



Performance Report - 2016

Department of Sri Lanka Railway

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Vision

To be the most Efficient Transport Provider of Southern Asia.

Mission

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

1. Objectives

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

Activities

- ❖ Providing Suburban, Local, Express & Inter-City and Mail train services
- ❖ Providing Office Train services
- ❖ Providing Freight Train services
- ❖ Providing Tourist Train services
- ❖ Providing Facility to reserve seats through mobile phones
- ❖ Providing Special Trains for religious activities
- ❖ Maintain retiring rooms for pilgrims
- ❖ Provide Accommodation Facilities at selected Railway Stations
- ❖ Maintain cafeteria services for passengers

2. Executive Summary

In the year 2016 too, Sri Lanka Railways (SLR), provided its continuous service contributing to the impressive transport sector development of Sri Lankan Economy. During the year 2016, SLR showed a development in transporting passenger and freight, as an environmental friendly and economical mode of transport. Widening of passenger train services, increasing the number of trains, reducing the number of delays & implementing efficient management policies were mainly contributed for the above favorable situation.

Expanding the operational activities further, SLR commenced new two train services from Maradana to Matara in Saturdays and introduced a rail bus service in Kelanivelly Railway Line and main Line from Peradeniya to Kandy.

New Projects

SLR also implemented following projects in 2016

1. Procurement of new Rolling Stock

- i. Tenders were called & commenced the evaluation process for Procurement 10Nos. of Locomotives, 6 Nos. of Power sets, 160 Nos. of passenger carriages, 30Nos. of Tank wagons & 20Nos. of container wagons under the India Line of Credit.
- ii. Commenced the tender evaluation procedure for procurement of 9Nos. of Locomotives and 12 Nos. of Power sets for the Upcountry Service.

2. Rehabilitation of 200Nos. of carriages.

This is a cabinet approved project and 200Nos. of abandoned carriages are expected to be rehabilitated by implementing this project.

3. Improvement of Kelanivelly line.

This project was implemented as a special budget proposal in 2016. Under this project, activities such as development of railway station building, extending and raising of platforms, upgrading of signaling system, procurement of two Track Motor Cars, conducting social & economic survey for the resettlement of encroachers in order to construct the double line from Maradana to Homagama.

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

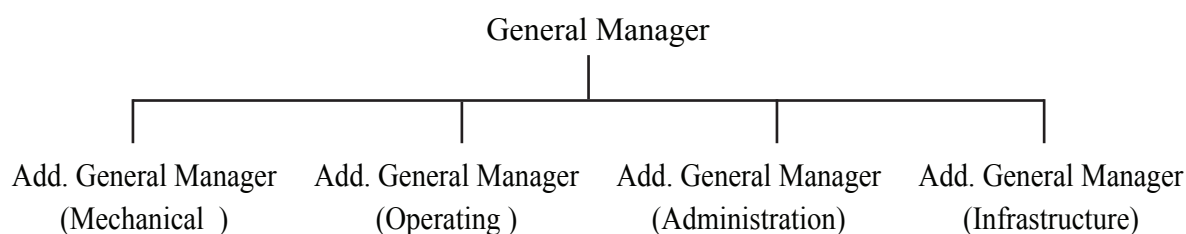
Under this project, it is expected to establish the Protected Level Crossings on priority basis covering whole Railway Network in several steps. In addition to these Level Crossings tender a new tender process has been initiated for installation of another 200 nos. of Level Crossings.

Sub Departments and Units Heads

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

Table 01

The organizational structure of the Railway Department



Approved staff

Staff	Approved vacancies	Existing Staff
Executive	212	95
Secondary	10,958	6,784
Tertiary	451	101
Primary Level	8601	7,885
Total	20,222	14,865

Table 02

Rail Track Network

No.	Line	Distance KM	Main Railway Stations	Railway Stations	Sub Railway Stations	Train Halts
01	Main Line (From Fort to Badulla)	290	09	36	33	20
02	Matale Line (Peradeniya Junction to Matale)	33	01	04	07	12
03	Puttalam Line (Fort to Puttalam)	157	03	17	25	0
04	Kelanively line (Fort to Avisawella)	59	-	10	20	0
05	Batticaloa Line (From Maho to Batticaloa)	207	01	13	16	04
06	Northern Line (Fort to KKS)	411	06	26	24	03
07	Trincomalee line (Galoya Junction to Trinco)	33	01	03	02	01
08	Coastal Line (Fort to Matara)	159	03	32	32	0
09	Thallaimannar line (Anuradhapura to Thallaimannar)	106	-	09	03	0
10	Mihintale Line (Anuradhapura to Mihintale)	10	-	02	-	0
	Total	1,465	24	152	162	40

Table 03

3. Overview

During the year 2016 SLR dedicated to give its fullest contribution for passenger & Freight Transport Service to the Transport Service in the National Economy. The total revenue in 2016 was Rs 6623.37 mn showing an increase of 4.5 % from Rs 6634.60 mn in 2015. increasing by 4.5%. And also, Passenger income recorded as Rs 5,366.31mn in 2016 from Rs.5,174.55mn. in 2015. Showing a 3.7% increase. The increase of the Number of trains operated, Increasing the number of suburban train services during the peak hours, minimizing the train delays, Continuous maintenance and development to the train fleets ,Signalling & Telecommunication system and track network were the main factors which contributed directly to the above favorable condition.

The Number of passengers travelled by trains during 2016 was Rs. 133.29 mn which is an increase of 2.07% in comparison to Rs. 36.05mn recorded in the previous year. The Number of passenger Kilometer 7,407.38mn in 2015 also increased to 7,612.11 in 2016. showing 2.76% increase. During this period freight tons and ton Kms. also increased from 1.83mn to 1.98mn from 130.02mn to 139.91mn respectively.

The total expenditure also decreased from Rs 44,485.02mn to Rs. 29,090.39mn. in comprising these figures with last year, it showed a 34% decrease. Completion of the Northern line and signaling Project which constructed under the Indian line of credit were the main contributor for total reduction of the expenditure.

Performance Indicators

N o	Performance Indicator	Year		Progress
		2015	2016	%
01	Total Revenue (Rs.mn)	6,334.60	6,623.37	4.5
02	Passenger Income (Rs.mn)	5,174.55	5,366.31	3.7
03	Number of trains operated	117,193	122,621	4.6
04	Number of passengers travelled (mn)	133.29	136.05	2
05	Passenger KMs (mn)	7,407.38	7,612.11	2.7
06	Passenger train cancellation percentage	3%	-2%	-33
07	Operated train Kms (mn)	11.79	12.17	3
08	Operated Freight trains (mn)	4,367	6,126	40
09	Number of freight tons (mn)	1.83	1.98	8
10	Freight ton KMs (mn)	130.02	139.91	7.6
11	Punctual suburban trains operated	60%	63%	5

Table 04

4. Financial and Physical Progress

Revenue

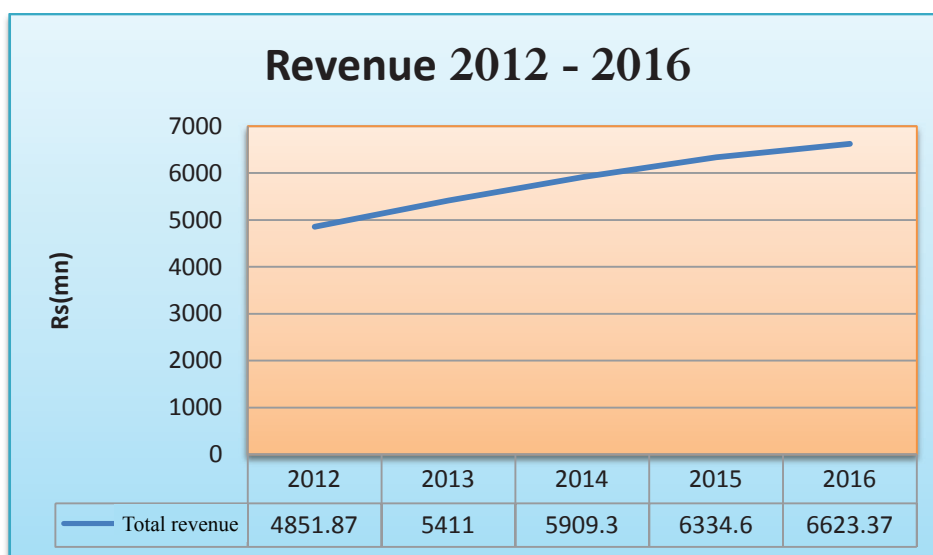
In 2016 total revenue of SLR increased by 4.56% .Table 03 shows the comparative figures of revenue sources

Total Revenue

No	Revenue section	Revenue (Rs.mn)		Progress (%)
		2015	2016	
01	Passenger	5,174.55	5,366.31	3.7%
02	Parcels & Mails	153.29	169.35	10.48%
03	Freight & livestock	384.07	408.96	6.48%
04	Miscellaneous	622.69	678.75	9%
Total		6,334.60	6,623.37	4.56%

Table 05

Passenger revenue is the main source of the income component and it increased by 3.7% from Rs.5,174.55mn in 2015 to Rs. 5,366.3mn. Meanwhile, Parcel & Mail increased by 10.48%, Freight increased by 6.48% and miscellaneous income increased by 9%. More passenger attraction, Increase of train operation, introduction of new train series and fully utilization of the entire rail net work were main reasons for the increase of the income



Graph 1

Expenditure

Total expenditure decreased by 34% from Rs. 44,485.02mn in 2015 to Rs. 29,090.39mn in 2016. Recurrent expenditure was Rs. 14,048.78 in 2015 decreased to Rs. 13,396.29mn by 4.6% and capital expenditure Rs. 30,436.25mn in 2015 also decreased to 15,694.11mn by 48.44%.

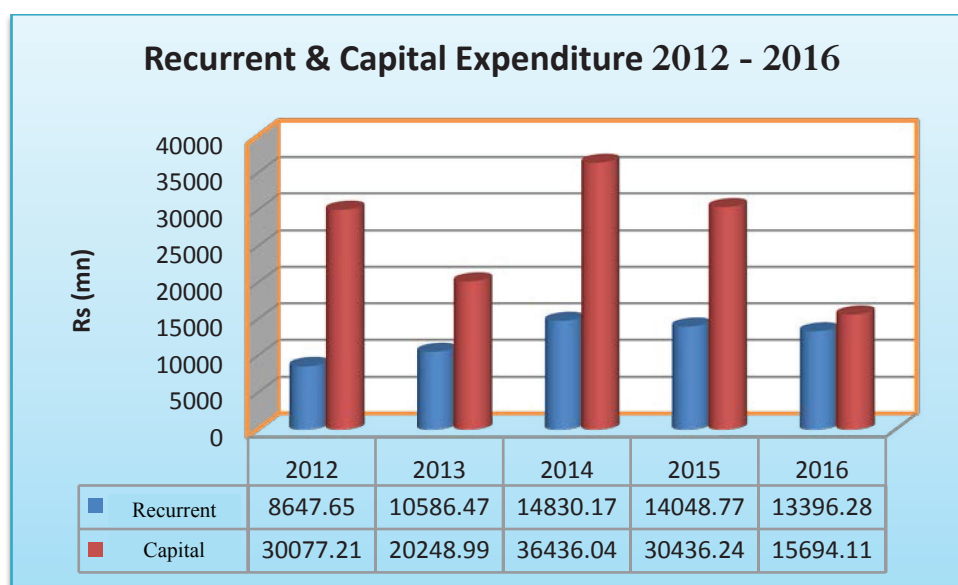
Recurrent expenditure was efficiently managed in 2016 and fuel expenditure was at minimum level. Completion of Northern Railway projects in 2015 and less amount of balance payment for the Northern projects in 2016 were the main reasons for reducing the Capital expenditure in 2016.

Progress of financial expenditure and fund utilization is shown in table 04 and 06

Actual expenditure and the progress

No	Expenditure	Expenditure (Rs.mn)		Progress %
		2015	2016	
01	Recurrent	14,048.77	13,396.29	-4.64
02	Capital	30,436.48	15,694.11	-48.44
Total Expenditure		44,485.25	29,090.39	-34.61

Table 06



Graph 2

Fund Utilization 2016

#	Fund	Capital Expenditure (Rs.mn)	Recurrent Expenditure (Rs.mn)	Total (Rs.mn)
01	Foreign Fund (C.F)	120.02	-	120.02
02	Consolidated Fund(F.A)	8,031.25	-	8,031.25
03	Foreign Aid/Loan Related Domestic Fund(FARD)	7,542.84	13,396.29	20,939.13
	Total	15,694.11	13,396.29	29,090.40

Table -07

Details of expenditure incurred by Sub Departments in 2016 are described in the following table

Financial Progress in the Sub Departments – 2015

No	Sub Department	Provision (Rs.mn)		Actual Expenditure (Rs.mn)		Progress (%)	
		Recurrent	Capital	Recurrent	Capital	Recurrent	Capital
01	General Manager's Office (GM,CAR,SRS)	634.73	15.64	625.39	15.35	98.53	98.13
02	Sri Lanka German Technical Training Centre	24.87	7.09	23.14	6.74	93.04	95.11
03	Transportation	2,715.51	23.79	2,714.33	23.79	99.96	100
04	Commercial	56.85	1.67	51.88	1.67	91.26	100
05	Railway Protection Pores	481.93	0.5	481.33	0.53	99.88	105.98
06	Chief Engineer Motive Power	5,926.92	713.77	5,337.34	713.77	99.34	100
07	Chief Engineer (Mechanical)	1,478.61	2,532.03	1,438.32	2,504.14	97.27	98
	Fund not allocated for a specific Activity		1000.00				
08	Chief Engineer (Way and Work)	2,451.43	14,931.38	2,379.25	10,961.45	97.06	73.41
09	Signal and Telecommunication	358.13	2,112.96	345.29	1,466.68	96.42	69.41
Total		14,128.99	21,338.82	13,396.27	15,694.12	94.81	73.55

Table -08

5. Operational Performance

There was a considerable achievement in operational activities in 2016, Passenger and Freight transport increased considerably. Increase of suburban, local, intercity and long distance passenger train services, rail bus services and freight transport services were directly contributed for the above favorable situation.

Passenger Transport

In 2016, punctuality of the whole train service is 57%. Punctuality of suburban and local train service were 63% and 56% respectively and number of train cancellations were maintained at a minimum level and it was 2% in passenger trains and 17% in freight trains.

When consider the trains operated in 2016, five percent (5%) increase in passenger and 40% increase in freight transport were reported.

Following table shows comparative passenger statistics in 2015 & 2016

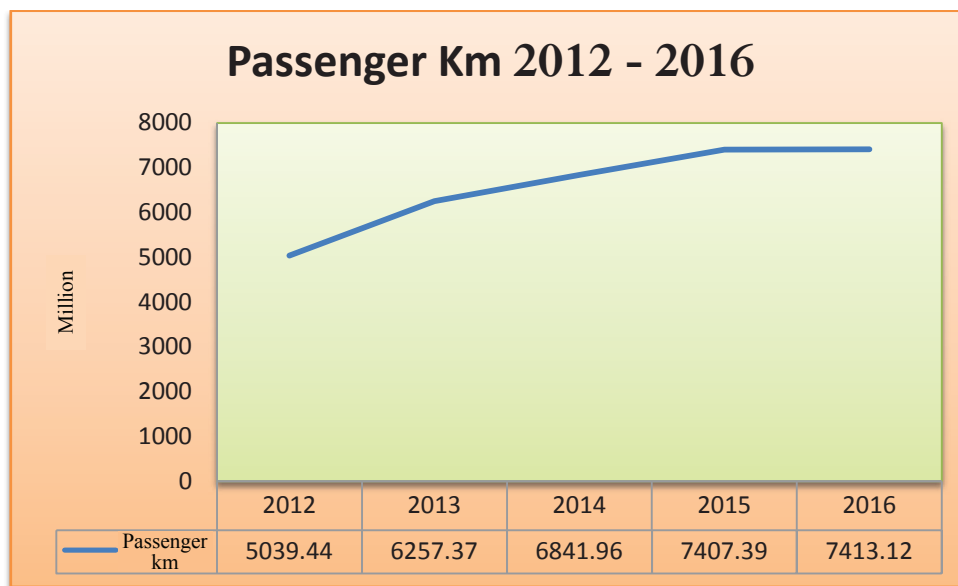
#	Indicator	2015	2016	Progress %
01	Passenger Km	7,407.38	7,612.11	2.7%
02	No of passenger	133.29	136.05	2%
03	No of passenger train	117,193	122,621	4.6%
04	Passenger revenue	5,174.55	5,366.31	3.7%

Table 09



Graph 03

When examine the above data there is a considerable improvement in passenger transport, number of passenger was 136.05mn and the passenger revenue was Rs.5,366.31mn. when comparing with last year, and increased by 2% and 3.7% respectively. With the increase of passenger, passenger Km also increased from 7,407.36mn in 2015 to 7,612.11mn in 2016 by 2.7% during the period of 2016.



Graph 04

Freight Transport

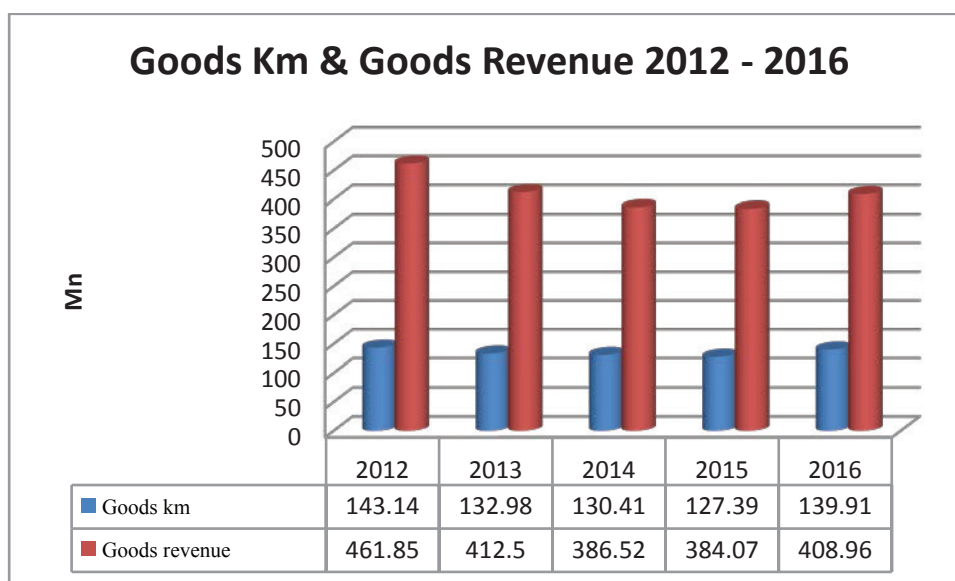
Statistics of freight transport in 2015 and 2016 years are as follows

No	Indicator	2015	2016	%
01	Freight Km(mn)	127.39	139.91	10%
02	Freight ton (mn)	1.83	1.98	8.4%
03	No. of freight trains	4,367	6,126	40%
04	Freight revenue (Rs.mn)	384.07	408.96	6.5%

Table 10

When compare the above data with last year, freight ton increased from 1.83mn to 1.98mn by 8% and freight revenue increased from Rs.384.07mn to Rs.408.96mn by 6.5% .

Steady improvement in transport of oil and agricultural items, extension of cement related activities were mainly contributed to this encouraging trend alongwith commencement of coal transportation from China Bay since 2nd quarter of 2016. were started. The latter is a project implemented with the private sector participation.



Graph 05

Following table shows the freight ton carried in 2016 in each category

No	Category	Ton s
1	Agricultural products	14,057
2	Mineral oil products	643,373
3	Cements	1,315,642
4	Innovations	7,598
5	Other	2,146
Total		1,982,816

Table 11

Overall Train Operation

Train Service	Scheduled No. of Trains	No. of Train operated	The number of Trains operated punctually	Delay operations			The number of cancelled Trains
				Minutes 11-30	Minutes 31-60	Minutes over 60	
Suburban	72,808	72,042	45,672	21,199	4,162	1,009	103
Local	27,041	25,679	14,287	6,319	2,647	2,426	1,362
Distant and Intercity	20,198	20,095	6,319	6,321	4,877	2,578	766
Rail Buses	5,318	4,805	3,382	892	239	292	513
1.Passengers	125,365	122,621	69,660	34,731	11,925	6,305	2,744
2.Freight	7,301	6,126	1,511	442	523	3,650	1,175
Total	132,666	128,747	71,171	35,173	12,448	9,955	3,919

Table 12

According to the above table , No. of 125,365 train scheduled and 122,621 were operated. It is 98%. and out of operated trains, 69,660 Nos. of trains were operated punctually. It is 57%. 7,301 no. of freight trains were Scheduled and 6,126 were operated. It is 84% as a percentage.

Train Operations in Km

Description	Running of power sets	Cancel-lation of power sets	Running of diesel Trains	Cancell-ation of Diesel trains	Total of Runnings	Total of cancell-ations
Suburban	3,629,243	31,207.9	672,298.5	5,044.48	4,299,937	36,252.38
Distance, Intercity	1,653,014.2	5,883.84	3,533,429	16,482.71	5,186,443	23,240.33
Local	7,965.23	64.76	1,437,324	59,300.25	1,445,289	59,365
Rail Bus	0	0	143,616.7	14,865.21	143,616.7	14,865.21
I Passenger	5,290,222.43	37,156.5	5,657,413.2	95,693.15	11,075,285.7	133,722.92
II Fright	0	0	400,836.8	89,554.62	400,836.8	89,554.62
III Empty Trains	45,517	0	64,101.46	0	109,618.5	0
IV Light Trains	0	0	89,771.85	0	89,771.85	0
V Special trains	0	0	0	0	245,492.6	0

Table 13

Damages occurred to the public due to train accidents

Accident Categories	2015		2015	
	Injuries	Deaths	Injuries	Deaths
Injuries & Deaths of train Passengers due to derailments	0	0	0	0
Injuries & Deaths of train Passengers due to Collision	0	0	04	0
Injuries & Deaths of train Passengers due to falling down from trains	73	03	75	01
Injuries & Deaths of train Passengers due to throwing stones to trains	17	0	26	03
Accidents occurred to the public due to trains clash with vehicles on railway level crossings	44	11	48	14
suicides occurred due to clash people with the train in the Railway line and careless behaviour	246	161	256	180

Table 14

The above data shows that less increase in injuries through the accident occurred and No of accidents occurred due to derailments. and 4 injuries were reported due to train collisions. 256 Nos. of injuries and 80 deaths were reported in attempting to commit suicide. When compare to the last year, there was a less increase in deaths. Due to careless of the people walking on the rail line was the main reason for increasing of deaths.

Passenger Facilities and other Developments

- Development of facilities for disables such as providing wheel chairs, sanitary facilities and ramps.
- Provision of platform chairs for stations
- Raising platforms and maintain platforms in such a way to give maximum comfort for passengers.
- Renovation of rest rooms and introduce a system to reserve the rest rooms in a convenient way.
- Development of overhead bridges, station platforms and maintenance of station buildings.
- Introducing new trains services
- Opening of sales outlets in station premises.
- Develop intercity rain ticket reservation facilities to reserve tickets conveniently.
- Establish free Wi-Fi facilities at main railway stations.
- Provide extra services such as canteen ,stalls, shops and parking for railway passengers.
- Introducing Rail Bus Services in Kelanivelly Line and between Peradeniya and Kandy



Introduced rail bus for kandy peradeniya section



Introduced rail bus for KV Line

6. Motive Power supply and Rolling stocks

Railway Rolling Stock

The following table shows the average rolling stock existed in year 2016.

No	Category	Number
01	Locomotives	69
02	Power sets	67
03	Passenger Carriages	682
04	Wagons	850

Table 15

With the difficulties of procuring spare parts for old engines, continued repairs and improvements to the rolling stocks were carried out to maintain an efficient train service. 69 engines and 67 power sets are in service.



Rehabilitated W2A class engine which was released for operations in 2016/2016

In 2016, 15,356 minor repairs and 1379 major repairs, were completed and rehabilitated 18 carriages could be put into service. In addition to that rehabilitated 3 engines and rehabilitation activities are started by several steps.

Quotations calling and assessment activities of the following projects were carried out in order to procure new trains and rehabilitate carriages.

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

Fuel Consumption

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

Kind of fuel	2015	2016
Diesel liter (mn)	37.4	37.5
Expenditure for Fuel (Rs. mn.)	3,553.3	3560.0

Table 16

The fuel usage in 2016 was 37.5 liters and the fuel expenditure was Rs. 3,560 mn.

7. Permanent ways and new constructions

Material utilized for Rail Line Maintenance.

Material	Quantity (Nos.)
Rails (feet)	152,474
Wooden Sleepers	40,290
Concrete sleepers	64,882
Ballast cubes	22,681

Table 17

In 2016, constructing double lines from Puttalam to Seeduwa, rehabilitation of Kelani Velly railway line and rehabilitation works in Kandy-Peradenya –Kadugannawa railway line have been carried out. Under the infrastructure development activities; implementation of double line of the rail track between Kaluthara South to Payagala, maintenance station building and installation of bridges under the Belgium line of credit were carried out during the year 2016. and replaced new bridges at Katugoda, Angulana and Wellawatte were completed in 2016.



Replaced bridges at Wellawatta under the Belgium line of credit

Improvement of Kelenivelly Line started and this project is implemented under a special budget proposal in 2016. So far upgrading railway track, raising of platforms, providing solar power to the stations, conducting social survey to identify encroachers to resettle them and installing colour light signal system in four railway stations are major activities carried out under this project.

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



Construction of double line from Kaluthara South to Payagala South overhead bridges, platform and railway station

Details of new constructions and development of buildings are as follows

No	Development Activities	Completed No.
01	Rehabilitation of Steel Bridges	12
02	Installation of Over Head Bridges	05
03	Engineer’s Circuit Bungalow	01
04	Inspector Permanent Way (IPW) Quarters	02
05	Station Masters’ Quarters	03
06	Minor Staff Quarters	10
	Total	33

Table 18

The Speed restrictions, removed in 2016 and indicated in the following table.

No	Line	Removed speed restrictions
01	Central district	29
02	Lower District	28
03	Upper District	36
04	Northern District	36
05	Eastern District	52
Total		181

Table 19

181Nos.of speed restrictions were removed in 2016. This is a satisfactory level and it can be seen a progress when compare the same with figure the last year.

8. Signal and Tele-communication system

Continuous maintenance in railway signaling & Telecommunication system is a vital factor for providing uninterrupted and efficient train service. In 2016 also, maintenance works in railway signalling & Telecommunication system were done efficiently and following activities were major among them.

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

9. Sri Lanka German Technical Training Institution (SLGTT)

SLGTTI is involved dedicatedly to create quality technicians during the year 2016. Purchasing of new equipment and renovation of laboratory were completed. SLR vehicles were repaired and repairing and maintenance works of equipments of sections in SLR were done during the period. And also required equipments were newly purchased in order to improve the quality of the training courses.

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

Details of training Courses conducted by SLGTTI

No	Course	No of recruited students	No of trainees	No of passed out
01	Diesel Engine Mechanic	-	88	29
02	Mechanic	-	108	33
03	Electrician	-	40	13
04	Welders	-	87	108
	Total	-	323	183

Table 20

In year 2016, 383 students have been trained. 183 students were passed out by the end of the year 2016..

10. Railway Security Service

In 2016 also, Railway Protection Service performed their duties at their best giving security to department's yards, railway properties, and passengers. Different actions were followed to take into custody and take legal actions against for those who travelled in a class irrelevant class with the tickets they purchased, ticketless passengers and illegal sellers.

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

No.	The implemented task	No	The collected amount Rsmn
1	Ticketless travel	1,324	3,599,916.00
2	Travel in classes irrelevant to their tickets	345	1,257,458.00
3	Over load transport	108	32,638.00
4	Charge by courts	234	479,784.00
5	Other charges, Gates / properly damages	61	1,345,478.83
	Total	2,072	6,715,275.34

Table 21

11. Action taken to improve Efficiency & Productivity.

- Calling for quotations and conducting evaluating activities to procure 10 Nos.of locomotives and 06 Nos. of power sets under the Indian Line of Credits
- Calling for quotations and conducting evaluating activities to procure 160 Nos. of Passenger carriages,30 Nos. of Oil Tanks and 30 Nos. of Container Flat Wagons under the Indian Line of Credits
- Improvement of Kelanivelly Line
- Installation of 200 Protected Railway Crossings
- Recruited new stations masters and Railway Guards to make the train service efficient , .
- Raiding of ticketless passengers & fine them.
- Regularization & widening the security affairs of the Railway stations & the passengers.
- Regular of self employees for mobile sales at the Railway stations & in the trains under the programme “ Divi Neguma “ implemented by the Economic Development Ministry
- Procurement of 07 Nos. of Bridges under the Belgium Line of Credit.
- Regular maintenance in rail network, rolling stock and signal & telecommunication system were done.
- Steps taken to initiate computer programming to collect revenue of railway reservations efficiently & decentralization of the activities of railway lands division.
- Developments in main railway stations
- Taking steps for rehabilitation of 200 Passenger Carriages.
- Rehabilitation of Locomotives

12. Challenges & Issues

One of the biggest challenge facing SLR is the earning an income that is commensurate to set off the annual financial provisions granted by the Treasury. Therefore, to overcome this situation , SLR has identified following challenges to be solved.

01. The gap between Recurrent expenditure and the revenue continued this year also ,due to the including salaries and fuel expenditure. in recurrent expenditure.
02. Budgetary provisions were not sufficient due to high cost of capital projects. Therefore these projects have to implemented on foreign funds . Specially, procurement of rolling stock and getting approval for the rehabilitation of rail track. take long period and it creates main issues.

03. 65% of current engine fleet is over 30 years and it takes long period to purchase spare parts for maintenance works.
04. Issues in future developments due to encroachments in railway reservations
05. Long process of procurement procedure
06. Taking long period to finalize the technical matters on construction of rail lines, procurement of rolling stock and installation of signaling system etc.
07. Taking long time period to rehabilitate old carriages in order to release for passenger Transport.

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

- **Information Technology**

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

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

- **Environmental Challenges**

Environmental challenges such as landslides , floods are influential to the rail track & signaling system & it causes for the cancellation & delays in the service. It is very important to make ready human & physical resources in such natural disasters or an emergency. Although it is not an easy task with lack of employees & physical resources.

- **Dearth of Employees**

It has to be faced some problems in providing daily services due to lack of employees in all sections.

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

Lack of the employees in required sections (Railway maintenance , repairs , general administration affairs , operations , lines , maintenance , maintenance and repairs in the signal & Telecommunication system) effect to increase the overtime expenditure annually.

13. Major Capital Activities carried out during 2016

No	Major Capital Activities	Expenditure(Rs.mn)
01	Minor repairs to the Train Fleet	705.99
02	Major repairs to the Train Fleet	2,200.93
03	Purchasing of spare parts & rehabilitation of engines	119.39
04	Maintenance of rail track & developments	2,429.53
05	Building & structures	119.56
06	Upgrading of Kelanivelly line	97.48
07	Development of Railway stations & buildings	235.51
08	Procurement of Concrete Sleepers	393.33
09	Rehabilitation of Carriages	79.95
10	Double line from Kaluthara South to Payagala South	77.76
11	Installation of protected rail crossings	45.72
12	Development & maintenance of Signalling system	217.41
	Total	6,722.56

Table 22

14. Projects to be implemented in future

Following are the prioritized projects to be implemented according to the Railway Master Plan

01. Electrification of railway Line from Veyangoda to Panadura
02. Upgrading Railway Line from Maho to Omanthei
03. Construction of Kurunegal to Habarana railway line.
04. Double lining from Payagala South to Aluthgama
05. Double lining from Peradeniya to Kandy
06. Double lining from Polgahawela to Kurunegala
07. Double lining from Peradeniya to Gampola
08. Double lining from Peradeniya to Kadugannawa
09. Upgrading Kelanivelly railway line
10. Replacement of Kelani Bridge with new bridge
11. Enhancement of train fleet and development. Under this new power sets, Passenger carriages, oil tanks & container flat wagons will be procured.
12. Installation of new railway signaling system from Wadduwa to Rambukkana.
13. Installation of protected rail crossings
14. Rehabilitation of 200 passenger carriages.
15. Enhancement of running sheds, workshops and yard facilities
16. Rehabilitation of locomotives