

2024

SRI LANKA RAILWAYS

ADMINISTRATION REPORT - 2024



Principle costing Office,

P.C.O. Office,

Railway Headquarters,

Colombo 10.

ADMINISTRATION REPORT - 2024

SRI LANKA RAILWAYS

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Department of Sri Lanka Railway



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. ”

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Profile

Sri Lanka Railways, formerly known as the Ceylon Government Railway, was established in 1864 under the Railway Ordinance to provide transport facilities for both passengers and freight. Since its beginning, the railway has functioned as a government department, except for a brief period between July 2003 and November 2004, when it was operated as the Sri Lanka Railway Authority.

The mission of Sri Lanka Railways is “to provide a safe, reliable, and punctual rail transport service for passengers and freight, in an economical and efficient manner.” Guided by this mission, the department continues to play a vital role in the country’s transport sector.

As of the end of 2024, Sri Lanka Railways operates a track network covering approximately 1,436 kilometers. The system is structured with 10 main lines and 3 spur lines, radiating from Colombo, the capital city, to different parts of the island. This extensive network makes the railway a key mode of public transport and freight movement across the country.

Line wise Track Length in 2024

Main Line Length (A) Single Line

No	Line Name	From-To	Total Length (km) Year-2024
1.	Main Line	Rambukkana - Badulla	208 km
2.	Northern Line	Polgahawela - Kankasanthurai	340 km
3.	Mihintale Line	Anurdhapura - Mihintale Junction	15 km
4.	Thalaimar Line	Madawachchiya - Thalaimar Pier	106 km
5.	Trincomalee Line	Galoya – Trincomalee	70 km
6.	Batticaloa Line	Maho – Batticaloa	211 km
7.	Matale Line	Peradeniya - Matale	34 km
8.	Puttalam Line	Negombo - Puttalam	96 km
9.	Coast Line	Payagala South - Beliatta	134 km
10.	Kv Line	Maradahana - Avissawella	59 km
11.	Kolonnawa Spur		2 km
12.	Habour Spur		2 km
13.	Airport Spur		2 km
	Total Distance	* Total Distance as Liner Coverage	1,280 km

* This total distance as liner coverage 1,280 kms consist of length of underlayment railway line owned by Sri Lanka Railway Department.

2nd Line Length (B) Double Line

Line	From-To	Distance (Km)
Main Line	Ragama- Rambukkana	69 km
Coast Line	Colombo Fort – Payagala South	49 km
Puttalam Line	Ragama - Negambo	23 km
Total Distance		141 km

3rd Line Length (C)

Line	From-To	Distance (Km)
Main Line	Maradana – Ragama	14 km

4th Line Length (D)

Line	From-To	Distance (Km)
Coast Line	Maradana - Colombo Fort	2 km

The Total Route Length of Railway Lines in kms

No.	Description	Year - 2024 (kms)
1	Liner coverage length- Main line length (A)	1,280 kms
2	2 nd line length (B)	141 kms
3	3 rd line length (C)	14 kms
4	4 th line length (D)	2 kms
	*Total Route Length (A+B+C+D)	1,436 kms

* The total route length consists of length of all railway tracks owned by the Sri Lanka Railway Department

Organisation

The General Manager of Railways is the Chief Executive and the Accounting Officer of the department. He is responsible to the Ministry of Transport for the overall management and performance of Sri Lanka Railways. Supporting him in this role are four Additional General Managers who oversee different key areas: Administration, Operations, Infrastructure, and technical functions.

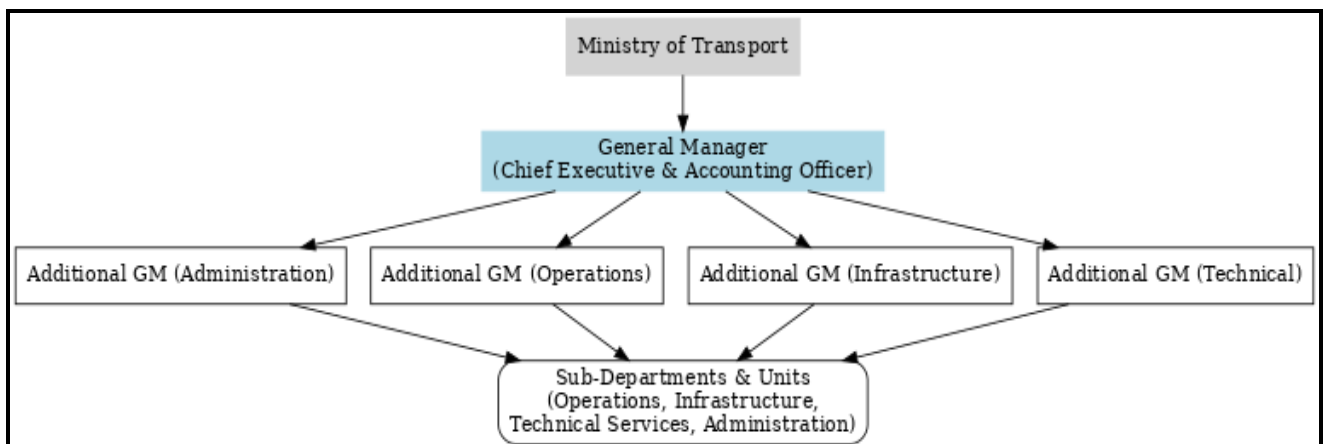
For smooth functioning, the railway system is organized into several sub-departments and specialized units. Each unit is responsible for specific tasks such as train operations, track and infrastructure maintenance, technical services, and administrative work. This structure ensures that the large and complex railway network can be managed efficiently and continues to provide reliable services for passengers and freight.

Sub-Departments

1. Chief Accountant's Sub Department
2. Commercial Superintend Sub Department
3. Chief Engineer - Motive Power Sub Department
4. Chief Engineer - Way & Works Sub Department
5. Chief Engineer - Signal & Telecommunication Sub Department
6. Superintend of Railway Stores Sub Department
7. Chief Mechanical Engineer's Sub Department
8. Transportation Sub Department

Units

1. Railway Protection Service Unit
2. Principal Costing Officer's Unit
3. Sales & Marketing Unit
4. Planning Unit
5. Internal Audit Unit
6. Sri Lanka Railway German Technical Training Centre
7. Railway Operations & Transport Management Institute



01. GENERAL REVIEW

1.1 Summary of Train Mileage for 2023 & 2024

No.	Description	2023	2024	Inc/(Dec)	%
1.	Operated Train kms – Passenger Trains	9,848,564	9,450,107	-398,457	-4.05%
2.	Operated Train kms – Goods Trains	535,788	449,626	-86,162	-16.08%
3.	Operated Train kms – Empty Coaches	68,376	56,973	-11,403	-16.68%
4.	Operated Train kms – Light Loco	225,606	249,886	24,280	10.76%
5.	Operated Train kms – Special Trains	211,646	288,534	76,888	36.33%
	Total Train kms	10,889,982	10,495,125	-394,857	-3.63%

The above table shows the 2024 operated train km's performance. According to this table the total operated train km's has decreased by 394,857. It was a -3.63 % compared to the last year.

1.2 Summary of Track Length in 2024

No.	Description	Year - 2024
1.	Total Route Length	1,436 kms

In 2024 the total route length was 1,436 kms. The below chart shows the railway minimum track geometry considering gauges.

1.3 The Sri Lanka Railway Minimum Track Geometry

No.	Description	Year - 2024
1	Track Gauge (Standard)	1676 mm
2	Ruling Gradient (Maximum)	1:44
3	Ruling Curvature (Minimum)	5 ch (100m)

1.4 Number of Passenger & Passenger kms Comparison

No.	Description	2023	2024	Inc/Dec	%
1.	Number of Passengers	109,889,467	101,580,809	8,308,658	-7.56%
2.	Passenger kms	7,043,989,635 kms	5,999,574,084 kms	1,044,415,552 kms	-14.83%

During the year Railway operated 5,999,574,084 passenger kilometres and transported 101,580,809 passengers compared to 7,043,989,635 passenger kilometres and 109,889,467 passengers of previous year, compared to last year passenger kms has decreased by -7.56% & number of passengers decreased by -14.83%.

1.5 Number of Train Trips Run – Comparison 2023 & 2024 years

No.	Description	2023	2024	Inc/Dec	%
1.	Number of Passenger Trains Trips Run	103,053	104,051	998	1 %
2.	Number of Goods Trains Trips Run	6,247	5,992	-255	-4.08 %
	Total Trains Trips Run (Passenger & Goods Trains Trips only)	109,300	110,043	743	0.67 %

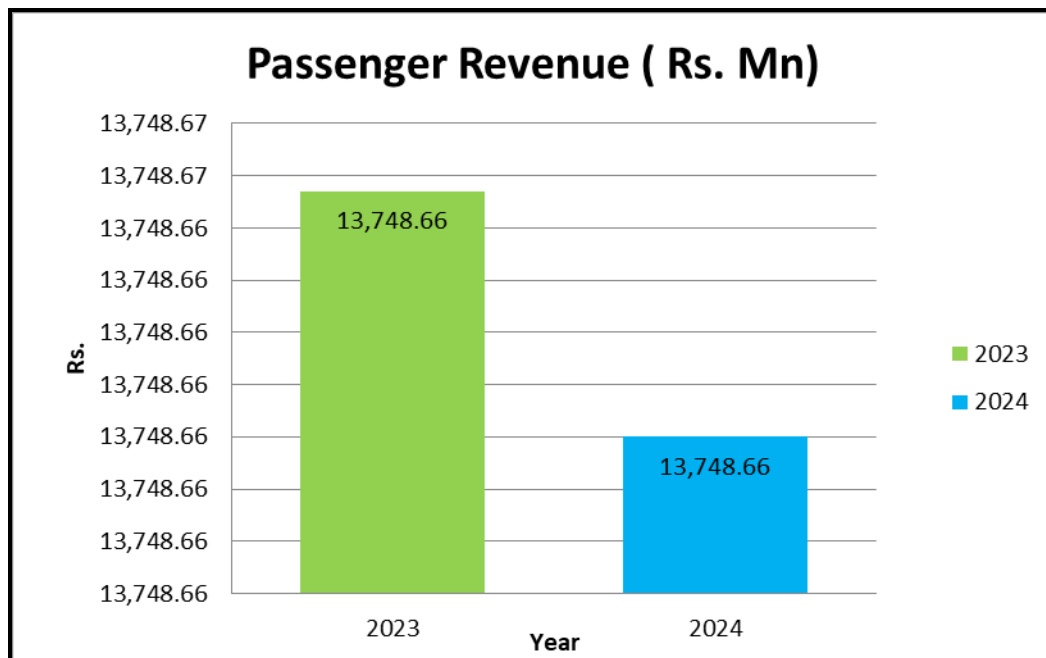
Compared to previous year, In Year 2024 the total running train's trips were decreased by **743** trips & 1%. Number of good trains' trips decreased by 255 trips of -4.08%. During the 2024. The number of passenger trains trips were increased by 998 trips of 1 %.

1.6 Railway Passenger & Freight Revenue Comparison

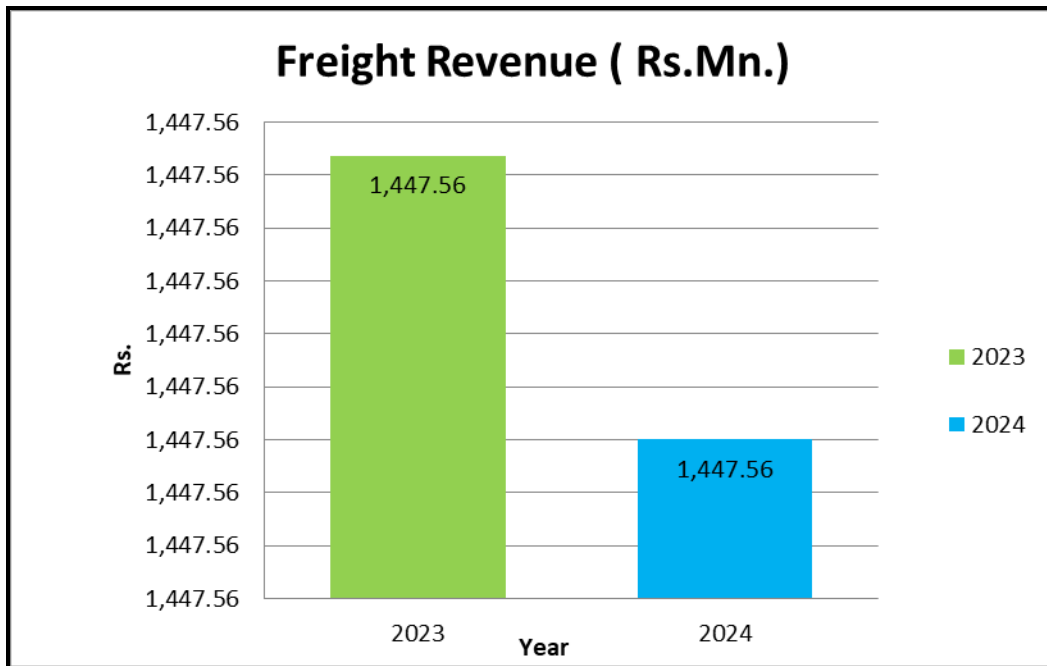
No.	Description	2023	2024	Inc/Dec	%
1.	Passenger Revenue (Rs.) (According to CAR – cash basis)	13,239,174,994.95	13,748,664,705.98	509,489,711.03	3.85%
2.	Freight Revenue (Rs.) (According to CAR)	1,671,631,213.83	1,447,562,681.58	-224,068,532.25	-13.40%

Compared to previous year the *passenger* revenue has increased in Rs. 509,489,711.03 & 3.85% *CAR passenger revenue collection based on cash basis*. When considering the freight revenue, it has decreased by Rs. 224,068,532.25 & -13.40%.

Passenger Revenue Comparison 2023 – 2024



Freight Revenue Comparison 2023 – 2024



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02. FINANCIAL STATISTICS

(Financial Statistics According to CAR)

Item	2023 (Rs.)	2024 (Rs.)	Increase / (Decrease) (Rs.)	Inc (Dec) %
<u>Revenue</u>				
- Passenger	13,239,174,994.80	13,748,664,705.98	509,489,711.18	4 %
- Freight	1,671,631,213.83	1,447,562,681.58	(224,068,532.25)	- 13 %
- Mail & Parcels	322,069,732.05	331,426,364.62	9,356,632.57	3 %
- Miscellaneous	846,598,255.32	940,690,256.37	94,092,001.05	11 %
- Total	16,079,474,196.00	16,468,344,008.55	388,869,812.55	2 %
<u>Recurrent Expenditure</u>				
- Personal Emoluments	10,851,861,039.44	13,118,658,216.66	2,266,797,177.22	21 %
- Fuel	15,197,146,396.21	13,021,792,005.68	- 2,175,354,390.53	-14 %
-Supplies & Requisites	477,689,586.04	607,827,285.45	130,137,699.41	27 %
- Other Expenses	1,315,355,928.90	1,216,178,015.74	- 99,177,913.16	-8 %
- Total	27,842,052,950.50	27,964,455,523.53	122,402,573.03	0 %
<u>Loss on Recurrent Exp</u>	(11,762,578,754.50)	(11,496,111,514.98)	266,467,239.52	- 2 %

Financial Statistics in 2024

When compared with the previous year, passenger revenue has increased by 4 % from Rs. Rs. 13,239.17 million to Rs. 13,748.66 million during the year under review. Freight revenue has decreased by 13 % from Rs 1,671.63 million to Rs. 1,447.56 million. The revenue from parcel and mail transport has increased by 03 % from Rs. 322.07 million to Rs. 331.42 million and miscellaneous revenue has increased by 11 % from Rs. 846.60 million to Rs. 940.69 million during the year under review. Due to the economic collapse in the last years, train traffic was almost completely disrupted. But this year due to the recovery of railway traffic, there was a reason to receive a high percentage of passenger revenue. Due to the economic recession in the year 2023, due to the impact on the transport sector such as petrol and diesel, public transport services were able to be maintained at a good level to some extent.

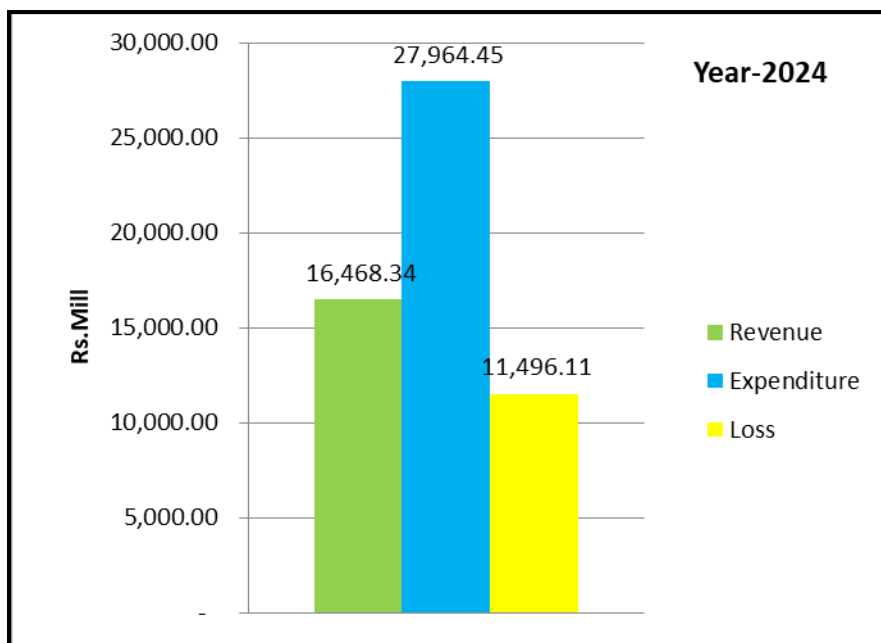
In the recurrent expenditure, personal emolument has increased by 21 % from Rs. 10,851.86 million to Rs. 13,118.65 million. The expenditure on fuel has decreased by 14 % from Rs. 15,197.15 million to Rs. 13,021.79 million. The expenses of supplies and requisites have increased by 27 % from Rs. 477.69 million to Rs. 607.82 million and other expenses has decreased by -8 % from Rs. 1,315.36 million to Rs.99.17 million. The overall recurrent expenditure of Rs 27,964.45 million over the Total revenue of Rs. 27,842.05 million has resulted in an operating loss of Rs. 122.40 million during the year.

The operating results during the year compared with previous year are shown in the following tables.

Operating Results – 2023



Operating Results – 2024



Receipts

Total receipts from all sources of income increased by Rs.388,869,812.55 & 2 % per cent in the year under review when compared with the previous year, passenger revenue has increased by Rs. 509,489,711.18 & 4 % per cent. Freight revenue has decreased by Rs. -224,068,532.25 & -13 % per cent. The parcel and mail revenue has increased by Rs. 9,356,632.57 & 3 % and the miscellaneous revenue has increased by Rs. 94,092,001.05 & 11 % per cent over the previous year.

Expenditure

The total recurrent expenditure increased by Rs. 122.40 million from Rs. 27,842.05 million in the previous year to Rs. 27,964.45 million or 0.1 % during the year. The fuel expenditure has decreased by -14 % from 15,197.14 million to 13,021.79 million in this year. Supplies & requisites have increased by Rs. 130.13 million or 27 % during the year. Personal emoluments have decreased of Rs. 99.17 million or -8 % over the previous year.

03. TRANSPORTATION

Train operational activities come under the purview of superintendent of the transportation sub-department. In keeping pace with the mission statement of “Provision of safe reliable and punctual rail transport service for both passenger and freight traffic economically and efficiently” Sri Lanka Railway has endeavoured in its fullest capacity to maintain train services during the year under review. However, train services could not be operated at a satisfactory level amidst many constraints that are of technical, financial, institutional, operational and social nature. Now Sri Lanka Railways is operating total route length of 1,436 kilometres.

Number of Stations – Line Wise – Year 2024

No.	Line Name	No of Stations	No of sub-Stations	No of Train Halt	Total Stations
1.	Main Line	46	33	21	100
2.	Matale Line	6	5	14	25
3.	Puttalam Line with Airport Spur	20	25	-	45
4.	Northern Line	32	26	20	78
5.	Talaimannar Line	8	4	-	12
6.	Batticaloa Line	16	17	5	38
7.	Trincomalee Line	5	3	1	9
8.	Coast Line	41	34	-	75
9.	Kelani Vally Line	13	17	8	38
10.	Mihintale Line	2	-	-	2
11.	Kolonnawa Spur	2	-	-	2
12.	Harbor Spur	-	-	-	-
	Total	191	164	69	424

According to the statistics of 2024, the train service on Main Line, Northern Line, Coast Line, Batticaloa Line, Matale Line, Trinco Line, KV Line and Puttalam Line was in a satisfactory position throughout the year. Further, Transportation sub department has arranged several seasonal and other specials for the convenience of passengers during long weekends & special national holidays.

Operated Train kms

No.	Month	Passenger Trains kms	Goods Trains kms	Empty Coaches kms	Light Loco Kms	Special Trains Kms	Total Kms
1.	Jan	833501.13	40579.87	5810.40	22125.66	27184.68	929201.74
2.	Feb	751746.20	39068.16	5002.62	21416.44	23199.19	840432.60
3.	March	796076.89	39080.70	5631.66	22182.24	33144.58	896116.07
4.	April	756065.08	35966.56	4824.78	20784.36	20978.49	838619.29
5.	May	788964.17	35831.09	4516.92	21035.35	17011.34	867358.87
6.	June	751058.73	34495.21	4166.16	16692.33	21041.82	827454.24
7.	July	749609.13	35202.76	4573.68	19815.71	16414.44	825615.72
8.	Aug	810989.07	39761.33	4573.68	21204.73	29875.15	906581.96
9.	Sept	752565.17	34348.16	4147.93	21303.37	25600.45	837965.08
10.	Oct	806960.05	35060.38	4771.71	21822.98	22625.37	891240.50
11.	Nov	804736.01	45013.85	4193.08	20270.87	24303.16	898516.96
12.	Dec	847835.33	35217.66	4582.62	21231.87	27155.38	936022.30
	Total	9450106.96	449625.73	56973.24	249885.91	288534.05	10495125.33

Passenger Train kms :-

Passenger trains have covered a total of **9450106.96**kms throughout the year. The above table shows the monthly breakdown.

Freight Trains kms :-

As much as in the previous year freight trains were operated during this year also to transport Prima flour, clinker, cement, and fertiliser. Petroleum products, including diesel, gasoline, kerosene, and fuel oil were transported throughout the year to meet the requirement of the Ceylon Petroleum Corporation. Freight Trains which carried bulk goods have covered a total distance of **449625.73** Kilometres in the year 2024.

Special Trains kms :-

Transportation sub department was able to arrange special trains for the extra traffic during special occasions as detailed below.

No.	Special Event in 2024	No of special Trains
1.	Thalawila Festival – March	02
2.	Sinhala Hindu New Year Festival – April	06
3.	Wesak Festival – May	-
4.	Poson Festival – June	06
5.	Pichcha Mal Poojawa Festival – July	04
6.	Esala Perahara Festival – August	09
7.	Thalawila Festival – August	02
8.	Madu Church Festival	00
9.	Annual Festival of Bassilika Tewatte- Ragama	02
10.	Annual Festival of Our Lady At Matara	02
11.	Madu Church Festival – September	-
12.	Sripada Wandana	-
	Total Special Trains Run in 2022	33

Daily Train Schedule in 2024 Line Wise

No.	Train Operated in weekdays	No of Trains Run Per Day
1	Passenger & Mixed Trains	303
2	Rail buses	2
3	Good Trains	22
4	Oil Trains	22
	Total	349

No	Line Name -Train Operated in weekdays	No of Trains Run Per Day
1	Main Line & Matale Line	119
2	Puttalam Line with Airport Super	42
3	Northern Line	38
4	Talaimannar Line (Closed)	2
5	Batticaloa Line	10
6	Trincomalee Line	6
7	Coast Line	110
8	Kelani Vally Line	18
9	Mihinthale Line	-
10	Kolonnawa Spur	4
11	Harbor Spur	0
	Total	349

Train Schedule in 2024 by Train Type (Per day)

No.	Line	Passenger	Goods Trains	Oil Trains	Rail Bus	Total
1	Main Line & Matale Line	113	4	2	-	119
2	Northern Line	30	2	4	2	38
3	Talaimannar Line	2	0	0	0	2
4	Batticaloa Line	6	2	2	0	10
5	Trincomalee Line	2	4	0	0	6
6	Puttalam Line	32	2	8	0	42
7	Coast Line	102	6	2	0	110
8	Kelani Vally Line	16	2	0	0	18
9	Kolonnawa Spur	0	0	4	0	4
	Total	303	22	22	2	349

Operated Train kilometres by the type of train during the year compared with that of the previous year are shown below.

Type of Train	2023 Operated Train kms	2024 Operated Train kms
Passenger	9,848,565 km	9,450,107 km
Freight	535,788 km	449,626 km
Other	505,628 km	595,393 km
Total	10,889,982 km	10,495,125 km

* Passenger train kilometres include power, diesel, Hitachi, viceroy, rail car, rail bus and ECC kilometres. Freight train kilometres include freight, freight special and lime stone transport. Other includes service special and light loco.

Summary of Engine and Train kilometres

The following figures compare the train and engine kilometres for the years 2023 and 2024. It indicates better utilisation of rolling stock.

	<u>2023</u>	<u>2024</u>
Engine kilometres	14,403,757 km	13,436,865 km
Operated Train kilometres	10,889,982 km	10,495,119 km

Summary of Train and Engine kilometres



Punctuality of passenger trains :-

Time keeping of trains is maintained at a satisfactory level during the year. Particulars of time keeping of passenger trains are shown in the following table

Month	Total no of Trains Run		Percentage of right time (included below 5 min delay)		Percentage of 1-10 minutes delay		Percentage of over 10 minutes delay	
	2023	2024	2023	2024	2023	2024	2023	2024
Jan	9110	9526	42%	53%	35%	14%	23%	33%
Feb	8303	9421	43%	55%	35%	29%	22%	16%
Mar	8738	8872	49%	59%	34%	28%	17%	13%
Apr	8265	8134	49%	58%	30%	17%	21%	25%
May	9604	9079	47%	52%	32%	20%	21%	28%
Jun	8888	7957	51%	53%	31%	18%	18%	29%
Jul	9027	8280	54%	58%	29%	17%	17%	25%
Aug	8978	8891	52%	61%	29%	17%	197%	22%
Sep	8306	8131	47%	58%	30%	18%	23%	24%
Oct	8962	8817	48%	57%	30%	18%	22%	25%
Nov	8739	8324	48%	55%	30%	18%	22%	27%
Dec	8728	8619	48%	55%	30%	17%	22%	28%
Total	105,648	104,051	48% per month	56% per month	31% per month	19% per month	20% per month	25% Per month
Avg.per day	289	285						

Accidents

Nature of Accidents	2023	2024
1) Derailments – Running Line	56	56
- Yard	66	40
2) Collision with road vehicles at level crossing	76	65
3) Collision with coaches and wagons	02	05
4) Other mishaps (trailing through points, damage to point and buffers etc.)	01	04
5) Take Fires	--	01
6) Cattles run over & deaths	17	47
7) Elephants knocked down and deaths	15	10
8) Damage to level crossing and gates by road vehicles	366	397
9) Public involved accident – Deaths	185	225
10) Public involved accident - Injuries	403	385
Total	1187	1235

Particulars of public involved incidents.

Description	2023		2024	
	<u>Number Injured</u>	<u>Number Death</u>	<u>Number Injured</u>	<u>Number Death</u>
➤ Train accidents as a result of- derailment:	--	--	--	--
➤ Train accidents as a result of- collisions:	01	--	--	--
➤ Other movement accidents as a result of falling - off the train while entraining or detraining etc:	--	--	--	--
➤ Non movement accidents- pelting of stones etc:	07	--	09	--
➤ Accidents to people as a result of collision - with road traffic at level crossings:	55	06	38	24
➤ Accidents due to doors of carriages - found open etc:	04	06	01	06
➤ Non movement accidents; accidents to people - on account of trespass on rail track, suicide and misadventure:	243	167	268	188
Total	415	208	298	195

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04. HUMAN RESOURCE MANAGEMENT & ADMINISTRATION

The whole range of administrative matters comes under the purview of the Additional General Manager (Administration) of the General Administration Sub-Department. The sub department consist Appointment Branch, Transfer Branch, Disciplinary Branch, Liaison Branch, Training Branch, Cabinets Branch, General Finance Branch, General Administration Branch, Co-ordinating Secretary Branch, Employee Relation Branch, Technical Branch, Pension Branch, Registration Branch, Data-Processing Unit and Planning Unit.

Number in staff

The total number of all grades of staff employed in each sub Department up to 31 December 2024 was as follows.

1. Way and work	5279
2. Transportation	3134
3. Mechanical Engineering	2230
4. Motive Power	1893
5. Protection Force	543
6. Signal & Telecom	462
7. Accounting	351
8. General Administration	325
9. Stores	265
10. Commercial & Marketing	76
11. German Tech	32
12. Costing & statistics	07
13. Substitute Employees	64 (work under all sub departments)
Total	<u>14,661</u>

Payment of Compensation:

During the year under review a sum of Rs. 14,431,504.00 has been paid as compensation to the employees in respect of deaths and disabilities of permanent and temporary nature under the Workmen Compensation – Act, No 19 of 1984. These payments have been made under the instructions stipulated in the Public Administration Circular No 22/93.

Nature of Accident	No of Cases	Amount paid (Rs.)
Employees -Disabilities: (Accidents)	03	Rs. 1,804,624.00
Employees -Death (Accidents)	05	Rs. 12,626,880.00
Total	08	Rs. 14,431,504.00

Employee - Disabilities: (Accidents)

No.	Name	Designation	Compensation Amount
01.	U.K.G.Neranjana	Substitute Worker	18,700.00
02.	L.A.S.P.Perera	Security Officer	1,607,400.00
03.	D.D.P.P.Somasiri	Technical Officer-III	178,524.00
	Total		1,804,624.00

Employee - Death: (Accidents)

No.	Name	Designation	Compensation Amount
01.	A.A.P.S.Alahakoon	Technical Officer-III	1,434,720.00
02.	K.Nimal	Technical Officer-III	3,339,960.00
03.	P.A.Dharmasena	Technical Officer-III	3,125,880.00
04.	T.H.S.Dayasena	Technical Officer-III	3,670,800.00
05.	T.P.K.Jayaweera	Technical Officer-III	1,055,520.00
	Total		12,626,880.00

Scholarships & Educational Tours:

Visit Training Programme in Year 2024

No	Training course / Programme	Name of the officer who attended
1	Final workshop on updating SAARC Regional Multimodal Transport Study (SRMTS) 9724/2024/03	Mr. V S Polwatta
2	Third mid – career training programme for island services officers of sri lanka under the indian technical and economic co – operation (ITEC) 2024/2025 From 22 july- 02 Aug 2024 in india (short-term) 9724/2024/16	Mr. R M N K S.kanchana
3	0912-0925 seminar on new infrastructure construction and upgrading for BRI partner countries 9724/2024/21	Mrs. Kusalani de Silva
4	Regional cooperation programme 34 th training course from 18 th to 30 th November 2024 in india. Them of the course : “Transport and Development: Role of railway” 9724/2024/26	Mr. N J Indipolage Mr. K A B Pathirathne
5	ITEC: Engineering Excellence from blueprint to Border From 21st to 25th of October 2024 9724/2024/26	Mr. T Arushankar
6	Pakistan Inter – regional railway training college 120 th advance railway course 9724/2024/48	Mr. W K H Sandaruwan
7	Procurement for the supply of 160 nos. passenger coaches to Sri Lanka Railways under indian line of credit contact No. SRS/F.7340 9724/2023/26	Mr. H L P Prasad Mr. P K D M M Alwis Mr. B C N Gunarathne Mr. R M M K Abhayarathne Mr. R S Rajapaksha Mr. B B S P Fernando Mr. U G Wijerathne

		<p>Mr.B R S Deshapriya Mr. K A N Kahadawa Mr. K D S Chandage Mr. K D M H Jagath Mr. J P H Jayawardhana</p>
8	<p>Procurement for the supply of 160. Nos passenger coaches to sri lanka railways under indian line of credit contract No. SRS/F.7340 9724/2023/26 ii</p>	<p>Mr. P T R Pieris Mr. H G T Jayantha Mr.A G S Wickrama Mr. S T A Indrajith Mr. W M P S Soyza Mr. R M B I Bandara Mr. A N J Bandara Mr.L M P W M R A L Wijesinghe Mr. B A R S Perera Mr. H K K K Madumal Mr. K P D Karunanayake Mr. R G Ajith Mr. H M V B Siriwardhana Mr. D A T Thushara Mr. E L V Silva Mr. M M C S Padmasiri Mr. P K P Premakumara</p>
9	<p>Procurement for the supply of 160 Nos. passenger coaches to sri lanka railways under indian line of credit contract No. SRS/F.7340 9724/2023/26/iii</p>	<p>Mrs. C U Keerthiratne Mrs. H R G R Samaraweera Mr. H N R D Silva Mr. C Liyanage Mr. R D N N Nayananda Mr. W D A S Kumra Mr. H G R Nandapala Mr. M.L.A.P Perera Mr. R M S Rajakaruna Mr. L Anura Mr. W L P W Udayakumara Mr. M S P K Silva Mr. L S Paranamana Mr. N L P J Sandakumara Mr. T S Premasiri Mr. S J Priyalal Mr. T D S Kamal</p>

		Mr. A Karunanayake Mr. W A Jayaratne
10	Procurement for the supply of 160 Nos. passenger coaches to sri lanka railways under indian line of credit contract No. SRS/F.7340 9724/2023/26/iv	Mr. A N Kumara Mr. J A T U Jayakody Mr. J M C S Siriwardhana Mr. K P I De Silva Mr. N S K Thilakaratne Mr. P H T Giwantha Mr. S N S Hettige Mr. J R W Wishwakula Mr. I S Weerakoon Mr. W W Mihindu Mangala Mr. S U Yahalegedara Mr. Y A G U Yapa Mr. K D Kapuge Mr. K K R A Wijayakumara Mr. L M W Kumara Mr. K M R Rodrigo Mr. J M Sanjeewa
11	Procurement for the supply of 160 Nos. passenger coaches to sri lanka railways under indian line of credit contract No. SRS/F.7340 9724/2023/26/v	Mr. P J Premathilake Mr. D W N Amarasena Mr. D K L P Kumara Mr. W A P Dharmasena Mr. B M P S S Bandara Mr. K L T S Perera Mr. K K C R T K Wijesena Mr. K J Wijegunasinghe Mr. D D J G Premaratne Mr. A W A B R Wanigasooriya Mr. Y Tadshayanam Mr. N R P Keerthiratne Mr. M A Attanayake Mr. H D M M P P Herath Mr. D M K H Dissanayake Mr. W C A De Silva Mr. R Ronisdon Mr. W L S P Liyanage

05. COMMERCIAL ACTIVITIES

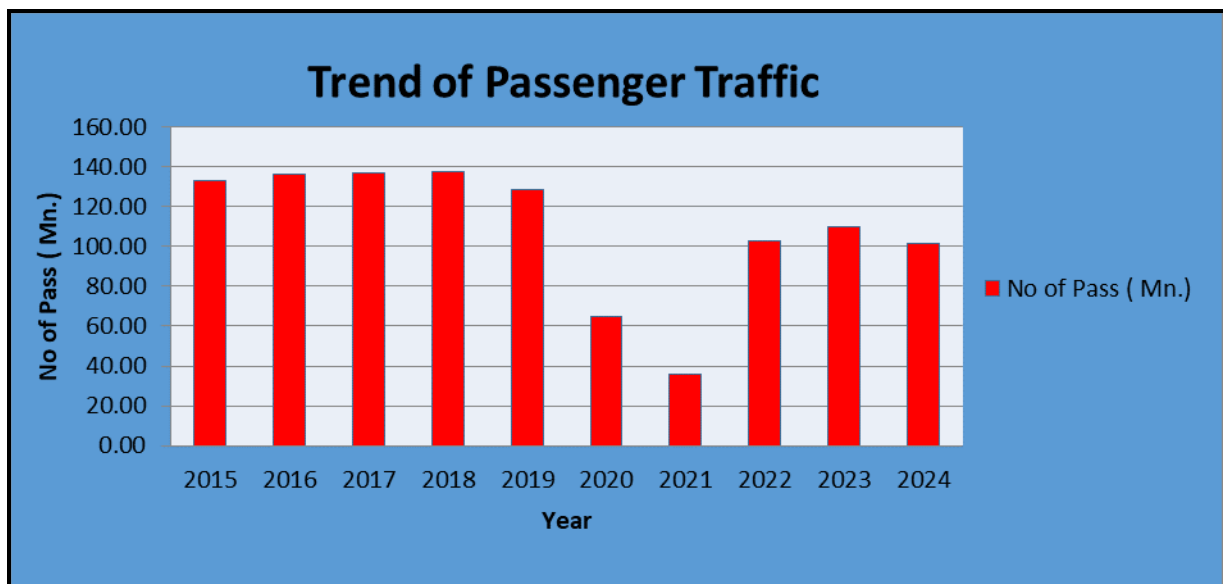
The commercial activities of the railway department come under the purview of the commercial sub department. The Commercial Superintendent is the head of this sub department and assisted by both Deputy Commercial Superintendent and assistant commercial superintendents in handling commercial matters. Among many, the collection of revenue from all sources of income is the main objective. Further commercial sub department finds ways and means to increase the income from all sources of the railways by promoting passenger, freight, parcels and mail transport.

Passenger Traffic

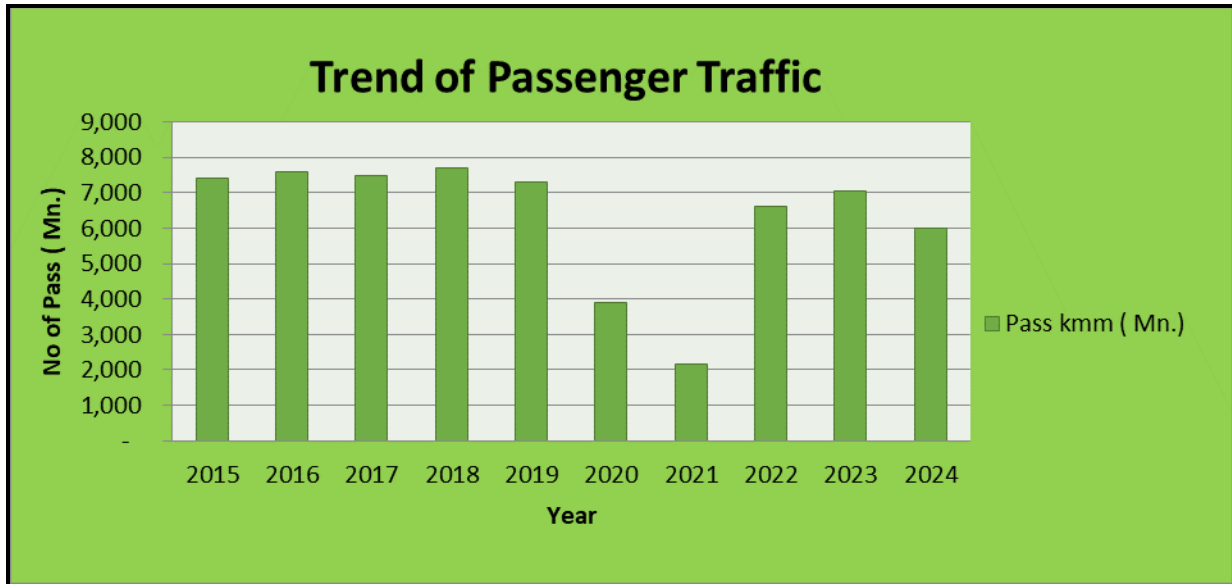
During the year Railway operated 5,999,574,084 passenger kilometres and transported 101,580,809 passengers compared to 7,043,989,635 passenger kilometres and 109,889,467 passengers during the previous year, recording decrease of 1,044,455,552 passenger kilometres (as percentage - 14.83 %) and decrease of 8,308,658 passengers (as a percentage -7.56 %).

Revenue earned from passenger traffic during the year was Rs. 13,748,664,705.95 compared to Rs. 13,239,174,994.80 during the previous year, and increase of Rs 509,489,711.18. Due to the collapse in the previous year, the train traffic was disrupted, but this year, with the recovery of the situation, it was possible to earn high income.

** Following charts show the trend of total no of passenger traffic for the last ten years.*



* Following charts show the trend of total passenger kms traffic for the last ten years.



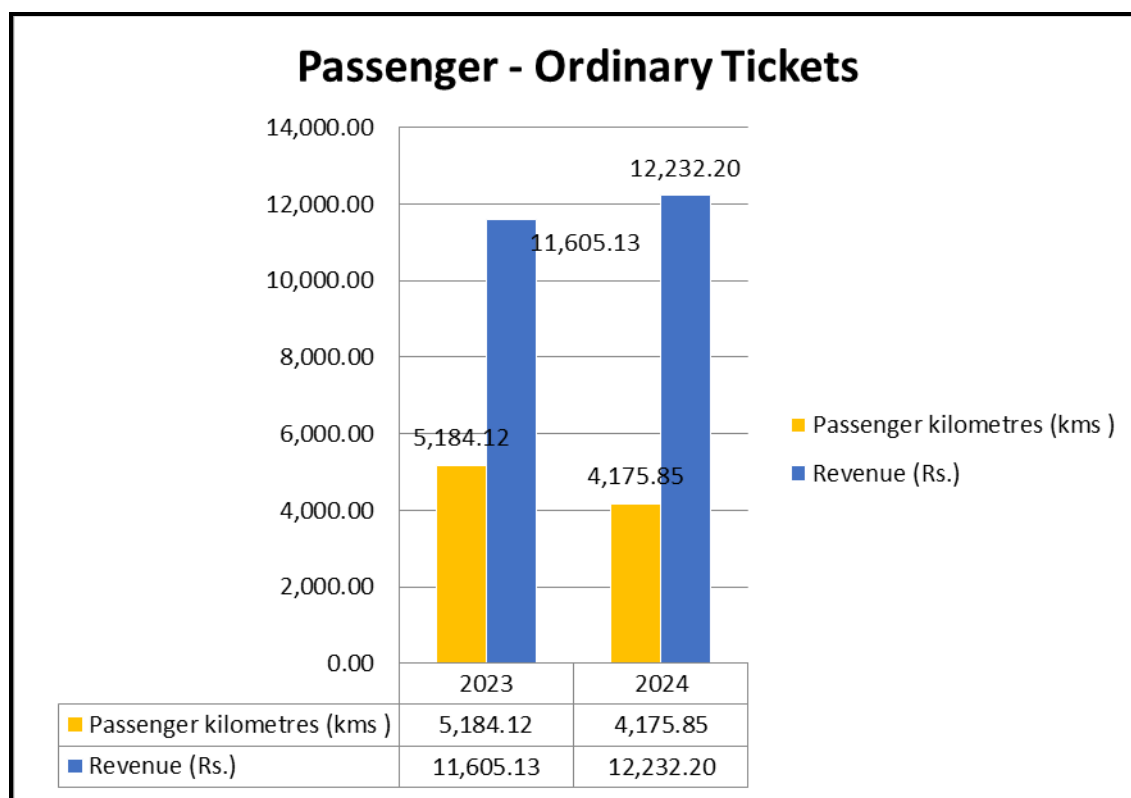
Compared to the previous year, a higher number of passenger kilometres and number of train passengers have been recorded due to the good running condition of the trains this season.

Sales & Marketing Division Generated Income - in 2024

Misc. Income Details		
1.	Advertising	39,830,776.62
2.	Canteen Income (Railway Stations Canteens)	84,517,304.12
3.	Warehouse (Colombo & Out Side Colombo)	96,265,910.24
Misc.Total Income		Rs. 220,613,990.98

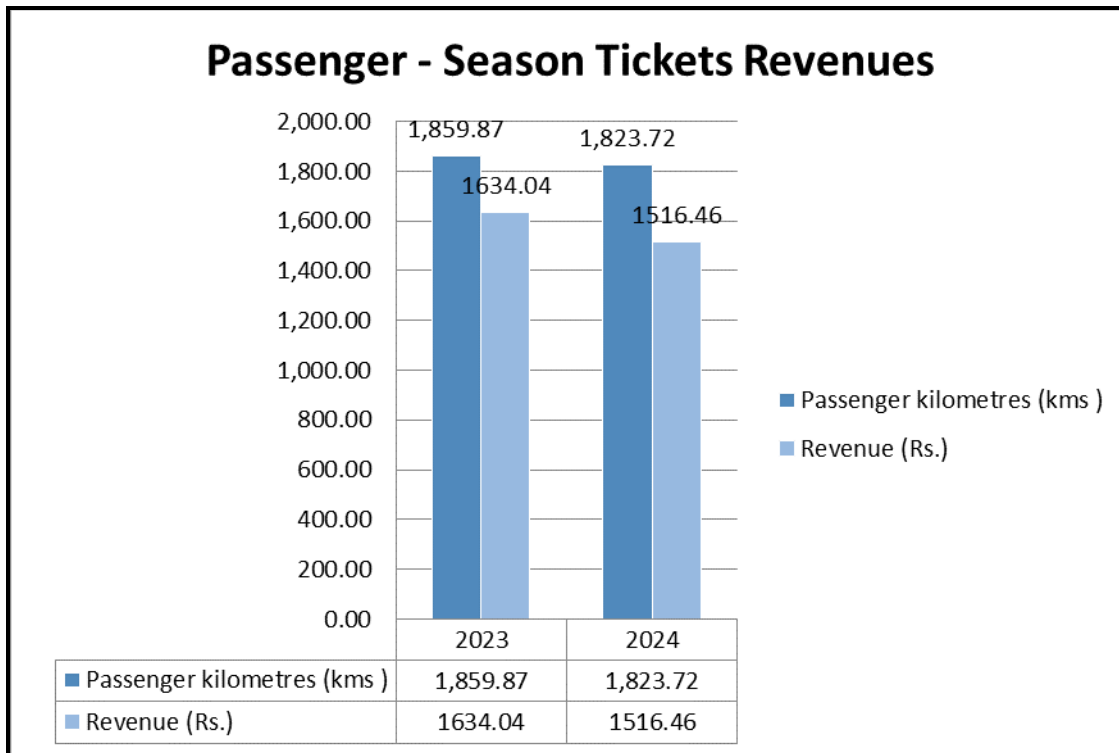
Commuter (i.e., Passengers on Ordinary Tickets) Million

Description	2023	2024
Number of passengers (Mn.)	60.82	54.44
Passenger kilometres (kms Mn.)	5,184.12	4,175.85
Revenue (Rs.Mn.)	11,605.13	12,232.20



Non-commuter (i.e., Passengers on Season tickets) Millions

Description	2023	2024
Number of passengers (Mn.)	49.06	47.14
Passenger kilometres (kms Mn.)	1,859.87	1,823.72
Revenue (Rs. Mn.)	1,634.04	1,516.46



In addition to the revenue earned from ordinary and season ticket passenger traffic, railway has earned Rs. 331,426,364.62 as mail & parcel revenues during the year against Rs. 322,069,732.05 the previous year.

Retiring rooms :-

Retiring room facilities for the rail passengers are available at Kandy, Mihinthaleya Polonnaruwa, Trincomalee, Baticaloa, Galle, Anuradhapura and Jaffna Railway Stations.

Station with Accommodation Facility

No.	Room Type	Facilities	No. of people that can be Rooms	Charge (Without VAT) +VAT (18%) in Rs.
		<u>Anuradhapura Railway Station</u>		
1.	Double Rooms	Two beds AC	02	4500.00
		Two beds non AC	02	2500.00
		Double bed non AC	02	2000.00
2.	Family Rooms	Five beds AC	05	6000.00
		Five beds non AC	05	4000.00
		<u>Polonnaruwa Railway Station</u>		
1.	Double Rooms	Two beds	02	2000.00
2.	Family Rooms	Three beds (with double bed)	05	4000.00
		<u>Batticaloa Railway Station</u>		
1.	Double Rooms	Two beds AC	02	4500.00
		Two beds non AC	03	2500.00
2.	Family Rooms	Three beds non AC	05	4000.00
		<u>Nanu Oya Railway Station</u>		
		One Double bed	02	2500.00
		Two Double bed	04	3500.00
		Double bed & Single bed	03	3000.00
		Three Single beds	03	3000.00
		Two Single beds	02	2500.00
		Three Single beds(without wash room)	03	2300.00
		One Double bed (without wash room)	02	2000.00
		Two Single beds(without wash room)	02	2000.00
		<u>Mihintale Railway Station</u>		
1.	Double Rooms	Two beds non AC	02	2000.00
2.	Family Rooms	Three beds non AC	03	3000.00
		<u>Jaffna Railway Station</u>		
1.	Single Rooms	Single bed non AC	01	1500.00
2.	Double Rooms	Two beds with AC	02	4500.00
		Two beds without AC	02	2500.00
3.	Family Rooms	Three beds with AC	05	6000.00

		Three beds without AC	05	4000.00
		<u>Trinco Railway Station</u>		
1.	Family Rooms	AC	05	4000.00
2.	Double Rooms	Non AC	02	2000.00
		<u>Kandy Railway Station</u>		
1.	Double Rooms	Two beds non AC	02	1000.00
2.	Family Rooms	Three beds non AC	03	1200.00
		<u>“Devata kirula”</u>		
1.	Double Rooms	Two beds non AC	02	1500.00

Commercial Superintend Office Generated Income - In 2024

No.	Description	Total Income (Rs.)
	<u>General Income</u>	<u>Rs.</u>
1	Railway Station Passenger Income	12,232,200,468.17
2	Railway Stations Season Passenger Income	1,516,464,237.81
3	Special train reservation Income	61,891,837.92
4	Train compartment Reservation Income	16,937,676.00
5	Fine Income (Passenger travelling without tickets)	18,165,810.00
6	Viceroy Special Train Reservation	30,845,957.97
7	A.T.M. Box Income	24,422,786.44
8	Temporary Rent Reservation Income	1,387,735.52
9	Film Screening Income	15,160,048.40
10	Retire Rooms Reservation Income	24,449,768.00
11	Mobile Canteen Income (In Trains)	17,283,952.08
12	Stall Income	20,208,673.46
13	Car Park Income	29,907,070.00
14	Kolamba Gedera Rent Income	9,292,500.00
15	Milk Shops	-
16	Advertising Boards	-
17	Small Milk Shops	35,637,595.54
18	Postal Transportation Income	84,913,974.76
19	Trade Transport	264,797,782.00
20	Sanitary Building Charges	717,198.00
21	Sanitary Charges	2,130,780.00
22	Changing Rooms Charges	1,776,150.00
	Total Commercial Income	<u>Rs. 14,408,592,002.07</u>

Lease of Lands :-

Income received from existing leases of railway lands during the year is Rs.219,686,119.39

Fare Structure :-

Passenger fares were revised upward with effect from 11th July 2022, mainly considering the fuel price increases. (Gazate No. 7514)

From any station / to any station	Charge per Kilometre (Rs)		
	1 class	2 class	3 class
1 Zone : 00 Km – 10 Km	10.40	5.20	2.60
2 Zone : 11 Km – 50 Km	9.60	4.80	2.40
3 Zone : 51 Km – 100 Km	6.80	3.40	1.70
4 Zone : 101Km - 200 Km	5.60	2.80	1.40
5 Zone : 201 and above	4.40	2.20	1.10
Minimum Fare	100.00	50.00	20.00
Round Up Value Rs.	50.00	50.00	20.00

Any fraction of rupee is rounded up to nearest rupee.

General Manager of Railway is empowered in deciding the passenger fares for Inter-City and value added train services under the following conditions.

- The fares decided on should not be below existing normal passenger fares,
- Fares so decided should be competitive with the existing passenger fares of the passenger transport market and could be able to draw the maximum revenue to the railway.

Season Ticket Fare Structure

No.	Season Ticket Type	Total Value	Monthly Season Ticket Charge (Total Value %)
1	Normal Season Ticket & Zone Season Ticket	Ordinary Ticket Fare * 60	40 % (Ticket Price x 24)
2	Government Servant	Ordinary Ticket Fare * 60	15 % (Ticket Price x 9)
3	University, Technical Collage, UTC , Over 12 & Under 12 School Student	Ordinary Ticket Fare * 60	10 % (Ticket Price x 6)
4	Under 12 School Student	Ordinary Ticket Fare * 60	05 % (Ticket Price x 3)
5	Railway Servant	Ordinary Ticket Fare * 60	05 % (Ticket Price x 3)

Tax particulars for the year as follows :- Year 2024

Quarter	VAT Income (Rs)	VAT on Purchases (Rs)	VAT on Imports (Rs)
1 Quarter	373,361,363.00	214,762,840.00	95,156,873.00
2 Quarter	118,141,628.00	228,919,917.00	69,839,326.00
3 Quarter	115,883,078.00	236,220,752.00	43,756,933.00
4 Quarter	122,837,163.00	335,914,879.00	108,292,662.00

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06. SALES & MARKETING

The unit of sales and marketing headed by the manager-sales and marketing is accountable for the matters relating to transportation of goods, parcels and mail. The unit finds ways and means of increasing the market-share of the railway in the field of freight transportation and to increase the freight revenue. In addition to the scheduled freight trains special freight trains are arranged on the requirement of the private freight dealers on special freight rates. Prima flour, cement, lime stones and petroleum products are transported on agreed conditions with the private parties. The right to use the rail track for the transport of lime - stones using their own locomotives and wagons from Aruwakkalu is given to the Cement Company on an agreement entered with the Railway Department. The rates are levied for the transportation of lime - stones on the conditions entered with and these rates are subject to revise annually in line with the fluctuations of the **Colombo Consumer Price Index (CCPI)**. Railway also provides locomotives on hire to the Company to transport lime stones on special charges. The mail transport is also being done on a contract agreed with the postal department levying special charges.

Revision of freight rates, recovery of demurrage, renting out unused railway warehouses, allocation of spaces for displaying of advertisements at stations, station premises, railway lands and on compartments comes under the purview of sales and marketing unit.

Sales & Marketing Office Generated Income - In 2024

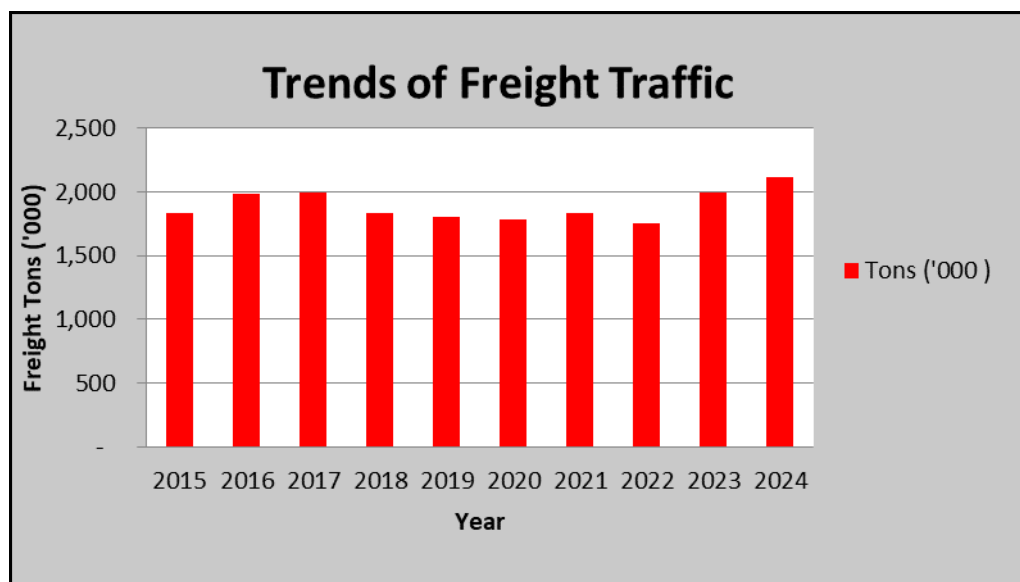
	<u>Misc. Income Details</u>	Rs.
1.	Advertising	Rs. 39,830,776.62
2.	Warehouse (Colombo & Out side Colombo)	Rs. 96,265,910.24
3.	Other Income (Railway Stations Canteen)	Rs. 84,517,304.12
	Total	Rs. 220,613,990.98

Freight traffic

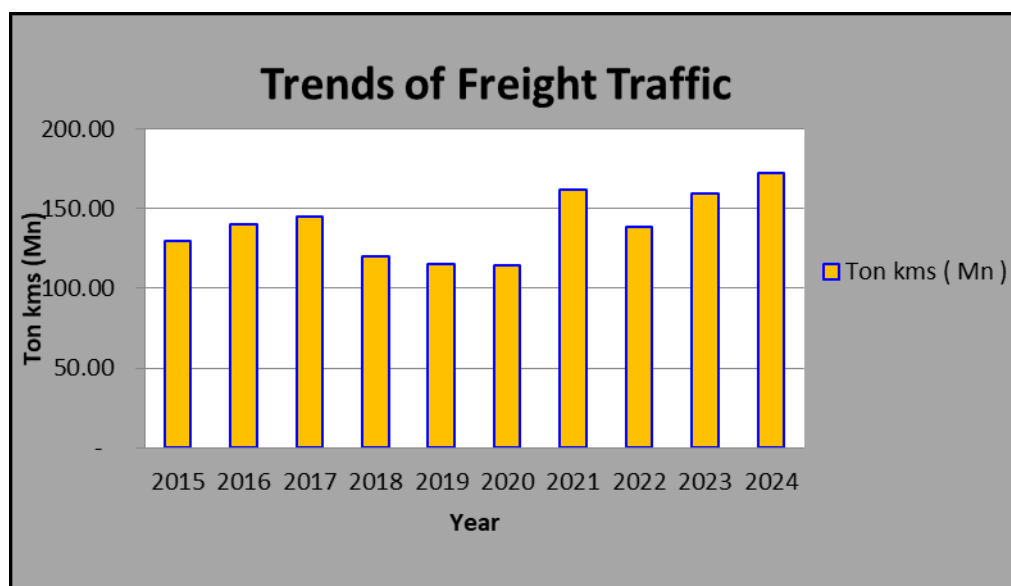
During the year 2,110,024 tonnes of goods were transported and an amount of Rs. 1,651,133,598 was earned as freight revenue. Tonne kilometres were recorded as 172,378,458 km.

Description	2023	2024
Tonnage carried (Ton)	1,998,100	2,110,024
Ton Kilometres (kms)	159,467,561	172,378,458
Freight revenue (Rs.) (According to PCO data – Accrued Basis)	1,721,020,807	1,651,133,598

The following chart shows the freight traffic trend (freight ton) in the last ten years.



The following chart shows the freight traffic trend (freight ton kms) in the last ten years.



Parcel and Mail transport :-

Income from parcel transport and Post office mail transported at a fixed rate on agreement with the postal department of Rs. 331,426,364.62 during the year compared to Rs. 322,069,732.05 during the previous year.

Freight Rates :-

Railway has a two tier charging systems for goods wherein they are grouped into two classes with different charges for each class depending on whether the goods are carried on lines in the low-lying area of the Island or on lines in the up- Country. (In other words on the main line above Rambukkana, and on Matale Line.)

Freight rate Structure :-

Freight rates have been revised with effect from 12th of July 2022 increasing the existing freight rates by 50 per cent and parcel rates by 40 per cent. Rate structure of 8 classes has reduced into 4 classes and again these 4 classes into 2 classes on revisions of freight rates in 1990 and 2001 respectively. During the year under review no revision in the rates structure was made.

The rebate given for some selected commodities i.e. food stuff-prima flour, manure and cement was withdrawn later. Under the rate revision of 2007 the General Manager of Railway is given the discretion in granting special rates for the transport of any goods moved in bulk or in block rates of wagon. These rates are charged for transport of goods and are inclusive of incidental charges such as shunting and placing of wagons for loading and unloading and of empty haulage of wagons.

Existing rates are as follows:-

	<u>Below Rambukkana</u> <u>Per ton kilometre (Rs)</u>	<u>Above Rambukkana</u> <u>per ton kilometre (Rs)</u>
Class 1 –	9.00	13.00
Class 2 –	11.00	14.50

The class 1 is the combination of old classes 1 and 2 while the class 2 is the combination of old classes 3 and 4.

Rates of petroleum products are charged on a special basis as shown under.

	<u>Below-Rambukkana</u> <u>per ton kilometre (Rs)</u>	<u>Above-Rambukkana</u> <u>per ton kilometre (Rs)</u>
Petrol, Gasoline, Diesel, Gas oil, Black oil,Furnace oil:	17.40	-
Aviation Fuel:	14.60	17.40

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07. MECHANICAL ENGINEERING

The yearly work - shop output of the mechanical engineering sub department for the year was as follows.

1. Summary of Repairs done for Rolling Stock Engines

Description of the locomotives	2023		2024	
	Overhaul	Intermediate	Overhaul	Intermediate
Diesel-Electric-Locomotives: (M2,M4,M5,M5A,M5B,M5C,M6,M7,M8, M8A,M9,M10, M10A,M11)	07	111	06	150
Diesel Hydraulic Locomotives: (Y,W1,W2, W3)	03	52	00	42
Diesel Hydraulic Power Car: (S5, S8)	01	17	02	09
Diesel Electrical Power Car: (S9,S10,S11,S12,S13,S14)	08	97	04	103

Due to financial restrictions, purchase of spare parts for locomotives were curtailed and some old spare parts were used in the locomotive repairs after reconditioning. This has affected the reliability of locomotives to some extent.

2. Passenger Capacity of Power Sets

Class	No of vehicles at the beginning of the Year 2023	Total No, Of Seats	Total No. of Passenger Standing Capacity	No of vehicles at the beginning of the Year 2024	Total No, Of Seats	Total No. of Passenger Standing Capacity
S-5	3	60	-	3	60	-
S-8	20	640	1280	20	640	1280
S-9	15	480	960	15	480	960
S-10	15	312	1340	15	312	1340
S-11	19	620	400	19	620	400
S-12	23	374	748	23	374	748
S-13	12	266	153	12	266	153
S13A	4	266		4	266	
S14	18	214	153	18	214	153
S14A	4	576	2024	4	576	2024
Total	133	3748	7058	133	3808	7058

3. Rolling Stock field in year 2024

Total in Stock 2023	Description	BG (Bogie) 2024	NG (Non-Bogie) 2024	Total in Stock 2024
103	(a) Diesel Electric Locomotives (M2,M4,M5,M5B,M5C,M6,M7,M8,M8A, M9,M10, M10A)	103	-	103
42	(b) Diesel Hydraulic Locomotives (W1, W2, W3, Y)	42	-	42
133	(c) Diesel Power Coaches (S5,S6,S7,S8,S9,S10,S11,S12,S13,S14)	133	-	133
11	(e) Air conditioned Train Units	11	-	11
1	(f) Diesel Rail Cars (T1,515)	1	-	1
8	(g) Motor Trolleys (MT)	8	-	8
4	(h) Steam Locomotives(B1,B2,B8,J1)	4	-	4
8	(i) Steam Cranes/Hydraulic Cranes	8	-	8
21	(l) Rail Bus	21	-	21

4. Steam and Rail Car Position including Passenger Capacity

Description	Total no of Rail cars	Total no seats	Bogies	Four wheels
Steam Rail Cars (N.G) V2/331	1	Not in use		
Tourist Saloon (N.G) T1/515	1	Not in use		
Diesel Hydraulic Mechanical Rail -Cars- (B,G) T2/323	1	20	2	

5. Types of Major Overhead Carried out by CME Sub Department

Engine Class	Inter Repairs 2023	General Repairs 2023	Inter Repairs 2024	General Repairs 2024
M2/M6/M7	360000 miles	720000 miles	360000 miles	720000 miles
M8/M4/M8A/M10	400000 miles	800000 miles	400000 miles	800000 miles
W3	10000-20000 hrs	30000 hrs	10000-20000 hrs	30000 hrs
G1/M5/W1/W2/Y/N1-				
	6000 hrs	12000 hrs	6000 hrs	12000 hrs
S5/S7	3000 –6000 hrs	4000-8000 hrs	3000 –6000 hrs	4000-8000 hrs
T1/T2				
	4000 hrs	8000 hrs	4000 hrs	8000 hrs
N2				
	5000 hrs	10000 hrs	5000 hrs	10000 hrs
S3				
S6/S8/S9/S10/S11/M5A/S12/M5B	8000-16000 hrs	24000 hrs	8000-16000 hrs	24000 hrs
M5C	9000-18000 hrs	30000 hrs	9000-18000 hrs	30000 hrs
M9	30000 hrs	60000 hrs	30000 hrs	60000 hrs

6. Summary of Repairs done for Rolling Stock

No.	Engine Class	Inter Repair Year -2023 No of Loco	General Repair Year -2023 No of Loco	Inter Repair Year -2024 No of Loco	General Repair Year -2024 No of Loco
1.	M2,M4,M5, MB,MC,M6,M7, M8,M8A,M9,M10,M10A,M11	111	07	150	06
2.	W1, W2, W3, Y	52	03	42	00
3.	S3, S5, S6, S7, S8, S9, S10, S11, S12	114	09	112	06
4.	T1, T2	Not in use			
5.	N1, N2	Not in use			

Any other repairs and inspection due to unforeseen damages in failures in between the periods set for scheduled repairs.

7. Service Poisson of Rolling Stock Engines

Description	Engine Class	No in Stock	Under repairs in shops	Awaiting repairs at shops	In Service
Diesel electric locomotives	M2	13	03	02	08
Diesel electric locomotives	M4	14	02	05	07
Diesel electric locomotives	M5	--	--	--	--
Diesel electric locomotives	M5B	04	02	02	--
Diesel electric locomotives	M5C	07	02	01	04
Diesel electric locomotives	M6	14	02	02	10
Diesel electric locomotives	M7	13	02	05	06
Diesel electric locomotives	M8	08	04	01	03
Diesel electric locomotives	M8A	02	01	--	01
Diesel electric locomotives	M9	09	01	07	01
Diesel electric locomotives	M 10	03	01	01	01
Diesel electric locomotives	M 10 A	06	--	04	02
Diesel electric locomotives	M 11	10	01	06	03
Diesel Electric Rail Cars (NG)	T1	01	--	--	01
Diesel Hydraulic locomotives	W1	03	--	03	--
Diesel Hydraulic locomotives	W2	02	01	--	01
Diesel Hydraulic locomotives	W3	10	03	02	05
Diesel Hydraulic locomotives	Y	27	08	05	14
Power Coaches	S5	03	--	03	--
Power Coaches	S8	20	07	02	11
Power Coaches	S9	15	03	01	11
Power Coaches	S10	15	04	01	10
Power Coaches	S11	19	05	04	10
Power Coaches	S 12	23	03	--	20
Power Coaches	S 13	12	02	02	08
Power Coaches	S 13A	04	--	01	03
Power Coaches	S 14	18	01	02	15
Power Coaches	S 14 A	04	01	--	03
Steam locomotives	B1A	01	--	--	01
Steam locomotives	B2B/B1D	02	--	--	02
Motor Trolleys	MT	08	--	03	05
Steam Hydraulic cranes	TRC	08	02	02	04
Rail Buses	RB	21	08	03	10

7.2 Steam Locomotive Fleet and Rail Cars

C L A S S	wheel or axle description	Cylinder	Tractive effect at 85% boiler pressure, lbs,	No. on Hand at The beginni ng	No of locos Brought Into Service	No of locos Condemned During the Year	No in hand at the end
STEAM LOCOMOTIVES 5'6" GAUGE							
B1a	4-6-0	18.5*26	22620	1			1
B1d	4-6-0	18.5*26	22620	1			1
B2b	4-6-0	18.5*26	22620	1			1
B8c	4-6-0	15" * 22	14025	1			1
Steam Locomotives & Rail Cars 2'6" gauge							
J1	4-6-4	14'*20	14809	2			2
V2	Hydraulic	350	steam- (300)	1			1

Position of Steam locomotives , Rail Cars and Cranes	
Description	Number
Steam Locomotives (B,G)	3
Steam Locomotives (N,G)	Not in Use
Steam Rail Cars (N,G)	Not in use
Steam Crane (B,G)	6
Hydraulic Cranes (B,G)	2

8. Carriages & Wagon Fleet as at 2024

Description	Total-2023	Total-2024
Coaching bogie stock	1663	1662
Coaching four wheel	02	02
Goods bogie stock	867	867
Goods six wheelers	--	--
Goods four wheel	645	639
Service bogie stock	132	118
Service four wheel stock	243	234

9. Summary of Repairs of Carriages & Wagons

Descriptions	No of Vehicles at the beginning of the year			
	2023	No of Units	2024	No of Units
Coaching Vehicles (B.G.)				
Re-built				
Heavy repairs	67	597	77	655
Intermediate repairs				
Light repairs	93	96	78	118
Other Coaching vehicles (B.G.)				
Rebuilt				
Heavy repairs	9	19	2	15
Intermediate repairs				
Light repairs	0	0	3	3
Wagons (B.G.)				
Rebuilt				
Heavy repairs	54	160	63	190
Intermediate repairs	8	11	7	6
Light repairs	525	105	480	96

10. Freight Capacity of Wagon Fleets

Description	2023 on books	Carrying Tons	Carrying Gallons	2024 on books	Carrying Tons	Carrying Gallons
Low side Bogies	274	7459		254	7240	
Covered four wheel	569	6965		566	7358	
Covered bogies	276	11664		276	11664	
Livestock wheel	22	286		22	286	
Tank four wheel	20		55150	20		55150
Tank bogies	262		2077100	262		2077100
Brake van four wheel	08			08		
Brake van bogies	03			03		
Misc bogies	14	64		14	64	
Bogie hopper wagons	54	1944		54	1944	
Container flats (Local)	7	280		6	240	
Container flats (Imported)	58	3020		58	3020	
Misc. four wheel	04	54		02	27	
Total	1571	31736	2132250	1545	31843	2132250
<u>Service Vehicles</u>						
Fuel four wheel						
Fuel bogies						
Ballast four wheel	212	2756		209	2717	
Engineering four wheel	17	234		17	234	
Engineering bogies	15	154		15	154	
Misc. four wheel	02	26		02	26	
Total	246	3170		243	3131	
Grand Total	1817	34906	2132250	1788	34974	2132250

11. Class wise Passenger Capacity of Power-Sets – 2024 Y

Type	No. of Vehicles	Standing Passenger Capacity	3 rd Class Seat	2 nd Class Seat	1 st Class Seat	Total passenger of Seat	Total Standing Passenger Capacity
S-6 SBD	06	100	50			300	600
S-7 SBD	09	192	58			522	1728
S-8 SBD	17	196	64			1088	3332
S-9 SBD	15	196	64			960	2940
S-10 SBD	15	196	64			960	2940
S-11 SD	20	38		56		1120	760
S-6 SBC	11	136	66			726	1496
S-7 SBC	09	236	68			612	2124
S-8 SBC	58	253	72			4176	14674
S-9 SBC	60	253	72			4320	15180
S-10 SBC	60	253	72			4320	15180
S-11 TC	60	60	90			5400	3600
S-11 SC	20	48		72		1440	960
S-12 SBD	05	165	120			600	825
S-12 SBC	20	246	180			3600	4920
S-12 AFC	18				44	792	0
S-12 TCBU	8	36	22			176	288
S-12 SC	22	66		44		968	1452
S-12 TC	22	88	66			1452	1936
S-12 ARC	02				32	64	0
S-13 TD	12	45	60			720	540
S-13 AFC	12				52	624	0
S-13 SC	12	48		64		768	576
S-13 TC	30	60	90			2700	1800
S-14 AFC	24				44	1056	0
S-14 SC	21	50		48		1008	1050
S-14 TC	18	58	72			1296	1044
S-14 TCBU	9	45	50			450	405

12. Class wise Passenger Capacity of Passenger Compartments – 2024 Y

Description	Total No. of Vehicles 2023	SEATS			BERTHS		STANDING
		1st	2nd	3rd	1st	2nd	
Carriages of Uniform Class	1141	5676	15298	58472	202	156	
Composite Carriages	53		85	2776	27		
Brake Composite	332	470	728	14221			
Restaurant car	14						
Saloons	13	28(2)	168(3)				
Four wheel saloons	01						
Total Coaching Vehicles	1554	6174	16,279	75,469	229	156	98,307
Other Coaching Vehicles							
Luggage Van	34						
Post office van	10						
Carriage Van	10						
Four Wheel Carriage Van	02						
Misc	--						
Total other coaching vehicles	74						
Grand Total Coaching Vehicles	1628	6174	16,279	75,536	229	156	98,307

08. MOTIVE POWER ENGINEERING

During the year motive power was provided to scheduled trains as well as to new trains and other special trains including ballast trains. The availability of locomotives to maintain normal Train service remained below the required level. In order to address this problem SLR has initialled several fleet upgrading measures and continued with Railway infrastructure development projects during the year.

Consumption of diesel, coal and lubricant: -

Consumption of diesel and coal per engine kilometre and the lubricating oil per engine kilometre is given below.

Loco Class	Fuel Consumption	
	Diesel per k.m.	Lub in Ltr per k.m
M2	2.4283	0.037728176
M6	3.6457	0.050493085
M7	2.3991	0.038492204
S12	2.0353	0.012064243
S14	1.9680	0.012617034
S8	2.1925	
S14/S8		0.009884534
S14	2.3643	0
M4	3.8120	0.008818774
M5B	3.5330	0.006007337
M5C	3.5619	0.002855264
M8	3.9592	0.013342398
M8A	3.5468	0.004532565
M9	4.4442	0.00654099
M10	3.8837	0.010129295
M10A	3.8239	0.004067751
M11	3.4984	0.001035292
W1		
W2	2.7767	0.076711261
W3	3.7025	0.042081554
Y	1.0954	0.017626622
S11	1.9112	0.01401478
S13	1.9988	0.006518532
S9	2.0418	0.014573669
S10		
S12		
S10/12	2.5881	0.169789052
TOTAL	2.5429	0.017570845

Amount of fuel consumption and kilometres done by each class of locomotive is given below.

Loco Class	Engine Kilometres kms	Fuel Consumption		Gear compound kg	Pure petrol ltrs	Grease kg
		Diesel in Ltr	Lub in Ltr			
M2	954,035	2,316,692	35,994	1,164	306	13.5
M6	955,616	3,483,921	48,252	1,385	355	49.5
M7	436,478	1,047,164	16,801	697	111.5	180.3
S12	881,282	1,793,630	10,632	654	420.5	34.7
S14	1,574,221	3,097,990	19,862			
S8	1,188,752	2,606,372				
S14/S8	2,762,973		27,311	744	518.5	54.5
S14	191,152	451,946		100	511.5	1686.95
M4	592,429	2,258,352	5,225	420	130	65
M5B	59,094	208,780	355	190	120	75
M5C	290,691	1,035,420	830	310	115	55
M8	376,544	1,490,800	5,024	320	95	60
M8A	68,835	244,143	312	240	110	90
M9	59,624	264,980	390	260	210	85
M10	66,638	258,805	675	290	160	65
M10A	452,707	1,731,116	1,842	490	85	70
M11	433,211	1,515,565	449	360	115	90
W1						
W2	41,037	113,946	3,148		6	19
W3	125,536	464,793	5,283		87.25	40.5
Y	287,548	314,976	5,069		29	137.5
S11	1,049,410	2,005,583	14,707	201	251.25	273
S13	1,282,574	2,563,647	8,361	22	93.75	160

S9	849,340	1,734,200	12,378	998		143
S10	1,044,867	2,746,200		1,151	1684	
S12	365,337	903,600		381		
S10/12	1,410,204	3,649,800	16,540	10,375	5,523.75	3,447.45
TOTAL	13,626,960	34,652,621	239,437			

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09. WAY & WORKS ENGINEERING

The major responsibility of the way & works sub department is maintaining the length of railway line & extends the railway line through re-constructing missing links such as Thalimannar line, Jaffna lines and also build new bridges. Maintaining the railway building under good conditions also similar capacity responsibility of way & works sub department.

The length of railway line in kilometres is given below. (Year Ended 2024)

Main line length (A)

No	Line Name	From-To	Total Length (km) Year-2022
1.	Main Line	Rambukkana - Badulla	208 km
2.	Northern Line	Polgahawela - Kankasanthurai	340 km
3.	Mihintale Line	Anurdhapura - Mihintale Junction	15 km
4.	Thalaimar Line	Madawachchiya - Thalaimar Pier	106 km
5.	Trincomalee Line	Galoya – Trincomalee	70 km
6.	Batticaloa Line	Maho – Batticaloa	211 km
7.	Matale Line	Peradeniya - Matale	34 km
8.	Puttalam Line	Negombo - Puttalam	96 km
9.	Coast Line	Payagala South - Beliatta	134 km
10.	Kv Line	Maradahana - Avissawella	59 km
11.	Kolonnawa Spur		2 km
12.	Habour Spur		2 km
13.	Airport Spur		2 km
	Total Distance	* Total Distance as Liner Coverage	1,280 km

* This total distance as liner coverage 1,280 kms consist of length of underlayment railway line owned by Sri Lanka Railway Department.

2nd line length (B)

Line	From-To	Distance (Km)	Line
Main Line	Ragama- Rambukkana	69 km	Main Line
Coast Line	Colombo Fort – Payagala South	49 km	Coast Line
Puttalam Line	Ragama - Negambo	23 km	Puttalam Line
Total Distance			141 km
Track Length (141.456 kms x 2 = 282.912 kms)			

3rd line length (C)

Line	From-To	Distance (Km)	Line
Main Line	Maradana – Ragama	14 km	Main Line
Track Length (13.646 kms x 3 = 40.938 kms)			

4th line length (D)

Line	From-To	Distance (Km)	Line
Coast Line	Maradana - Colombo Fort	2 km	Coast Line
Track Length (1.895 kms x 4 = 7.580 kms)			

The Total Route Length of Railway Lines in kms

No.	Description	Year - 2024 (kms)
1	Liner coverage length-Main line length (A)	1,280 kms
2	2 nd line length (B)	141 kms
3	3 rd line length (C)	14 kms
4	4 th line length (D)	2 kms
	*Total Route Length (A+B+C+D)	1,436 kms

* The total route length consists of length of all railway tracks owned by the Sri Lanka Railway Department

Total distance of the all gauges (Total distance of the all tracks length)

No.	Description	Year - 2024 (kms)
1	Main line Track length (A)	1,280 kms
2	2 nd line Track length (B)	283 kms
3	3 rd line Track length (C)	41 kms
4	4 th line Track length (D)	8 kms
	*Total Track Length (A+B+C+D)	1,611 kms

The Sri Lanka Railway Minimum Track Geometry

No.	Description	Year - 2024
1	Track Gauge (Standard)	1676 mm
2	Ruling Gradient (Maximum)	1:44
3	Ruling Curvature (Minimum)	5 ch (100m)

Particulars of painting , repairing , construction , Launching and maintenance of bridges and other connected work carried out in 2024 are as follows.

01. No of bridges painted and repaired

Description	BEW	Total
Particulars of bridge maintenance and constructions		
I. No of bridges painted & repaired.	Bridges painted - 39	41
	Over head bridges painted - 02	
	Major bridges repaired -09	13
	Over head bridges painted - 04	
II. No of new bridges installed		07
III. No of turn tables repaired		13
IV. No of high roof repaired	Roof repaired	21
	Gutter repaired	11

02. No of bridges painted and repaired

I, No of bridges painted	<u>Central district</u> ML- 32M 54Ch/ 05M 49Ch / HUN O- H br./ VGN O-H br. NL- 40M 70ch.	05
	<u>Lower district</u> CL – 17M 23ch /26M 64ch/27M 00ch/38M 60ch/98M 17ch/ 19M 79 ch/79M 65ch/53M 31ch/11M 41ch/ 05M 53ch/32M 59ch KVL-03M 79ch.	12
	<u>Upper district</u> ML - 106 M 76Ch/ MTL -20M 58ch/ 10M 73ch	03
	<u>Nothern district</u> 125M 69ch/ 125M 16ch/ 125M 10ch/ 124M 25ch/ 118M 00 ch/ 117M 65ch/ 116M 46ch/ 116M 18ch/ 112M 67ch/ 112M 39ch/110M 26ch / 110M 26ch/ 110M 16ch/ 109M 42ch/ 108M 02ch/ 104M 42ch/ 98M 21ch/ 92M 44ch/ 89M 18ch	21
No of bridges repaired	<u>I–Completed heavy repairs of bridge at 38M 60ch –C. L (Between ALT –BNT)</u> A. Providing additional plate to rail girder. B. Repair of rail bearer cross girder connection. C. Repair of foot path. D. Repair of main guider connection. E.Providing stiffeners for cross girder & rail girders. F.Painting work and completed.	
	<u>II- Heavy repairs of bridge at 58ch –MTLL</u> A. Repaired both side bad corroder web plate. B. Repaired of trough ends. C. Completed painting work. <u>III. Heavy repairs of bridge at 17 M 23ch –CL</u> A. Strengthening of rail bearer cross girder connection. B. Repairs foot path (up line)	
	<u>IV.Heavy repairs of bridge at 19M 73ch –(pin) CL</u> A. Strengthening of rail bearer cross girder	

	<p>connection.</p> <p>B. Providing additional plate to rail bearer ends.</p> <p>C. Providing bolts for O/H bracings.</p> <p>D. Completed painting work.</p>	
	<p><u>V. Heavy repairs of bridge at 05M 47ch – CL (WTE bridge)-100ft span</u></p> <p>A. Repair of main girder & providing additional plate for web.</p> <p>B. Repair of cross girder & main girder connection.</p> <p>C. Repair of rail girder & main girder connection.</p> <p>D. Completed painting work.</p>	
	<p><u>VI. Heavy repairs of bridge at 03M 79ch –NHP - KVL</u></p> <p>A. Strengthening OF Main girder booms and end box.</p> <p>B. Strengthening of rail bearer cross girder connection.</p> <p>C. Providing additional plate to rail bearer ends.</p> <p>D. Providing angel clits for rail bearer.</p> <p>E. Renewing corroded wing bracings with new bracings.</p> <p>F. Completed repairing of foot path.</p> <p>G. Completed painting work.</p>	
	<p><u>VII. Heavy repairs of bridge at 96M 35ch –GLM – NL</u></p> <p>A. Strengthening of rail bearer.</p> <p>B. Strengthening OF Main girders.</p> <p>C. Removing corroded bracings & providing new bracings.</p> <p>D. Removing corrosion and applying primer & finish pain completely.</p>	
	<p><u>VIII. Heavy repairs of bridge at 96M 35ch –GLM – NL</u></p> <p>A. Strengthening of rail bearer.</p> <p>B. Strengthening OF Main girders.</p> <p>C. Removing corroded bracings & providing new bracings.</p> <p>D. Providing new foot path.</p> <p>E. Removing corrosion and applying primer & finish pain completely.</p>	
	<p><u>IX. Heavy repairs of bridge at 107M 36ch –</u></p> <p>A. Strengthening of rail bearer.</p> <p>B. Strengthening OF Main girders.</p> <p>C. Removing corroded bracings & providing new bracings.</p> <p>D. Providing new foot path.</p>	
		09

	E.Removing corrosion and applying primer & finish pain completely.	
II.No of new bridges installed	89M 18ch/112M 39ch/ 112M 67ch/ 117M 65ch/ 119M 59ch/ 125M 10ch/125M 69ch- 07nos Placing L. trough span to Mihinthalya 02 nd line - 01nos Placing temporary(36ft) span at MHN line - 01nos	09
III. No of turn tables repaired	NOA/ HTN/ GLE/ BAD/ DMA/ KKS/ KDT/ MHO/ ANP/ MGW/ PLG/ ALT/ PTM/ TOTAL -17 TO13	13
IV. No of high roof repaired	A. Effective roof repairs of shop – 09/10/11/12/13/19/20/23/24/25/28/39/41/42/43/45/ bridge yard – DMA/ Tantri work shop/ SLRG TTC-RML/ FOT station/ ASRS –RML B. Repair cladding work –F – 32 C. Urgent roof repair at shop 19. D. Fabrication & Installed window frame at shop 31 E.Providing new purling for shop 35/39 F.Repair window frame – F -35/39 G. Site cladding work –f – F -45 H. Removing roof trusses hut of shop -09 & stocking angel materials at IBW –RML Stores. I. Complete crane line repair SRS – RML. J. Repair Gutter & Roof – F-41/43/23/20/ SLRG TTC-RML/SRS-RML	21
No of Over Head bridges Repaired	A. Repair of O/H bridge at MIR station –ML B. Repair of O/H bridge at HUN station –ML C. Repair of O/H bridge at HTN station –ML D. Repair of O/H bridge at MDA station -KVL	04
No of Urgent	A. Repairs of KLA Footpath. B. Repair of Bridge at 53M 32ch –CL(ABA)	06

bridges repaired	<p>C. Repair of Bridge at 34M 00ch –CL(MGN)</p> <p>D. Repair of Bridge at 68M 15ch –CL(GNT)</p> <p>E. Providing foot path timber planks to 26M 64ch –KTS.</p> <p>F. Bridge at 17M 23ch –CL footpath repair.</p>	
Fabricated steel columns for KKS Running shed	Fabrication columns for KKS Yard.	12

10. SIGNALLING & TELECOMMUNICATION

1.0 Back Ground

Signal and telecommunication sub department is among the four engineering departments in Sri Lanka railways” holding the priority responsibility of maintaining and managing the signal and telecommunication system along the entire railway network facilitating safer, efficient, reliable train operations. Additionally, necessary improvements and up gradations required for signalling systems and installations of level crossing protection systems also conducted by the sub department managing the available material and staff resources.

Following activities carried – out in year 2024 to improve the performance of existing signalling systems.

2.0 Maintenance of the Signalling System

Maintenance activities continuously carried- out in main five divisions; Central, Southern, Headquarters, Northern and upper to reduce number of failures as well as to manage minimum down time for failure rectifications.

Main Activities: Routing inspections and corrective maintenance activities
 Record measurement for signalling equipment
 Failure rectifications

3.0 Main Projects carried –out by the signal telecommunication sub department in year 2024

Following modifications, improvements and signal system conversion projects carried – out in year 2024 allowing efficient, effective and convenient train movement controlling. All the mentioned projects completed by the signal sub department staff with the technical guidance of engineers and supervisory officers.

3.1 Signalling Alteration works at Gampola facilitating yard Rehabilitations

Signal and telecommunication sub department has completed mechanical signalling system alterations relevant for the yard modification proposal of the way and works sub department. The project successfully completed and handed over for as it is the biggest mechanical signalling alteration for last decade.

3.2 New Colour light signalling system installations for Ganewatta yard and automatic block signalling system installations from Ganewatta to Nagollgama

Under the project,” conversion of mechanical signalling systems in to colour light signalling systems from Pothuhera to Maho” completed the installation of fully interlocked colour light signalling system for Ganewatta yard and provided automatic block signalling system from Ganewatta to Nagollagama enhancing the line capacity by three times for both directions at a time to a single direction allowing train dispatching one after another.

3.3 Signalling system installations and alterations facilitating resumed train service from Maho to Anuradhapura

New Temporary Signaling System Installation at Senerathgama

To avoid operational delays, until completion of the fully interlocked signaling system under the Maho – Anuradhapura signaling system installation under Indian line of credit, a temporary signaling system installed and commissioned at Senerathgama facilitating crossings.

Re –installation of level crossing protection systems from Maho to Anuradhapura

Pertaining to the resuming of train service in Maho – Anuradhapura section after handing over the rehabilitated main line, dismantled mechanically operated barrier protection systems for five main roads were re – installed by the signal and telecommunication Sub department.

Re- connectivity of Maho and CLS system at Anuradhapura and Anuradhapura and mechanical signalling system at Maho

Disconnected Admission, Approach and starter signals of Maho end of Anuradhapura yard for track rehabilitation works has re- connected, tested and handed – over for the operation. The mechanical signalling system at Anuradhapura end of the maho yard has modified according to the yard alterations and connected temporary signalling system until completion of fully interlocked CLS system installations by the signalling project under Indian line of credit.

Re- connectivity of signalling system for Mihintale line

With the resuming of train service to Kankasanthurei from Colombo; Mihintale line train operations connected to the new line constructed from Anuradhapura by the track rehabilitation project and accordingly, the signaling system altered to facilitate Mihintale line train operations via new line from Anuradhapura to Mihintale junction.

3.4 Veyangoda Signalling system alterations to Minimize Admission Delays

Veyangoda yard colour light signalling system altered and provided solutions for pending long delays in yard operations due to shifted cross – overs and the altered signalling system fully tested and certified for operations.

3.5 Level crossing protection system installations

Twelve number of bell and light protection systems installed and relevant actions taken to maintain level crossing protection systems at working condition.

11. RAILWAY STORES

Stores Stock Account

The railway stores sub department is responsible for maintaining proper stocks of various items. It facilitates providing office equipment & mediates the tender process.

The value of stores held in the Railway Stores Advance Account amounted to Rs 9,075.36 million at the end of 31 st of December 2024 as against Rs 7,978.50 million at the end of December 2023.

Verification of stock was carried out on a continuous verification basis and an annual verification of stores was also carried out in December 2024.

Details relating to the different classes of stores issues and receipts are given below.

(Rs. in Mn.)

Description	Balance as at 01.01.2024	Receipt During 2024	Issues During 2024	Balance on 31.12. 2024	Stock turn Over ratio
Fuel & Lubricant	61.84	-	-	61.84	-
Spares for locomotives	6,325.55	2,001.90	1,205.14	7,122.31	0.18
Carriages & wagons	423.12	33.01	76.79	379.34	0.19
Signal Equipment	235.59	22.09	-	257.69	-
Permanent way- Materials	4.61	-	-	4.61	--
General Stores	927.79	818.98	497.20	1,249.57	0.46
Total	7,978.50	2,875.99	1,779.13	9,075.36	0.21

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12. TRAFFIC COSTING AND STATISTICS UNIT

Organisation and Function

The Traffic Costing Unit functions under the Deputy Director (Costing) and includes a Statistics Section and a Traffic Costing Section. The function of the Unit is to identify and ascertain cost of services and operations in order to provide management with data to use in tariff fixing and in investment decisions. The Unit analyses and reports operating and revenue statistics and prepares the Annual Report, Railway Facts & Figures, and Summary of Operating and Financial Statistics.

Under operating statistics, records of locomotive, train, and vehicle kilometres are processed and analysed. Under revenue statistics, passenger journeys, passenger kilometres, tonnage of freight forwarded and tonne kilometres are processed and analysed. The Unit distributes monthly, quarterly, and annual returns of statistical data under the above two categories for the information of Railway management.

Traffic Costing Performance

Studies undertaken during the year include the following:

- Analysis of recurrent expenditure and computation of unit costs
- Computation of cost/statistical data for the Transport Studies and Planning Centre and the Transport Data Bank.
- Preparation of the Booklet containing analytical representation of financial and operation results.
- Preparation of the annual Administration Report of the Department for the General Manager.

Statistics Performance

Computation and dissemination of statistical data was continued during the year as summarised below. The Unit expanded the use of personal computers to process statistical data.

- Statistical data for Central Bank and Census and Statistics Department.
- Quarterly goods statistics for 2023/2024.
- Monthly passenger statistics for 2023/2024.
- Quarterly train and locomotive statistics for 2023/2024.
- Quarterly reports of vehicle kilometres for 2023/2024.

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13. RAILWAY PROTECTION SERVICE

General

Railway Protection Service is responsible for providing protection for the rail passengers and their property, railway staff and the railway property. The Superintendent leads the Force with the assistance of 396 security personnel including one Superintendent and four Assistant Superintendents.

Security staff was detailed to be watchful of suspicious objects in station premises and in moving trains and to be vigilant for explosive devices, especially at stations, railway yards, and workshops and at entrances of the compartments and wagons attached to the trains. Lady security officers were also deployed to inspect passengers and their bags and baggage at the entrances and exits of the stations. Security was also provided to the passengers and property during the periods of strike and during the times of unrest prevailed among employees.

Security for cash transport

Protection was provided for cash being transported for payment of salaries and wages and for cash being transported from Maradana station to the vault at the Chief Accountant's Office. Security personnel detailed to protect cash in transit were provided firearms and were under the supervision of an assistant superintendent and direction of an inspector. Armed security personnel were deployed round the clock at chief accountant's cash vault for the protection of cash.

Protection to other important trains

Security staff was deployed in escorting other important trains such as those transporting mail, goods, petroleum products. Security was also provided in the express trains and weekend express trains.

Arresting and fine charged

Frequent complaints from passengers about train beggars and unauthorized vendors harassing passengers. With the objective of stopping tickets less passengers on the trains and those who travel in second class compartments with third class tickets, The following security measures have been taken to prevent such problems. A large number of security personnel were deployed at the railway stations to collect fines from the passengers traveling illegally. Last year, 1107 people were arrested and fined Rs. 3,382,836.00

In addition, in the year 2024, persons have been arrested and fined for violating the Railways Ordinance as well as for trading in trains without proper order and unnotarized entering into railway

premises, trespassing into railway boundaries, transporting unreasonable goods, transporting unlicensed goods and transporting heavy goods without proper permission.

Railway Flying Squad

Railway flying squad which was established in 1996 to look into the matters of crimes, frauds, thefts, irregularities and acts of sabotage in the Department and to bring to book the persons responsible. The unit has levied four arrears of taxes.

Train prevention duty and care duties

The staff of all security units across the country will work to protect passenger property and maintain law and order by planning security in the railway area. The Railway Security Services Headquarters has set up an Operations Centre at its Railway Security Headquarters 24 hours a day to coordinate train guards island wide to provide immediate action on reported incidents and to have a Staff Officer on duty every night as its Coordinating Officer. Thereby, the duties of the Railway Security Service are covered by proper supervision

In addition to the duties performed by the Operations Unit established by the Railway Security Service Headquarters, officers from outside service stations were brought in to take care of the essential trains including the night mail trains and other Kolonnawa Oil transport trains which commenced operations at the Colombo Yard. Railway security personnel have also been deployed to provide protection with side guns and heavy firearms.

Reporting unauthorized construction in the railway premisses

The Department of Railways is located over a large area from Beliatta to Kankasanthura, Avissawela in Kv line, Trincomalee, Batticaloa, Matale and Badulla, Chilaw. Some of the large tracts of land owned by this department have been acquired by unauthorized occupants. It is not uncommon for security personnel to encounter a number of problematic situations when attempting to remove unauthorized structures. That political influence, as well as the support for it, has greatly influenced the reporting of unauthorized constructions by employees of the Permanent Road Inspection Division, but not properly reported.

Crime Prevention

To facilitate response to information on thefts and other offences, a group of security staff was detailed at the security office of the Fort Railway Station and at Head Quarters of the Protection Force to work on Saturdays and Sundays and on Public Holidays. Information of sabotage and malicious damages could be obtained beforehand by the staff and prompt action could be taken to avoid such unlawful acts.

Prosecution and Removal under State Land and Housing Reclamation Act

Note the number of files started and completed in the year 2024 by the Legal and Investigation Division of the Railway Security Service and the number of cases started and the number of cases completed due to orders.

1. Railway Protection Force / Legal/ Discipline no of files	09
2. Completed fills	--
3. Basic Investigate files	14
4. Railway Quarters Cases	01
5. Railway Reservation Cases	15
6. Piscal Orders (Railway Reservation Lands)	04
7. Piscal Orders (Railway Quarters)	02

Inquiries

In addition to investigation of matters arising from inquiries conducted by the personnel of the Protection force, the legal investigation unit attached to the Head Quarters of the Protection Force conducted investigations on allegations made in petitions sent to the General Manager, Heads of the Sub-Departments and also on personal complaints of unauthorised structures and sub-leasing of railway property, theft, looting, threatening, felling of trees in railway land and in disciplined behaviour of security personnel and on other various matters.

In 2024 – Duties of the Railway Protection Force

No.	Description	No of Passengers Under Custody	Fine (Rs.)
01.	Travelling With out Ticket	1107	Rs. 3,382,836.00
02.	Travelling with a 3 rd clz Tik in the 2 nd clz compartment	337	Rs. 1,058,952.00
03.	Areas Rent	--	--
04.	Unauthorized Sellers	--	--
05.	Beggar	--	--
06.	Level Crossing Legal Actions	--	--
07.	Over Weight	78	Rs. 26,518.00
08.	Losses Recovering	58	Rs.1,783,582.00
09.	Court Fine	12	Rs.71,500.00
	Total		Rs.7,048,018.20

Band of the Railway Security Service

The Railway Security Service has a well-trained and well-trained band of the Sri Lanka Army Band. Steps have been taken to involve this band in the participation of MPs, Ministers and dignitaries to enhance the seriousness and beauty of the departments and public services in a manner that does not interfere with key duties whenever possible. However, the band was limited to rehearsals as no event was organized this year as the public service was activated according to quarantine methods.

14. SRI LANKA GERMAN RAILWAY TECHNICAL TRAINING CENTRE

Sri Lanka German Railway Technical Training Centre functioning as a separate Unit under the supervision of General Manager of railway. The Deputy Director General (Training & Human Recourse Development) is the head if the technical training centre. There is a Manager (Training) under the supervision of the the Deputy Director General. The Manager (Training) is in charge of formulating and conducting technical training courses and other trade courses to skilled and semi-skilled railway employees and to apprentices recruited from outside. The main objective of the Technical Training Centre is to conduct full time and part time technical and trade courses to the railway employees, school leavers and to the apprentices selected from outside under the supervision of National Apprentice and Technical Training Authority. The Centre assists the department to maintain efficient transport service by training employees and producing some spare parts to rolling stocks using available resources.

Institute

In 1985, under the German aid(GTZ) program, our institute was received by the Sri Lankan Railway Departments and is currently the national profession of the Tertiary and Vocational Education Commission. Courses & Arrangements have been made to maintain and conduct it in accordance with the national standards of the Education Commission.

Service Objective of the Institution

- A skilled workforce required by the department and the country by conducting full-time courses in accordance with the national training standards certified by the Tertiary and Vocational Education Commission for ordinary level students.
- Conducting training and short-term computer and technical courses for employees and officers related to the respective fields according to the needs of the department.
- Conducting short term computer courses for the employees of the department Facilitating the existence of practical career tests for promotion and grading.
- Providing training courses for Other external Department Institutions, Non-profit Government Institutions, Private Institutions Institutions and Industry Training Short Term Training Courses for Employees Officers and Students.
- Providing necessary advice and training support for the effective and efficient performance of production and service activities in railway departments.

Training & Professional Course Conducted by Railway German Tech

No.	Description	Course Level	Course Duration
1	Welding Course	NVQ Level 04	3 Years
2	Diesel Engine Mechanic Course	NVQ Level 04	3 Years
3	Electrician Course	NVQ Level 04	3 Years
4	Mechanical Course	NVQ Level 04	3 Years

Constructions & other services

01. Providing guides for the group visiting the Ratmalana Railway Factory
02. Lunching Denge prevention programs
03. Provide Instructions of Sustainable cultivation.

Provide work shop facilities for undergraduate students

No.	Institute	No of Students
01.	Engineering Technical Institute (NDES)	36
02.	Higher National Technical Education Institute	05
03.	SLIIT	--
04.	OUSL	01
05.	Ocean University	02
06.	Technical Collage Students	05
07.	ICBT University Students	01
08.	Computer Training	35
	Total	85

Services performed by the institution

- Providing route guidance to groups coming to stop at Ratmalana Railway Factory.
- Renewal of products and equipment for other sub-departments.
- Facilitation of career tests of employees in sub-departments.
- Supervising the training activities of the students of the external institutions engaged in the training in the factory.
- Providing industrial laboratory facilities conducted by NAITA Institute courses.
- Conducting blacksmithing and casting courses for Navy officers.
- Carrying out the installation of a train simulator.
- Maintenance of cultivation with the help of apprentices.
- Conducting departmental exams.
- Developing mechanical parts which install to the railway machines.

Developments & Creative Works

- Developing new STE signal system mechanical parts.
- Repairing light trolley with 4 pedestal & 2 axel with 4 wheel bases
- Repairing pump & valve shaft machine.
- Repairing hydraulic correct box (No.02)
- Equipment repairing at Shop 01

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15. PLANING UNIT

Planning unit directed by Director planning & major objective is railway resources planning effectively & efficiently. Coordinating sub department & guiding is also responsibility of that unit. The following shows major projects running currently & expected projects which are expected to implement near future.

Task completed in year 2024

1. Prepared action plan for year 2024.
2. Prepared corporate plan for 2024.
3. Prepared progress reports for quarterly, monthly & annually & presented to the ministry of transport.
4. Prepared progress reports & power point presentations.
5. Introducing new project proposals to the ministry.
6. Prepared procurement plan for Railway Department
7. Prepared progress report for the parliament.
8. Prepared progress reports for the annual parliament budget speech all three-official language.
9. Prepared progress reports according to railway sub districts.
10. Prepared “Future Project Concept Proposals” & getting approvals from Ministry of Transport.
11. Prepared power point presentation for annual departmental budgets.
12. Obtaining answers from the relevant sub-department’s regarding all requests received under the Information Act and forwarding the information to the applicants
13. Preparation of monthly and quarterly progress reports from public and private sector projects and submitting to the Ministry of Public Transport and Civil Aviation.
14. Supervising the Colombo and Kadugannawa Railway Museums.

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16. DATA PROCESSING & COMPUTER UNIT

Progress of ICT tasks carried out by the Data Processing Unit (DPU) at the Department of Railways – 2024

In 2024, the ICT Unit of the Sri Lanka Railways Department continued to strengthen digital infrastructure, ensure system reliability, and support departmental operations through the implementation of new ICT solutions, system upgrades, and technical advisory functions. This report presents the services delivered, achievements, and key performance insights of the ICT Unit during the year 2024.

Services Performed

The ICT Unit was responsible for:

- Maintaining departmental information systems, official website, and e-services.
- Identifying and developing new information systems aligned with digitalization objectives.
- Conducting needs analysis and updates to existing systems.
- Implementing ICT security plans and supervising networks.
- Providing hardware repair, upgrades, and specifications for ICT procurement.
- Coordinating ICT training and liaising with external stakeholders.
- Executing ICT duties assigned by the General Manager of Railways and divisional heads.

Official Email Accounts

A total of **382 official email accounts** were in use: **137 general** and **245 designation emails**.

No	Sub-Department	General Emails	Designation Emails	Total
01	General Manager's Office	12	10	22
02	Chief Accountant's Sub Department	14	20	34
03	Commercial Sub Department	15	11	26
04	Chief Engineer – Motive Power Sub Department	04	55	59
05	Way & Works Sub Department	06	30	36
06	Signal & Telecommunication Sub Department	07	16	23
07	Procurement Sub Department	09	15	24
08	Chief Mechanical Engineer's Sub Department	54	36	90
09	Transportation Sub Department	09	48	57
10	German Technical Training Centre	07	04	11
	Total	137	245	382

ICT Equipment Repair & Maintenance

In-house Repairs

NO	Division / Branch / Unit	Desktops	Laptops	Monitors	UPS	Printers
01	General Manager's Office					
1	GMR office	02				
2	AGM (Administration)	01				
3	Appointment Branch	04				01
4	Transfer Branch	05				
5	Disciplinary	02				01
6	Technical Branch			03	03	01
7	Employee Relations			03	02	01
8	Legal Branch	01				
9	Pension Branch					01
10	Ge. Adm. Branch	02				02
11	Coordination Secretary	02				01
12	Dispatch Branch	03				
13	Establishment Branch					01
14	Ge. Fin. Division			01		02
15	Cabinet Branch	01				01
16	Training Branch	01				
17	LIAISON (HALF)	01				
18	Railway Protection Service Unit	07				04
19	Internal Audit Unit /AO Audit/ CIA Room	05				01
20	Railway Operations & Transport Management Institute					
21	P.C.O. Unit	04		01	02	
22	Planning Unit					
23	Land Branch	14				
02	Chief Accountant's Sub Department	27				03
03	Commercial Sub Department	03				
04	Chief Engineer – Motive Power Sub Department	02				
05	Procurement Sub Department	04				02
06	Transportation Sub Department	06				03

Call-Based Repairs

A total of ~120 service calls from intercom were handled in 2024.

#	Division / Branch / Unit	No of calls
01	General Manager's Office	
1	GMR office	03
2	AGM (Administration)	02
3	Appointment Branch	10
4	Transfer Branch	03
5	Disciplinary	02
6	Technical Branch	06
7	Employee Relations	03
8	Legal Branch	01
9	Ge. Adm. Branch	04
10	Coordination Secretary	07
11	Dispatch Branch	01
12	Establishment Branch	06
13	Ge. Fin. Division	01
14	Translator Branch	02
15	Cabinet Branch	07
16	Training Branch	01
17	Railway Protection Service Unit	03
18	Internal Audit Unit /AO Audit/ CIA Room	08
19	Railway Operations & Transport Management Institute	03
20	P.C.O. Unit	02
21	Land Branch	04
22	Passenger Branch	05
02	Chief Accountant's Sub Department	20
03	Commercial Sub Department	11
04	Way & Works Sub Department	01
05	Procurement Sub Department	11
06	Transportation Sub Department	04

Outstation Repairs

Division	Desktops	Laptops	Monitors	UPS	Printers
Nanu Oya	16	–	15	–	14
Kandy	04	–	04	–	05
Nawalapitiya	18	–	20	–	18
Anuradhapura	57	–	54	27	42
Trincomalee	12	–	14	10	09
Total	107	–	107	37	88

ICT Security – Antivirus Installations

41 antivirus installations were completed in 2024.

No	Division / Branch / Unit	Installations
01	Appointment Branch	06
02	Coordinating Secretary Unit	03
03	Coordination Branch	01
04	Railway Inspector Office	01
05	Internal Audit Unit	11
06	Disciplinary Branch	01
07	ICT Unit	13
08	Translator Branch	01
09	Training Branch	02
10	Transfer Branch	02
	Total	41

Technical Evaluation Committees (TEC)

- **Assistant Director (ICT):** Served as Chairman and Member in 05 committees.
- **ICT Officer:** Served as Member in 03 committees.

Recommendations

The ICT Unit issued **27 technical recommendations**, including:

No	Division / Branch / Unit	Area	Recommendation
01	Appointment Branch	Requirement for Internet router	Recommend providing an Internet router for Appointment Branch 01
02	DAC	Compliance with specifications – Laptop (01), Monitor (12), UPS (06)	Specifications confirmed as compliant
03	General Finance Branch	Monitor testing	Suitable to purchase a new monitor
04	GMA	Laptop (S/No. H4NXC00V24014H)	Repair costs significant – recommend replacement
05	Running Shed – Maligawatta	System Unit repair	Recommend purchasing a new motherboard and processor fan
06	AOT	Printers (03 units)	Recommend purchasing 03 new printers
07	Technical Branch	Monitor (S/No. CN-OXOT4K-72872-488-AYGM)	Color patch cannot be repaired – recommend new monitor
08	Internal Audit Unit	Procurement of 02 laptops	Provide specifications
09	Employee Relations Unit	Printer (S/No. VNC3J04297)	Expired paper feeding unit – recommend new printer
10	Railway Security	Purchase of new computer	Recommend purchasing a new computer
11	Internal Audit Unit	Mouse, Virus Guard, UPS	Recommend purchase at substantial minimum price
12	General Audit Unit	Printer repair	Replace drum unit and toner
13	CFO Office	Specification compliance check	Confirmed as suitable for use
14	Railway Security Unit	Procurement of 05 pen drives	Provide specifications
15	Planning Branch	Printers – multiple issues (S/No. VHC3F13246)	Repair required by external company (power supply, motherboard, drum unit)
16	Railway Security Headquarters	Repair of 02 monitors	Recommend purchasing new monitors
17	Railway Stores	Specification check – SRS(B) RJ 1198/24	Not recommended for use
18	Railway Stores	Specification check – SRS(B) RJ 1198/24	Recommended for use
19	Railway Stores	Specification check	Recommended for use

20	Railway Stores	Specification check – SRS(B) RJ 1104/24	Recommended for use
21	PCO	Specification check	Recommended for use
22	PCO	Specification check	Recommended for use
23	CRA	Multimedia projector and display screen	Provide specifications
24	CRA	Cash counting machines (05 units)	Recommended for use
25	CRA	Computers (16 units)	Recommended for use
26	Media Unit	Desktop, UPS, Printer, Speaker	Provide specifications
27	SRS	Computers	Recommended for use

IT Projects Implemented

- **Pravesha Application (CSRP Project)**
 - Phase I launched on 22 August 2024.
 - Enabled online purchase of 2nd and 3rd class commuter tickets.
- ICT Unit maintained the **PayAdmin Payroll System** during 2024.
- **In-House Software Applications:**
 1. Employee Management Information System – Developed 2022, Implemented 2023, supported in 2024.
 2. Exam Information System – Developed & Implemented 2024, under support in 2024.
 3. IT Inventory Management System – Developed & Implemented 2024, supported in 2024.
 4. Resource Pool Management System – Developed & Implemented 2024, active.

17. INTERNAL AUDIT UNIT

Internal Audit Unit as a separate section under the General Manager of the Railway functioned under the direct supervision of the Secretary of the Ministry of Transport. The unit, headed by an Accountant- Internal Audit, consists of an auditing staff of 34 personnel including an administrative officer recruited from railway clerical service. Human resource assistants are detailed as training audit officers to cover up the vacant positions. Internal Audit section consist of chief internal Auditor, Administrative officer & 29 of internal audit staff & 3 office aids.

Finished Audit Tasks

Railway Stations	18
Railway Sub-Stations	21
Inspector of permanent Way,- Office	01
Inspector of permanent Way,- buildings	01
Stores	02
Running Sheds	01
Railway Security office	01
Workshops-Abepussa	01

Internal Audit Quarries / Reports

No.	Descriptions	No of Audit Quarries/Reports
1.	Audit quarries/Reports	49
2.	Completed Audit Tasks in Year 2023	62

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18. RAILWAY OPERATING & TRANSPORT MANAGEMENT **INSTITUTE (ROTMI)**

The administration of the Model Training School, which has been in operation since 1920 for the training of officers in the ranks of Station Master, Train Controller, Train Driver, was administered by the Sub-Departments of Transport, and since 2015, all areas such as Railway Operations, Commercial, Warehousing, Rail Management which conducted by the Railway Model School has been restructured under the auspices of the Railway Operations and Transport Management Institute (ROTMI) under the Transportation sub department.

The Institute of Railway Operations and Transport Management consists of three main divisions, the Board of Directors, the Staff and the Lecture Board. The Board of Directors consists of a Chairman and seven members. Chairman Additional General Manager of Railways Operations (GMO) and as a member of the Board of Directors are chief engineer (motive power), transportation superintend, commercial superintend, chief engineer signal & telecommunication, Stores Superintend, director (administrative), & railway security service superintend. The institute operates under a supervising director.

The purpose of establishing this institute was to provide a theoretical & practical train operations training to the officers who working in the Railway Department. Since 2015, this institution has been doing a great service by providing a very efficient service to achieve those goals. This institute conducts training of officers who contribute to the basic train operations. In addition, non-operational training programs implemented for the clerical staff with the objective of enhance their theoretical and practical knowledge of train operations.

The training courses implemented by this institute during the year 2024 are as follows

No.	Details of the Training Course	No of Participants
01	Station master 06 month training programme	19
02	Station master 06 month training programme	16
03	Assistant Superintendents – EB Exam	19
04	For Railway Security Force – Minor staff Training Programme	25
05	Salary Conversion tarring programme	130
06	Promoting Railway security	50
07	TTI – Grade –III Promoting Exam	35
08	Multi-Tasking Labour Recruitment - Interview	600
09	Basic Certificate Course for – Productivity Development	59
10	Railway Security Service – Sub Inspector Training Programme	52
11	Policeman, Pointmen EB exams	30
12	Blood Donation Programme	100
13	Railway Station Master – EB Exams	23
14	Railway Minor Staff Tanning Programme	60

19. GENERAL

Railway Institutes

Facilities were provided to the staff for reading and recreation through the Railway Institutes situated at Colombo, Maligawatta, Dematagoda, Ratmalana, Kadugannawa, Kandy, Nawalapitiya, Nanuoya, Anuradhapura, Trincomalee and Batticaloa. These Institutes offered various forms of recreation both indoor and outdoor and were well patronised by members. Although these institutes were self-supporting and managed by them-selves, assistance by way of grants from a departmental fund was given to run them satisfactorily. In 2024 there were 85 registered trade unions.