law

(60)

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The annualized financing cost of the facility would be in the range of 2.02% -2.22% per annum.

3. Further BTMU has requested a Mandate Letter from the Government of Sri Lanka in order to start the proceedings with NEXI and relevant parties.

4. Accordingly the Cabinet Committee on Economic Management at its meeting held on 08th June 2016 granted approval to issue the Mandate Letter with mutually agreeable conditions after obtaining the clearance from the Attorney General's Department (Annexure I) in this regard, Cabinet has subsequently decided to direct relevant Ministry to submit a separate Cabinet Memorandum along with the decision of the Cabinet Committee on Economic Management for the consideration of the Cabinet of Ministers (Annexure II)

5. Attorney General's Department has forwarded their clearance subject to few amendments to the draft Mandate Letter submitted by the BTMU and accordingly the Mandate letter has been finalized with mutually agreeable conditions to GOSL and BTMU The finalized Mandate Letter is attached as Annexure III.

6. Approval of the Cabinet of Ministers is sought to,

a) Authorize Director General, Department of External Resources to sign the attached Mandate Letter, and

b) Conduct further negotiations with the BTMU on Terms and Conditions of the proposed credit facility.

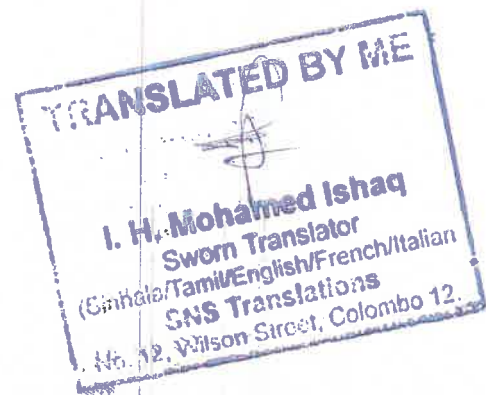
Sgd. Illegibly

Ranil Wickramasinghe

Minister of National Policies and Economic Affairs

(51)

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PRIME MINISTER'S OFFICE

Secretary

Ministry of National Policies & Economic Affairs

Dear Sir

Cabinet Committee on Economic Management

Given below is an extract of the Minutes of Cabinet Committee on Economic Management Meeting held on 08th June 2016, for your information and necessary follow up action.

Item No. (08/06/2016/10)

Mandate letter to Mitsubishi Bank to fund the 3rd phase of Central Expressway & the elevated road from Kelaniya Bridge to Rajagiriya

The Bank of Tokyo-Mitsubishi UFJ (BTMU) had indicated their willingness to provide loan of up to USD one Billion for the above two projects. The approval of the CCEM was sought to sign and issue the Mandate letter with mutually agreeable conditions after obtaining the clearance from the AG's Department. The Mitsubishi Bank had requested this mandate letter from ERD to proceed to with the approval of the loan. The committee approval was granted for the same. Further Instructions were given to start the implementation by the end of the year and expedite the projects.

Action by : Secretary, Ministry of National Policies & Economic Affairs

Copies for Information : Secretary to the Cabinet of Ministers
Secretary Ministry of Finance
Director General Department of External Resources

(52)

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(B) Agenda Items

(I) Cabinet Papers - General

06. Cabinet Paper No 16/1166/702/003-XX, a Memorandum dated 2016-06-16 by the Prime Minister on "Minutes of the Meeting of the Cabinet Committee on Economic Management (CCEM) held on 08 June 2016"- the above Memorandum was considered along with the observations of H.E the President; and the Minister of Finance: After discussion :-

(i) Cabinet decided to grant its concurrence for the actions decided by the CCEM for Item Nos. 02, 03, 04, 05, 06, 07, 08, 09, 12, 13, 14, 18, 20, 21, 24, 25, 26 and 27 in Annex-1 to the Memorandum;

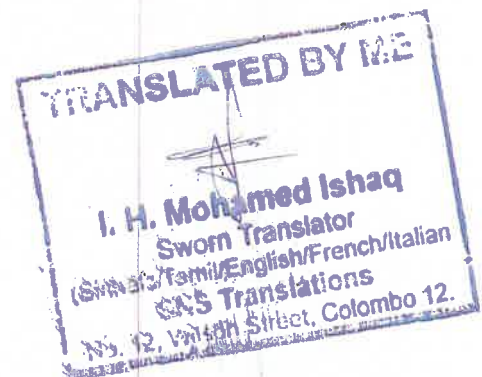
(ii) Cabinet noted that it has already taken a decision at its Meeting held on 2016-06-14 on CP No.16/1045/745/011 pertaining to Item No.16 in Annex-1 to the Memorandum;

(iii) to inform the Secretary to the Prime Minister -

(a) to convey the concurrence referred to at (i) above, to the relevant Ministries/ Institutions for necessary action accordingly, and

(b) to direct the relevant Secretaries in the Ministries to submit separate Cabinet Memoranda Along with the recommendations/decisions of the CCEM on Item Nos. 01, 10, 11, 15, 17, 19, 22 and 23 of Annex-1 to the Memorandum, through their respective Ministers, to the Cabinet, for consideration, as indicated in paragraph 3 of the observations of H.E. the President.

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[] June 2016

The Bank of Tokyo-Mitsubishi UFJ, Ltd.

JP Tower 2-7-2, Marunouchi, Chiyoda-ku, Tokyo, 100-0005, Japan

Head of ECA, Commodities & Trade Finance, Structured Finance Division

MANDATE LETTER: ARRANGEMENT OF NEXI FACILITY FOR EXPRESSWAY PROJECTS

We refer to the Letter of Interest dated as of 3 June, 2016 which you expressed your interests in NEXI covered Facility (the "Facility") for Elevated Highway Network (New Kelani Bridge-Rajagiriya) and ii) Central Expressway (Pothuhera-Galagedara) in Sri Lanka (such part, the "Project"). We, Government of the Democratic Socialist Republic of Sri Lanka (the "Borrower"), are please to appoint The Bank of Tokyo-Mitsubishi UFJ, Ltd. (BTMU") as a sole mandated lead arranger (the "MLA") to arrange this Facility. This letter (this "Letter") sets out our terms of understanding for the Arrangement (defined below).

1. OBJECTIVE AND SCOPE OF WORK

(a) Objective - To arrange the Facility for the purpose of implementing the Project (the "Arrangement") on the MLA's best effort basis.

(b) Scope of Work

(i) the MLA will perform consideration, discussion and negotiation with Nippon Export and Investment Insurance ("NEXI") and other potential lenders (the "Potential Lenders") to arrange the Facility in coordination with Japanese Construction Companies (the "Contractor(s)").

(ii) the MLA will arrange the syndication for the Facility, if the MLA considers it necessary.

2. EXCLUSIVITY

(a) The MLA is a sole and exclusive mandated lead arranger for the Project.

(b) During the term of this Letter, the Borrower shall undertake not to appoint or mandate any entities, including without limitation, banks, financial institutions and/or investors as a mandated lead arranger to arrange the Facility or financing of similar nature of the Facility. The Borrower agrees that no Potential Lenders will

(6)

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Borrower and the
Principal Lender

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I. H. Mohamed Ishaq
Sworn Translator
(Sinhala/Tamil/English/Urdu/Malayan)
No. 12 - 12 - 12

4. MARKET FLEX

(a) During the period from the date of this Letter to the date, following close of the Facility Documentation, the MLA may with the concurrence of the borrower, change the pricing, terms and/or structure of the Facility if the MLA determines that such changes are advisable in order to enhance the prospects of a successful syndication.

(b) The Borrower agrees to, and shall ensure that each other affiliate shall, act promptly to amend the Facility Documentation to reflect any changes made under Section 6. (a).

5. INFORMATION

(a) the Borrower hereby irrevocably and unconditionally agrees that the MLA may disclose information concerning the Borrower (including without limitation, the Borrower's financial statements to (i) the Potential Lenders (including without limitation, assignee, transferee or successor of such Potential Lenders), (ii) any court or any judicial, governmental, supervisory or regulatory body or (iii) any entity to whom the MLA is required to disclose (A) pursuant to any law or regulation of any country or the rules of any stock exchange or (B) in order to perform the Arrangement. Further, the Borrower shall, upon the request of the MLA, promptly provide the MLA with the information necessary for the performance of the Arrangement.

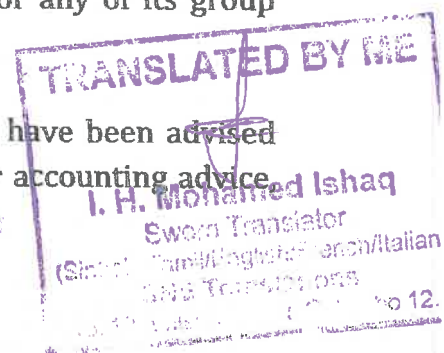
(b) The Borrower may not reveal to any person that the fact that the financing in connection with the Project is (or was) under consideration, negotiations or discussions are (or were), taking place between the Borrower and the MLA or any information concerning the status of progress of such considerations, negotiations or discussions (including without limitation, termination of negotiations) other than any information the borrower is bound to disclose by law.

6. LIABILITY

(a) The MLA shall have no obligations or liabilities to the Borrower for the failure or performance of the Arrangement. This Letter does not constitute any offer, agreement or commitment (including without limitation, any obligation to negotiate or to continue negotiation), express or implied, by the BTMU or any of its group companies as to participation in the Facility.

(b) The Borrower acknowledges and agrees that the Borrower have been advised that (1) the MLA is not in the business of providing legal, tax or accounting advice.

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(ii) the Borrower understands that there may be legal, tax or accounting risks associated with the Facility described herein, (iv) the Borrower shall receive legal, tax and accounting advice from advisors with appropriate expertise to assess relevant risks, and (iv) the Borrower shall apprise appropriate senior management in its organisation as to the legal, tax and accounting advice and, if applicable, risks associated with the Facility and the MLA's disclaimers as to these matters.

(c) The Borrower shall indemnify the MLA for any losses incurred by the MLA in connection with the Arrangement, by reason of any default, willful misconduct or negligence by the Government of Sri Lanka or any of its agencies.

7. MATERIAL ADVERSE CHANGE

During the term of this Letter, in the event of any material changes in (1) businesses, prospects condition (financial or otherwise), operation, performance or assets of the Borrower, (ii) the validity of enforceability of this Letter, (in) rights and remedy of BTMU, (iv) the Project, (v) the international or any relevant domestic syndicated loan, debt, bank, capital or equity market which could prejudice syndication or (vi) international, financial, economic or political conditions, including without limitation, any sovereign risk downgrading, of Borrower's country and/or deterioration in the business or financial sector in Borrower's country or any event that may materially affect market conditions or any circumstances, in the opinion of the A, the MA may immediately terminate this Letter as per the provisions of 8 b of this letter without any liability, compensation or continuing obligation to the Borrower.

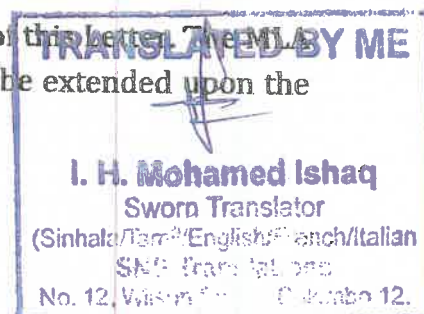
8. EXPENSE AND COST

Expenses shall bear or reimburse by the Borrower subject to the prior approval of GOSL (including without limitation, environment due diligence fees, legal counsel fees, taxes and any other costs incurred or to be incurred by the MLA, irrespective of whether or not the Facility is duly executed). Upon the request of the MLA, the Borrower shall immediately pay or reimburse such cost and expense to the MIA or relevant parties.

9. TERM OF THIS LETTER

(a) This Letter shall be valid for one (1) year from the signing of this letter. The MLA and the Borrower hereby agree that terms of this Letter may be extended upon the mutual agreement of the MLA and the Borrower.

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(b) The MLA will deliver a commitment letter within 120 days of Signing EPC contacts with the contractors. Subject to following conditions, both parties shall have the right to terminate this Letter at any time upon seven (7) days prior written notice to the other party without any liability, compensation or continuing obligation :

(I) The MLA may terminate this letter if :

(i) the Borrower breaches any term of this Letter,

(ii) the Commitment Letter is not accepted by the Borrower within the agreed period, provided however, this agreed period may be extended upon mutual agreement of the MLA and the Borrower,

(iii) any material information provided by the Borrower to the MLA is untrue, inaccurate, incomplete or misleading,

(iv) the Borrower fails to disclose the MLA any material facts or information which might be relevant to their decision to arrange the Facility, or

(v) any event occurs or information has become available such that, in its judgement, it believes that any terms and conditions set forth in this Letter is or may not be satisfied.

II. The Borrower may terminate this Letter if

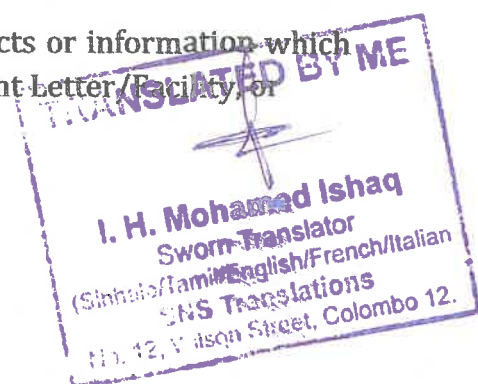
(i) the MLA breaches any term of this Letter,

(ii) the Commitment Letter was not provided by the MLA within the agreed period, provided however, this agreed period may be extended upon mutual agreement of the MLA and the Borrower,

(iii) any information provided by the MIA to the Borrower is untrue, inaccurate, incomplete or misleading,

(iv) the MLA fails to disclose the Borrower any material facts or information which might be relevant to their decision to accept the Commitment Letter/Facility, or

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(v) any event occurs or information has become available such that, in its judgment, it believes that any terms and conditions set forth in this Letter is or may not be satisfied.

10. MISCELLANEOUS

(a) The borrower may not assign its rights and obligations hereunder without the prior written consent of the MLA.

(b) For the purposes of any court or arbitral proceedings referred herein or the enforcement of any resulting court judgment or arbitral award, the Borrower irrevocably agrees not to claim and hereby irrevocably and unconditionally waives such immunity to the full extent permitted by the laws of such jurisdiction.

(c) The Borrower hereby represents and warrants for the benefit of the MLA that the Borrower has taken, performed and conducted any and all actions (including without limitation, obtaining any and all authorizations, approvals and consents of any and all agency, department or commission of the Borrower's country) as may be necessary for the purpose of execution and performance of this Letter.

(d) This Letter and any non-contractual obligations arising out of or in connection with it shall be governed by, and construed in accordance with, the laws of Japan. Tokyo District Court has non-exclusive jurisdiction to settle any dispute that may arise out of or in connection with this Letter.

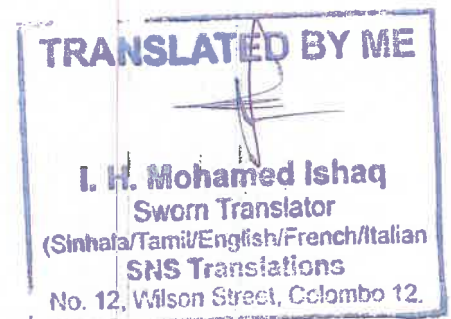
Yours faithfully

Government of the Democratic Socialist Republic of Sri Lanka

Name :

Title :

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Department of External Resources

The Bank of Tokyo-Mitsubishi UFJ, Ltd.
JP Tower
2-7-2, Marunouchi,
Chiyoda-ku, Tokyo, 100-0005
Japan

Head of ECA, Commodities & Trade Finance, Structured Finance Division

MANDATE LETTER: ARRANGEMENT OF NEXI FACILITY FOR EXPRESSWAY PROJECTS

We refer to the Letter of Interest dated as of 3 June, 2016 which you expressed your interests in NEXI covered Facility (the "Facility") for Elevated Highway Network (New Kelani Bridge-Rajagiriya) and ii) Central Expressway (Pothuhera-Galagedara) in Sri Lanka (such part, the "Project"). We, Government of the Democratic Socialist Republic of Sri Lanka (the "Borrower"), are please to appoint The Bank of Tokyo-Mitsubishi UFJ, Ltd. (BTMU") as a sole mandated lead arranger (the "MLA") to arrange this Facility. This letter (this "Letter") sets out our terms of understanding for the Arrangement (defined below).

1. OBJECTIVE AND SCOPE OF WORK

(a) Objective - To arrange the Facility for the purpose of implementing the Project (the "Arrangement") on the MLA's best effort basis.

(b) Scope of Work

(i) the MLA will perform consideration, discussion and negotiation with Nippon Export and Investment Insurance ("NEXI") and other potential lenders (the "Potential Lenders") to arrange the Facility in coordination with Japanese Construction Companies (the "Contractor(s)").

(ii) the MLA will arrange the syndication for the Facility, if the MLA considers it necessary.

2. EXCLUSIVITY

(a) The MLA is a sole and exclusive mandated lead arranger for the Project.

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(b) During the term of this Letter, the Borrower shall undertake not to appoint or mandate any entities, including without limitation, banks, financial institutions and/or investors as a mandated agrees that no Potential Lenders will receive any compensation of any kind for its participation in the Facility, except as expressly provided herein.

(c) During the term of this Letter, the Borrower shall undertake not to conduct a negotiation, consideration or/and discussion with any other party to participate a financing (including) without limitation, extending a loan or providing a guarantee) in connection with the Project.

(d) In case that MLA failing to provide a commitment letter for the above projection within the stipulated period GOSL shall have the option of (a) terminating the Mandate Document, (b) Proceeding with the available other financing option for the project.

3. CONDITIONS

Notwithstanding anything contained in this Letter, the MLA is to use best efforts to arrange and manage the primary syndication of the Facility is made on the terms of this Letter and is subject to satisfaction of the following conditions:

(i) compliance by the Borrower with all the terms of this Letter;

(ii) the accuracy and completeness of all representations that the Borrower makes to NEXT, MLA and the Potential Lenders and all information that the Borrower furnishes to NEXI, MLA and the Potential Lenders,

(iii) the preparation, execution and delivery of the facility documentation in connection with the Facility (the "Facility Documentation") and appropriate legal opinions in form and substance satisfactory to NEXI, MLA and the Potential Lenders;

(iv) due diligence and Know Your Customer confirmation satisfactory to NEXI, MLA and the Potential Lenders,

(v) the final board approval of NEXI, MLA and the Potential Lenders;

(vi) completion of business, accounting, tax, insurance, environmental, legal and regulatory due diligence in respect of the Borrower and its affiliates, the results being in all respects satisfactory to NEXI, MLA and the Potential Lenders;

(vii) execution of an insurance in favour of the MLA and Potential Lenders in form and substance satisfactory to NEXI, MLA and the Potential Lenders, and

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(Sinhala / Tamil / English / Hindi / Italian)
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V.P.O. SRI LANKA

(viii) terms and conditions of certain contract between the Borrower and the Contractor(s) of which are satisfactory to NEXI, MLA and the Potential Lenders.

4. MARKET FLEX

(a) During the period from the date of this Letter to the date, following close of the Facility Documentation, the MLA may with the concurrence of the borrower, change the pricing, terms and/or structure of the Facility if the MLA determines that such changes are advisable in order to enhance the prospects of a successful syndication.

5. INFORMATION

(a) the Borrower hereby irrevocably and unconditionally agrees that the MLA may disclose information concerning the Borrower (including without limitation, the Borrower's financial statements to (i) the Potential Lenders (including without limitation, assignee, transferee or successor of such Potential Lenders), (ii) any court or any judicial, governmental, supervisory or regulatory body or (iii) any entity to whom the MLA is required to disclose (A) pursuant to any law or regulation of any country or the rules of any stock exchange or (B) in order to perform the Arrangement. Further, the Borrower shall, upon the request of the MLA, promptly provide the MLA with the information necessary for the performance of the Arrangement.

(b) The Borrower may not reveal to any person that the fact that the financing in connection with the Project is (or was) under consideration, negotiations or discussions are (or were), taking place between the Borrower and the MLA or any information concerning the status of progress of such considerations, negotiations or discussions (including without limitation, termination of negotiations) other than any information the borrower is bound to disclose by law.

6. LIABILITY

(a) The MLA shall have no obligations or liabilities to the Borrower for the failure or performance of the Arrangement. This Letter does not constitute any offer, agreement or commitment (including without limitation, any obligation to negotiate or to continue negotiation), express or implied, by the BTMU or any of its group companies as to participation in the Facility.

(b) The Borrower acknowledges and agrees that the Borrower have been advised that (1) the MLA is not in the business of providing legal, tax or accounting advice, (ii) the Borrower understands that there may be legal, tax or accounting risks

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Sworn Translator
(Sinhal/English/Italian)
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associated with the Facility described herein, (iv) the Borrower shall receive legal, tax and accounting advice from advisors with appropriate expertise to assess relevant risks, and (iv) the Borrower shall apprise appropriate senior management in its organisation as to the legal, tax and accounting advice and, if applicable, risks associated with the Facility and the MLA's disclaimers as to these matters.

(c) The Borrower shall indemnify the MLA for any losses incurred by the MLA in connection with the Arrangement, by reason of any default, willful misconduct or negligence by the Government of Sri Lanka or any of its agencies.

7. MATERIAL ADVERSE CHANGE

During the term of this Letter, in the event of any material changes in (1) businesses, prospects condition (financial or otherwise), operation, performance or assets of the Borrower, (ii) the validity of enforceability of this Letter, (in) rights and remedy of BTMU, (iv) the Project, (v) the international or any relevant domestic syndicated loan, debt, bank, capital or equity market which could prejudice syndication or (vi) international, financial, economic or political conditions, including without limitation, any sovereign risk downgrading, of Borrower's country and/or deterioration in the business or financial sector in Borrower's country or any event that may materially affect market conditions or any circumstances, in the opinion of the A, the MA may immediately terminate this Letter as per the provisions of 8 b of this letter without any liability, compensation or continuing obligation to the Borrower.

8. EXPENSE AND COST

Expenses shall bear or reimburse by the Borrower subject to the prior approval of GOSL (including without limitation, environment due diligence fees, legal counsel fees, taxes and any other costs incurred or to be incurred by the MLA, irrespective of weather or not the Facility is duly executed). Upon the request of the MLA, the Borrower shall immediately pay or reimburse such cost and expense to the MIA or relevant parties.

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I. H. Mohamed Ishaq

Sworn Translator

(Sinhala/Tamil/English/French/Italian)

Since 1987

No. 12, Victoria Road, Colombo 10

9. TERM OF THIS LETTER

(a) This Letter shall be valid for one (1) year from the signing of this Letter. The MLA and the Borrower hereby agree that terms of this Letter may be extended upon the mutual agreement of the MLA and the Borrower.

(b) The MLA will deliver a commitment letter within 120 days of Signing EPC contacts with the contractors. Subject to following conditions, both parties shall have the right to terminate this Letter at any time upon seven (7) days prior written notice to the other party without any liability, compensation or continuing obligation :

(I) The MLA may terminate this letter if :

(i) the Borrower breaches any term of this Letter,

(ii) the Commitment Letter is not accepted by the Borrower within the agreed period, provided however, this agreed period may be extended upon mutual agreement of the MLA and the Borrower,

(iii) any material information provided by the Borrower to the MLA is untrue, inaccurate, incomplete or misleading,

(iv) the Borrower fails to disclose the MLA any material facts or information which might be relevant to their decision to arrange the Facility, or

(v) any event occurs or information has become available such that, in its judgement, it believes that any terms and conditions set forth in this Letter is or may not be satisfied.

II. The Borrower may terminate this Letter if

(i) the MLA breaches any term of this Letter,

(ii) the Commitment Letter was not provided by the MLA within the agreed period, provided however, this agreed period may be extended upon mutual agreement of the MLA and the Borrower,

(iii) any information provided by the MIA to the Borrower is untrue, inaccurate, incomplete or misleading,

(iv) the MLA fails to disclose the Borrower any material facts or information which might be relevant to their decision to accept the Commitment Letter/Facility, or

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I. H. Mohamed Ishaq

Sworn Translator

(Sinhala/Tamil/English/Sri Lankan/Italian)

No. 11, 11/11, 11/11

Colombo 12.

10. MISCELLANEOUS

(a) The borrower may not assign its rights and obligations hereunder without the prior written consent of the MLA.

(b) For the purposes of any court or arbitral proceedings referred herein or the enforcement of any resulting court judgment or arbitral award, the Borrower irrevocably agrees not to claim and hereby irrevocably and unconditionally waives such immunity to the full extent permitted by the laws of such jurisdiction.

(c) The Borrower hereby represents and warrants for the benefit of the MLA that the Borrower has taken, performed and conducted any and all actions (including without limitation, obtaining any and all authorizations, approvals and consents of any and all agency, department or commission of the Borrower's country) as may be necessary for the purpose of execution and performance of this Letter.

(d) This Letter and any non-contractual obligations arising out of or in connection with it shall be governed by, and construed in accordance with, the laws of Japan. Tokyo District Court has non-exclusive jurisdiction to settle any dispute that may arise out of or in connection with this Letter.

Yours faithfully

Government of the Democratic Socialist Republic of Sri Lanka


Sgd. Illegibly

Name :

Title :

Priyantha Rathnayake
Director General
Department of External Resources
Ministry of National Policies and Economic Affairs
The Secretariat
Colombo 01, Sri Lanka

75

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No. 12, Wilson Street, Colombo 12.

Steps taken to rectify the shortcomings indicated in the Auditor General's Report
on the Financial Statements of the Road Development Authority
for the year ended 31st December 2020

1.2.

- a) Proposed Action plan from 2021-2023 for the valuation and capitalization of roads has been approved by the Board of Directors and actions are being taken to implement the same.
- b) A letter has been issued by the Dept. of State Accounts of the General Treasury to account the value of assets as per the SLPSAS.
- c) Action is being taken to re-value the balance vehicles.
All buildings belong to RDA situated in Sabaragamuwa Province and some of the buildings belong to RDA which are situated in North Central Province & Southern Province have been re-valued & brought to books of accounts RDA during the year 2021.
- d) A committee has been appointed to examine the vehicles to identify the position of these vehicles which are not in use at present.
- e) Adjustments have been made in the accounts during the year 2021.
- f) Machineries have been valued by a Committee of Chartered Engineers & necessary adjustments related to impairment have been made in the accounts during the year 2021.
- g) It was decided to disclose the similar situations in future Financial Statements.
- h) Land acquisition cost & construction cost has been separately shown in the assets register of the expressways.

Checking process is in progress as to whether the roads related to the cost of land acquired for Rs. 51.26Mn. has been capitalized & the related land value is included in the capitalized roads.
- i) Cost of the two plots is included in the assets register of Highways as the land acquisition cost. All other plots distributed among the affected parties of the Southern Extension are separately shown in the assets register as the land value.
- j) Letter has been sent to Line Ministry requesting rent
Requested from the Line Ministry seeking advice for the transferring the building space occupied by Line Ministry & State Ministry.
Line Ministry has requested the advice from General Treasury for the same.
- l) Necessary adjustment has been made in the accounts in July 2021.

- m) Reconciliation statements have been prepared and staff of Maganeguma Companies and RDA are reconciling the differences.
- n) From the year 2021 the respective investment shown in accounts comply with SLPSAS 02.
- o) Receivable due to accident damages is accounted.
- p) The reasons for the difference have been informed to the audit Accountants are informed to reconcile the balances in the project accounts with RDA Accounts.
- q) Information has been called in this regard.
- r) The necessary instructions were issued in the closing of accounts circular No. 368 for the year 2021
- s) The liabilities referred to above have been brought to books of accounts RDA in the year 2021 except Padeniya Anuradhapura Road.
- t) It is decided to disclose the effect on surplus /deficit in the year, the cost on which completion of non-RDA roads charged to expenses.

2.2.2

- a)
 - i) No promotion / appointments are given without required qualifications for the relevant salary scales at present

New SOR has been completed & has to be submitted for the Board of Directors. The decision has been taken to comply with MSD guideline in future appointments after approving the SOR.
 - ii) Rs. 1.2Mn worth of stock has been issued.
An explanation has been called from the regional offices for idling stock.
- c)
 - i) Management has decided to introduce methodology for human resource development and to sign an annual performance agreement
 - ii) Decided to introduce a human resource development plan.
- d)
 - i) 09nos of vehicles have been disposed during the year 2021. 18 nos of vehicles are not used and parked at Angulana workshop for examine to auction /dispose.

Line Ministry has instructed to set off the dues related to utility bills & maintenance cost of building space occupied by Ministry for grant allocated to RDA as the Ministry has not been receiving adequate allocation.

- f) Action has been taken to fill the vacancies based on the positions approved by the MSD. Withhold the filling vacancies for the positions not yet approved by the MSD. SOR has been prepared & is being reviewed.
There are some dispute items in this para of which we replied to Auditors
- i Triennial procurement plan for the period from 2022-2024 has been prepared and submitted for the approval of the board of directors.
- ii Relevant Officers are instructed to adhere the procurement guideline & paper advertisements published for the higher values & sealed quotations are obtained for lower values
- iii The website is being updated.
- iv All estimates have been prepared & approved for all these procurements at present. Action has been taken to describe the necessity of the procurement in the bidding documents and evaluate only substantially response biddings.
- v At present, bidders past-experience and justification of the rates are evaluated.
- vi Relevant officers are instructed to sign the agreement.
- vii Relevant officers were instructed to inform the bidders, of the reason for the unsuccessful of their bid.

2.2.3

- a) Control over the expenses through the budget.
- b)
 - i It is in the process of preparation
 - ii Management is working towards this
 - iii The work is in progress

2.2.4

- b) Relevant officers are instructed to check the correspondence
- c) A letter has been sent to Line Ministry for requesting rent
Requested from the Line Ministry seeking advice for the transferring the building space occupied by Line Ministry & State Ministry.
Line Ministry has requested advice from General Treasury for the same.
The Treasury has given instructions to charge nominal rent for space used by Highway Ministry & disclose in their accounts.

Compute the utility bills on the respective space of buildings systematically within the allocation granted and recover or disclose.

- f) The rates have been compared with the HSR Rates 2020 & estimates have been revised accordingly.
Evaporator percentages has been reduced to 5% based on the re- transport & the topology:
Instructions issued to Engineers who prepared the estimates to consider the possibility of obtaining materials up to the standard within the short distances.
- g) Payments are made only the roads up to the standards as per the Test Reports
- h) Cost of name boards are in the provisional sums. Payments made only for the work up to the required standard.
Road safety & traffic control item is also a provisional sum & payments made for the joint measurements
Insurance payment is reimbursed after forwarding insurance policy
- i This has been referred to the Attorney General for further advice.

2.3

- a) Interview held for the ADG positions & Director Administration position.
Director Legal position vacancy had been filled.
Decided to fill balance vacancies after approving the new SOR.
- b) Boundary wall has been constructed for the land allocated for Western Project.
- c) Decided to introduce proper assets management system after valuation of road assets & all other assets belong to RDA and taken to books of accounts of RDA.
- d) Rs.606Mn out of the 1075Mn has been cleared during the year 2021.
- e) This amount has been remitted to the Line Ministry during the year 2021
- f) Informed the company to submit the completed documents to release the funds
- g) Legal action has been taken to recover the amount of 9.4Mn.
Referred to the Mediation Board to recover the balance amount.
- h) Rs. 556 out of Rs. 1073mn has been recovered during the year 2021.
Accounting adjustments were made for Rs. 94Mn.during the year 2022
Reconciliations are being done for the amount due from Ministry of Economic Development.


DIRECTOR FINANCE
ROAD DEVELOPMENT AUTHORITY

Road Development Authority, Annual Report – 2020

Performance of RDA

All the detailed information on the performance of RDA and foreign funded projects during the year 2020 have been given in the above report. The following is only a summary of the performance of the salient areas of RDA's activities.

1. **Implementation of Road Maintenance:** During the year 2020, the entire National road network consisting of 12,224.7 km of A & B class roads, 271.7 km Expressways and 4,254 bridges were maintained with general up keep. In addition, Sand Sealing, AC Overlay and Crack Sealing (km) have been done on 307.06 km length of roads. Road maintenance expenditure for the year 2020 is Rs. 4,749.31 Mn.
2. **Highways Development:** Rehabilitation and improvement of roads were carried out both with local funds as well as with foreign funds. Highway development with local funds was undertaken by Provincial Director's offices throughout the country; 148km of length was completed and about 213 km of length was in progress under widening and improvement projects with local funds as at end of 2020. Development of 100000km of alternative roads to access main roads and Expressway was commenced in 2020. Under this programme, 1,070 km have been completed and about 5,175 km were ongoing at the end of the year. During the year, Significant amount of road rehabilitation & improvement works were carried out with foreign funding assistance as described in the report and improvement of about 100km of National roads have been completed during the year.
3. **Construction of Bridges:** In year 2020, 32 weak bridges have been completed under weak bridge improvement programme undertaken with local funds. In addition, several bridge constructions have been completed under foreign funded project management units.
4. **Quality Control in Road and Bridge Works:** During 2020, Research and Development Division of RDA continued to provide advice and assistance in quality control of work during construction and maintenance of roads through 9 provincial field laboratories. Revenue of about Rs.31 Mn has been made form ground investigations (drilling works) and laboratory testing of samples obtained through private organizations during the year while carrying out work worth about Rs.4Mn for RDA projects.

5. Property Management and Revenue Collection

Issuing of licenses for Hoardings/Gantries/Cantilevers/Banners/Bus Shelters and other advertising instruments /devices on the road sides were continued and during the year 2020, 95,565 approvals have been given including Renewals. Total revenue earned by the PM&R Division from various sources by managing the properties of RDA during the period year 2020 is Rs.337.5 Mn.

6. Land Acquisition & Resettlement:

During year 2020 also the Land Acquisition and Resettlement Division of the Road Development Authority coordinated the acquiring of lands by the Divisional Secretaries for road and bridge projects implemented by the RDA. During the year, Rs. 4,592.2 Mn has been paid as compensation for acquired lands for Road Improvement projects and Expressways.

7. Implementation of Environmental and Social Safeguard Measures: The Environment and Social Division of the RDA continued its support for implementation of environmental and social safeguard measures of various road development projects including the preparation and review of EIA /IEE reports.

During the year 2020, ESDD prepared the Environment and Resettlement Policy Framework of World Bank funded Urban Traffic Management Project (UTMP) and the Initial Environment Examination and Involuntary Resettlement and Due Diligence report for Nittambuwa – Kadugannawa section of Colombo – Kandy (A001) Road. Steps were taken to obtain environment approval from Central Environment Authority for several bridge projects including Angampitiya bridge, Ittapana bridge and Maduwa bridge.

8. Expressway Development:

In year 2020, construction work of Matara to Barawakumbuka section of the Southern Expressway Extension project was completed and opened to public on 25th February 2020 as part of the Southern Expressway (E01).

The Central Expressway has been planned from Kadawatha to Dambulla, via Kurunegala with links to Galagedara from Pothuhera. Construction work of this expressway has been planned to implement under four sections. Civil works for section 1 from Kadawatha to Meerigama and section 2 from Meerigama to Kurunegala were in progress during 2020. Land acquisition process is in progress for the other two sections (from Kurunegala to Dambulla).

9. Expressway Operations

During the year 2020, Southern Expressway (E01-Kottawa to Mattala), Colombo – Katunayake Expressway (E03), Outer Circular Highway (E02-Kottawa to Kerawalapitiya) and Andarawewa – Hambantota Expressway (E06) were in operation. During the year, total traffic volume travelled on the expressway network is 30,476,658 vehicles. Toll Revenue of Rs 7,274.96 Mn has been earned during the year.

- 10. Overall Financial Performance:** The total funding allocation for RDA including domestic and foreign funds for the year 2020 was Rs. 254.82 bn and expenditure during the year was Rs.226.07 bn. The foreign funds contributed to nearly 82% of the total funding allocation for 2020.

Activity	Allocation (Rs mn)	Expenditure (Rs.mn)
Expressways Development	112,667.85	99,695.73
Highways Development	106,585.97	92,580.81
Widening and Improvement of Roads	5,731.58	5,725.70
Construction of Bridges and Flyovers	18,359.69	17,455.71
Natural Disaster Affected Roads Rehabilitation	4,078.83	3,210.27
Institutional Support	7,400.00	7,399.50
Total	254,823.92	226,067.72

**MEDIUM TERM MEASURES TAKEN TO IMPROVE THE PERFORMANCE OF
THE ROAD DEVELOPMENT AUTHORITY**

1. The RDA continues to carry out detail engineering design of roads & bridges and preparation of contract documents in house. This facilitated enhancement of efficiency, reduction in cost and minimizing the delays in project implementation. This also helped in advancing technical knowledge of the staff in these fields.
2. Conducted local & foreign training programmes for the staff of RDA continuously to enhance their capacity. With the intention of enhancing the capacity, 18 officers of RDA were sponsored for long term courses in local universities/ institutions and 571 officers/employees of the RDA were participated for in-house trainings during the year 2020.
3. Steps were taken to fill vacancies of various categories to fulfill the requirements of ongoing projects with the intention of improving the efficiency of RDA. Under this 100 Engineers were recruited.
4. The support of the Transport Connectivity and Asset Management Project was obtained to accelerate the process of establishment of Road Asset management system in RDA.



Road Development Authority