



Ministry of Transport

Performance Report - 2021

7th floor
Sethsiripaya - Stage II
Battaramulla

June – 2022

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Chapter 01

1.1 Introduction

A systematic transportation network is essential to sustain the economic and social development of a country. The broad objective of the Ministry of Transport is to adopt modern technologies in line with the “Vision of Prosperity and Splendour” policy framework and support the country's development process through such means, giving priority to solving the various problems that have arisen in the face of increasing demand for transport.

With the increasing demand for transport, the efficiency and convenience of the sector have become insufficient and consequently, the sector's contribution to passenger transport is on a rapid decline. In the face of the COVID epidemic, there was a tendency for people to further distance themselves from public transport. As a result, the private transport sector contributions have grown rapidly in recent years, and there are limits to increasing the road capacity in relation to the increase in the number of vehicles running on the road. Therefore, programmes such as Transport Management and Intelligent Transport Systems have been designed to address traffic congestion and action is being taken to implement them effectively in the near future.

The Sri Lanka Railways makes a significant contribution to passenger transport, and for further expanding this contribution, rehabilitation of the Maho-Omanthai railway line, and construction of the Payagala South-Aluthgama and Polgahawela-Kurunegala double line tracks were commenced. Priority has been given to repairing the track system, road signs, carriages, and locomotives with a view to improving the Colombo suburban railway service to meet the transport needs of the passengers who commute to Colombo daily.

With the aim of introducing modern technology for the public transport bus service which makes the highest contribution for the passenger transport sector, introduction of an easy and reliable prepaid card system, development of a software named MyBus-SL for obtaining information on bus services and seat booking through mobile phones and the internet, were also carried and GPS equipment was installed on buses to facilitate implementation of this initiative.

In the face of the global COVID epidemic, the affiliated institutions, under the guidance of the Ministry, took the responsibility of providing safe transport services to the public, by providing relief to private bus owners and taking a number of hygienic measures such as disinfection of railway stations and bus terminals. In addition, the Contingent Emergency Response Component (CERC) project is being implemented with the financial assistance of Rs. 295 million of the World Bank to improve the sanitary facilities of 10 selected railway stations and 28 bus depots.

Adapting to sustainable transportation, the concept of Park and Ride concept was introduced and is being implemented with a view to reducing the number of vehicles arriving in Colombo and its suburbs by providing a comfortable and safe public bus service, and it also contributes to reducing greenhouse gas emissions, travel time and passenger stress.

The Department of Sri Lanka Railway, the National Transport Commission and the National Council for Road Safety have made the highest contribution to providing high quality and efficient transport service to the people, well recognizing the concept of transport in the

country as envisioned in the “Vistas of Prosperity and Splendour” policy framework and realizing the identified development goals in the face of the COVID epidemic other challenges. The year 2021 can be described as a year in which maximum efforts were made to achieve the planned development goals while facing the challenge of maintaining the transport services according to the health guidelines and obtaining the required allocations.

1.2 Vision, Mission and Objectives of the organization

Vision

Sri Lanka to be the country with the premier
People Centered Transport System in the Region

Mission

To use State of Art technology to implement,
develop, and sustain world class transport
infrastructure and services to enhance living
standard of the people

Objectives

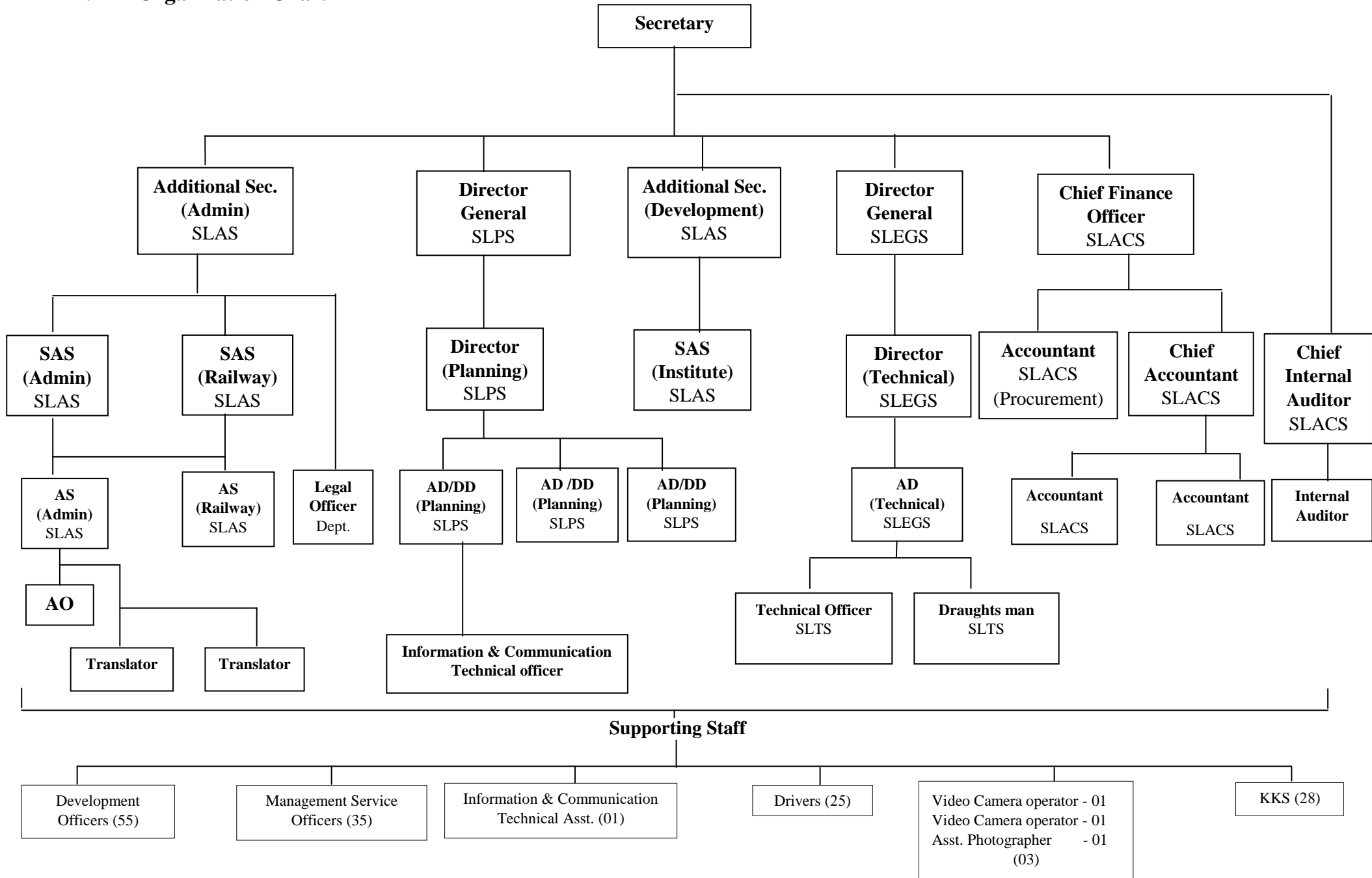
- To Transport of passengers, goods and provide tourist travel facilities.
- To maintain transport service operating on a time schedule in order to prevent traffic congestion and road accidents while winning the public confidence.
- To strength institutional structure.
- To establish eco-friendly and passenger-friendly transport system linked to highways and railways.
- To Implement the National Transport Commission Act, No. 37 of 1991 and Railways Act, No. 18 of 1950.

1.3 Duties and Function

1. Providing policy guidance to the relevant State Ministry, and formulating policies in relation to the subject of Transport, in conformity with the prescribed Laws, Acts and Ordinances, implementation of projects under the national budget, state Investment and National Development Programme, and formulating, implementing, monitoring and evaluating policies, programmes and projects and functions under below-mentioned Departments, State Corporations and Statutory Institutions for the “Development of a transport network for an efficient and environmental friendly public transport” based on the national policies implemented by the government, and in accordance with the policy statement “Vistas of Prosperity and Splendour”
 - Department of Sri Lanka Railway
 - National Transport Commission
 - National Council on Road Safety
2. Formulating policies, rules and regulations required to ensure environmental friendly transport system in operation
3. Introducing necessary measures to establish a high standard in road facilities and public confidence in public transport
4. Introducing guidelines, rules and regulations to be followed in minimizing passenger and traffic congestion and road accidents
5. Introducing an advanced e-ticketing system for operating transport system under an integrated model based on a common schedule for the operation of public and private transport services and railway services
6. Developing related infrastructure ensuring safety and availability of common amenities at railway stations and bus stands
7. Maintenance of buses and trains necessary for bus and railway services
8. Introducing procurement methodologies required for building up local industry in relation to the manufacture of train compartments and buses
9. Establishing and broadening the facilities required for the transport of goods by train to Colombo, Hambanthota, Kankasanturei and Trincomalee harbours
10. Transforming the registration of motor vehicles into a people-friendly, efficient and corruption-free process by adoption of information technology

Ministry of Transport

1.4 Organization Chart



1.5 Departments under the Ministry

- Department of Sri Lanka Railways

1.6 Institutions under the Ministry

- National Transport Commission
- National Council for Road Safety

1.7 Details of the Foreign Funded Projects

Name of the Project	Financial Sources		Estimated Project Cost (Rs.Mn)	Accumulated Expenditure (As at 31.12.2021)Rs.Mn	Period	Summarized Project Progress	
	Local/ Foreign	Institutions				%	Details
Kurunegala -Habarana Railway Project	F	-	948 USD Mn.	709.98	Sep 2016- Dec 2023	Physical progress - 65.2 (Preliminary study and land acquisition)	Land acquisition and compensation payment is in progress
	L	GOSL	7,500.00				
Transport Project Preparatory Facility (TPPF)	F	ADB	1,456.50	4,732.52	Jan. 2018- Jan. 2023	42%	Consultancy service work has been completed by 30 th April, 2021. Resettlement work is in progress
	L	GOSL	9,798.50				
Railway Efficiency Improvement Project (REIP)	F	ADB	28,232.00	2,613.06	Sept 2019- June 2025	7.7%	Project activities are in progress
	L	GOSL	5,646.40				
Maho Omanthai Railway Project	F	Exim Bank (India)	91.26 USD Mn.	44.58 USD Mn.	18.07.2019 - 18.07.2022		Project activities are being implemented

F- Foreign

L- Local

Chapter 02

Progress and future vision of the transport sector...

Transportation is an indispensable service for the development of any country and the transport service also should achieve a sustainable growth as the income levels of the people increase. Taking into account the issues such as traffic congestion, increased road accidents and pollution caused by the increasing demand for transport with the growth of economic activities, the Ministry of Transport is launching various projects / programs for developing the transport sector in Sri Lanka by making timely changes to the sector.

Efforts are being made for the best utilization of new technology, new management tools, and human resources for formulation, implementation, and monitoring of programmes and projects, by effectively investing in the priority fields the financial allocations made in the national budget for achieving the transport sector goals in a sustainable manner in line with the “Vistas of Property and Splendour” policy framework.

Thus, a host of steps have been taken to provide an efficient and economical transport service to the general public, based on buses and trains.

As a major step towards improving the railway service with the aim of increasing the rail passenger transport from its current contribution of 5% to 10%, the Government of Sri Lanka is implementing the Colombo Suburban Railway Project under the Asian Development Bank (ADB) Loan assistance to develop the road network on the four main railway lines (the Coastal, Kelani Valley, Puttalam and the Main lines) that cover the Colombo suburban area. Under the technical consultancy for its project planning, feasibility studies detailed engineering plans and preparation of procurement documents have been completed for a total length of 210 km, and a feasibility study is being carried out for the development of railways in the suburbs of Kandy. In addition, under the other component of the project - the Rail Efficiency Improvement Project, the island-wide telecommunications system, and the smart ticketing and seating system are currently in implementation. Further, the construction of the Railway Operations and Control Center and the construction of the Malapalla Housing Complex for the resettlement of unauthorized occupants of the Railway Reserve have commenced.

Preliminary work has already been started to upgrade the 128 km long Mahawa-Omanthai section of the Northern Railway line to make the passenger and freight services on this line more efficient and convenient and this development will help achieve a train speed of up to 100 km. per hour.

Rehabilitation work of another 100 compartments has been commenced as an extension of the project to rehabilitate 200 compartments in partnership with the private sector, out of such 100 trains, 6 are in test operation and 24 have been put in operation.

Also, as a step taken to increase freight transport by train, transport of Prima wheat flour from Trincomalee to Seeduwa, and transport of limestone from Aruwakuru to Bussa in partnership with Holcim have been started, and infrastructure facilities at Kolonnawa and other yards are being upgraded to expand the existing petroleum transport.

A number of projects are being implemented with the aim of developing bus passenger transport. With a view to introducing modern technology for public transport bus service, the introduction of an easy and reliable prepaid card system, software for obtaining information about bus services on mobile phones and the internet and booking of seats, and installation of GPS on buses through the MyBus-SL application are currently in progress. In addition, the Sisuseriya, Gamiseriya and Nisiseriya bus services, which are conducted annually as a social welfare project, were continued in the year 2021 too. Accordingly, 97 new Sisuseriya services and 33 new Nisiseriya services were launched.

According to current data, the number of deaths occurring annually due to road accidents in the country is between 2500-3000 per year, reportedly, causing the death of around 8 people a day. While being a social problem, it has a direct impact on the country's economy too. In the identification of vehicles responsible for fatal accidents in recent years, the accidents involving motorcycles were identified to be the main category of fatal accidents. Therefore, various activities/awareness programs have been conducted during the last year with the objective of creating a road accident-free society. Implementation of "School Road Safety Zones" program with the participation of students and teachers of selected schools and 10 surrounding schools in areas where road accidents are common, implementation of island-wide awareness programs through the handouts prepared to educate on the importance of the SLS 517 standard helmets for the safety of the motorcyclists who are most at risk of accidents and the safety tips for motorcycle riding, implementation of integrated road accident minimizing programs by the "Provincial Road Safety Units", established by the National Council for Road Safety covering 09 provinces, and installation of awareness signs at accident hotspots and crowded places can be pointed out as some of such activities.

In addition, under the provision of financial assistance to the victims of the offender-unidentified road accidents, a sum of Rs. 3,800,000 has been paid at the rate of Rs. 200,000/- each, to the dependents of the families of 19 individuals who died in hit and run traffic accidents in the year 2021, and financial donations totaling Rs. 2,575,000 have been provided at the rate of Rs. 100,000/- each, to 26 injured persons who have become disabled in the offender-unidentified road accidents in the year 2021.

In the face of the epidemic situation and the economic downturn in the country, measures were taken to disinfect railway stations and bus terminals and provide uninterrupted transport services to the people who have to report for duty for essential services, and sanitary facilities were provided at railway stations and bus terminals. Government-sponsored bank loans and concessions on passenger service permits were provided to the inter-provincial private bus owners and provincial bus owners affected due to the suspension of bus operation during the period of imposition of the quarantine curfew and inter-provincial travel restrictions.

Attracting more people to public transport is one of the major challenges faced by this Ministry and implementation of a people-friendly, comfortable and efficient transport service is essential for successfully overcoming this challenge.

The latest technology based on research findings should be used as appropriate for the betterment of public transport in the country. To this end, it is important to establish good coordination and communication between researchers and stakeholders in order to transfer the research-based knowledge in the field of transport to the field of transport. For this purpose, effective initiatives such as multimodal transport hubs are currently being planned for the identified corridors, using the e-mobility and the Intelligent Transport Systems and an action plan has been prepared to increase the revenue of the Department of Railways through

freight transport and other prospects. Obtaining and systematically analyzing real-time transport data is essential for determining investment priorities in the transport sector, managing the transport demand, and increasing the efficiency of the existing modes of transport. For this purpose, financial allocations for 2022 have been made to establish a Research and Development Unit within the Ministry. All expected tasks up to 2025 have been arranged under the medium-term plan and the Ministry is working towards accomplishing those tasks effectively in the future.

R.W.R. Pemasiri

Secretary

Ministry of Transport and Highways

Chapter 03

Overall Financial Performance for the Year ended 31st December 2021

3.1 Statement of Financial Performance

ACA -F

Statement of Financial Performance
for the period ended 31st December 2021

Rs.

Budget 2021 Rs.	Note	Actual		
		2021 Rs.	Restated 2020 Rs	
- Revenue Receipts		-	-	
- Income Tax	1	-	-	} ACA-1
- Taxes on Domestic Goods & Services	2	-	-	
- Taxes on International Trade	3	-	-	
- Non Tax Revenue & Others	4	-	-	
Total Revenue Receipts (A)		-	-	
- Non-Revenue Receipts		-	-	
- Treasury Imprests		1,319,614,000	11,047,870,204	ACA-3
- Deposits		34,638,345	13,194,696	ACA-4
- Advance Accounts		10,777,675	13,360,288	ACA-5
- Other Main Ledger Receipts		-	-	
Total Non-Revenue Receipts (B)		1,365,030,020	11,074,425,187	
Total Revenue Receipts & Non Revenue Receipts C = (A)+(B)		1,365,030,020	11,074,425,187	
Remittance to the Treasury (D)		49,840,000	713,804.75	
Net Revenue Receipts & Non-Revenue Receipts E = (C)-(D)		1,315,190,020	11,073,711,382	
Less: Expenditure				
- Recurrent Expenditure		-	-	

142,800,000	Wages, Salaries & Other Employment Benefits	5	130,901,323	141,618,362	ACA 2(ii)
157,450,000	Other Goods & Services	6	123,078,868	146,492,653	
652,000,000	Subsidies, Grants and Transfers	7	272,548,989	403,809,824	
-	Interest Payments	8	-	-	
-	Other Recurrent Expenditure	9	-	316,653	
<u>952,250,000</u>	Total Recurrent Expenditure (F)		526,529,180	692,237,491	
	Capital Expenditure				ACA 2(ii)
11,835,000	Rehabilitation & Improvement of Capital Assets	10	6,640,768	401,458	
5,523,035,000	Acquisition of Capital Assets	11	3,092,671,442	8,992,727,539	
-	Capital Transfers	12	-	-	
-	Acquisition of Financial Assets	13	-	-	
1,400,000	Capacity Building	14	583,000	381,500	
597,800,000	Other Capital Expenditure	15	362,907,047	4,202,109,482	
<u>6,134,070,000</u>	Total Capital Expenditure (G)		3,462,802,257	13,195,619,979	
	Deposit Payments		35,209,348	11,513,727	ACA 4
	Advance Payments		8,751,349	10,752,832	ACA 5
	Other Main Ledger Payments		-	-	
	Total Main Ledger Expenditure (H)		43,960,697	22,266,559	
	Total Expenditure I = (F+G+H)		4,033,292,134	13,910,124,029	
<u>7,086,320,000</u>	Balance as at 31st December J= (E-I)		(2,718,102,114)	(2,836,412,647)	ACA 7
	Balance as per the Imprest Reconciliation Statement Imprest		(2,718,102,114)	(2,836,412,647)	ACA 3
	Balance as at 31st December		-	-	

3.2 Statement of Financial Position

ACA-P

Statement of Financial Position

As at 31st December -2021

	Note	Actual	
		2021 Rs.	2020 Rs.
<u>Non-Financial Asset</u>			
Property, Plant & Equipment	ACA-6	50,216,541,868	49,524,851,468
<u>Financial Assets</u>			
Advance Accounts	ACA-5/5(a)	29,583,633	31,609,959
Cash & Cash Equivalents	ACA-3	-	-
Total Assets		50,246,125,501	49,556,461,427
<u>Net Assets / Equity</u>			
Net Worth to Treasury		27,763,273	29,218,596
Property, Plant & Equipment Reserve		50,216,541,868	49,524,851,468
Rent and Work Advance Reserve	ACA-5(b)		
<u>Current Liabilities</u>			
Deposits Accounts	ACA-4	1,820,360	2,391,363
Imprest Balance	ACA-3		
Total Liabilities		50,246,125,501	49,556,461,427

Detail Accounting Statements in above ACA format Nos. 2 to 7 presented in pages from 06 To 57. And Notes to accounts presented in pages from 58 to 71 form and integral parts of these Financial Statements. The Financial Statements have been prepared in complying with the Generally Accepted Accounting Principles whereas most appropriate Accounting Policies are used as disclosed in the Notes to the Financial Statements and hereby certify that figures in these Financial Statements, Notes to accounts and other relevant accounts were reconciled with the Treasury Books of Accounts and found to in agreement.

We hereby certify that an effective internal control system for the financial control exists in the Reporting Entity and carried out periodic reviews to monitor the effectiveness of internal control system for the financial control and accordingly make alterations as required for such systems to be effectively carried out.

.....
Chief Accounting Officer
Name : R.W.R. Pemasiri
Designation : Secretary
Date :

.....
Accounting Officer
Name :
Designation :
Date :

.....
Chief Financial Officer/ Chief Accountant
Name :A.A.T.K. Adhikari
Date :

Statement of Cash Flows
for the Period ended 31st December – 2021

	Actual	
	2021 Rs.	2020 Rs.
<u>Cash Flows from Operating Activities</u>		
Total Tax Receipts	-	-
Fees, Fines, Penalties and Licenses	-	-
Profit	-	-
Non-Revenue Receipts	-	713,805
Revenue Collected on behalf of Other Revenue Heads	22,726,090	21,090,832
Imprest Received	1,319,614,000	11,047,156,399
Recoveries of advances	7,560,494	9,468,147
Deposit receipts	34,638,345	13,194,696
Total Cash generated from Operations (A)	1,384,538,929	11,091,623,879
<u>Less - Cash disbursed for:</u>		
Personal Emoluments & Operating Payments	255,438,360	210,632,457
Subsidies & Transfer Payments	-	-
Expenditure on Other Heads	8,257,151	8,960,826,508
Imprest Settlement to Treasury	49,840,000	713,805
Advance payments	8,263,462	10,752,832
Deposit payments	35,209,348	11,513,727
Total Cash disbursed for Operations (B)	357,008,321	9,194,439,329
NET CASH FLOW FROM OPERATING ACTIVITIES(C)=(A)-(B)	1,027,530,608	1,897,184,550
<u>Cash Flows from Investing Activities</u>		
Interest	-	-
Dividends	-	-
Divestiture Proceeds & Sale of Physical Assets	-	-
Recoveries from On Lending	-	-
Total Cash generated from Investing Activities (D)	-	-
<u>Less - Cash disbursed for:</u>		
Purchase or Construction of Physical Assets & Acquisition of other Investment	1,027,530,608	1,897,184,550
Total Cash disbursed for Investing Activities (E)	1,027,530,608	1,897,184,550
NET CASH FLOW FROM INVESTING ACTIVITIES(F)=(D)-(E)	(1,027,530,608)	(1,897,184,550)

NET CASH FLOWS FROM OPERATING & INVESTMENT ACTIVITIES (G)=(C) + (F)

Cash Flows from Financing Activities

Local Borrowings

Foreign Borrowings

Grants Received

Total Cash generated from Financing Activities (H)

Less - Cash disbursed for:

Repayment of Local Borrowings

Repayment of Foreign Borrowings

Total Cash disbursed for Financing Activities (I)

NET CASH FLOW FROM FINANCINGACTIVITIES (J)=(h)-(i)

Net Movement in Cash (k) = (g) -(j)

Opening Cash Balance as at 01st January

Closing Cash Balance as at 31st December

-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-

3.4 Notes to the Financial Statements

-

3.5 Performance of the Revenue Collection

Rs. ,000

Revenue Code	Description of the Revenue Code	Revenue Estimate		Collected Revenue	
		Original	Final	Amount (Rs.)	As a % of Final Revenue Estimate
20.03.99.00	Other receipts	2,260	43,674.0	15,356.77	35%
20.02.02.99	G.O.A. B interest	1,540.0	1,285.43	1,224.55	95%
20.03.03.02	Fines and confiscations	30.0	100.0	244.65	245%
20.02.01.01	House rent	230.34	217.50	185.00	85%

3.6 Performance of the Utilization of Allocation

Rs. ,000

Type of Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of final Allocation
	Original	Final		
Recurrent	955,950,000	952,250,000	526,529,179.78	55.29%
Capital	5,996,600,000	6,134,070,000	3,462,802,257.23	56.45%

3.7 In the terms of F.R. 208 grant of allocations for expenditure to this Department / District Secretarial / Provincial Council as an agent of the other Ministries / Departments

Rs. ,000

Serial No.	Allocation received from which Ministry / department	Purpose of the Allocation	Allocation		Actual Expenditure	Allocation Utilization as a % of Final allocation
			Original	Final		
01	Kurunegala D/S	To cover administrative expenses of acquisition of land for the Kurunegala-Habarana projects	1,678,100	1,678,100	1,671,809.22	99.63%
02	Anuradhapura D/S		400,000	400,000	400,000	100%
03	Polanaruwa D/S		400,000	400,000	400,000	100%
04	Mathala D/S		1,333,200	1,333,200	1,333,200	100%

3.8 Performance of the Reporting of Non – Financial Assets

Rs. ,000

Assets Code	Code Description	Balance as per board of survey report as at 31.12.2021	Balance as per financial position report as at 31.12.2021	Yet to be Accounted	Reporting Progress as a %
9151	Building and Structures				
9152	Machinery and Equipment	<div style="border: 1px solid black; padding: 5px;"> ** Report obtained through the Computerized Integrated Government Accounting System (CIGAS) application for submission of the report to Parliament is presented in Annexure 01. </div>			
9153	Land				
9154	Intangible Assets				
9155	Biological Assets				
9160	Work in Progress				
9180	Lease Assets				

3.9 Auditor General's Report**

** The final audit report issued by the Auditor General to be scanned and placed here while submitting to the parliament is presented in **Annexure 02**.

Chapter 04

Performance indicators

4.1 Performance indicators of the Institute (Based on the Action Plan)

Specific Indicators	Actual output as a percentage (%) of the expected output		
	100% - 90%	75% - 89%	50% - 74%
Rail Sector			
➤ Number of freight trains			√
➤ Number of trains being operated per day		√	
➤ Number of major railway projects		√	
➤ Constructed railway lines (km in length)	√		
Bus Sector			
➤ No. of new Sisusariya, Gemisariya and Nisi sariya bus services		√	
➤ No. of new technology-based services			√
➤ No. of bus employees trained per year			√
➤ No. of time tables implemented (Combined and Non-Combined)			√
National Council for Road Safety			
➤ Details of programs implemented by the National Council for Road Safety	√		
Ministry Key Performance Indicators			
➤ Number of progress meetings held			√
➤ Number of projects being implemented to improve the efficiency of public transport service.	√		
➤ Number of trainings given for capacity building of the officers.			√
➤ Number of reports to be presented to the parliament annually.	√		
➤ Percentage spent from the treasury provisions received to the Ministry	√		
➤ Number of audit and management committees held within the year	√		

Chapter 05

Performance of the achieving Sustainable Development Goals (SDG)

5.1 Indicate the Identified respective Sustainable Developments Goals

Goal/ Objective	Targets	Indicators of the achievement	Progress of the Achievement to date		
			0% - 49%	50% - 74%	75% - 100%
Ensure healthy life and promote welfare of all age groups	Reduce the number of injuries and deaths due to road accidents by 2030	Mortality (based on year 2019)	√		
Making cities and settlements perfect, safe, robust and sustainable	Increasing the safety of highways with special attention on vulnerable women, children, disabled persons and the elderly, providing sustainable transport system that is safe, affordable and accessible to everyone by expansion of public transport system significantly by year 2030.	1. Number of freight trains		√	
		2. Number of trains being operated per day			√
		3. Number of major railway projects			√
		4. No of new Sisusariya, Gamisariya and Nisi sariya bus services			√

5.2 Briefly explain the achievements and challenges of the Sustainable Development Goals

Achievements and challenges in achieving the Sustainable Development Goals

The Ministry of Transport has taken a number of steps to establish a quantitatively and qualitatively strong transport service with the aim of making an effective contribution to overall development in line with the 2030 Agenda adopted at the United Nations Assembly on Sustainable Development held in 2015.

The transport sector makes a direct contribution to several targets in the Sustainable Development Goals and an indirect contribution to the targets in a number of other sector goals. Accordingly, the targets directly related to the transport sector can be identified under Goal 3,9 and 11.

11th Sustainable Development Goal

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities and older persons.

- Successful implementation of "Sisuseriya", "Gamiseriya" and "Nisiseriya" services as social welfare bus services with the objective of improving the transport facilities of the people in the less privileged areas. Accordingly, 97 new Sisuseriya services launched and 33 new Nisiseriya services were launched in 2021. Sisuseriya provides a safe and reliable public transport bus service to school children, while Gamiseriya operates to facilitate people living far from the city, and Nisiseriya operates to provide transport facilities in night and morning hours.

9th Sustainable Development Goal

9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

- Project to expand the existing railway network and upgrade the existing network
- Matara-Kataragama Railway Project, Kurunegala-Habarana Railway Project, Mahawa to Omanthai Railway Rehabilitation Project and Colombo Suburban Railway Project
- Purchase of new trains to strengthen the train fleet, rehabilitation of passenger compartments and continuous maintenance and repair of the fleet.
- Raise the height of an extension of the platforms to facilitate entering and exiting trains, giving priority to passenger comfort and safety and extending accessibility for the people with special needs.
- Provide expeditious service to the public through the Process Automation Project of the National Transport Commission, the regulatory body for passenger transport. Accordingly, the issuance of an NFC card to replace the passenger service permit in 2021.
- Launch of online booking of seats for long distance trains and buses

3rd Sustainable Development Goal

3.6 By 2030, halve the number of global deaths and injuries from road traffic accidents.

About 8 deaths are reported daily from road accidents and the majority of those who die or get injured are in the workforce age group. This causes problems for the country's economy as well as social issues.

Therefore, the Ministry of Transport operates, considering it a priority to take necessary steps to achieve the desired goals under the Sustainable Development Goals by minimizing road accidents.

- Implementing programs in 10 schools representing 08 districts as the first phase, by prioritizing the schools in road accident prone areas under the programme for raising the school children's awareness on road safety and the establishment of school related safety zones.
- Making necessary arrangements for installation of new railway crossings.
- Installation of awareness signs at traffic accident hotspots and crowded places
- Establishment of Sri Lanka Road Accident Database for regulation and management of road safety

Challenges faced in achieving Sustainable Development Goals

- Problems in securing investment for large capital projects.
- Issues related to settlement of land ownership
- Employee issues and unexpected trade union actions
- Issues arising in practical application of research findings/innovations in the field of transport, for the advancement of the sector.
- Technical problems in adoption of new technology.

Chapter 06

Human Resource Profile

6.1 Cadre Management

	Approved Cadre	Existing Cadre	Vacancies / (Excess)**
Senior	24	21	3
Territory	4	3	1
Secondary	96	96	4
Primary	55	47	4

6.2 Briefly state how the shortage or excess in human resources has affected to the performance of the institute

The shortage of human resources have a direct impact on the achievement of the targets and objectives of the Ministry in fulfilling its vision and mission, and there is a possibility of an increase in the time taken to achieve the desired objectives.

6.3 Human Resource Development

Name of the Program	No. of staff trained	Duration of the program	Total Investment (Rs'000)		Nature of the Program (Foreign/ Local)	Output/ Knowledge Gained *
			Local	Foreign		
14 th Edition of International Railway Equipment Exhibition (IREE)	02	17-20 December	-	50,720	Foreign	-
Total Investment				50,720		

* Briefly state how the training program contributed to the performance of the institution

The staff officers and other officers can perform the duties assigned to them in the Ministry more accurately and efficiently through their participation for the training programmes. In addition, staff officers have been able to improve their efficiency and effectiveness by participating in foreign training programs and adapting the experience obtained for their duties. Similarly, officers are also motivated by foreign training and the knowledge and skills acquired through them have enabled the development of the transport sector. (The relevant certificates and reports have been submitted to the Ministry.)

Chapter 07

Compliance Report

No.	Applicable Requirement	Compliance Status (Complied/ Not Complied)	Brief explanation for Non Compliance	Corrective actions proposed to avoid non – compliance in future
1	The following Financial statements/accounts have been submitted on due date			
1.1	Annual financial statements	Complied		
1.2	Advance to public officers account	Complied		
1.3	Trading and Manufacturing Advance Accounts (Commercial Advance Accounts)	-		
1.4	Stores Advance Accounts	-		
1.5	Special Advance Accounts	-		
1.6	Others	-		
2	Maintenance of books and registers (FR445)			
2.1	Fixed assets register has been maintained and update in terms of public administration Circular 267/2018	Complied		
2.2	Personal emoluments register/Personal emoluments cards has been maintained and update	Complied		
2.3	Register of Audit queries has been maintained and update	Complied		
2.4	Register of Internal Audit reports has been maintained and update	Complied		
2.5	All the monthly account summaries(CIGAS) are prepared and submitted to the Treasury on due date	Complied		
2.6	Register for cheques and money orders has been maintained and update	Complied		
2.7	Inventory register has been maintained and update	Complied		
2.8	Stocks Register has been maintained and update	Complied		
2.9	Register of Losses has been maintained and update	Complied		
2.10	Commitment Register has been maintained and update	Complied		
2.11	Register of Counterfoil Books (GA – N20) has been maintained and update	Complied		

3	Delegation of Functions for financial control (FR 135)			
3.1	The financial authority has been delegated within the institute	Complied		
3.2	The delegation of financial authority has been communicated within the institute	Complied		
3.3	The authority has been delegated in such manner so as to pass each transaction through two or more officers	Complied		
3.4	The controls has been adhered to by the Accounts in terms of State Account Circular 171/2004 dated 11.05.2014 in using the Government Payroll Software Package	Complied		
4	Preparation of Annual Plans			
4.1	The annual action plan has been prepared	Complied		
4.2	The annual procurement plan has been prepared	Complied		
4.3	The annual Internal Audit plan has been prepared	Complied		
4.4	The annual estimate has been prepared and submitted to the NBD on due date	Complied		
4.5	The annual cash flow has been submitted to the Treasury Operations Department on time	Complied		
5	Audit queries			
5.1	All the audit queries has been replied within the specified time by the Auditor General	Not Complied	Non receipt of answers from other agencies and projects by the due date.	Relevant institutions and projects have been informed about this
6	Internal Audit			
6.1	The internal audit plan has been prepared at the beginning of the year after consulting the Auditor General in terms of Financial Regulation 134(2) DMA/1-2019	-		
6.2	All the internal audit reports has been replied within one month	Complied		
6.3	Copies of all the internal audit reports has been submitted to the Management Audit Department in terms of Sub-section 40(4) of the National Audit Act No. 19 of 2018	Complied		

6.4	All the copies of internal audit reports has been submitted to the Auditor General in terms of Financial Regulation 134(3)	Complied		
7	Audit and Management Committee			
7.1	Minimum 04 meetings of the Audit and Management Committee has been held during the year as per the DMA Circular 1-2019	Complied		
8	Asset Management			
8.1	The information about purchases of assets and disposals was submitted to the Comptroller General's Office in terms of Paragraph 07 of the Asset Management Circular No. 01/2017	Complied		
8.2	A suitable liaison officer was appointed to coordinate the implementation of the provisions of the circular and the details of the nominated officer was sent to the Comptroller General's Office in terms of Paragraph 13 of the aforesaid circular	Complied		
8.3	The boards of survey was conducted and the relevant reports submitted to the Auditor General on due date in terms of Public Finance Circular No. 05/2016	Complied		
8.4	The excesses and deficits that were disclosed through the board of survey and other relating recommendations, actions were carried out during the period specified in the circular	Complied		
8.5	The disposal of condemn articles had been carried out in terms of FR 772	Complied		
9	Vehicle Management			
9.1	The daily running charts and monthly summaries of the pool vehicles had been prepared and submitted to the Auditor General on due date	Complied		
9.2	The condemned vehicles had been disposed of within a period of less than 6 months after condemning	Complied		
9.3	The vehicle logbooks had been maintained and updated	Complied		
9.4	The action has been taken in terms of FR 103, 104, 109 and 110 with regard to every vehicle accident	Complied		

9.5	The fuel consumption of vehicles has been re-tested in terms of the provisions of Paragraph 3.1 of the Public Administration Circular No. 30/2016 of 29.12.2016	Complied		
9.6	The absolute ownership of the leased vehicle log books has been transferred after the lease term	Complied		
10	Management of Bank Accounts			
10.1	The bank reconciliation statements had been prepared, got certified and made ready for audit by the due date	Complied		
10.2	The dormant accounts that had existed in the year under review or since previous years settled	Complied		
10.3	The action had been taken in terms of Financial Regulations regarding balanced that had been reconciliation statements and for which adjustments had to be made, and had those balances been settled within one month	Complied		
11	Utilization of Provisions			
11.1	The provisions allocated had been spent without exceeding the limit	Complied		
11.2	The liabilities not exceeding the provisions that remained at the end of the year as per the FR 94(1)	Complied		
12	Advances to Public Officers Account			
12.1	The limits had been complied with	Complied		
12.2	A time analysis had been carried out on the loans in arrears	Complied		
12.3	The loan balances in arrears for over one year had been settled	Not Complied		The matter has been referred to the Attorney General's Department for initiation of legal action
13	General Deposit Account			
13.1	The action had been taken as per FR 571 in relation to disposal of lapsed deposits	Complied		
13.2	The control register for general deposits had been updated and maintained	Complied		

14	Imprest Account			
14.1	The balance in the cash book at the end of the year under review remitted to TOD	Complied		
14.2	The ad-hoc sub imprests issued as per FR 371 settled within one month from the completion of the task	Complied		
14.3	The ad-hoc sub imprests had not been issued exceeding the limit approved as per FR 371	Complied		
14.4	The balance of the imprest account had been reconciled with the Treasury books monthly	Complied		
15	Revenue Account			
15.1	The refunds from the revenue had been made in terms of the regulations	Complied		
15.2	The revenue collection had been directly credited to the revenue account without credited to the deposit account	Complied		
15.3	Returns of arrears of revenue forward to the Auditor General in terms of FR 176	Complied		
16	Human Resource Management			
16.1	The staff had been paid within the approved cadre	Complied		
16.2	All members of the staff have been issued a duty list in writing	Complied		
16.3	All reports have been submitted to MSD in terms of their circular no. 04/2017 dated 20.09.2017	Complied		
17	Provision of information to the public			
17.1	An information officer has been appointed and a proper register of information is maintained and updated in terms of Right To Information Act and Regulation	Complied		
17.2	Information about the institution to the public have been provided by Website or alternative measures and has it been facilitated to appreciate/ allegation to public against the public authority by this website or alternative measures	Complied		
17.3	Bi-Annual and Annual reports have been submitted as per section 08 and 10 of the RTI Act	Not Complied		

18	Implementing citizens charter			
18.1	A citizens charter/ Citizens client's charter has been formulated and implemented by the Institution in terms of the circular number 05/2008 and 05/2018(1) of Ministry of Public Administration and Management	Not Complied	These activities have been delayed due to changes in the Ministries, changes in the scope of the Ministry, changes in the administration and staff and the prevailing COVID epidemic and it is expected to pursue action in this regard.	
18.2	A methodology has been devised by the Institution in order to monitor and assess the formulation and the implementation of Citizens Charter/ Citizens client's charter as per paragraph 2.3 of the circular	Not Complied		
19	Preparation of the Human Resource Plan			
19.1	A human resource plan has been prepared in terms of the format in Annexure 02 of Public Administration Circular no. 02/2018 dated 24.01.2018	Not Complied	The activities required as per these circulars have been delayed due to changes in the Ministries, changes in the scope of the Ministry, changes in the administration and staff and the prevailing COVID epidemic and it is expected to pursue action in this regard.	
19.2	A minimum training opportunity of not less than 12 hours per year for each member of the staff has been ensured in the aforesaid Human Resource Plan	Not Complied		
19.3	Annual performance agreements have been signed for the entire staff based on the format in Annexure 01 of the aforesaid Circular	Not Complied		
19.4	A senior officer was appointed and assigned the responsibility of preparing the human resource development plan, organizing capacity building programs and conducting skill development programs as per paragraph no.6.5 of the aforesaid circular	Not Complied		
20	Responses Audit Paras			
20.1	The shortcomings pointed out in the audit paragraphs issued by the Auditor General for the previous years have been rectified	Complied		