NATIONAL TRANSPORT COMMISSION

NATIONAL TRANSPORT STATISTICS 2022

NATIONAL TRANSPORT COMMISSION

241, PARK ROAD, COLOMBO – 05

NATIONAL TRANSPORT STATISTICS 2022

Vision

Ensure a quality, cost effective and safe integrated transport system and services that will provide for the socio-economic development across the country and the different mobility requirements of every individual and corporate citizen of Sri Lanka.

Mission

To advise the Government of Sri Lanka on the National Policy relating to passenger transport and to establish the required regulatory framework in order to ensure an efficient bus transportation system which meets the transport needs of the public.

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Message of the Hon. Minister of Transport and Highways

"National Transport Statistics" is a host of data compilation comprising particular data relevant to all transport sector activities performed across land, water and air. The 2022 publication of this statistics report is the 11th consecutive edition of a series of publications made available to the public yearly by the National Transport Commission which comes under the purview of Ministry of Transport. This can also be introduced as another attempt made by the National Transport Commission to achieve the objective of reconstructing the entire transport network in parallel to the "Green Transport Concept"

Compared to 3.6 per cent growth trajectory depicted in 2020, Sri Lankan economy recorded a 3.7 percent growth momentum in 2021 with the gradual lifting of pandemic related measures . Although the services sector improved, transport activities witnessed a subdued performance of 22.1 percent of contribution to the GDP. This was mainly due to the outbreak of third wave of the pandemic in April 2021. Not only that, with the intermittent imposition of mobility restrictions and quarantine curfews since May to October 2021, interprovincial buses could not operate continuously. Accordingly, passenger movements by public transport modes were decreased and operated number of buses per day also reduced as well. The "National Transport Statistics –2022" vividly portrays the continuous drawback experienced by the transport sector in Sri Lanka with the double blow of COVID -19 viral pandemic in 2020 and the emergence of highly contagious Delta variant in 2021. This report meticulously elaborates the behavior of the transport sector under the state of mobility restrictions and social distancing and how it performed with policy stimuli. The countrywide vaccination rollout that encouraged the normal routing of people provided opportunity to resume economic activities.

At the moment, since the country is engaged in a formidable task of recovering the economy with the aftermath of Covid -19 pandemic, the data furnished by this report will be of immense use to get an idea of the future transportation trend of the country. As such, a state of this handy data source would assist transport professionals, students and experts to make accurate decisions about transport today and forecast future transport trends .Most of all the healthy transport data of any country not only paves the way to qualitative transport service but also to a healthy economic growth.

It gives me great pleasure to complement with a message to the “National Transport Statistics - 2022” which has become an essential data source to the entire transport sector. I highly appreciate the enormous effort made by the Chairman of the National Transport Commission for gearing his staff to collect data from all relevant institutions such as Central Bank of Sri Lanka, SLTB, Department of Motor Traffic, Sri Lanka Railways, Road Development Authority, Sri Lanka Ports Authority, Civil Aviation Authority of Sri Lanka, National Transport Medical Institute and CILT and also encouraging them to prepare and publish an immensely valuable report in this genre.

Hon. (Dr.) Bandula Gunawardane (M.P.)

Minister of Transport and Highways

Message of the Hon. State Minister of Transport

The "National Transport Statistics 2022" brings you a comparison of data pertaining to all the bus, rail, air, and sea transportations while presenting the real scenario of transport field including its' fluctuations during the year 2021.

Transport is an indispensable service for the development of all facets of any country. An efficient transport system is a key tool to draw a country towards development. In the discussion of transport activities in 2021, Sri Lanka experienced the rapid spread of Delta variant of COVID-19 pandemic across the country. This intensified the challenges faced by the transport industry due to the strict guidelines followed by the government to prevent the virus invading whole the country such as localized lockdowns, introducing seating capacity limitations in public transport services, temporary suspensions of interprovincial transport services and social distancing. Adding more to the recent tendency for the increase in number of private vehicles on roads, these incidents created environment for public to leave public transport services and divert to private vehicles. Due to that situation, traffic congestion, environmental pollution, mishaps on roads had largely been increased. Therefore, the need arose to find sustainable solutions at the correct time for those issues that affect the day to day life style of the nation.

At this juncture, it emerges the importance of gathering transport data which is of paramount importance to the field of transport since a long time, the absence of data gathering sources related to transport depicted a large void within this industry. Hence in 2010, the National Transport Commission, under the purview of the Ministry of Transport, launched a vital project of gathering all sorts of transport related data and compiled them as one entity named "National Transport Statistics". Since then, this data source served the transportation industry in many ways. This data compilation immensely assisted the transport policy formulators, experts and researchers to make decisions and forecast the future transport trends of our country. Nevertheless, the project implementing organizations and professionals involved in transport matters and students who undergo studies can make use of this report.

Therefore, I convey my sincere gratitude to the Hon. Minister of Transport Dr. Bandula Gunawardane, for guiding us on the correct path to achieve the sustainable goals of transport. Further I am very much grateful for

the dedication and courage of the Chairman, Director General and the members of the staff of the National Transport Commission for continuing this report continuously amidst numerous challenges.

Hon. Lasantha Alagiyawanna (M.P.)

State Minister of Transport

Message of the Secretary to the Ministry of Transport and Highways

"National Transport Statistics 2022" is the current issue of a series of publications that never failed to reach you every year. This regularly updated study report carries with it the important data on various establishments related to transport in Sri Lanka. Its pages reveal the exact transport scenario of the country. National Transport Commission initially published the "National Transport Statistics" in 2011 fulfilling a long felt need prevailed in the transport sector. Until then, there was no proper system of compiling transport data as one entity. Since then National Transport Commission successfully achieved the objective of compiling transport data relevant to all modes of transportations such as Rail, Road, Sea and Air. As a result National Transport Statistics reached the readers year by year with fresh data and elaborations.

Year 2021 could be introduced as a year that Sri Lanka grappled thoroughly to rebound economic activities amidst new flare -ups of the Delta variant after the severe collapse experienced by the economy in the preceding years. Amid fresh threats from new variants of the pandemic, the recovery could be observed across all three major economic activities, namely agriculture, industry and services sectors. This vital data source furnishes the details of adverse impacts occurred on the field passenger transportation by road with the outbreak of third wave of the pandemic in April 2021. Not only that, this report would also allow you to grab how Sri Lanka was able to manage air space and sea boundaries efficiently and safely and recorded remarkable landmarks in air transport sector as well as ports sector to overcome the challenges and problems arisen in the field of transport. As a whole, this report is an immense source that resembles the real transport scenario during the recent years through its updated data. I thoroughly believe that transport professionals, students and experts would make use of this data source in taking accurate decisions about transport.

I consider it as an honour to be able to furnish a message to the National Transport Statistics 2022 which is a vital report that contains a host of transport data relevant to land, rail, air, and sea transportation. There is no doubt that this report will provide an adequate guidance to the policy formulators of the transport field.

Hence, I would like to take this opportunity to pen my appreciation to the Chairman, Director General and all the officers of the National Transport Commission for their dedication and hard work towards the production of this valuable report.

Mr. R.W.R Pemasiri
Secretary
Ministry of Transport and Highways

Message of the Chairman of the National Transport Commission

"National Transport Statistics" is an updated study report whereby one could a detailed view of entire transport sector of Sri Lanka by going through its pages. This journal has become the outcome of fulfilling a long felt need of the transport sector in the absence of available data pertaining to transportation through a properly compiled data system. Addressing this issue in a comprehensive manner, National Transport Commission published its first issue of National Transport Statistics in 2010. Since then it reaches you each year with refreshed and updated data collected through institutions involved in transport sector.

The dire importance of such a compilation emerges at present since the entire economic phenomenon of the country has changed with multifaceted headwinds that emanated from the global and domestic fronts. This resulted in changing the shape of the transport activities too. For instance, due to adverse spillover effects of the COVID-19 pandemic, transportation by roads, railway and air significantly declined during 2019 and 2020 due to lack of people movements hence making contraction in economic activities. Similarly, owing to cropping up of new Delta variant of the pandemic in April 2021, it made adverse impacts on the field of passenger transportation. And also with intermittent imposition of mobility restrictions and quarantine curfew since May to October 2021, interprovincial buses could not operate continuously. Accordingly, as passenger movements by public transport modes decreased, operating number of buses per day also had reduced. Therefore, the number of passenger movements became fewer even on operating buses. Not only that, the rail transportation was also suspended with the immediate aftermath the of Delta variant in 2021 affecting the mobility of low-income community. On the contrary, though the country was opened for public mobility on 1st October 2021 after the island wide and localized lockdowns, the resumption of train services was not permitted for high risk of spreading the infection. Likewise, passenger transportation data pertaining to those periods are a must to forecast future transport demand of the country. Therefore, updating a specific data source which comprehends the real time details on the field of transportation is vital.

Transportation also subject to policy concerns for the next millennium that will increasingly focus on the effects of transportation where people live and where businesses are located; and on the effects that these location decisions have on land use patterns, congestion of urban transportation systems, use of natural resources, air and water quality, and the overall quality of life. Issues of urban sprawl, farmland preservation, and air and water

quality have already pushed their way to the forefront of policy debates at both the national and local levels. This handy data source would be of immense use for such initiatives too.

Hence, I would like to express my gratitude to Hon. Minister of Transport & Highways Dr. Bandula Gunawardane, Hon. State Minister of Transport Mr. Lasantha Alagiyawanna and Secretary to the Ministry of Transport & Highways for the generous contribution in this endeavor. And also my special thanks goes to institutions namely Sri Lanka Transport Board, Road Development Authority, Sri Lanka Railways, Department of Motor Traffic, National Transport Medical Institute, Civil Aviation Authority and Sri Lanka Ports Authority for their invaluable contribution for the inauguration of compiling this report. I also wish to place on record my gratitude to the Director General of the National Transport Commission and the staff for their untiring efforts and commitment to move forward despite many challenges in achieving the targeted goals set out by the commission.

Shashi Welgama

Chairman

National Transport Commission

Foreword by The Director General of National Transport Commission

"National Transport Statistics" is an annual comprehensive data compilation published by the National Transport Commission under the purview of the Ministry of Transport and Highways. It gives me great honour to extend a message for the "National Transport Statistics" published for the year 2022.

Transportation being a complex activity, it is essentially needed to be dealt with a properly planned nature. Involvement of technical savvy throughout the entire planning process is a mandatory requirement. Hence, the National Transport Commission plays a vital role in accomplishing new modes of transport, energy utilization in transport, national and international integration, safety and convenience in order to promote & execute a quality and comfortable transport system in the country. Especially, the years 2019, 2020 and 2021 could be considered as the most critical periods for the performance of the transport sector due to emergence of different variants of the COVID-19 pandemic. Concerning the year 2021, the duration between May and October hindered inter provincial bus operations due to intermittent imposition of mobility restrictions and quarantine curfew whereby sudden soaring prices of energy commodities in the global market also affected the mobility within the country.

At such a situation, it is of paramount importance to collect accurate data to maintain a comprehensive database through the process to get information to utilize for planning transport and economic activities. Also such information would be important to strategic decision makers and data analysts for different purposes. National Transport Commission has been keeping a benchmark since year 2010 by acquiring data from all the stakeholders in the transport sector and cluster them as one entity in to a publication named "National Transport Statistics". I consider that this prominent periodical has been able to facilitate all the stakeholders in various disciplines and able to bridge knowledge gap by surfacing new knowledge in the field.

In compiling this data source, we had the support and co-oporation from all major transport service providers in Sri Lanka. I take this opportunity to pen my appreciation to all the transport sector agencies to make this valuable journal a success. They are our resource providers whom we are gratefully indebted to. The coordinating officers; Mr. Kingsley Ranawaka, Chairman; Mr. J.T.D. Jayasinghe, Development Planning Manager of the Sri Lanka Transport Board; Mr. Keith D. Bernard, Chairman; Mr. Vajira Karunarathne, Statistical Officer of Sri Lanka Ports Authority; Mr. Nishantha Anuruddha Weerasingha, Commissioner

General; Mr. Jayasampath Liyanage, Statistical Officer of the Department of Motor Traffic; Mr. P.A. Jayakantha, Additional Director General; Ms. S.D. Piyangika Sudarshanie, Assistant Manager -Statistics and Forecasting of the Civil Aviation Authority of Sri Lanka; Dr. K.S.M. Samarasekara, Chief Medical Officer; Mrs. H.H.R.K Herath, Administrative Officer of the National Transport Medical Institute; Eng. D.A.S. Jayasekara, Director Planning of the Road Development Authority; Mr. J.A.D.R. Pushpakumara, Director Planning of the Sri Lanka Railways; SSP H.A.K.A. Indika Hapugoda, Director, Traffic Administration and Road Safety; Mr. D.M.J. Ranathunga, Sub Inspector of Police / Officer - In - Charge Statistics and Computer Unit of the Traffic Police Head Quarters are thankfully mentioned here for their contribution.

Professor Amal S. Kumarage, Former Chairman of the National Transport Commission is sincerely mentioned here for initiating this commendable project identifying the long felt need prevailed in the field of transport.

Finally the Chairman, Mr. Shashi Welgama and the Board of Directors of the National Transport Commission deserve deep appreciation for providing guidance and leadership in preparation of this report.

Mrs. Nadeera Dilhani Amarasinghe and Mr. E. Vicneswaran who were engaged in compiling this vital report are also mentioned with gratitude. Last but not least, the members of the staff of the National transport Commission who assisted us in numerous ways in this national endeavor, deserve due thanks.

Your feedbacks have served us very much as learning material to us. While thanking, we look forward to receiving them in the future too. Please direct such to the Director (Planning), National Transport Commission, 241, Park Road, Colombo-05, or e-mail to ntcstatistics@gmail.com or fax to 0112058138. Also, please find the form specially prepared for this purpose appended below of this publication.

Commander (Rtd.) Dr. Nilan Miranda
Director General
National Transport Commission

Chapter 01

Introduction

Economic importance of transportation is much higher since the transportation is an intrinsic element of nearly of all the economic activities. Without transportation, the value would be greatly reduced. By improving the connectivity of every field and transporting goods and people more affordably, transport contributes to the economic growth ensuring the efficiency and competitiveness, and provides poor people with increased access to economic opportunities and services. On the other hand, failure to supply goods and services smoothly and continually causes a huge economic loss. Road traffic congestion causes waste of time and incurs higher transport costs. This is estimated to cost 2-5% of Gross Domestic Product in developing Asia.

Sri Lankan economy recovered robustly in 2021 despite COVID-19 pandemic which had a huge impact on the economy in 2020. Even with the emergence of new variants of the pandemic from time to time, continuation of economic activities was thoroughly facilitated by the social infrastructure base of the country. Even though with the intermittent imposition of mobility restrictions, transportation activities could not be run smoothly, an improvement was shown in economic activities to some extent in 2021 until the outbreak of the third wave of the pandemic in April 2021. Passenger movements were adversely affected due to the lower usage and the limited availability of public transportation in compliance to strict health guidelines. However, the transportation of goods which is an essential service was allowed to function smoothly during the year 2021 compared with the preceding year. Although the global supply chain was disrupted due to the pandemic, the ports activities of Sri Lanka showed a growth with increased container and cargo handling. Tourism industry was badly hit by international and local travel restrictions imposed to curb the spread of COVID-19 and the emergence of its new variants. Meanwhile new measures were introduced to the field of tourism to attract tourists and uplift the services. As such international tourists were introduced with bio bubbles with attractive tour packages which led to a significant growth in the industry by the end of 2021. Positively to this trend, freight kilometers flown by Sri Lankan Airlines had increased in 2021. Not only that, as a means of uplifting domestic tourism activities, hotels provided discounts for local travelers. In the meantime, several other measures were taken with respect to adjusting the economic setting into 'The ‘New Normal' with a view to recovering manufacturing activities during the year. Vaccination roll-out in the country, relaxation of the pandemic-related mobility restrictions, allowing for continuous functioning of factory operations are some of them.

Although transport activities showed a little progress by the fourth quarter, the overall road passenger transport operations respectively carried out by public and private operators showed a low performance in 2021 due to intermittent imposition of mobility restrictions to contain the further spread of COVID-19 and increased usage for personal transport modes was identified.

Chapter 02

General Data

2.1 Socio Economic Data

Sri Lankan economy faced the biggest economic slump in 2020 due to the outbreak of COVID-19 pandemic. But the government was able to revive it by 2021. However, due to continuous systematic issues, long-term structural problems which were unanswered, absence and failures, motivational activities and lack of leaders engagement to take risks, the economy had to undergo unexpected socio- political headwinds. Thus Sri Lanka's economic turmoil became a full-blown political crisis. On the contrary, the main economic sectors such as tourism, tea export, ready-made apparel and textile industry, paddy cultivation and other agricultural products showed a decline. As a result, the economy was pushed into a fragile state that there was no proper shield to safeguard it by the multifaceted blows erupted from global and domestic fronts. The government too declared 2021 the worst economic crisis ever faced by the country after 73 years.

The year 2021 recorded Rs. 16,809.3 billion GDP at current market price which was a notable increase of 11.9 per cent compared to 2020.

In 2021, the midyear population of Sri Lanka was 22.15 million whereas population growth rate was 1.1 per cent. Out of the total population, the persons between the ages of 15-64 years were recorded as 14.82 million. This figure accounted for 66.90 per cent of the total population. As usual, total land area of Sri Lanka is 65, 610sq.km and it is 62,705 sq km excluding inland water mass.

Even amidst the fast spread of new variant of the pandemic, a recovery showed in agriculture, industries and services sectors which accounted for the rebound of the country's economy. Similar to the previous year agricultural sector accounted for 7.3 percent of GDP. Agricultural sector showed an overall expansion during the year 2021 though industries and services sectors were hit by the spread of the new Delta variant of the pandemic by the end of the year. As such, a 2.0 percent increase was recorded in agricultural activities mainly driven by coconut and farm activities. In the meantime, a shortage with the supply of agrochemicals and manure appeared causing lower harvest by the latter part of the year. Moderate growth observed in fishing activities compared to the considerable decline experienced in the preceding year.

In comparison to the 6.9 percent contraction registered in 2020, industry sector recovered by 5.3 percent in 2021 mainly driven by the manufacturing activities whilst construction, mining and quarrying activities

recorded moderate growth. Industry sector accounted for 29.9 percent GDP from 29.2 percent in 2020. Manufacturing activities grew by 7.2 percent in 2021 against the decline of 3.9 per cent recorded in 2020.
Overall growth of manufacturing activities grew due to the expansion of external demand for textiles, wearing apparel and leather-related products. Since the Sapugaskanda oil refinery temporarily closed down, manufacturing of coke and refined petroleum products was disturbed. Construction activities witnessed 1.9 per cent growth in 2021, mainly driven by the renewed demand for real estate and housing and the recommencement of projects.

In 2021, services activities raised up by 3.0 per cent from the remarkable downturn of 1.6 depicted in 2020. This was mainly due to rebuilding of economic interaction and pick-up in household consumption**.** This upturn was buoyed by the expansion in financial services while wholesale and retail trade activities by 2.0 percent and real estate activities, increase in other private service activities, professional services, insurance and transportation services by 0.6 percent, together with the growth in public administration, educational services and postal and courier services and accommodation facilities, food and beverage service activities by 1.9 per cent also contributed positively or moderately to the overall growth. Services sector accounted for 56.2 percent of GDP as a whole.

Actual value of per capita GDP in 2021 had increased by 11.5 per cent witnessing Rs 758,680 in comparison with Rs 685,587 in 2020.

As per the previous year, average life expectancy at birth (2019) remained as 77 in 2021 whilst average literacy rate had increased by 0.01 percent in 2020 up to 93.0 per cent from 92.9 in 2019.

Poverty Head Count Index reflected 14.3 per cent (2019)* based on household income and expenditure survey conducted by Department of Census and Statistics. *(In the 2019 survey round of HIES of the DCS, the Official Poverty Line (OPL), which was previously based on the 2002 HIES data, has been revised using the 2012/13 HIES data. With the revision in the OPL, Poverty Head Count Index data has also been revised.)

Employment under the category of Transport and Storage had declined in 2021 up to 5.9 per cent compared to 6.5 per cent in 2020.

Compared with the previous year, steady recovery of the economy had declined and unemployment percentage of labor force rose up to 5.1 per cent in 2021 from 5.5 per cent in 2020.

Anyway, inflation rate increased up to 6.0 per cent in 2021 from 4.6 per cent in 2020 due to increase in global commodity prices, upward revision made to power & energy, food and non-food prices and losses caused by certain productions.

Table 2.1- Key Socio Economic Indicators

Socio Economic Indicator	2019	2020	2021
Mid –Year Population ('000 persons)	21,803	21,919	22,156
Population Growth (%)	0.6	0.5	1.1
GDP at Market Prices (Rs. Bn)	15,013	14,973	16,809
Per Capita GDP (Rs.)	688,573	683,106	758,680
Growth of GDP (In Real Terms)%	2.3	-3.6	3.7
Unemployment % of Labour Force	4.8	5.5	5.1
Inflation (Change of CCPI Annual Average %)	4.3	4.6	6.0

Source- Economic and Social Statistics of Sri Lanka 2022

Table 2.2 Mid-Year Population 2021

Province	Mid-Year Population (2021) '000	Land Area (Sq.km.)	Density of Population
Western	6,219	3,593	1,731
Central	2,811	5,575	504
Southern	2,696	5,383	501
Northern	1,165	8,290	141
Eastern	1,783	9,361	190
North Western	2,592	7,506	345
North Central	1,402	9,741	144
Uva	1,400	8,335	168
Sabaragamuwa	2,088	4,921	424
Total	22,156	62,705	353

Source- Economic and Social Statistics of Sri Lanka 2022

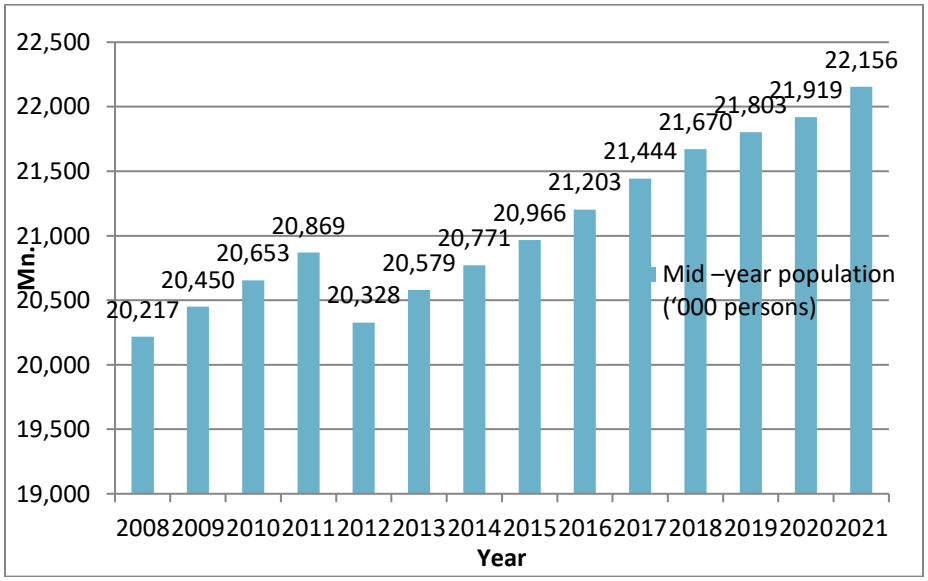


Figure 2.1 Mid - Year Population in Sri Lanka

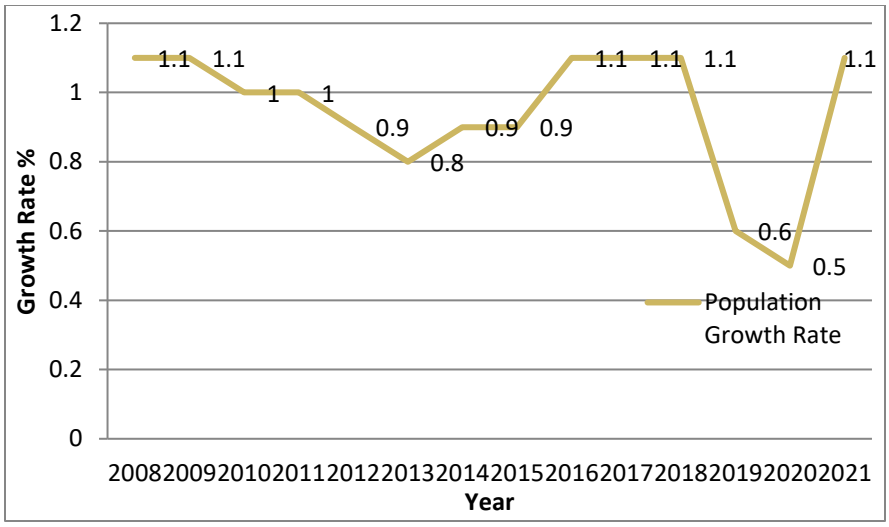


Figure 2.2 Population Growth Rate

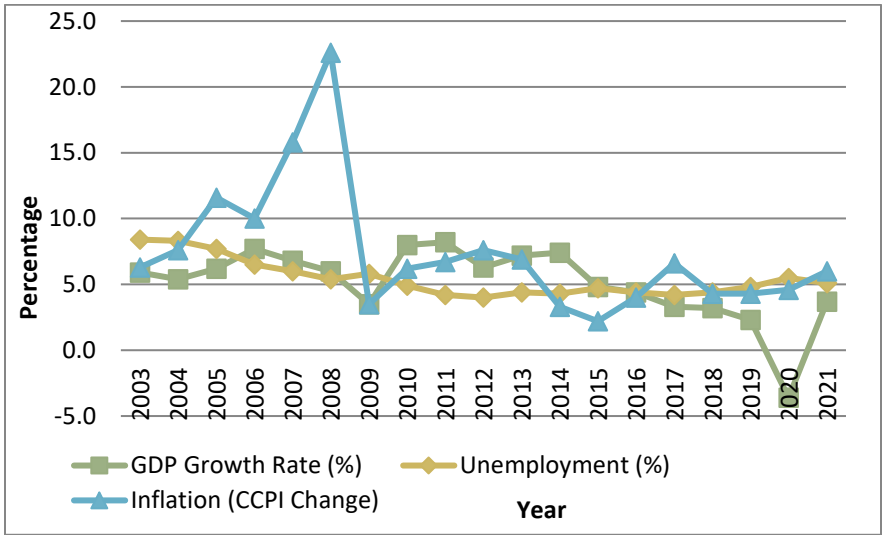


Figure 2.3 Selected Macro-Economic Indicators

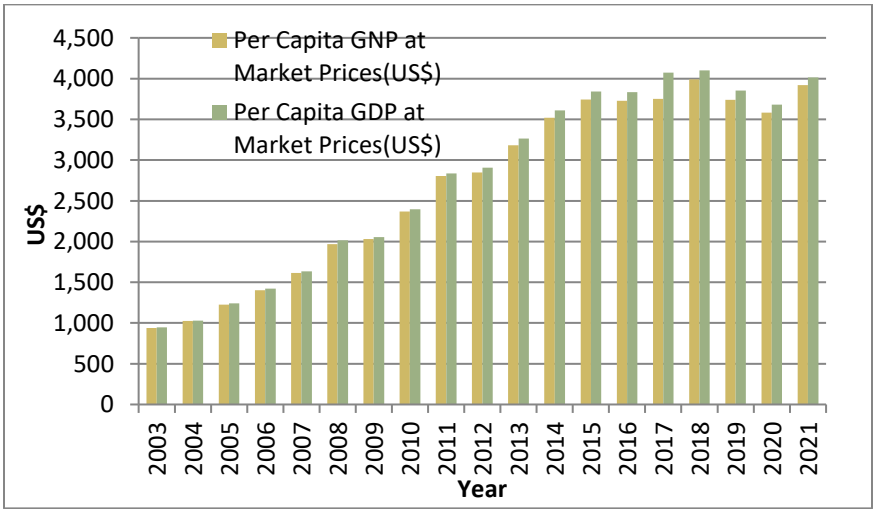


Figure 2.4 Per Capita GDP at Market Price (US$)

Table 2.3 - Household Income and Expenditure

	Western	Central	Southern	Northern	Eastern	North Western	North Central	Uva	Sabaragamuwa	All Island
Household Characteristics										
Number of Individuals per Household	3.9	3.9	3.8	4.1	3.8	3.6	3.6	3.7	3.7	3.8
Number of Income Receivers per Household	1.9	1.9	1.8	2.0	1.6	1.8	1.7	1.7	1.9	1.8
Population Distribution										
By Gender, %										
Male	47.8	45.9	47.3	47.3	46.4	46.2	45.4	46.8	46.3	46.8
Female	52.2	54.1	52.7	52.7	53.6	53.8	54.6	53.2	53.7	53.2
By Age Group, %										
0 - 14 Years	23.4	26.7	25.4	25.3	28.9	24.8	29.1	25.9	23.6	25.3
15 - 59 Years	60.1	56.9	57.6	59.9	61.1	59.6	58.1	59.9	59.3	59.2
Over 59 Years	16.5	16.5	17.0	14.8	10.0	15.6	12.5	14.2	17.1	15.5
By Educational Attainment, %										
No Schooling	2.0	5.0	3.6	1.9	3.9	3.1	3.1	5.1	4.4	3.3
Up to Grade 5	18.0	26.2	23.9	25.6	32.0	23.9	25.6	25.6	24.4	23.5
Grade 6 - 10	42.8	41.8	43.4	51.0	40.6	45.6	49.1	45.4	44.6	44.1
Passed G.C.E. (O/L)	18.6	13.8	15.8	10.8	14.9	13.5	11.8	13.9	14.7	15.3
Passed G.C.E. (A/L) and Above	18.6	13.0	13.2	10.7	8.5	13.8	10.2	9.9	11.8	13.8
Income										
Mean Income, Rs. per Month										
Per Household	84,231	53,053	59,375	46,081	43,168	60,398	60,298	51,635	49,057	62,237
Per Person	21,665	13,729	15,730	11,384	11,259	16,671	16,567	13,867	13,157	16,377
Per Income Receiver	43,959	28,328	32,354	23,286	27,511	33,274	35,186	29,623	26,153	33,894
Median Income, Rs. per Month										
Per Household	57,514	40,010	43,605	34,500	32,621	41,977	42,092	36,597	37,043	43,511
Per Person	14,400	9,890	11,253	8,434	8,261	11,420	11,248	10,139	9,711	11,307
Per Income Receiver	30,000	20,000	23,143	17,200	21,500	22,127	23,417	20,377	19,436	23,260
Income Share by Households, %										
Richest 20%	51.2	47.5	48.2	48.4	47.6	51.5	51.6	49.8	47.0	50.8
Poorest 20%	5.3	5.2	5.6	4.3	5.2	4.5	4.7	4.3	5.5	4.8
Middle 60%	43.4	47.2	46.2	47.3	47.2	44.0	43.7	45.9	47.5	44.4
Gini Coefficient, One Month Income										
Gini Coefficient (Households)	0.45	0.42	0.42	0.44	0.42	0.46	0.46	0.45	0.41	0.45
Gini Coefficient (per Person)	0.45	0.41	0.40	0.41	0.40	0.44	0.45	0.42	0.34	0.44
Gini Coefficient (Income Receivers)	0.51	0.49	0.49	0.52	0.46	0.53	0.53	0.50	0.47	0.51
Expenditure, Rs. per Month										
Per Household	74,505	50,334	52,271	42,537	38,407	55,514	48,176	39,140	42,810	54,999

Source- Economic and Social Statistics of Sri Lanka 2022

2.2 Transport and Economy

Transportation of goods and passengers including postal, warehousing and courier activities is one of the major subsectors of the economy that comes under the services category. Transportation subsector comprises retail and wholesale trade, food & beverage and accommodation service activities.

According to the constant prices in 2010, transport subsector grew by 1.3 percent in 2021 compared to 5.0 in 2020. The contribution of transportation to the economy accounted for 22.1 per cent of GDP in 2021 with 0.30 per cent contribution to the change of GDP.

In 2021, out of the Private Consumption Expenditure at current market price (PCE) 19.3 per cent (Actual Value) of expenditure is incurred by the people for transportation. This accounted for 20.2 per cent and 24.1 in 2019 and 2020 respectively.

Table 2.4 Transport Sector Contribution in GDP at Constant (2010) Prices

Year	Rate of Change (%)	Contribution to change in GDP (%)	Share of GDP (%)
2010	11.4	15.8	11.5
2011	11.3	15.6	11.8
2012	6	11.1	11.7
2013	9.4	15.2	12
2014 (2010 Base year)	4	19.3	23.3
2015 (2010 Base year)	4.6	22.5	23.2
2016	3.4	17.9	22.9
2017	2.5	18.8	22.9
2018	4.0	28.7	23.3
2019	1.8	17.9	23.0
2020 (a)	-5.0	-1.16	22.6
2021 (b)	1.3	0.30	22.1

Source- Economic and Social Statistics of Sri Lanka 2022 *(a) Revised *(b) Provisional

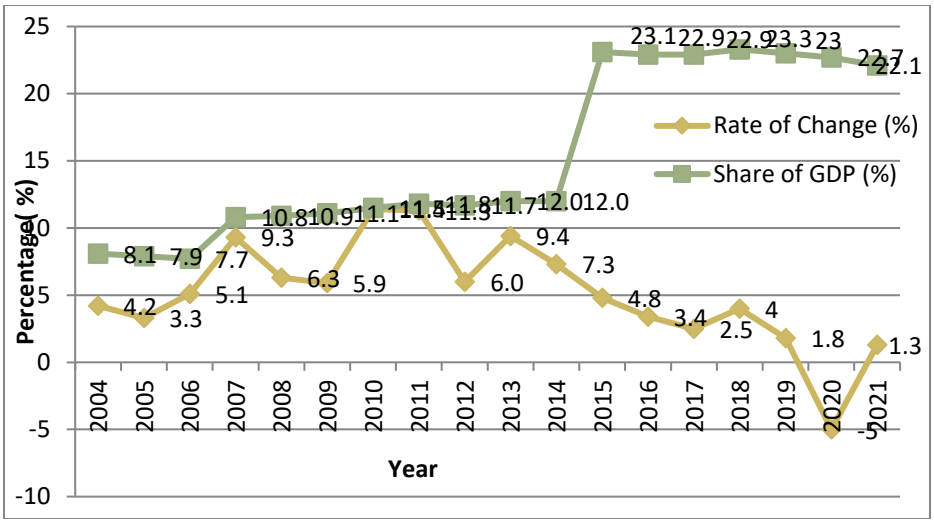


Figure 2.5 Transport Sector Share and Change in GDP

Table 2.5 GDP in Transport Sector

Year	2015	2016	2017	2018	2019	2020	2021
GDP at Current prices (Rs. Mn.)	1,301,177	1,430,798	1,481,502	1,637,923	1,730,673	1,622,622	1,629,893
GDP at Constant prices -2010 (Rs. Mn.)	928,279	986,903	996,151	1,039,240	1,054,318	983,430	1,343,360

Source- Economic and Social Statistics of Sri Lanka 2022

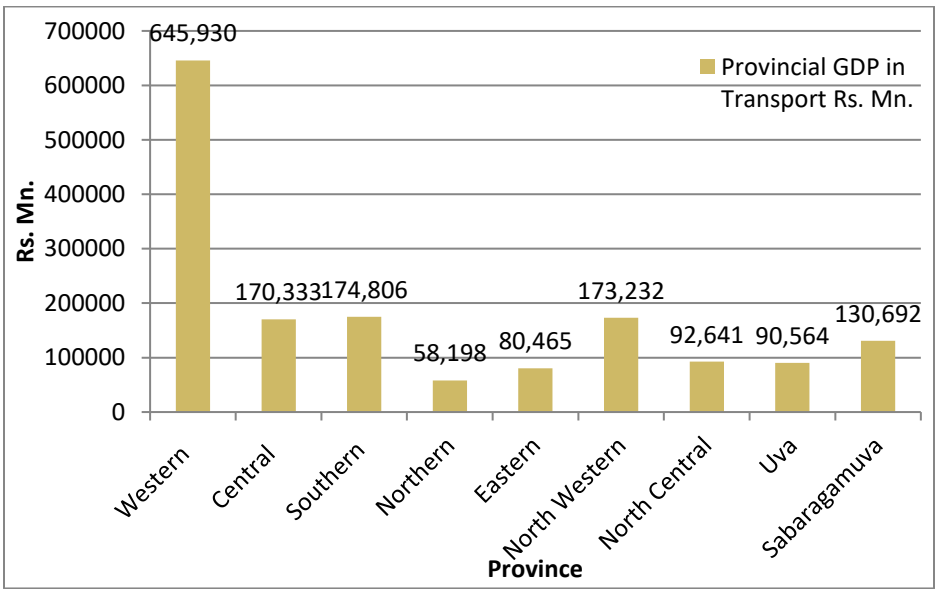


Figure 2.6 Provincial GDP in Transport (Current Prices) – 2021

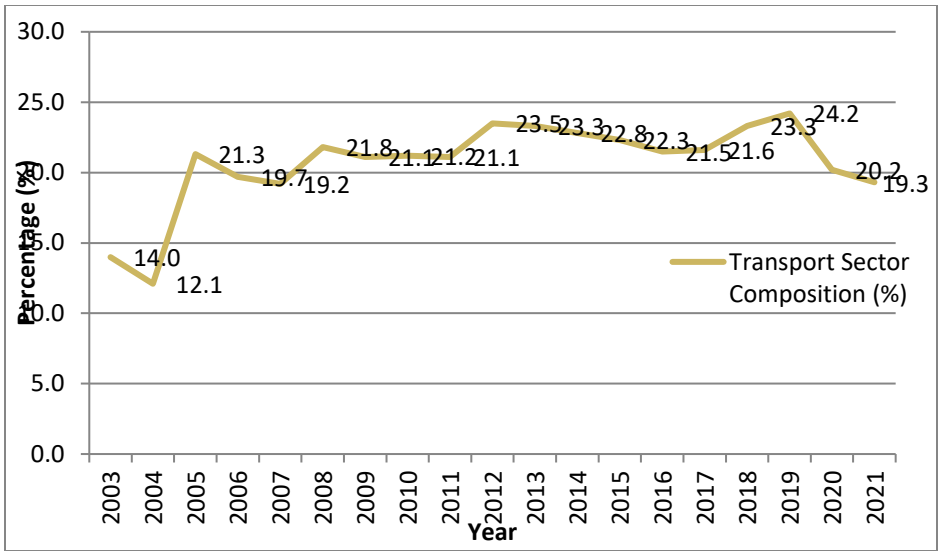


Figure 2.7 Transport Sector Contribution of Private Consumption Expenditure

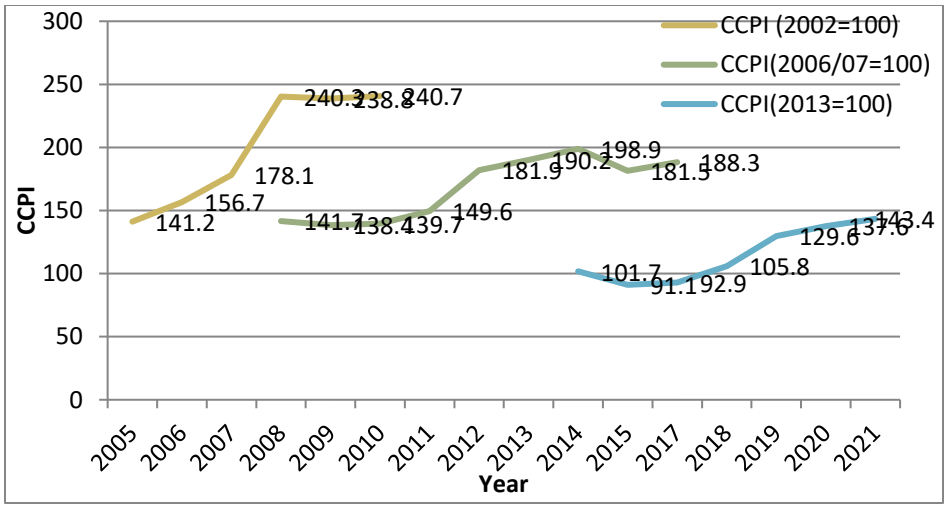


Figure 2.8 Consumer price indices in Transport Sector

Table 2.6 Composition of Private Consumption Expenditure

Item	Share of Total PCE (%)						
	2015	**2016**	**2017**	**2018**	**2019** (a)	**2020**	**2021(b)**
Food and Non Alcoholic Beverages	26.8	30.0	29.1	32.2	27.9	30.9	31.3
Housing, Water, Electricity, Gas and Other Fuels	10.9	11.5	11.2	9.9	10.1	10.4	10.0
Transport	**22.3**	**18.7**	**21.6**	**23.3**	**24.1**	**20.2**	**19.3**
Other	24.9	24.9	23.2	34.6	37.3	38.5	41.4

Source- Annual Report 2022 Volume 1 Central Bank of Sri Lanka *(a) Revised *(b) Provisional

Table 2.7- Government Recurrent Expenditure on Transport and other Sectors (Rs.Mn.)

Item	2015	2016	2017	2018	2019
General Public Services	**414,275**	**408,176**	**424,975**	**422,432**	**440,420**
Civil Administration	105,661	104,519	113,175	107,847	108,024
Defense	233,733	224,315	228,013	228,235	244,430
Public Order and Safety	74,881	79,343	83,787	86,350	87,965
Social Services	**564,190**	**607,626**	**640,368**	**685,739**	**807,446**
Education	169,600	179,319	187,628	195,168	234,392
Health	140,560	155,402	161,312	180,568	211,555
Welfare	230,035	251,490	264,510	276,773	319,906
Community Services	23,995	21,415	26,919	33,230	41,592
Economic Services	**173,430**	**129,435**	**126,310**	**127,052**	**142,358**
Agriculture & Irrigation	91,267	63,787	71,460	63,451	77,033
Energy and WaterSupply	5,479	1,334	1,478	1,483	1,147
Transport &Communication	**57,028**	**48,959**	**34,657**	**41,805**	**39,908**
Other	19,656	15,354	18,715	20,313	24,270
Other	**549,763**	**612,544**	**734,040**	**854,490**	**910,931**
Of which : Interest Payments	509,674	610,895	735,566	852,190	901,352
Total Recurrent Expenditure	**1,701,658**	**1,757,782**	**1,927,693**	**2.,089,713**	**2,301,155**

Source-Economic and Social Statistics of Sri Lanka 2021

Table 2.8- Capital Expenditure and Lending on Transport and Other Sectors

Item	2014	2015(a)	2016	2017	2018	2019
General Public Services	**43,620**	**48,699**	**50,504**	**46,348**	**50,761**	**40,473**
Civil Administration	40,282	44,886	46,128	41,362	44,275	37,633
Public Order and Safety	3,338	3,813	4,376	4,986	5,986	2,839
Social Services	**112,338**	**124,369**	**117,297**	**135,306**	**133,233**	**112,890**
Education	50,363	55,447	58,971	69,752	71,748	55,845
Health	22,252	37,230	30,747	35,509	37,893	32,752
Housing	7,769	7,811	7,152	9,553	9,493	12,062
Community Services	31,954	23,882	20,426	20,493	14,098	12,231
Economic Services	**330,136**	**429,030**	**424,021**	**474,118**	**437,897**	**475,922**
Agriculture & Irrigation	57,099	54,447	68,990	66,663	58,895	56,662
Energy and Water Supply	51,314	55,499	48,840	54,872	39107	75,938
Transport & Communication	**177,471**	**239,279**	**200,478**	**228,847**	**216,147**	**197,068**
Other	44,252	79,805	105,713	123,736	123,748	**146,254**
Other	**516**	**668**	**2,191**	**1,614**	**3,579**	1,951
Total Capital Expenditure and Lending	**486,610**	**602,767**	**594,013**	**657,386**	**624,970**	**631,235**

Source-Economic and Social Statistics of Sri Lanka 2021

Chapter 03

Road Transportation

3.1 Introduction

Roads are the major mode of transportation in Sri Lanka. Development of road transportation has been widely identified as a key factor to promote regionally balanced development and a way to reduce poverty. An expressway network with a well-connected national road network can be recognized as the backbone of moving inputs and outputs of economic activities. The development of an island-wide road network and environmentally sustainable multimodal transport system is given priority to ensure that connectivity is established at all levels to enable the entire community to be benefitted. About 90% of passengers and 98% of freight are transported by roads. The private sector and railway transport provide all road freight services, while both private and public operators provide bus passenger transport services. The road network is dense and well laid out, providing basic spatial coverage to the country's population and centers of economic activities. The network's density is among the highest in Asia, as the ratio of road kilometers to population exceeds the related indicators in neighboring countries (1.76km/km2).

3.2 National Road Network

The road network of Sri Lanka is classified into National Roads / National Highways, Provincial Roads, and Local Roads according to functionality and management responsibility. National roads comprise about 12,225 km in length of A class roads (Trunk Roads) and B class roads (Main Roads) which are managed by the Central Government through the Road Development Authority (RDA). The Provincial Road Network comprises 18,848 km length of C class and D class roads, which are managed by the provincial councils. Despite the pandemic induced challenges relating to non-availability of labour and importation of construction materials, the Road Development Authority (RDA) continued to developing the expressway network to achieve the objectives of rural –urban connectivity. Therefore, by the end of 2021, the total length of expressway network of the country is 313 kms. As a whole, the total length of the entire road network of the country is 31,385 Kms. In addition to that, national roads take up about 10% of the island-wide road network length that taken up about 70% by the traffic. Non-availability of labour force and non-importation of construction materials, restricted by the COVID-19 protocols by the end of 2021, depicted a null improvement in bridges maintained by the Road Development Authority. Therefore the bridges constructed and maintained by the Road Development Authority remained as 4,254 in 2021.

In the year 2021, the Road Development Authority took measures to develop the road network to create inter connectivity between rural and urban areas. It was expected to ease the movements of both people and goods by providing comfortable access and reduce travelling time through improved road infrastructure. As a result, Meerigama to Kurunegala section of the Central Expressway was opened for public in January 2022. Further, construction activities of section spanning from Kahathuduwa to Ingiriya of the Central Expressway started during the year 2021. Preliminary construction activities of the first 12 km section spanning from Pothuhera to Rambukkana initiated in 2021. Land acquisition and resettlement activities of the section spanning from Kurunegala to Dambulla depicted 70.7 per cent progress by the end of the year reviewed. Meanwhile, construction activities pertaining to section spanning from Kahathuduwa to Palmadulla of the Ruwanpura Expressway were in progress.

Even though some new variants of the Covid 19 pandemic were prevalent, the Road Development Authority continued to enhance the road network by maintaining and developing expressways and highways, widening and improving roads, constructed bridges and flyovers and rehabilitated natural disaster-affected roads of the country. Thereby, new Kelani bridge at Peliyagoda was opened for public in November 2021. It is located in a key transportation hub. It consists of six-lanes with an elevated road leading to the city. The aim of constructing this new Kalani Bridge was not only to mitigate traffic congestion that prevailed in the Colombo metropolitan region for several years, but also to create a healthy link between Bandaranaike International Airport and the Port of Colombo. Construction of flyovers in Slave Island and at Getambe and Kohuwala junctions that were initiated in the year is under review. Southern Road Connectivity Project and Badulla - Chenkaladi Road Improvement Projects were in progress during 2021. Further activities related to land acquisition and resettlement of the construction of the elevated highway from the New Kelani Bridge to the Outer Circular Highway were ongoing in 2021. Consequently, Environmental Impact Assessment (EIA) for the section spanning from Rajagiriya to Athurugiriya that was underway during the year is under review.

Average daily traffic from Kottawa to Godagama grew by 2.7 per cent on the Southern Expressway and from Palatuwa to Mattala by 30.4 per cent. Growth momentum of Vehicular Traffic on Colombo - Katunayake Expressway and the Outer Circular Expressway recorded 6.7 per cent and 38.8 per cent respectively in 2021.

Table 3.1 - Roads under the Purview of RDA 2021

Year	2021 (Kilometers)			
Province	**A Class**	**B Class**	**Total**	**Expressways**
Western	373.79	1,256.66	**1630.45**	113.24
Central	408.59	1,333.72	**1,742.31**	
Southern	352.91	1,162.92	**1,515.83**	161.819
Northern	734.49	524.99	**1,259.48**	
Eastern	619.55	551.14	**1,170.69**	
North Western	352.80	975.28	**1,328.08**	35.67
North Central	491.19	705.88	**1,197.07**	
Uva	468.52	692.94	**1,161.46**	
Sabaragamuwa	415.58	803.71	**1,219.29**	1.855
Total	**4,217.42**	**8,007.24**	**12,224.66**	**312.586**

Source: Road Development Authority

Table 3.2 Bridges under the purview of RDA – 2021

Province	No. of Bridges
Western	787
Central	465
Southern	487
Northern	372
Eastern	384
North/Western	423
North/Central	397
Uva	406
Sabaragamuwa	533
Total	**4,254**

Source: Road Development Authority

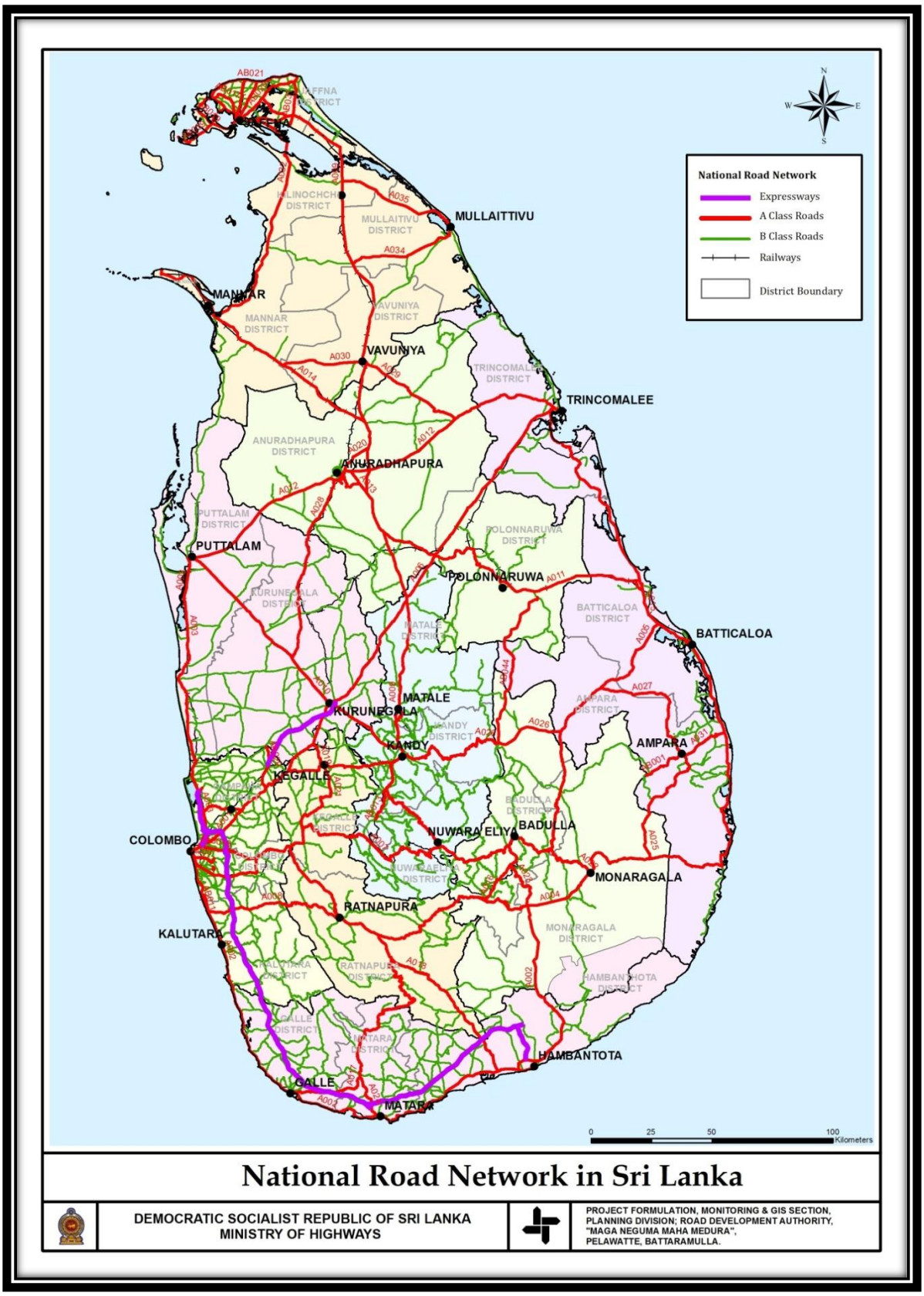


Figure 3.1 National Road Network in Sri Lanka

Table 3.3 Road Length by Province (Kilometers)

Road Class	Western	Central	Southern	Northern	Eastern	North Western	North Central	Uva	Sabaragamuwa	All Island
2010										
Class A	374	409	347	734	620	353	495	471	416	4,219
Class B	1,209	1,331	1,019	524	551	971	699	693	804	7,800
Class C	998	1,665	1,026	1,825	722	1,091	1,282	1,559	1,148	11,316
Class D	954	578	803	134	376	1,065	756	180	937	5,783
Total	**3,536**	**3,982**	**3,194**	**3,218**	**2,269**	**3,481**	**3,231**	**2,903**	**3,305**	**29,119**
2011										
Class A	374	409	347	734	620	353	495	471	416	4,219
Class B	1,209	1,331	1,019	524	551	971	699	693	804	7,800
Class C	998	1,665	1,026	1,886	722	1,091	1,230	1,559	1,247	11,424
Class D	954	578	803	134	376	1,065	722	180	1,544	6,356
Class E1	53		42							95
Total	**3,588**	**3,982**	**3,236**	**3,279**	**2,269**	**3,481**	**3,146**	**2,903**	**4,011**	**29,895**
2012										
Class A	374	409	347	734	620	353	495	471	416	4,219
Class B	1,215	1,338	1,149	524	551	971	699	693	804	7,945
Class C	998	1,665	924	1,886	722	1,091	1,211	1,559	1,247	11,304
Class D	954	578	720	134	376	1,065	736	180	1,544	6,288
Class E1	53		42							95
Total	**3,595**	**3,990**	**3,183**	**3,279**	**2,269**	**3,481**	**3,141**	**2,903**	**4,011**	**29,850**
2013										
Class A	374	409	347	734	620	353	495	471	416	4,219
Class B	1,219	1,338	1,149	524	551	971	699	693	804	7,949
Class C	998	1,665	915	1,959	722	1,429	1,211	1,522	1,247	11,669
Class D	954	578	715	161	376	1,446	736	215	1,544	6,726
Express ways	79		42							121
Total	**3,625**	**3,990**	**3,169**	**3,379**	**2,269**	**4,199**	**3,141**	**2,901**	**4,011**	**30,684**
2014										
Class A	374	409	347	734	620	352	492	471	416	4,215
Class B	1,222	1,338	1,154	525	551	1,003	702	693	804	7,993
Class C	998	1,665	915	1,959	722	1,429	1,211	1,689	1,247	11,837
Class D	954	578	715	161	376	1,446	736	682	1,544	7,193
Express ways	89		71							161
Total	**3,638**	**3,990**	**3,204**	**3,379**	**2,269**	**4,230**	**3141**	**3,535**	**4,011**	**31,398**
2015										
Class A	374	409	347	734	620	352	492	471	416	4,215
Class B	1,224	1,338	1,154	525	551	10,003	702	693	804	7,995
Class C	998	1,666	915	1,959	722	1,914	1,211	1,689	1,247	12,322
Class D	954	578	715	161	376	831	736	682	1,544	6,578
Express ways	98		71							170
Total	**3,649**	**3,991**	**3,204**	**3,379**	**2,269**	**4,101**	**3,141**	**3,535**	**4,011**	**31,280**
2016										
Class A	374	409	347	734	620	352	492	471	416	4,219
Class B	1,224	1,338	1,154	525	551	1,003	702	693	804	7,995
Class C	1,078	1,666	915	1,959	817	1,914	1,211	1,689	1,247	12,497
Class D	874	578	715	161	263	831	736	682	1,544	6,385
Express ways	98	-	71	-		-		-	-	170

Total	**3,649**	**3,991**	**3,204**	**3,379**	**2,251**	**4,101**	**3,141**	**1,164**	**4,011**	**31,262**
2017										
Class A	374	409	347	734	620	352	492	471	416	4,215
Class B	1,224	1,338	1,154	525	551	1,003	702	693	804	7,995
Class C	1,078	1,666	915	1,959	848	1,914	1,211	1,689	1,247	12,529
Class D	874	578	715	161	273	831	736	682	1,544	6,394
Express ways	98	–	71	–	–	–	–	–	–	170
Total	**3,649**	**3,991**	**3,132**	**3,379**	**2,292**	**4,101**	**3,141**	**3,535**	**4,011**	**31,303**
2018										
Class A	374	409	347	734	620	352	492	471	416	4,215
Class B	1,230	1,338	1,154	525	551	1,003	702	693	809	8005
Class C	1,078	1,666	915	1,973	848	1,914	1,227	1,689	1,268	12,578
Class D	874	578	715	161	273	831	721	682	1,355	6,190
Express ways	98	–	71	–	–	–	–	–	–	170
Total	**3,655**	**3,991**	**3,202**	**3,393**	**2,292**	**4,101**	**3,141**	**3,535**	**3,847**	**31,158**
2019										
Class A	374	409	347	734	620	352	492	471	416	4,217
Class B	1,230	1,338	1,154	525	551	1,003	702	693	809	8,005
Class C	1,078	1,666	915	1,973	889	1,914	1,227	1,689	1,268	12,619
Class D	874	578	715	161	272	831	721	682	1,355	6,189
Express ways	108	–	108	–	–	–	–	–	–	218
Total	**3,644**	**3,991**	**3,240**	**3,393**	**2,332**	**4,101**	**3,141**	**3,535**	**3,847**	**31,249**
2020										
Class A	374	409	353	734	620	353	491	469	416	4,217
Class B	1,257	1,334	1,163	525	551	975	706	693	804	8,007
Class C	1,078	1,664	915	1,972	724	1,914	1,227	1,689	1,233	12,418
Class D	874	580	715	148	243	831	721	682	1,406	6,199
Express ways	108	-	162	-	-	-	-	-	2	272
Total	**3,690**	**3,986**	**3,309**	**3,379**	**2,138**	**4,074**	**3,144**	**3,533**	**3,860**	**31,113**
2021										
Class A	374	409	353	735	620	353	491	469	416	4,218
Class B	1,235	1,334	1,154	525	551	1005	706	693	804	8,007
Class C	1,027	1,664	915	1,973	936	1,905	1,227	1,689	1,252	12,589
Class D	864	580	715	161	297	833	721	682	1407	6,259
Express ways	113	-	162	-	-	36	-	-	2	313
Total	**3,613**	**3,986**	**3,300**	**3,393**	**2,404**	**4,132**	**3,145**	**3,533**	**3,880**	**31,385**

Source: Economic & Social Statistics of Sri Lanka 2022

Table 3. 4 Road Network in Sri Lanka (Km)

Year	A Class	B Class	C Class	D Class	E Class	Total
2010	4,219	7,800	11,316	5,783	-	29,119
2011	4,219	7,800	11,424	6,356	95	29,895
2012	4,219	7,945	11,304	6,287	95	29,850
2013	4,219	7,949	11,669	6,726	121	30,684
2014	4,215	7,993	11,837	7,193	161	31,398
2015	4,215	7,995	12,497	6,385	170	31,262
2016	4,215	7,995	12,497	6,385	170	31,262
2017	4,215	7,995	12,565	6,190	170	31,135

2018	4,215	8,005	12,578	6,190	170	31,158
2019	4,217	8,003	12,578	6,232	218	31,249
2020	4,217	8,007	12,544	6,260	272	31,301
2021 (a)	4,217	8,007	12,589	6,259	313	31,385

Source: Economic & Social Statistics of Sri Lanka 2022
(a) Provisional

Table 3.5 Expressways in Operation 2021

Name of the Expressway	From	To	Length (km)
Southern Expressway (E 01)	Kottawa	Mattala	200.451
Colombo – Katunayaka Expressway (E 03)	Peliyagoda	Katunayake	25.8
Outer Circular Highway(E 02)	Kottawa	Kelawarapitiya	28.867
Andarawewa – Hambanthota Expressway (E 06)	Andarawewa	Hambanthota	16.558
Total length of Expressways			**271.676**

Source: Road Development Authority

Table 3.6 Annual Average Daily Traffic (AADT) Southern Expressway and Outer Circular Expressway Sections – 2021

Expressway Section		AADT
Kerawalapitiya	Kadawatha	10,009
Kadawatha	Kaduwela	25,915
Kaduwela	Kothalawala	27,326
Kothalawala	Athurugiriya	30,684
Athurugiriya	Kottawa	28,288
Kottawa	Kahathuduwa	26,913
Kahathuduwa	Galenigama	24,442
Galenigama	Dodangoda	18,465
Dodangoda	Welipenna	15,796
Welipenna	Kurundugaha	14,278
Kurundugaha	Baddegama	13,493
Baddegama	Pinnaduwa	12,328
Pinnaduwa	Imaduwa	10,826
Imaduwa	Kokmaduwa	9,915
Kokmaduwa	Godagama	9,426
Godagama	Kapaduwa	7,214
Kapaduwa	Aparekka	6,692
Aparekka	Beliatta	6,829
Beliatta	Bedigama	5,922
Bedigama	Kasagala	5,896
Kasagala	Angunukolapellessa	5,875
Angunukolapellessa	Barawakumbuka	5,444
Barawakumbuka	Sooriyawewa	4,942
Sooriyawewa	Mattala	3,903
Sooriyawewa	Magampura	556

Source: Road Development Authority

Table 3.7 - Average Daily Traffic Colombo - Katunayake Expressway (E03) – 2021

Expressway Section		AADT
Peliyagoda	Katunayake	21,763.00

Source: Road Development Authority

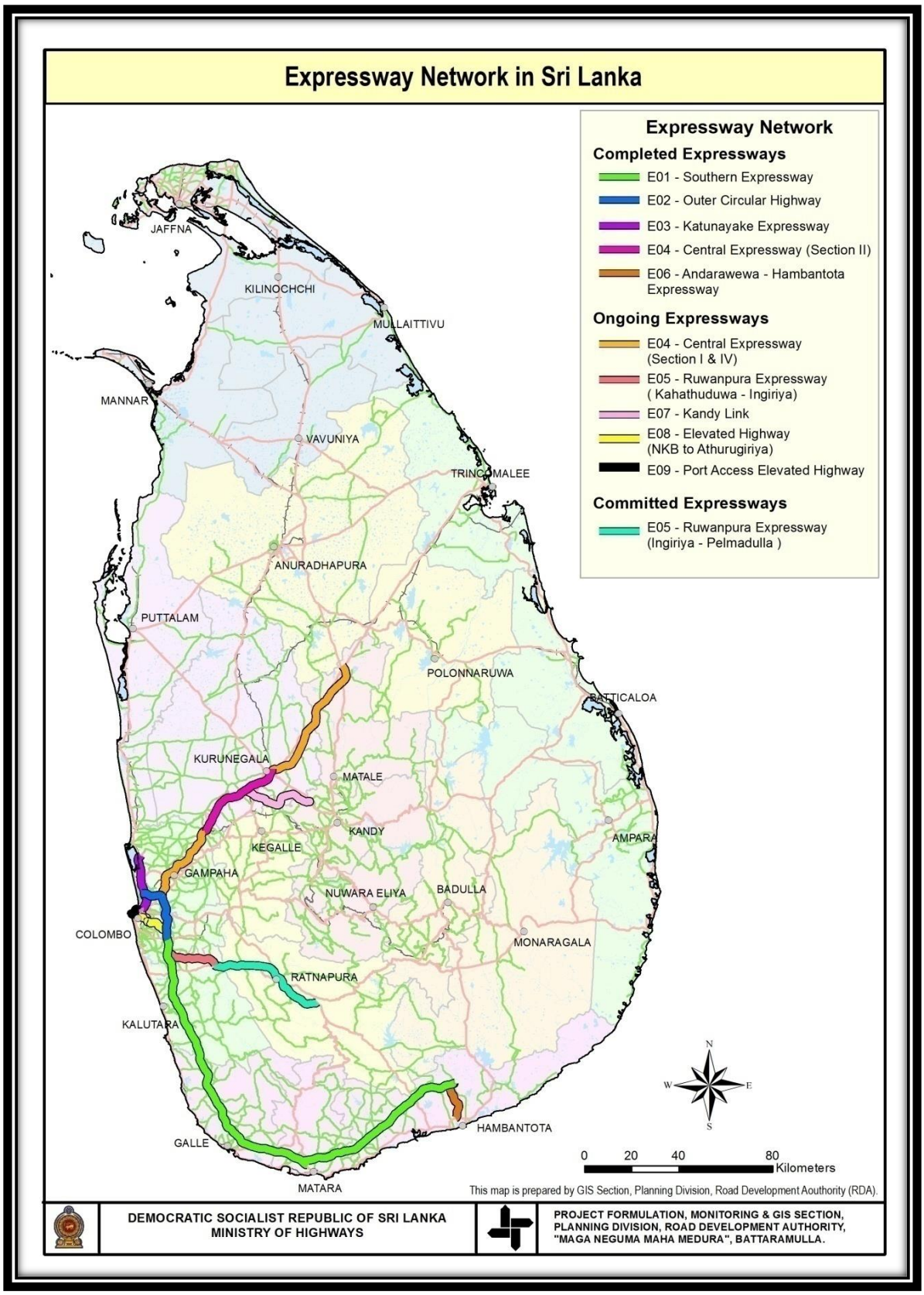


Figure 3.2 Existing Expressway Network in Sri Lanka

3.3 Investment and Expenses

Table 3.8 Investments and Expenditure of Road Development

Year	**2021**		**2020**		**2019**	
Amount	Allocation (RS. Mn)	Expenditure (Rs. Mn)	Allocation (RS. Mn)	Expenditure (Rs. Mn)	Allocation (RS. Mn)	Expenditure (Rs. Mn)
Expressway Developments	63453.68	23584.53	112667.85	99695.73	122,706.47	55,488.60
Highways Developments	250361.49	159126.06	106585.97	92580.81	89,010.80	71,779.92
Widening & Improvement of Roads	8100.00	3305.79	5731.58	5725.70	7,647.20	6,522.93
Construction of Bridges and Flyovers	28335.36	17407.42	18359.69	17455.71	15,521.13	9,410.30
Natural Disaster Affected Roads Rehabilitation	130.00	130.00	4078.83	3210.27	3,454.00	2,726.34
Institutional Support	7770.00	7770.00	7400.00	7399.50	6,500.00	6,500.00
"Ran Mawath" Rural Road Construction & Maintenance	-	-	-	-	10,000.00	2,784.03
Total	**358,150.53**	**211,323.79**	254,823.92	**226,067.72**	**254,839.60**	**155,212.12**

Source: Road Development Authority

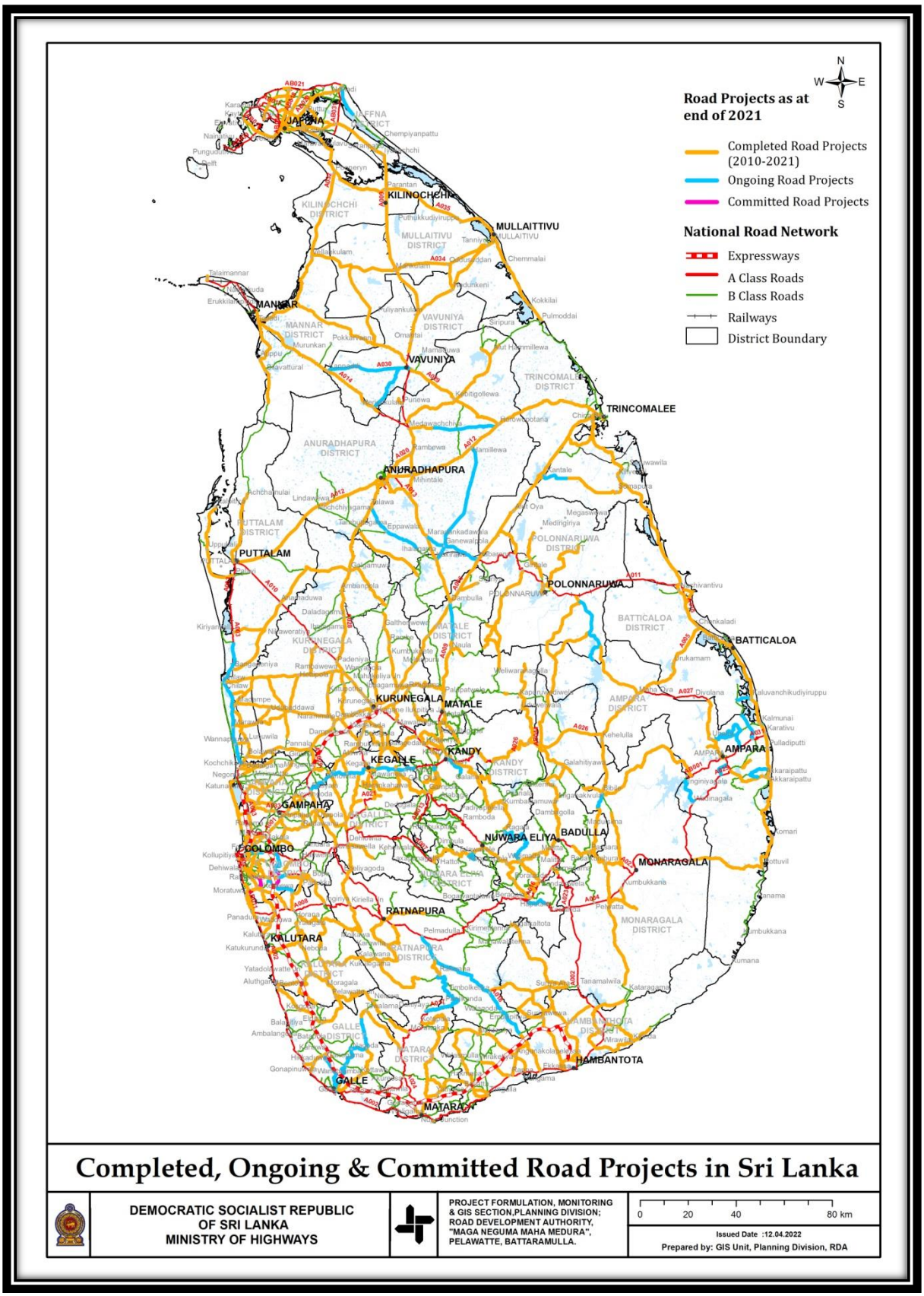


Figure 3 Completed, Ongoing & Cmmitted Road Projects in Sri Lanka

Table 3.9 Major Investment Programmes Undertaken in 2021

S/N	Project / Programme	Budgetary Allocation 2021 (Revised) (Rs)	
		Domestic	**Foreign**
1	Expressway Developments		
	Central Expressway	4,062,000,000.00	15,000,066,000.00
	Extention of Southern Expressway- From Matara to Hambantota (GOSL-China)	404,500,000.00	9,279,348,656.00
	Outer Circular Highway Phase III from Kadawatha to Kerawalapitiya (GOSL - China Exim Bank)	1,099,000,000.00	
	Colombo Rathnapura Pelmadulla Expressway	2,062,500,000.00	0
	Elevated Highway from new Kelani Bridge to Athurugiriya	11,028,329,000.00	0
	Port Access Elevated Highway (GOSL-ADB)	250,000,000.00	16,627,441,000.00
	Sub Total	22,546,829,000.00	40,906,855,656.00
2	Highways Developments		-
	Road Maintenance trust Fund	8,502,000,000.00	-
	Baseline Road-Phase III	1512345000.00	-
	Road Sector Assistance Project11 (RSAP) - World Bank	340000000.00	-
	Network Planning and Road Safety	150,000,000.00	-
	Traffic Management	400,000,000.00	
	Rehabilitation of Peradeniya - Badulla road from Badulla to Chenkaladi (GOSL-SFD)	260,000,000.00	3,500,000,000.00
	Road Network Development Project (GOSL-SFD)	54,820,000.00	601,000,000.00
	Northern Road Connectivity Project - Supplementary Loan (GOSL-ADB)	1,366,000.00	193,105,000.00
	Road Network Development Project (GOSL-OPEC)	65,000,000.00	120,000,000.00
	Colombo Distric Road Development Project (GOSl-OFID)	2,801,000,000.00	1,430,000,000.00
	Rehabilitation and Improvement of Priority Roads 3-Phase I (GOSL-CDB)		2,526,581,000.00
	Wester Province National Highways (GOSL-OFID)	485,000,000.00	450,000,000.00
	Rehabilitation of Peradeniya - Badulla road from Badulla to Chenkaladi (GOSL-OFID))	382,000,000.00	2,540,000,000.00
	Southern Road Connectivity Project (GOSL-ADB)	3,710,000,000.00	2,060,000,000.00
	Integrated Road Investment Program -(i road) (GOSL-ADB)	400,000,000.00	48,419,490.00
	Widening and improvement of roads and bridges in Central and Uva Provinces (GOSL-EXIM China)	97,500,000.00	8,500,000,000.00
	Rehabilitation and Improvement of Priority Roads 3 - Phase II (GOSL-CDB)		2,583,901,000.00
	Transport Project Preparatory Facility (GOSL-ADB)	40,000,000.00	225,000,000.00
	Transport Connectiviti & Asset Management Project (GOSL-WB)	33,736,000.00	263,954,000.00
	Merine Drive Extension up to Panadura	2,237,000,000.00	-
	Gap Financing of the Road development Autority's commitments	29,412,044,000.00	-

	Land Acquisition for Completed and Ongoing Projects	12,453,835,000.00	-
	Surveys, Investigations and Feasibility Studies	175,500,000.00	-
	Kandy Tunnel Construct ion Project	117,200,000.00	
	Rehabilitation of the A 17 Road from Deniyaya to Rakwana	43,000,000.00	32,000,000
	Development of 1 00000km of alternative roads to access main roads and Expressways.	112,981,345,000.00	
	Inclusive Connectivity and Development Project	10,000,000.00	251,769,000.00
	Sub total	176,664,691,000.00	73,696,800,000.00
3	Widening & Improvement of Roads	8,100,000,000.00	
	Sub Total	8,100,000,000.00	
4	Construction of Bridges and Flyovers		
	Reconstruction of Damaged/Weak Bridges on National Highways	700,000,000.00	
	Regional Bridge Project - (GOSL-UK)-Phase II	55,000,000.00	
	Reconstruction of 25 Bridges on National Highways (GOSL-Kuwait)	90,500,000.00	2,030,000,000.00
	Major Bridges Construction Project of National Road Network (GOSL-JICA)	62,000,000.00	
	Second New Kelani Bridge Construction Project (GOSL - JICA)	293,900,000.00	15,166,500,000.00
	Establishment of Bridge Maintenance System and Bridge Assessment Unit in the RDA (GOSL-JICA)	5,000,000.00	-
	Construction of 3 Flyovers at Rajagiriya, Polgahawela and Ganemulla (GOSL-Spain)	43,000,000.00	-
	Construction of the Kokilai Bridge and approaches across Kokilai Lagoon on Mulaitivu – Kokilai – Pulmudai road	15,000,000.00	1,000,000,000.00
	Design and Construction of flyovers in Kohuwala and Gatambe	475,200,000.00	4,270,000,000.00
	Construction of flyoversover the railway line at Uththarananda Mawatha and near the Slave Island Railway Station	4,129,261,000.00	
	Sub Total	5,868,861,000.00	22,466,500,000.00
5	Natural Disaster Affected Roads Rehabilitation		
	Landslide Dissaster Protection Project of National Road Network (GOSL-JICA)	130,000,000.00	
6	Institutional Support		
	Contribution to Road Development Authority	7,770,000,000.00	
	Total	221,080,381,000.00	137,070,155,656.00

Source: Road Development Authority

Chapter 04

Vehicle Fleet

4.1 Vehicle Population

By the end of 2021, the total vehicle population of Sri Lanka was registered as 8.3 million which depicted a 0.4 per cent growth momentum compared to 8.2 million vehicle population in 2020. As in the previous years, motor cycles were recorded as the highest population and that accounted for 58.8 per cent out of the total vehicle population. Following the same scenario as in the preceding year, motor tricycles had come in the second position and motor cars had come in the third position witnessing 14 per cent and 11 per cent respectively in 2021.

At a closer view of the vehicle population growth rate within the past few years, it is obvious that vehicle population growth rate had increased at a slower speed compared to the increase of vehicle population. In 2021 motor home category witnessed 100 per cent growth rate from 3 in 2020 to 6 in 2021. Although quadricycle depicted a rapid growth momentum in the previous year, it had shown no improvement and had remained same in 2021. Land vehicle trailers had recorded the next highest growth rate as 6 percent and land vehicle tractors had witnessed 2 percent growth momentum in 2021 whereas Lorries depicted 1 per cent. Growth rate of other vehicle categories namely motor cars, motor tricycle, motor cycles, buses and dual purpose vehicles laid at a considerably slower rate that varied between 0.1 to 0.3 per cent in 2021.

Table 4.1 Total Vehicle Population

Class of Vehicle	2015	2016	2017	2018	2019	2020	2021
Motor cars	672,502	717,674	756,856	837,632	875,864	896,885	900,380
Motor Tricycle	1,059,042	1,115,987	1,139,524	1,159,587	1,175,077	1,182,227	1,184,320
Motor Cycles	3,359,501	3,699,630	4,044,010	4,383,773	4,668,074	4,819,708	4,827,719
Buses	101,419	104,104	107,435	110,392	112,005	112,583	112,864
Dual purpose vehicles	365,001	391,888	408,630	425,561	439,020	448,552	449,323
Lorries	341,911	349,474	360, 906	370,277	375500	379,441	384,831
Land vehicles-Tractors	343,339	353,624	362,445	369,905	375,601	381,626	391,088
Land vehicles-Trailers	59,426	63,088	67,316	70,138	72,108	74,385	78,729
Quadricycle				654	1,972	2,442	2,442
Motor home				2	3	3	6
Total	**6,302,141**	**6,795,469**	**7,247,122**	**7,727,921**	**8,095,224**	**8,297,852**	**8,331,702**

Source: Department of Motor Traffic

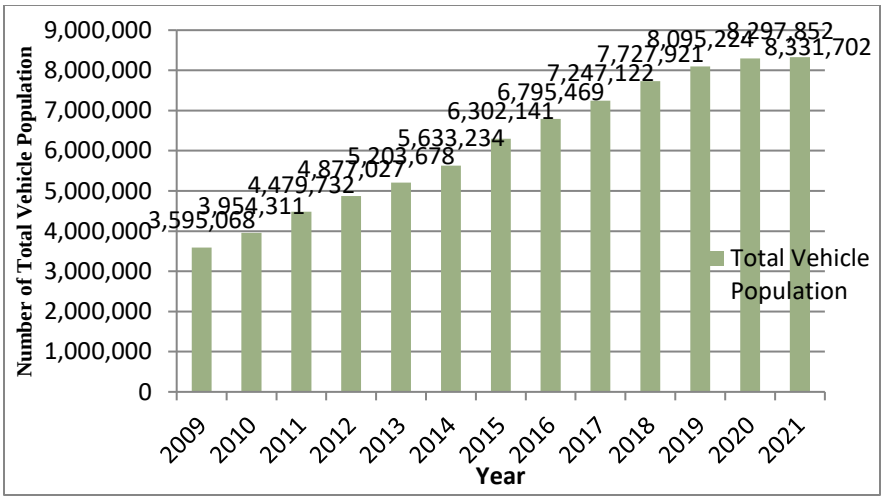


Figure 4.1 Total Vehicle Population 2009-2021

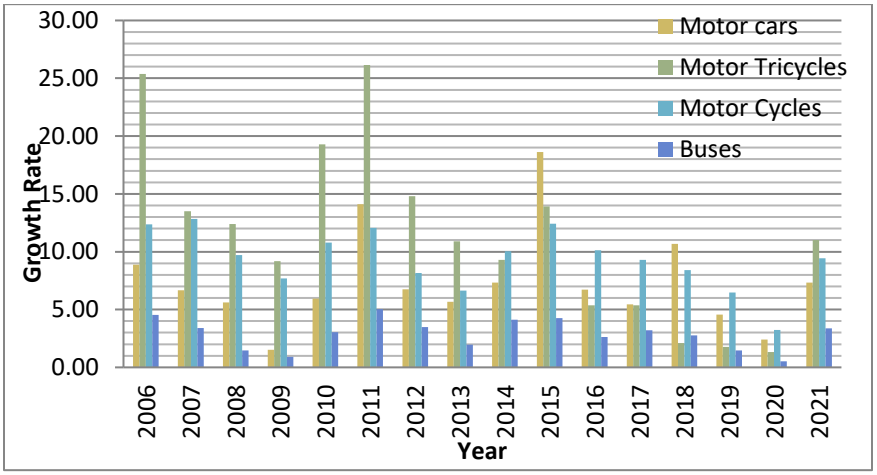


Figure 4.2 Vehicle Population Growth Rate

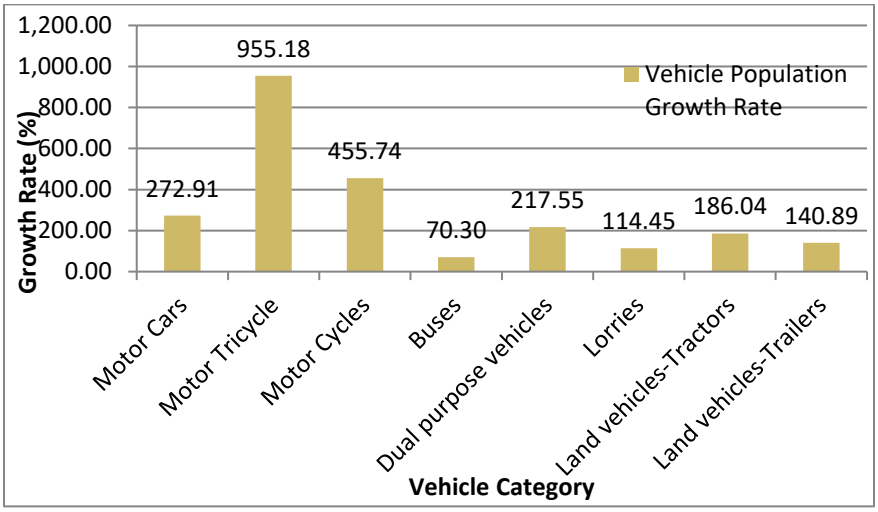


Figure 4.3 Vehicle population Growth Rate (2001-2021) 2001 Base

4.2 New Registration of Vehicles

Continuing contraction shown in new registrations of motor vehicles in the preceding year due to globally spread COVID-19 and new registrations of motor vehicles further declined in 2021. Pandemic induced measures followed to curtail vehicle importation and non-essential imports, including the importation of motor vehicles for personal use had been the major cause for this reduction. Hence the contraction observed in new registration of motor cars, motor tricycles, motor cycles, buses and dual purpose vehicles was noteworthy.

The overall contraction witnessed in total registration of new vehicles in 2021 was nearly doubled as in the preceding year. New vehicle registration in 2020 was 202,628 which depicted a 45 percent contraction whereas new vehicle registration in 2021 was 33,850 and that depicted 83 percent contraction compared to the previous year. Out of all types of vehicle categories, quadric cycle showed a null improvement. Although motor home depicted a null improvement in 2020, 03 new registrations under the category of motor home in 2021 was recorded.

Motor cars accounted for 10 percent of the total registered vehicles while motor bicycles witnessed 24 percent within the year of survey. Registration of motor tricycles and dual purpose vehicles depicted a 6 percent and 2 percent respectively. Although motorcycles recorded the highest number of new registrations in each and every year, it had changed in 2021 moving land vehicle tractors to the top. Hence land vehicles [tractors] have witnessed the highest number of registrations and that accounted for 31 per cent out of all registered categories. Position of motorcycles had come to the second place in new registrations that accounted for 24 percent. Third place was achieved by the category of Lorries witnessing 13 percent out of all new registrations. Buses and motor home categories recorded the least number of registrations witnessing 0.08 and 0.008 per cent respectively during the year focused.

In comparison to the previous year, new registration of motor cars, motor tricycles and motorcycles had not reached at least one third of the new registrations and that of those registered in 2020. Accordingly, new registration of motor cars had further dropped by 83 percent up to 3,495 in 2021 from 21,021 in 2020. Motor tricycles which reported 7,150 new numbers of registrations in 2020 had declined by 70 percent up to 2,093 in 2021. Registration of motorcycles had drastically declined by 95 percent up to 8011 in 2021 from 151,634 in 2020. Further, new registration of buses had declined by 52 percent from 578 in 2020 to 281 in 2021. In contrast with 29 per cent contraction depicted in dual purpose vehicles in 2020, contraction of 92 percent witnessed in 2021 from 9,532 to 771 respectively. Opposing this situation, lorries, land vehicles Tractors and land vehicle trailers have shown considerable improvement in 2021. In this view, category of lorries have increased by 12 percent from 3,941 in 2020 up to 4,432 in 2021. Land vehicle tractors have shown 73 per cent increase from 6025 to 10420 in 2021. Thus, number of land vehicle trailers has increased from 227 in 2020 up to 4344 in 2021 depicting 91 percent growth in this category. When we closely examine the vehicle registration growth rate in the past years, it is obvious that it had drawn backwards since 2019 up to 2021 as a whole.

Table 4.2 New Registration of Vehicle

Class of Vehicle	2015	2016	2017	2018	2019	2020	2021
Motor Cars	105,628	45,172	39,182	80,776	38,232	21,021	3,495
Motor Tricycle	129,547	56,945	23,537	20,063	15,490	7,150	2,093
Motor Cycles	370,889	340,129	344,380	339,763	284,301	151,634	8,011
Buses	4,140	2,685	3,331	2,957	1,613	578	281
Dual purpose vehicles	39,456	26,887	16,742	16,931	13,459	9,532	771
Lorries	7,142	7,563	11,432	9,371	5,223	3,941	4,432
Land vehicles-Tractors	9,977	10,285	8,821	7,460	5,696	6,025	10,420
Land vehicles-Trailers	2,128	3,662	4,228	2,822	1,970	2,277	4,344
Quadri Cycle	-	-	-	654		470	0
Motor Home	-	-	-	2	01	-	3
Total	**668,907**	**493,328**	**451,653**	**480,799**	**367,303**	**202,628**	**33,850**

Source: Department of Motor Traffic

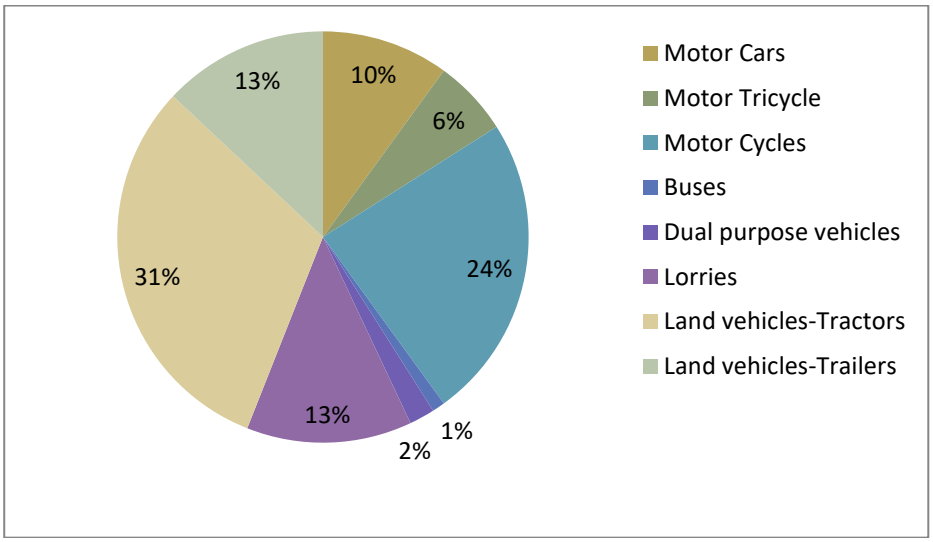


Figure 4.4 New Registration of vehicles 2021

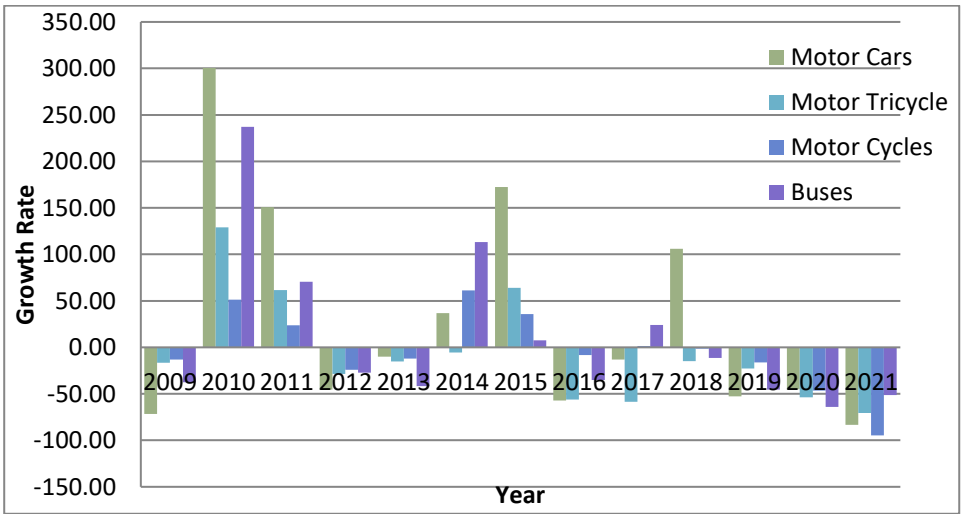


Figure 4.5 New Vehicle Registration Growth Rate

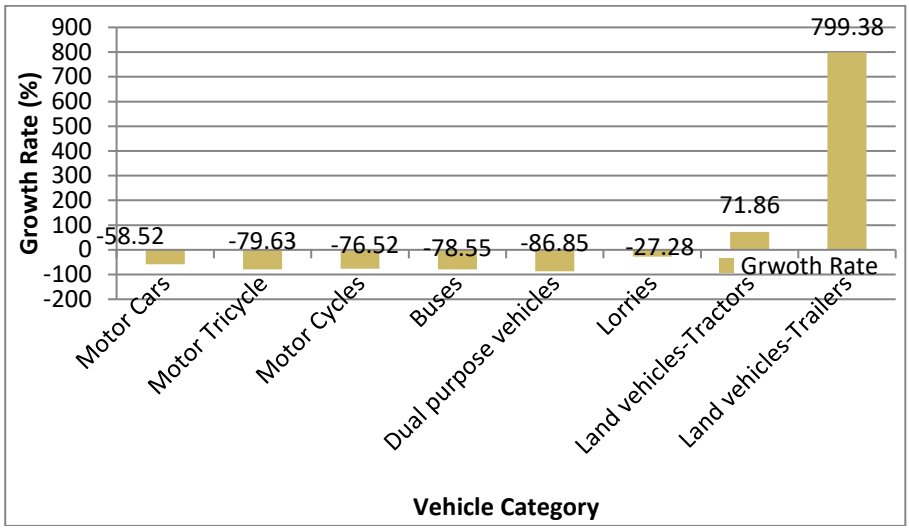


Figure 4.6 New Vehicle Registration Growth Rate (2001-2021)

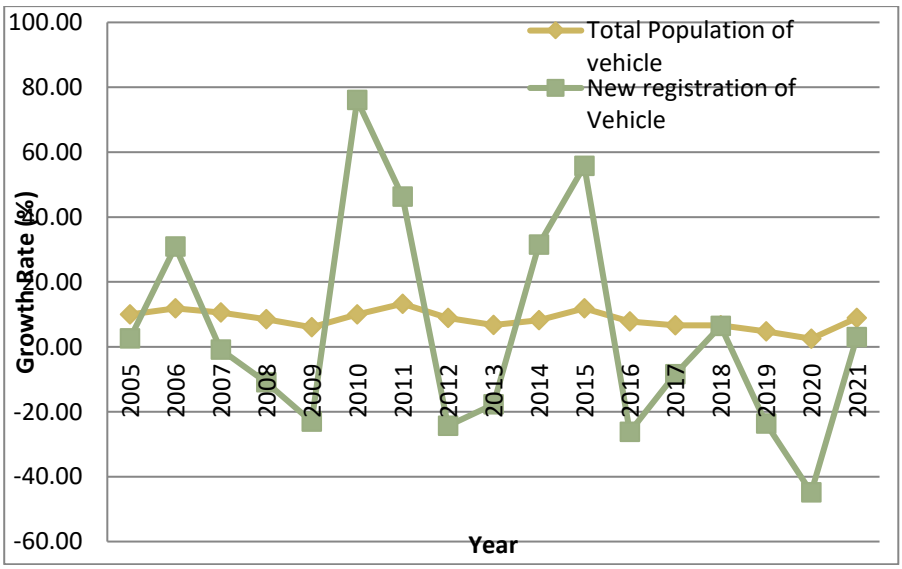


Figure 4.7 Vehicle Trend

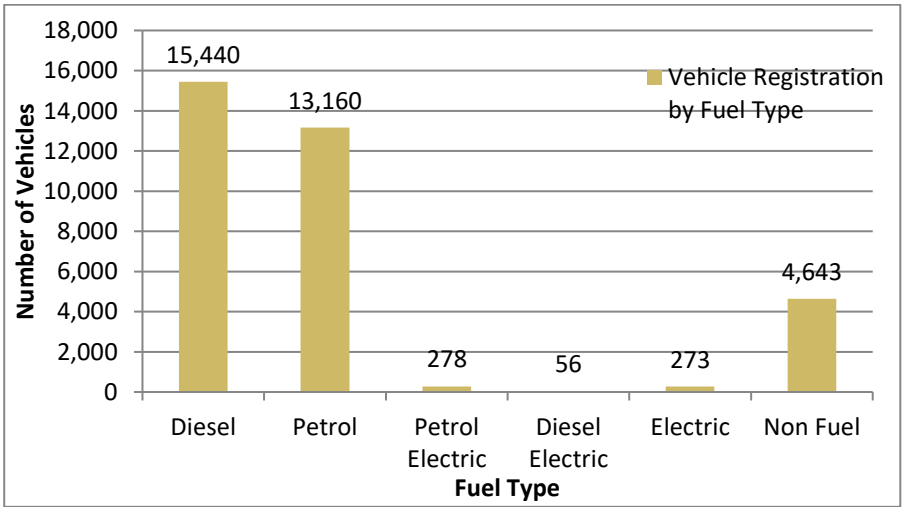


Figure 4.8 New Registration of vehicle by Fuel Type-2021

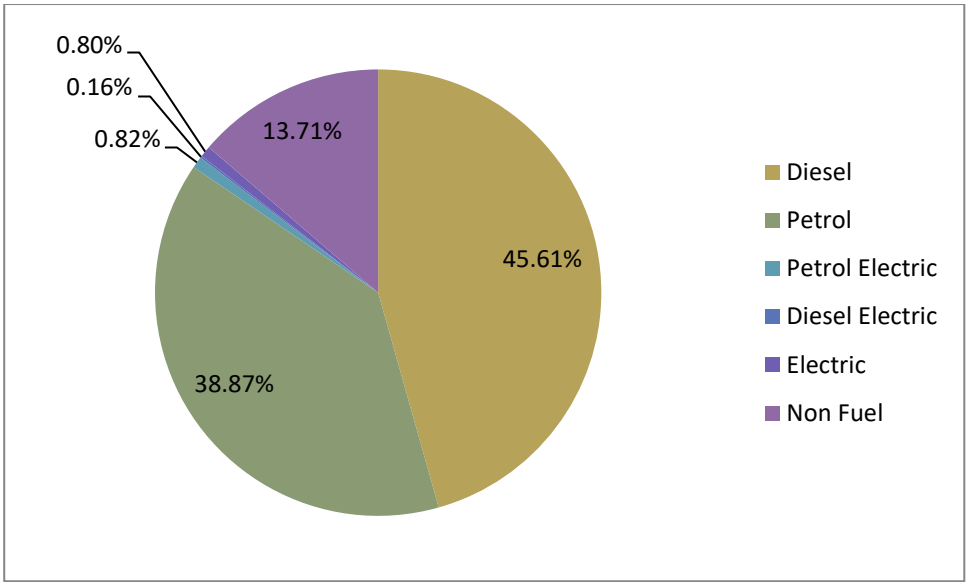


Figure 4.9 New Registrations of Vehicles by Fuel Type (Percentage)

Table 4.3 New Registrations by Fuel Type 2021

Vehicle Type	Diesel	Petrol	Petrol Electric	Diesel Electric	Electric	Non Fuel	Other	Total
Motor Cars	182	2,990	275	7	41	-	-	3,495
Motor Tricycle	41	2,034	-	-	3	-	-	2,078
Motor Tricycle Van	7	8	-	-	-	-	-	15
Buses	281	-	-	-	-	-		281
Motor Cycles	-	7,779	3	-	229	-	-	8,011
Dual Purpose Vehicles	324	249	-	-	-			573
Single Cab	104	94	-	-	-	-	-	198
Special Purpose Vehicle	1,088	5	-	-	-	-	-	1,093
Lorry	2,544	-	-	49	-	-	-	2,593
Prime Mover	359		-	-	-	-	-	359
Ambu-lanse and Hearses	87	1	-	-	-	-	-	88
Lorry Trailer						299		229
Hand Tractor	2,148	-	-	-	-	-	-	2,148
Tractor	8,272	-	-	-	-	-	-	8,272
Tractor Trailer	-	-	-	-	-	4,344	-	4,344
Quadricycle	-	-	-	-	-	-	-	-
Motor home	3	-	-	-	-	-	-	3
Total	15,440	13,160	278	56	273	4,643	-	33,850

Source: Department of Motor Traffic

4.3 Vehicle Registration by Province – 2021

Under this section, vehicle registration data is available pertaining to all the provinces for each and every vehicle. Considering all the provinces, Western Province recorded a total of number 11,114 vehicle registrations in 2021 as the highest of all the provinces. This accounted for 33 per cent out of all the vehicles registered in the island. Second and third highest number of vehicle registrations was shown by the Eastern and North Central Provinces accounting for 4,544 and 4,390 registrations respectively. That was 13.4 percent and 13.8 percent out of total registered vehicles island-wide. On the other hand, the least number of vehicles had been registered in the Sabaragamuwa Province and that was 3.7 per cent of all the provinces. As a whole, vehicle registration of each province had shown a contraction compared to the past years but the vehicle registration hierarchy had changed in 2021. For instance, vehicle registration percentage in Western Province in 2020 was 34.0 percent whereas the same in 2021 had reduced up to 33.7 percent. Vehicle registration percentage in North Western Province in 2020 was 14.36 percent whilst it had dropped up to 12.8 percent in 2021.

On the contrary, although motor cycles were registered as the highest number of registrations in 2020, out of the entire vehicle categories, land vehicles had witnessed the highest number of registrations in 2021 accounting for 8,272 in all the provinces. Motor cycles come next in the descending order showing 8,011 numbers of registrations in all the provinces. Tractor trailer / bowser witnessed 4,344 numbers of registrations earmarking the second position among all the types of vehicle categories in all the provinces. Motor cars remain in the third position registering 3,495 cars whilst commercial motor lorries obtained the 5th position in registering vehicles among all the provinces. Out of all, motor home and motor tricycle van categories had earmarked the least number of registrations in 2021 as 3 and 15 respectively.

When we consider about the vehicle categories separately province by province, the highest number of registrations regarding the following vehicle categories was recorded from the Western Province; motor cars, three wheelers, motor cycles, vans, buses, motorcycle, motor lorries (commercial), prime movers, lorries trailer / bowsers, ambulances, motor hearses, special purpose vehicles, dual purpose (commercial) vehicles. As such, motor cars recorded 2,345 registrations in Western Province witnessing 67.0 per cent out of total Motor car registrations island-wide. Three wheelers recorded 1,976 registrations in Western Province witnessing 95.0 per cent of the total three wheeler registrations in the country. Further, motor tricycle vans showed a 47.5 per cent of all motor tricycle van registrations; buses recorded 168 registrations accounting for 60.6 per cent out of the buses category whereas motor cycles recorded 2,512 and 31.3 percent registrations out of islandwide motor cycle registrations. Motor lorry category recorded 1,351 registrations from the Western Province witnessing 51.1 per cent contribution for the total motor lorry category. On the contrary, North Central Province has reached top in registration of land vehicle and hand tractors. Number of land vehicle registrations recorded was 2065 and that accounted for 25 per cent of the total land vehicles. Similarly, hand tractors recorded 636 nos in

2021 and 30.5 per cent out of all hand tractors islandwide. Meanwhile, Eastern Province recorded the highest number of tractor trailer / bowser registrations accounting for 4,344 numbers showing 32.8 percent out of the tractor trailer / bowser category registration in the year reviewed.

Table 4.4 Motor Vehicle Registration by Province –2021

	Western	Central	Southern	Northern	Eastern	North west	North Central	Uva	Sabaragamuwa	Total
Car	2,345	164	268	62	78	197	135	110	136	**3,495**
Three Wheeler	1,976	8	22	10	18	8	9	22	5	**2,078**
Motor Tricycle Van	7	-	-	-	4	-	-	4	-	**15**
Bus	168	23	28	7	4	11	9	18	13	**281**
Motor Cycle	2,512	419	693	689	843	1,267	713	463	412	**8,011**
Motor Lorry (Commercial)	1,351	237	231	90	71	274	151	84	104	**2,593**
Prime Mover	293	11	5	5	13	19	6	4	3	**359**
Lorry Trailer/Bowser	255	2	5	3	4	17	4	4	5	**299**
Ambulance	84	-	1	-	1	2	-	-	-	**88**
Motor Hearse	-	-	-	-	-	-	-	-	-	-
Special Purpose Vehicle	499	61	71	96	137	74	53	51	51	**1,093**
Dual Purpose (Commercial)	385	64	26	13	7	37	11	10	20	**573**
Single Cab	142	9	8	2	4	16	12	1	4	**198**
Land Vehicle	557	310	302	1,175	1,784	1,297	2,068	683	96	**8,272**
Hand Tractor	183	158	262	147	144	383	636	165	70	**2,148**
Tractor Trailer / Bowser	355	87	204	827	1,432	446	583	354	56	**4,344**
Quadricycle	-	-	-	-	-	-	-	-	-	-
Motor Home	2	-	-	-	-	1	-	-	-	**3**
Grand Total	**11,114**	**1,553**	**2,126**	**3,126**	**4,544**	**4,049**	**4,390**	**1,973**	**975**	**33,850**

Source: Department of Motor Traffic

4.4 Operated Motor Vehicles

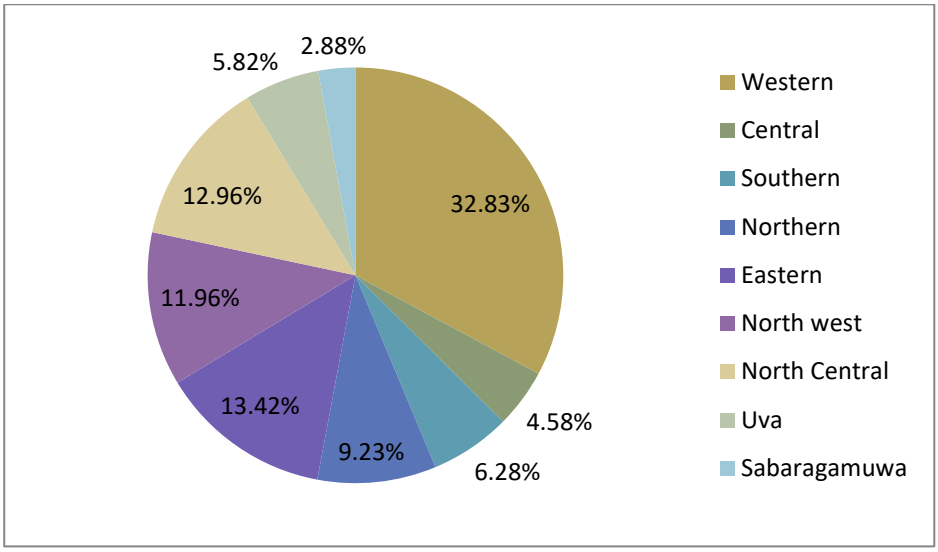


Figure 4.10 Provincial Total Motor Vehicles 2021

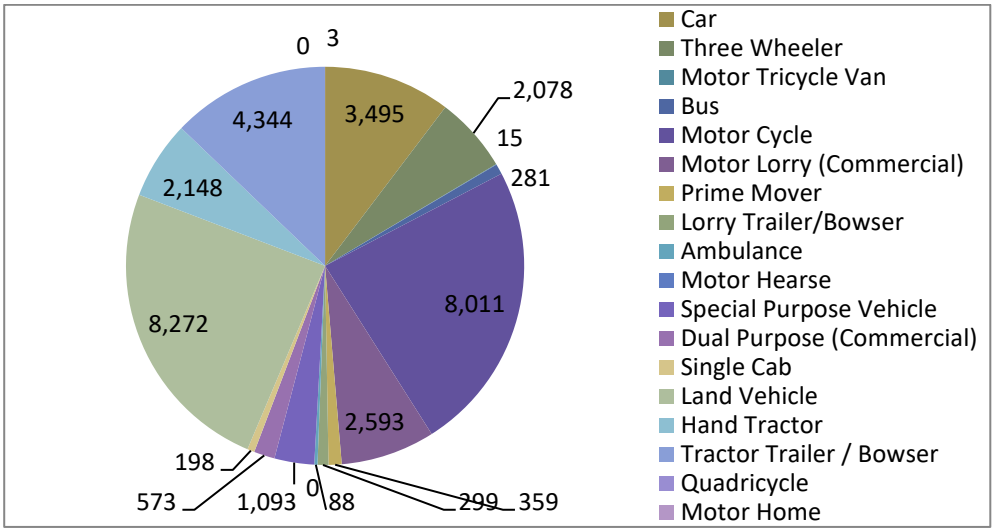


Figure 4.11 Total Operated Motor Vehicles by Vehicle Category 2021

4.5 Issuing of Driving License

Department of Motor Traffic had issued number of 216577 new driving licenses in 2021. This was 17.5 percent reduction compared to the number of new licenses issued in 2020. Accordingly, the number of duplicate licenses issued also had reduced up to 24,353 from 35,822 in 2020 marking a 32 per cent reduction in 2021.This resembles the adverse impact of the pandemic and the pandemic induced challenges that hindered the growth trajectory of the economy. Although the Department of Motor Traffic was able to recover the decline in 2020 by depicting a progress in issuing duplicate licenses, extensions to licenses, renewals and changing of attributes, but none of these activities showed a considerable performance in 2021. Number of extensions made in 2021 was 46,320 which was a 10.8 per cent reduction compared to the previous year. There

had been 317,820 renewals in 2020 in comparison to 240,938 renewals in 2021 depicting 24.1 percent contraction. Book to card item had declined by 35.8 percent up to 14,627 in 2021 from 22,479 in 2020. By the way, foreign conversion category had risen by 22.2 percent from 1,135 in 2020 up to 1,387 in 2021. Changing of attributes depicted a considerable backdrop of 29.3 percent from 29,754in 2020 to 21,012 in 2021. As a whole, total performances related to issuing of driving licenses had declined by 79.4 per cent in 2021.

Table 4.5 Total No. of Driving License Issued

Year	2015	2016	2017	2018	2019	2020	2021
New Driving License	279,220	358,560	369,033	339,078	313,644	259,907	216,577
Duplicate	33,195	39,398	43,529	47,937	50,961	35,822	24,353
Extensions	44,330	56,145	59,705	64,590	67,329	50898	46,320
Renewals	110,646	87,138	110,527	265,271	391,006	317820	240,938
Book to Card	90,284	75,094	62,625	47,075	40,577	22479	14,627
Foreign Conversion		4,303	3883	3,354	2,992	1135	1,387
Change of Attributes	11,824	10,329	18,030	39,325	51,220	29754	21,012
Total	**569,499**	**630,967**	**667,332**	**806,630**	**917,729**	719835	**565,214**

Source: Department of Motor Traffic

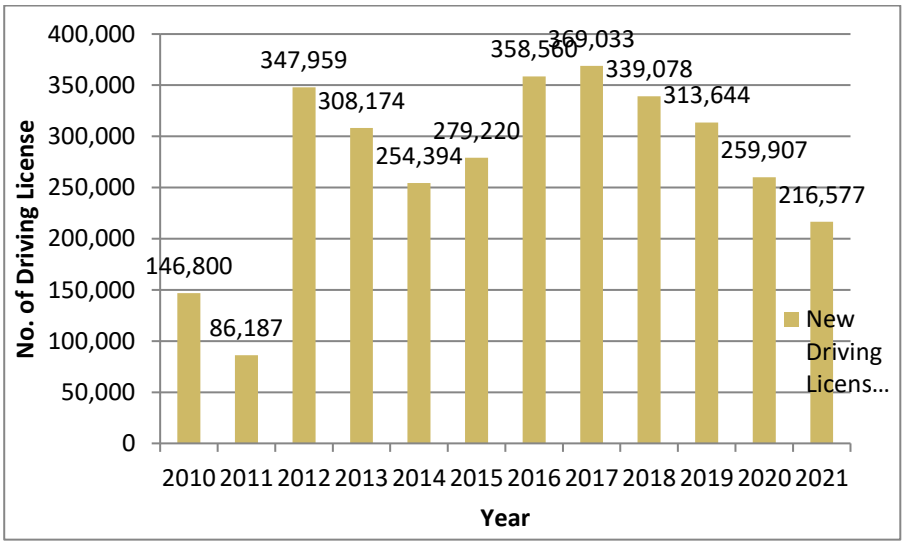


Figure 4.12 New Driving Licenses Issued

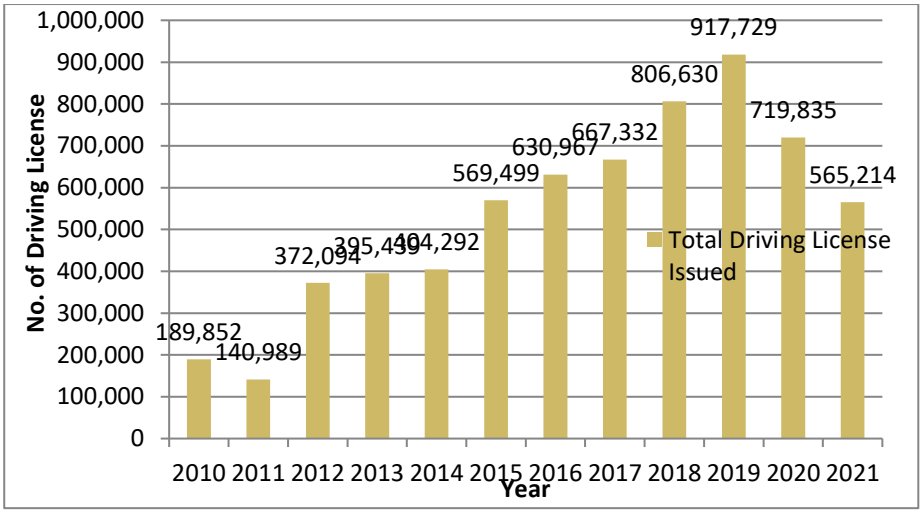


Figure 4.13 Total Driving Licenses Issued

4.6 Transport Modal Share

Table 4.6 Transport Modal Share

Pax/km	2014	2015	2016	2017	2018*	2019*	2020*	2021
Motor Cars	23,584,995,187	29,699,204,568	38,560,352,758	40,974,608,846	38,660,352,545	40,853,230,039	34,261,493,662	37,421,888,699
Vans	19,049,554,013	19,204,098,746	24,528,242,094	25,291,098,003	25,076,884,760	26,958,774,071	22,513,819,048	25,752,994,890
Buses	70,357,415,741	67,123,725,595	82,016,539,138	84,447,914,629	81,122,528,407	85,323,888,055	65,632,317,471	61,099,953,707
Three Wheelers	19,084,588,496	29,872,213,885	36,724,160,379	39,815,481,188	44,105,088,816	46,001,470,473	40,390,949,353	43,309,026,900
Trucks/Lorry	4,150,063,300	4,316,071,337	5,276,709,061	5,428,636,660	4,864,266,815	5,209,106,921	4,204,828,777	4,497,751,083
Motor Cycles	8,364,082,254	12,622,807,051	15,978,668,637	17,347,314,144	17,787,684,933	18,498,748,968	16,794,284,101	17,540,978,688
Railways	6,842,000,000	6,726,364,311	8,225,381,779	8,459,361,316	8,345,880,000	8,688,900,000	1,668,281,000	2,158,160,000
Total	151,432,698,991	169,564,485,492	211,310,053,847	221,764,414,785	219,962,686,276	231,534,118,527	185,465,973,412	191,780,753,967
SLCTB	13,238,740,340	15,210,316,140	16,101,489,545	15,484,892,890	15,421,112,581	14,903,378,415	10,558,296,001	9,725,000,000
Private	57,118,675,401	54,441,725,595	65,915,049,593	68,963,021,739	67,548,817,081	65,280,995,592	20,896,627,503	16,291,977,324
SLCTB	8.70%	7.50%	7.60%	7.00%	7.00%	6.40%	5.70%	5.10%
Private	37.70%	32.10%	31.20%	31.10%	30.70%	28.20%	11.30%	8.50%

Source: Clean Air SL – Don S. Jayaweera *Revised Data

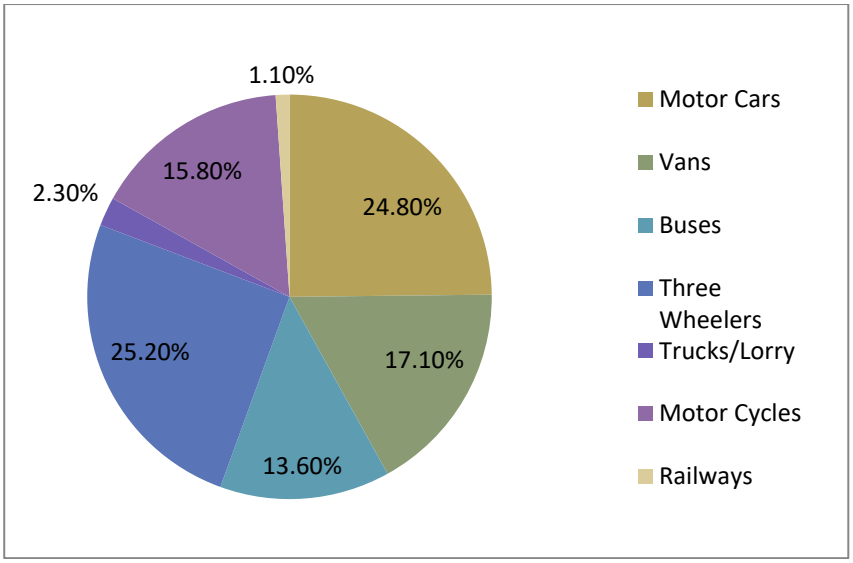


Figure 4.14 Transport Model Share 2021

4.7 Vehicle Ownership

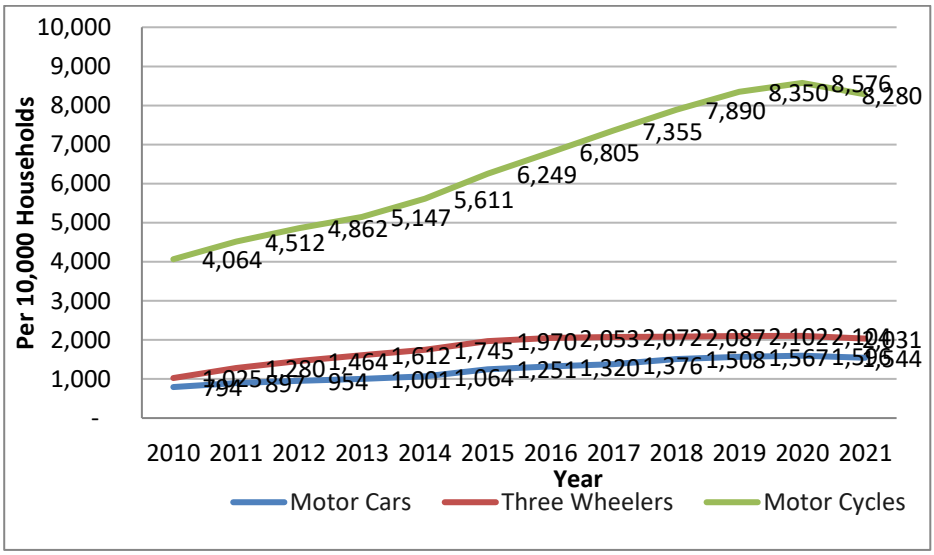


Figure 4.15 Private Vehicle Ownership per 10,000 Households

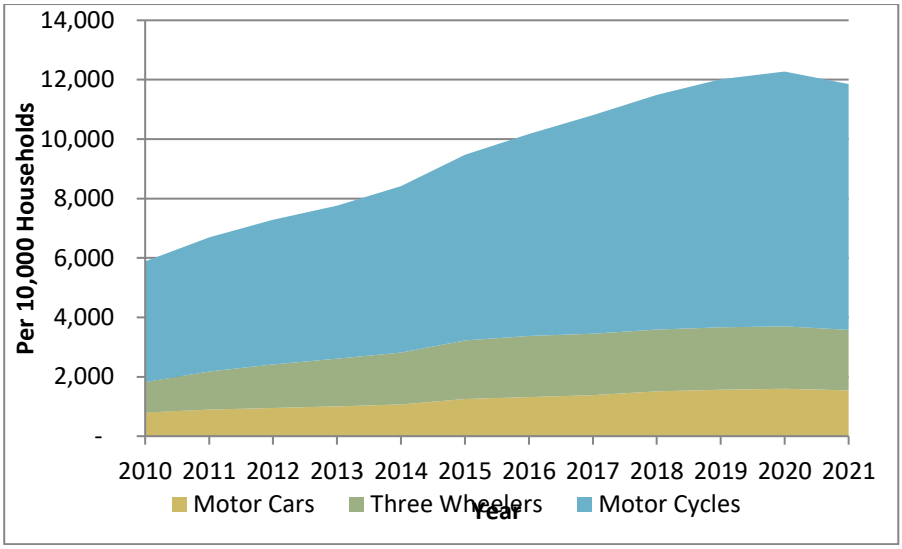


Figure 4.16 Private Vehicle Ownership per 10,000 Households

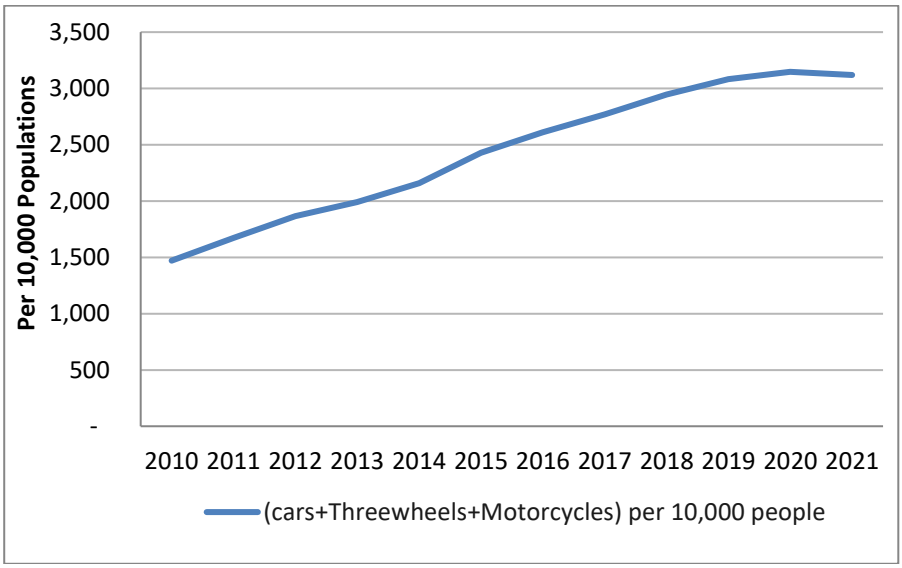


Figure 4.17 Private Vehicle Ownership per 10,000 Population

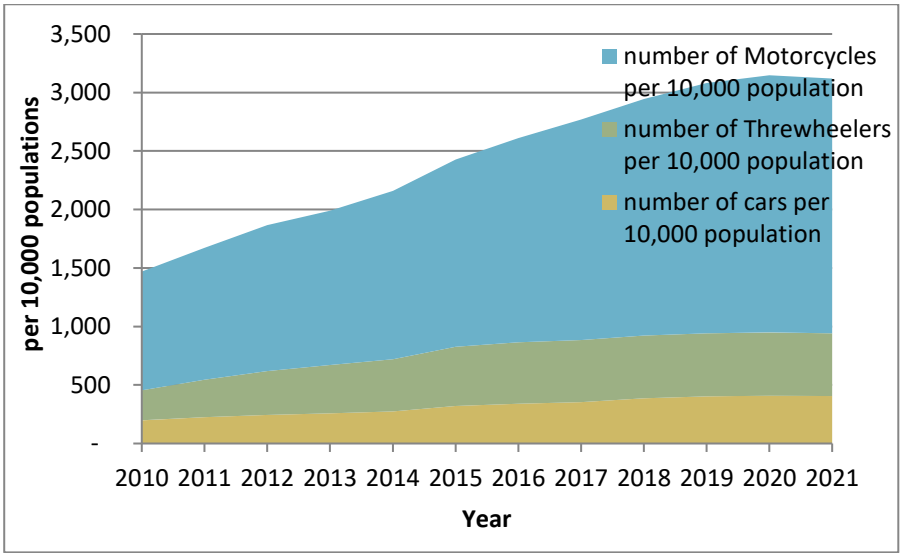


Figure 4.18 Private Vehicle Ownership per 10,000 Population

Chapter 05

Public Transport Services – SLTB Buses

5.1 Introduction

Public transport facility in Sri Lanka is provided by both the public and private sectors under the government regulations. Sri Lanka Transport Board acts as the major supplier of the public sector. Since bus transportation is the leading mode of passenger transportation in Sri Lanka among all land transport modes, as per the government policy, 40 percent of the running schedules are stipulated to be operated by the public sector. According to the recent statistics, the sectoral contribution of passenger transport accounted for 38.80 per cent. Since new variants of the pandemic erupted in 2021, the general public continued to utilize more and more personal transport modes to fulfill their transport needs as a means of maintaining self distancing by avoiding contact with crowed. Therefore both private and public road passenger transport services continued subdued performance in 2021.

Although domestic transport activities moved a bit ahead from standstill level in 2020 yet due to the measures followed by the government and the Health Ministry to curb the spreading of COVID -19 pandemic and to contain spreading of new variants of the pandemic such as limited transport operations, sporadic mobility limitations and the passengers trend to choose their own transport modes, road passenger transportation activities continued to remain subdued in 2021. As a result, operations of the Sri Lanka Transport Board highlighted a notable decline in the year under review

5.2 Operational Data

As at 31st December 2021, the average fleet size of SLTB buses was 7,034. It depicted a contraction of 1.18 per cent compared to the number of 7118 buses in 2020. During 2021, the SLTB started up several initiatives to upgrade the buses added to the fleet to improve the service catered to the commuters. This was approximately 213 number of refurbished buses which were added to the SLTB bus fleet. Further SLTB was granted approval to procure 500 new buses.

As a whole, total operational data pertaining to SLTB witnessed a contraction compared to the operational data of 2020. Proving this, the number of running kilometers of SLTB had moderately dropped down by 19 per cent from 306.3 million in 2020 to 247.6 million in 2021. Average number of buses made available per day had slightly reduced by 8.2 percent from 5,641 in 2020 to 5,181 in 2021. Although average buses operated per day drastically declined by 22.7 per cent from 5,079 in 2019 up to 3,971 in 2020, SLTB had been able to raise it again by 12.03 per cent up to 4,449 in 2021.

It was obvious that average buses with time table requirements depicted a gradual increase within last two years of 2019 and 2020. On the contrary, it had faintly declined by 0.68 per cent from 7,338 in 2020 to 7,288 in 2021. Moreover the operated bus fleet out of the total required buses had moderately increased in 2021 by 61.0 per cent in contrast to 54.11 in 2020. Further to the decline witnessed in total operated kilometers per day, out of average scheduled kilometers in 2020, it had reduced up to 41.1 per cent in 2021 from 49.31 in 2020. Average Vehicle Utilization (AVU) of SLTB buses in 2020 witnessed a decline of 211.39 kilometers per day where as AVU of SLTB buses in 2021 registered 152.52 kilometers per day.

Table 5.1 SLTB Buses by the Region 2021

Name of the Region	No of Depots	Buses Fleet (Avg.)		Ave. Buses Operated a day
		Runner	Non Runner	
Colombo	12	695	181	484
Gampaha	9	435	74	286
Kaluthara	5	299	57	211
Kandy	7	473	101	374
Sothern	11	525	169	400
North Western	12	623	91	469
Sabaragamuwa	9	571	183	521
Uva	9	551	184	473
NuwaraEliya	7	411	56	342
Rajarata	7	456	50	355
New Eastern	15	347	53	254
Northern	7	280	65	225
SLTTS	1	70	0	39
CBS (Central Bus Stand)	1	35	0	16

Source: Sri Lanka Transport Board

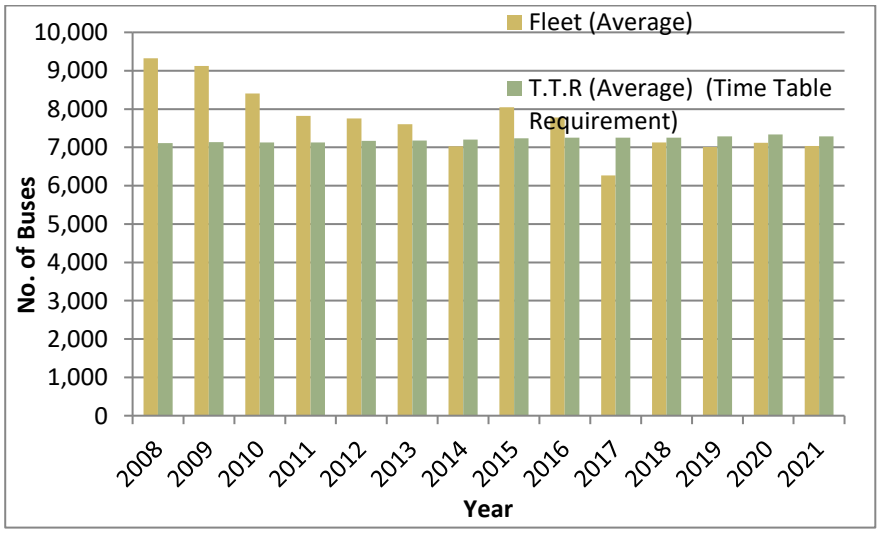


Figure 5.1 Average Fleet Size & T.T.R (Time Table Requirement) - SLTB

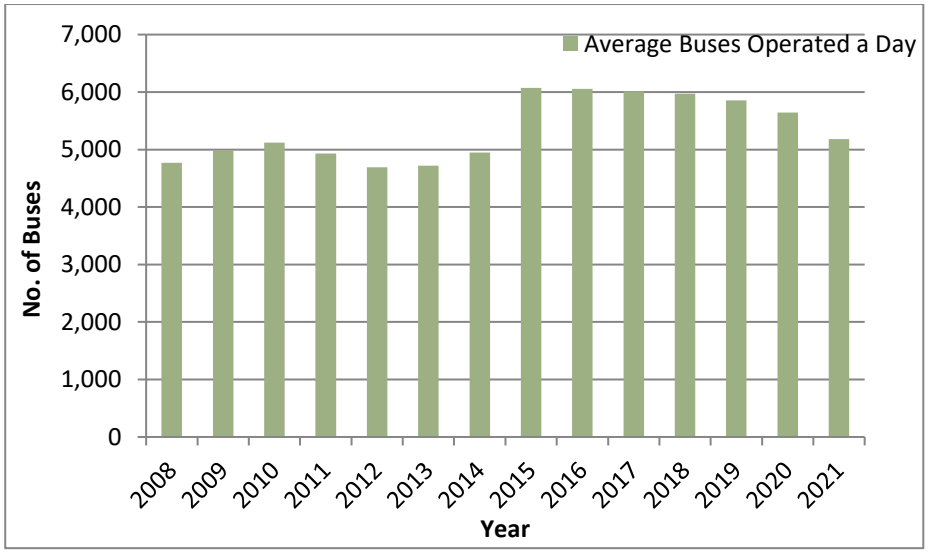


Figure 5.2 Operated Buses per Day – SLTB

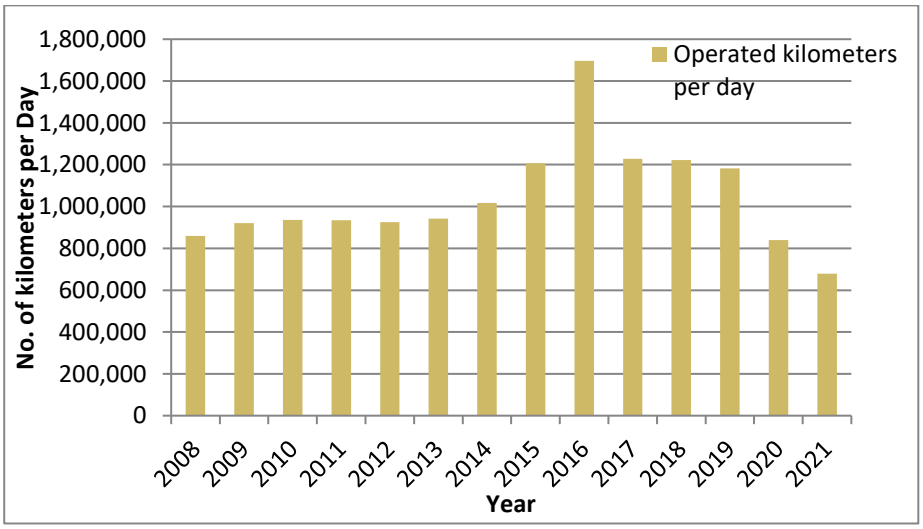


Figure 5.3 Operated Kilometers per Day - SLTB

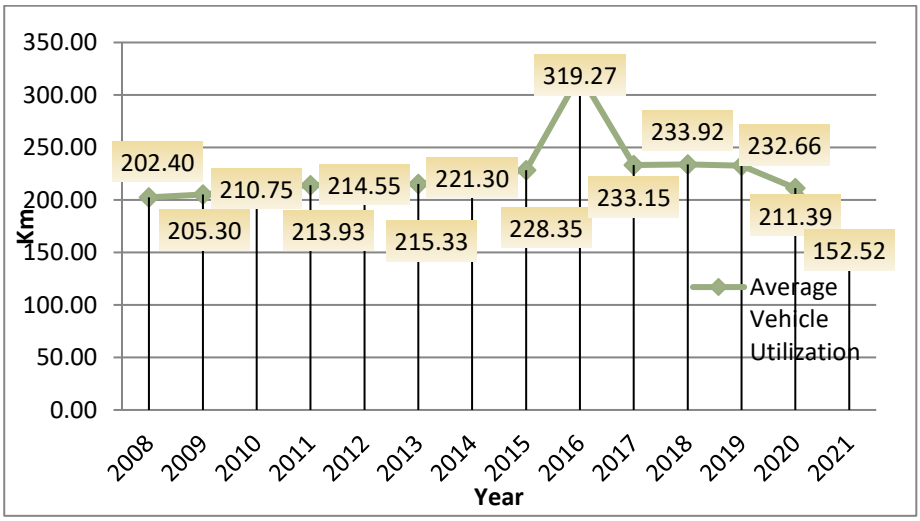


Figure 5.4 Average Vehicle Utilization- SLTB

5.3 Passenger Statistics

At a closer view, whole passenger demand for bus transportation depicted a gradual decline within past several years. This decline of passenger demand was seen in SLTB buses since 2016 whereas private bus transport showed a slight fluctuation since 2016 despite the gradual increase witnessed until then. Although the passenger demand for SLTB buses continuously dropped down since 2016 and private buses witnessed a slender increase in 2017 and then continued to decline up to now. The huge downfall observed in passenger demand in 2019 and 2020 was mainly due to COVID -19 induced passenger movement restrictions such as nationwide and localized lockdowns and health regulations such as limiting on board capacity cum passenger distancing in public transport modes implemented by the government to contain the spreading of the COVID -19 pandemic. Again since the country experienced the emerging of new variants of the pandemic, mobility restrictions were imposed intermittently throughout the country limiting transportation operations as well as movements of the people. This scenario caused to continue the contraction of passenger movements in 2021. Not only that, changing of passenger preference for the use of personal transport modes during this time has also been observed and it caused to reduce passenger demand for public transport service buses. Hence passenger movements in 2021 had reached 389 million passenger level with the aforesaid restrictions. This accounted for 35.12 percent reduction against 35.41 percent reduction depicted in 2020.

Since 2012, operated kilometers of SLTB had increased at a slower rate until 2016 witnessing 451.4 million. Since 2017 operated kilometers of SLTB had step by step declined until it faces the COVID-19 pandemic where it showed a steady decline of 431.3 million in 2019. As it was discussed in the previous issue, operated kilometers of SLTB depicted a sturdy decline in 2020 amounting to 306.3 million. This reduction further continued witnessing 247.6 million operated kilometers in 2021 owing to the pandemic induced challenges. Thus, passenger kilometers of SLTB had neither increased nor decreased in 2021 and remained 9.7 billion kilometers similar to the year 2020.

Table 5.2 No. of Passengers SLTB

Year	No. of Passengers			
	Tickets	**Season**	**Pass**	**Total**
2010	668,909,767	216,853,900	47,982,500	933,746,167
2011	671,084,399	195,407,400	45,625,730	912,117,529
2012	638,669,214	226,298,380	49,684,368	914,651,962
2013	651,815,020	198,807,500	40,981,890	891,604,410
2014	683,433,529	205,912,201	40,743,700	930,089,430
2015	771,357,173	203,703,650	43,626,990	1,018,687,813
2016	789,044,360	220,469,050	54,647,768	1,064,161,178
2017	749,665,777	207,038,750	48,500,856	1,005,205,383

2018	717,034,667	230,674,750	41,871,340	989,580,757
2019	647,810,104	225,926,950	43,226,950	916,964,004
2020	439,293,038	116,955,500	44,263,308	600,511,846
2021	287,364,746	56,990,200	45,212,550	389,567,496

Source: Sri Lanka Transport Board

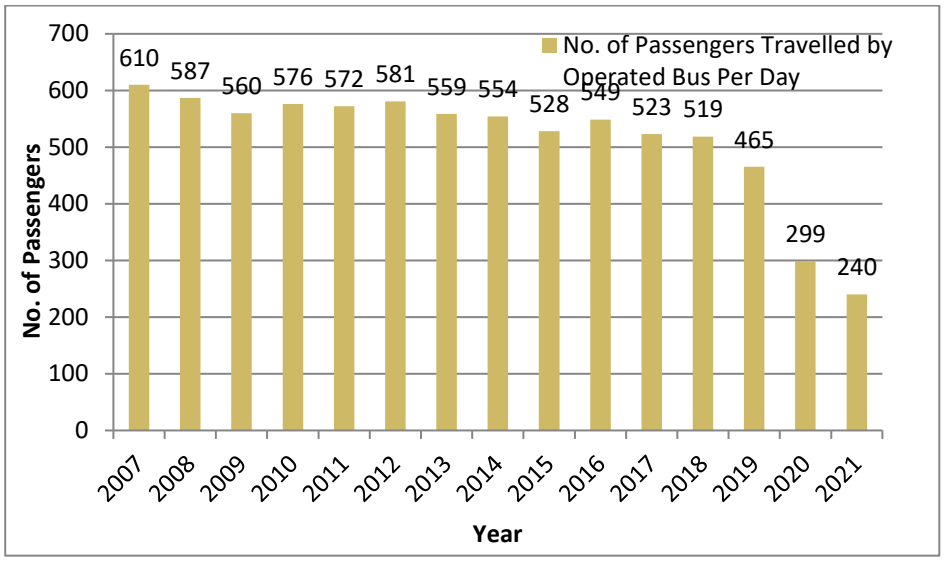


Figure 5.5 No of Passengers traveled by Operated bus per day- SLTB

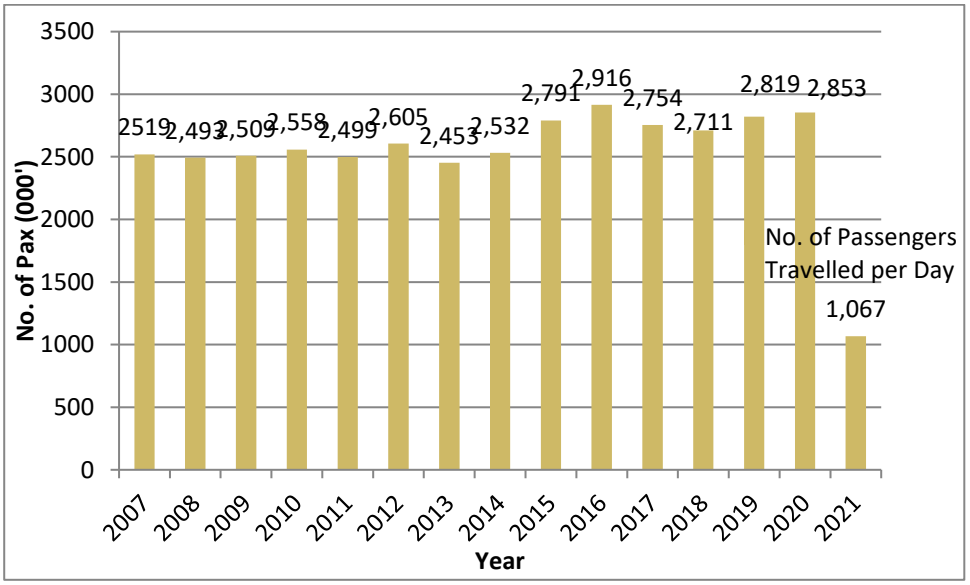


Figure 5.6 No of Passengers traveled per day- SLTB

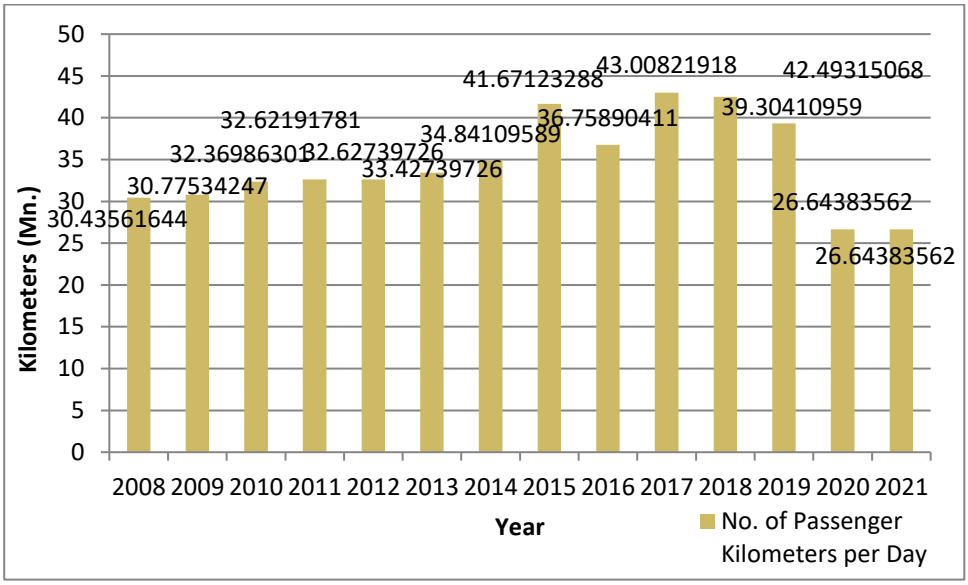


Figure 5.7 No. of passenger Km per day - SLTB

5.4 Financial Progress

As a result of continued subdued performance since 2019, financial progress of the SLTB in 2021 had further gone down recording Rs. 26.9 billion which was 14.5 percent decline compared to Rs.1.2 billion in 2020. Change in demand for public transport services, intermittent mobility restrictions, emerge of new variant of the COVID -19 pandemic adversely affected the financial progress of the SLTB.

SLTB possesses several income generating sources such as waybill revenue, season ticket reimbursement, season ticket sales, special hires, provincial workshop productions, Army hires, Sisu Seriya, Nisi Seriya, driver training school income, oil sale in O.F.st, bank interest, and other revenues. Among the aforementioned income sources the highest income earning source is waybill revenue which accounted for Rs. 16.7 billion in 2020 had further contracted by 19.7 percent up to 13.6 billion in 2021. Upon the data received by the SLTB, waybill revenue had earned half of the total revenue and that accounted for 50.4 percent out of the total revenue. Although season ticket reimbursement became the second highest income earning source in 2020, it had shifted to the third place in 2021 allowing for other revenue source to become the second. Hence in 2021, other revenue source had earned Rs.7,151 million by providing 27.4 percent contribution to the total revenue. On the contrary income earned by season ticket reimbursement had reduced by 6.4 percent up to Rs.5,204 million compared to the previous year. That was 19.3 percent out of total revenue in 2021. Next highest income earning source was season ticket sales income which was Rs. 334 million and accounted for 1.24 percent out of the total revenue. This amount showed a 42.5 percent contraction compared to the season ticket sales income as recorded in the previous year. None of the other income earning sources made a considerable contribution to the revenue during the year under review. Revenue generated by special hires witnessed Rs.88.3 million

compared to the total revenue and that was 79 percent contraction compared to the income earned in 2020. Fuel sale in O.F. st. had recorded Rs, 179 million which was a deduction of 5 percent whilst Provincial Workshop Productions witnessed Rs.233 million and a contraction of 25.6 per cent compared to the preceding year. Income generated by army hires accounted for Rs. 11 million depicting a decline of 76 per cent compared to the year 2020.

With respect of the waybill revenue over a number of operated kilometers, waybill revenue of SLTB had increased from Rs. 16,759,546,033 in 2020 to 24,248,594,206 in 2021.

Though the waybill revenue had increased, a number of operated kilometers have declined by 19.16 percent in 2021.Therefore, total waybill revenue per operated kilometer in 2021 had not drastically differed from 2020 and remained as 55.83 percent compared to 55.5 per cent in 2020.

Total cost per operated kilometers exceeded Rs. 103 in 2020 reaching up to Rs. 115.50 due to the increase in total cost against the number of operated kilometers of SLTB.

Due to the onset of new variants of the pandemic in 2021, the commuters were persuaded to utilize more and more personal transport modes to fulfill their transport needs as a means of maintaining self distancing to avoid contacts with the crowd. Thus limited transport operations, infrequent mobility limitations and the passengers' tendency to use their own private transport modes, the SLTB continued to remain subdued performance in 2021. Hence for the 2nd consecutive year, the total cost of SLTB had exceeded the total revenue again in 2021 by 13.7 per cent showing a negative financial performance in revenue.

SLTB recorded 28 billion rupees of total cost in 2021 showing thereby a negative profit level of Rs 1.4 million in the year reviewed.

Table 5.3 Total Revenue SLTB 2021

Revenue Sources	Rs. 2021	Rs. 2020
Waybill Revenue	13,604,026,254	16,759,546,033
Season Tickets sales	334,913,013	573,926,533
Special Hires	88,382,800	422,683,635
Season Tickets Reimbursement	5,204,479,048	5,550,340,000
Sisu Sariya	87,354,211	136,707,710
Nisi Saeriya	8,196,296	9,923,655
Driver Training School Income	19,806,688	34,490,151
Army Hires	11,012,679	36,987,039
Provincial workshop Productions	233,266,404	310,070,492
Fuel Sale in O.F.st.	179,600,496	189,138,085
Oil Sale in O.F.st	760,776	9,658,867
Bank Interest	40,092,290	166,264,500
Other Revenue	7,151,881,275	383,280,575
Total Revenue	**26,963,772,230**	**24,583,017,275**

Source: Sri Lanka Transport Board

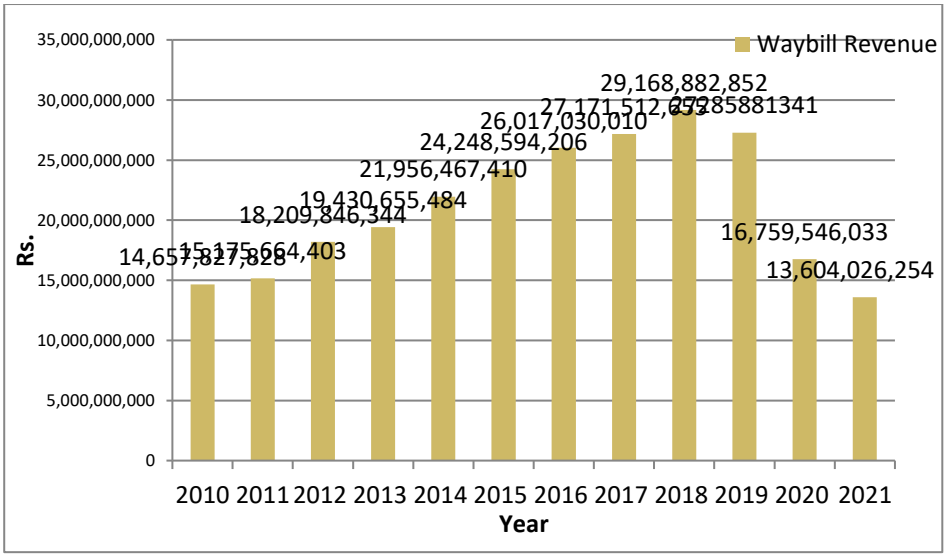


Figure 5.8 Total Waybill Revenue – SLTB

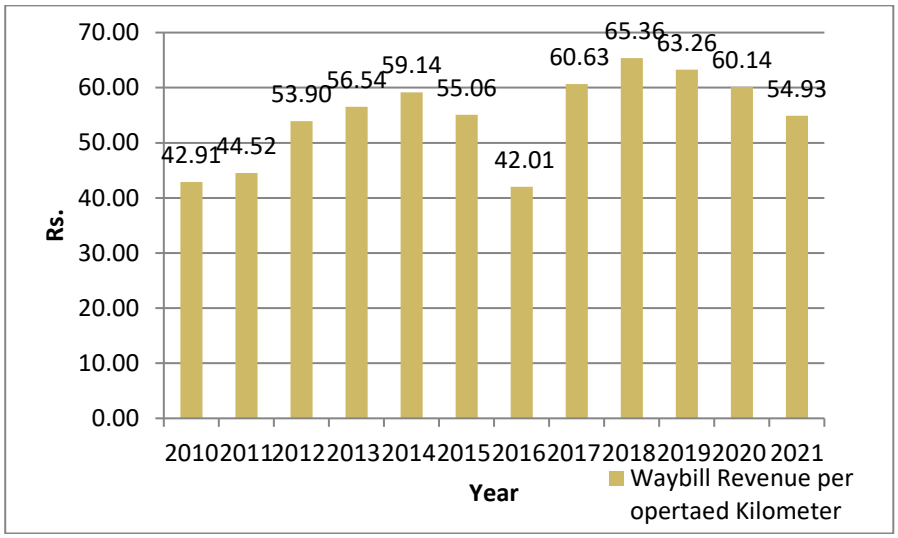


Figure 5.9 Waybill Revenue per Operated Km– SLTB

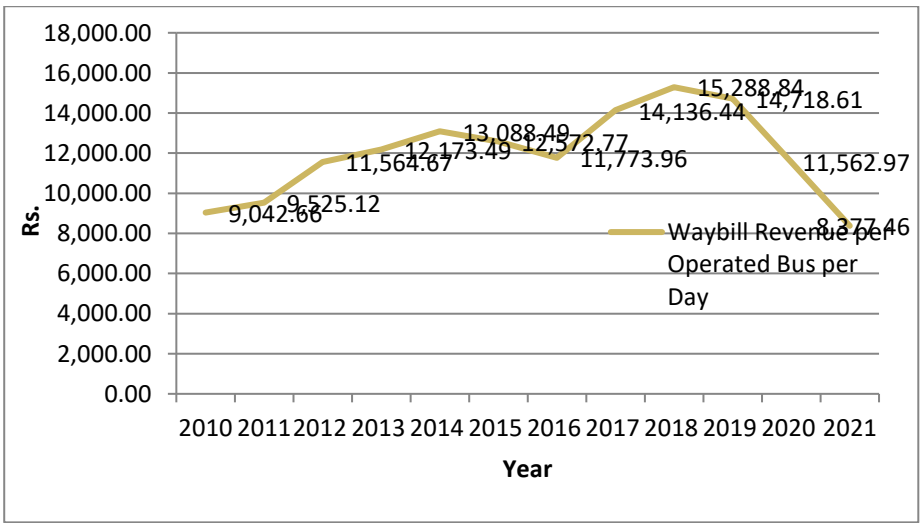


Figure 5.10 Waybill Revenue per Operated bus per day – SLTB

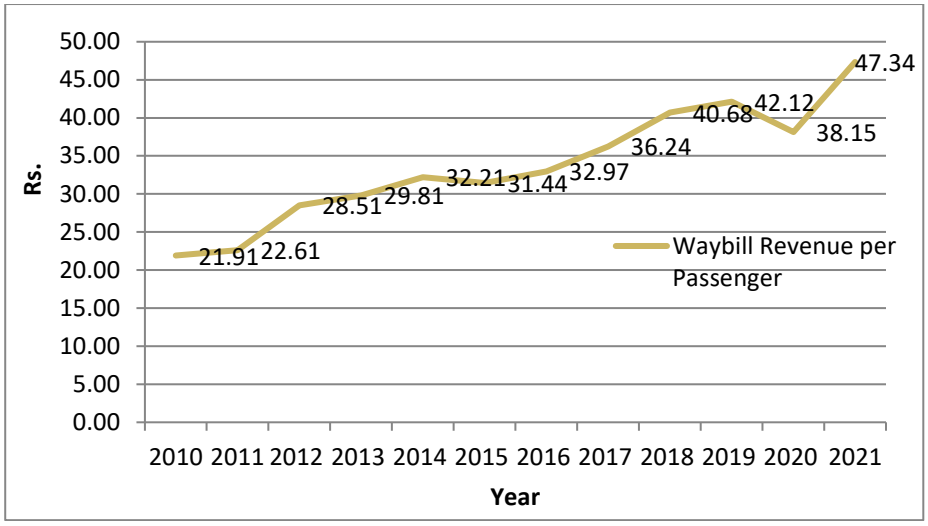


Figure 5.11 Waybill Revenue per Passenger – SLTB

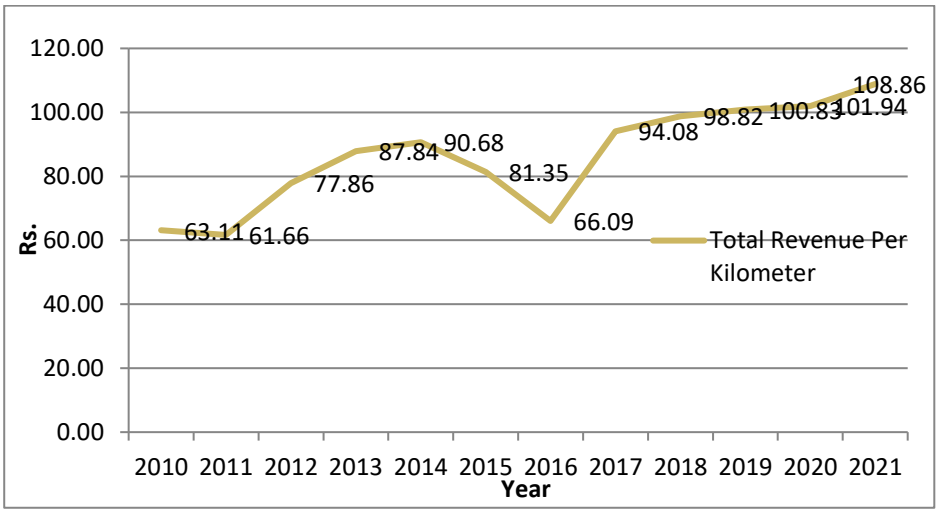


Figure 5.12 Total Revenue per Km – SLTB

Table 5.4 Total Variable Cost 2021

Description	Amounts (Rs.)	Per Month (Rs.)	Per Day (Rs.)	Per Kilo Meter (Rs.)
Bus Crew Incentive	451,328,557	37,610,713	1236517	1.82
Garage/Workshop Workers Incentive	75,611,037	6,300,920	207,154	0.31
Fuel	7,792,214,642	649,351,220	21,348,533	31.46
Oil Lubricants	177,737,526	14,803,127	486,678	0.72
New Tires and Tubes	432,899,433	36,074,953	1,186,026	1.75
Rebuilt Tires	631,547,269	52,628,939	1,730,266	2.55
Spare parts	854,701,759	71,225,147	2,341,649	3.45
Heavy Repairs and Production	177,968,655	14,830,721	487,585	0.72
Batteries	67,780,027	5,648,336	185,699	0.27
Tickets and Way bills	45,107,756	3,758,980	123,583	0.18
Bus Crew OT	1,332,702,328	111,058,527	3,651,239	5.38
Garage/Workshop Workers OT	212,834,698	17,736,225	583,109	0.86
Bus Crew Subsistence	2,564,912	213,743	7,027	0.01
Garage/Workshop Workers Subsistence	2,088,615	174,051	5,722	0.01
Other Staff O.T & Subsistence	142,447,226	11,870,602	390,266	0.58
F.st Purchasing and Other D.V.C	169,032,981	14,086,082	463,104	0.68
Other Variable Cost /Other Outflow	393,029,469	32,752,456	1,076,793	1.59
Total	**12,961,496,890**	**1,080,124,741**	**35,510,950**	**52.33**

Source: Sri Lanka Transport Board

Table 5.5 Total Fixed Cost of SLTB 2021

Description				Per Kilo Meter (Rs.)
	Amounts (Rs.)	Per Month (Rs.)	Per Day (Rs.)	
Bus Crew Salaries	7,487,700,306	623,975,026	20,514,247	30.23
Garage/Workshop workers Salary	2,181,994,291	181,832,858	5,978,067	8.81
Other Staff salary	2,276,481,356	189,706,780	6,236,935	9.19
Gratuity	951,257,064	79,271,422	2,606,184	3.84
Employees provident Fund	1,373,326,572	114,443,881	3,762,539	5.54
Employees Trust Fund	343,858,328	28,654,861	942,078	1.39
Electricity	83,529,301	6,960,775	228,847	0.34
Water	25,236,761	2,103,063	69,142	0.10
Telephone and Postage	32,738,267	2,728,189	89,694	0.13
Rates and Taxes	16,023,929	1,335,327	43,901	0.06
Licenses and Insurance	58,980,058	4,915,005	161,589	0.24
Other Vehicle Fuel and Maintenance	121,728,472	10,144,039	333,503	0.49
Stationary	32,737,240	2,728,103	89,691	0.13
Office Equipment	7,326,555	610,546	20,073	0.03

Bank Charges	110,424,642	9,202,054	302,533	0.45
Expenditure for F.st	242,792	20,233	665	0.00
Other fixed cost/Other out flows	319,674,085	26,639,507	875,819	1.29
Total fixed cost	15,423,260,019	1,285,271,668	42,255,507	62.27
Total cost	28,384,756,909	2,365,396,409	77,766,457	114.60

Source: Sri Lanka Transport Board

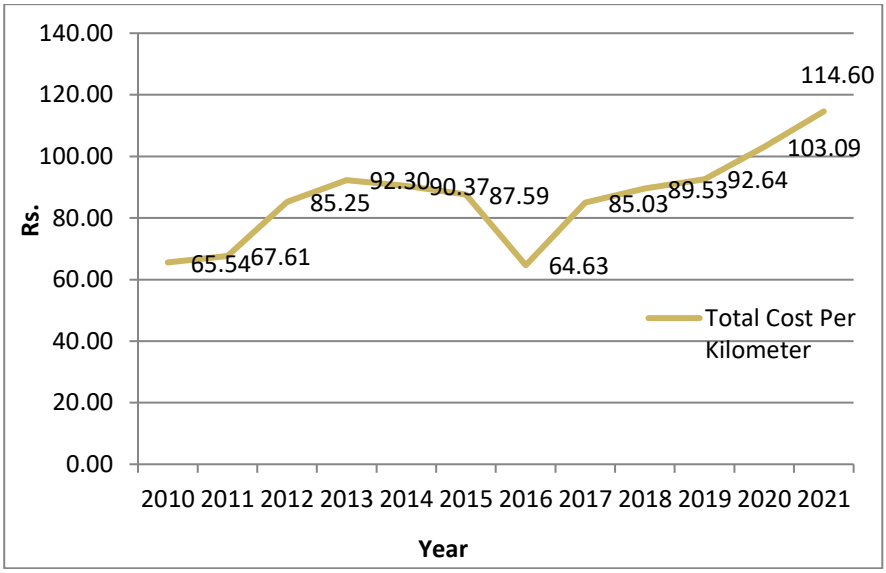


Figure 5.13 Total Cost per Operated Km – SLTB

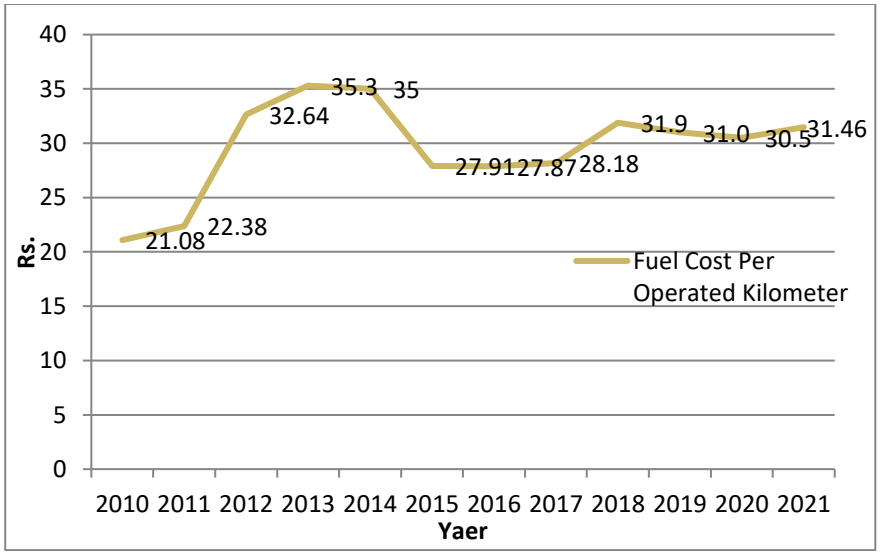


Figure 5.14 Fuel Cost per Operated Km – SLTB

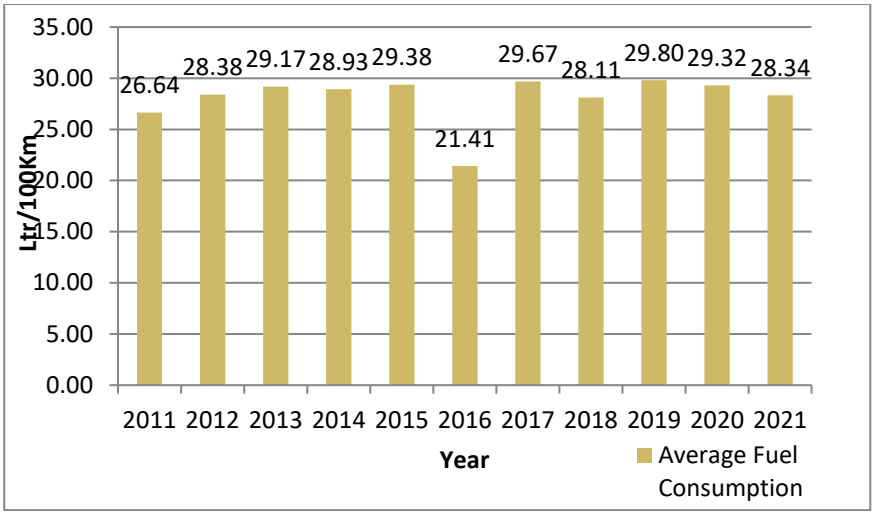


Figure 5.15 Average Fuel Consumption – SLTB

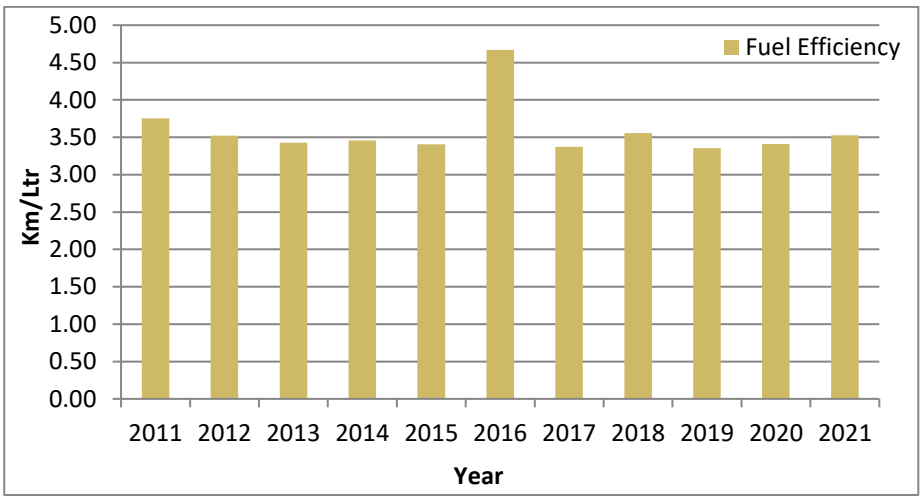


Figure 5.16 Fuel Efficiency – SLTB

Table 5.6 Financial Progress

Item	2015	2016	2017	2018	2019	2020	2021
Total Revenue	35,824,591,470	40,927,861,419	42,162,617,771	44,102,926,752	43,489,530,466	31,233,254,844	26,963,772,230
Total Cost	38,575,335,518	40,025,807,217	38,102,976,032	39,956,732,381	39,954,652,197	31,586,357,559	28,384,756,909
Profit/Loss*	-2,750,744,048	-1,576,739,908	4,059,641,739	4,146,194,370	3,534,878,270	(353,102,715	1,420,984,679

Source: Sri Lanka Transport Board

Table 5.7 Operational Data

Operational Data	2015	2016	2017	2018	2019	2020	2021
Fleet (Average)	8,046	7,781	6,264	7,125	7012	7,118	7,034
T.T.R (Average) (Time Table Requirement)	7,235	7,257	7,257	7,257	7284	7,338	7,288
Average Buses Made Available a Day	6,073	6,054	6,010	5,970	5854	5,641	5,181
Average Buses Operated a Day	5,284	5,314	5,266	5,227	5079	3,971	4,449
Average Scheduled Km Scheduled AVU KMs	1,671,349	1,696,614	1,686,975	1,687,452	1682087	1,702,058	1,648,704
Operated kilometers	440,402,613	450,549,430	448,133,415	446,287,644	431304307	306,394,827	247,681,206
No. of Passengers	767,484,939	451,783,798	1,005,205,383	989,580,757	916964004	600,511,846	389,567,496
Passenger Km (Mn)	15,210	13,417	15,698	15,510	14346253395	9,725	9,725
No of Employees	35,547	35,000	30,637	30,405	29650	28,507	27,246
Total Revenue (Rs.)	35,824,591,470	40,927,861,419	42,162,617,771	44,102,926,752	43489530466	31,233,254,844	26,963,772,230
Total Cost (Rs.)	38,575,335,518	40,025,807,217	38,102,976,032	39,956,732,381	39954652197	31,586,357,559	28,384,756,909
Profit/Loss*(Rs.)	-2,750,744,048	-1,576,739,908	4,059,641,739	4,146,194,370	3534878270	-353,102,715	-142,0984,679

Source: Sri Lanka Transport Board

Chapter 06

Public Transport Services - Private Buses

6.1 Introduction

Motorized road transportation in Sri Lanka began with the first bus operation in 1907. Gradually with the expansion of the road network covering the rural areas, road transportation became more popular wherein the omnibus transport became an affordable mode of transportation. At that time, the bus transportation in Sri Lanka was exemplary. But due to inherent issues in the industry and other matters attributed to it passengers complaint that the performance of public transport services are unsatisfactory at present. Anyhow, the Sri Lanka Transport Board and the National Transport Commission (NTC) with the collaboration of Provincial Road Passenger Transport Authorities have taken several steps to clear the bad image on bus transportation through preparing plans, act amendments, improving terminal facilities, construction of new bus terminals concerning both passengers and bus operators.

Even with the pandemic induced challenges in 2021, the National Transport Commission is still carrying out its services with the aim of providing comfortable, eco-friendly and upgraded qualitative transport service for the passengers. As a result, by 31st December 2021 fifteen (15) regular passenger service permits were issued to those who operate via the Southern Expressway on temporary permits. Further to provide the opportunity for the commuters to obtain optimum utilization of the infrastructure at the Makumbura multimodal transport hub, and to ease the journey without transfers from here and there in 2021. It was planned to make route changes under temporary permits of buses having additional passenger service permits under luxury service and deploy them to operate from Makumbura to main cities of the country. During the year under review whilst manipulating operational and maintenance activities in Bastian Mawatha and Vavuniya bus terminals management of buses operating from Makumbura, Kaduwela, Kadawatha bus terminals also done by the NTC.

In the meantime, required bus services catered to meet the passenger demand raised due to the Sinhala New Year Festival in 2021. Bus operations from Bastian Mawatha, Makumbura, Kaduwela and Kadawatha bus terminals to other cities were as follows.

Table 6.1 Physical Progress of Bus Terminals Regulated by NTC

Bus Terminal	No. of trips
Bastiyan Mawatha	3,745
Makumbura	242
Kadawata	162
Kaduwela	115
Total	**4,264**

Source: National Transport Commission

6.2 Activities Carried out by the National Transport Commission in the Face of COVID -19 Pandemic

With the outbreak of the third wave of the pandemic in April 2021, occurred an adverse impact on the field of passenger transportation. Due to intermittent imposition of mobility restrictions and quarantine curfew since May to October 2021, interprovincial buses could not operate continuously. Accordingly, as passenger movements by public transport modes were decreased, operated number of buses per day also reduced.

6.3 Bus Operation

Private bus fleet of Sri Lanka is regulated by two main bodies. They are the National Transport Commission and the Provincial Passenger Transport Authorities. Buses operating from one province to one or more provinces are regulated by the NTC and buses operating within the same province are regulated by the relevant passenger transport authority in respect of that province. Total private bus fleet in 2021accounted for 0.45 percent decrease from 20,123 in 2020 to 20,049 in 2021. This included 16,914 intra provincial buses and 3,135 inter provincial buses. In other words in 2021 intra provincial bus fleet accounted 16,914 whilst, inter provincial bus fleet registered 3,135. As per the data received from Provincial Road Passenger Transport Authorities by the end of 2021, intra provincial buses operated on 3,391 routes and inter provincial buses operated on 445 inter provincial bus routes. As a whole, by the end of 2021 all buses island wide operated on 3,836 bus routes. Aforesaid 3,135 buses regulated by NTC including 1,978 normal service buses, 598 luxury buses, 433 semi luxury buses and 126 super luxury buses. Out of this bus fleet, number of inter provincially operated buses in 2021 witnessed as 1,522 which was 49.44 percent increase compared to 1,067 operated buses in 2020. No. of intra provincially operated buses registered 7,531 which depicted 45.43 percent out of the total intra provincial bus operated in 2021. Total operated private bus fleet was registered as 45.21 percent out of total private bus fleet in 2021. This was a reduction of 16.07 percent compared to 10,787 in 2020. The overall performance of road passenger transportation activities continued to remain subdued in 2021, reflecting limited

transport operations by both the public and private sectors amidst the intermittent imposition of mobility restrictions and the increased preference for personal transport methods.

The Government policy on bus operation is stipulated as 60% of total scheduled bus trips to be operated by the private sector and 40% of the scheduled bus trips be operated by the Public sector.

Table 6.2 Inter Provincial Private Bus Operation (Service Type Wise)

Type of Service	2015	2016	2017	2018	2019	2020	2021
Super Luxury	95	96	93	113	114	105	126
Semi Luxury	448	457	461	435	428	426	433
Normal	2,049	2,080	2,032	2,001	1,961	1,937	1,978
Luxury	525	579	601	601	607	601	598
Total	3,117	3,212	3,187	3,150	3,110	3,069	3,135
Operated Buses	**2,962**	**3,051**	**3,026**	**2,993**	**2,955**	**1,067**	**1,522**

Source: National Transport Commission

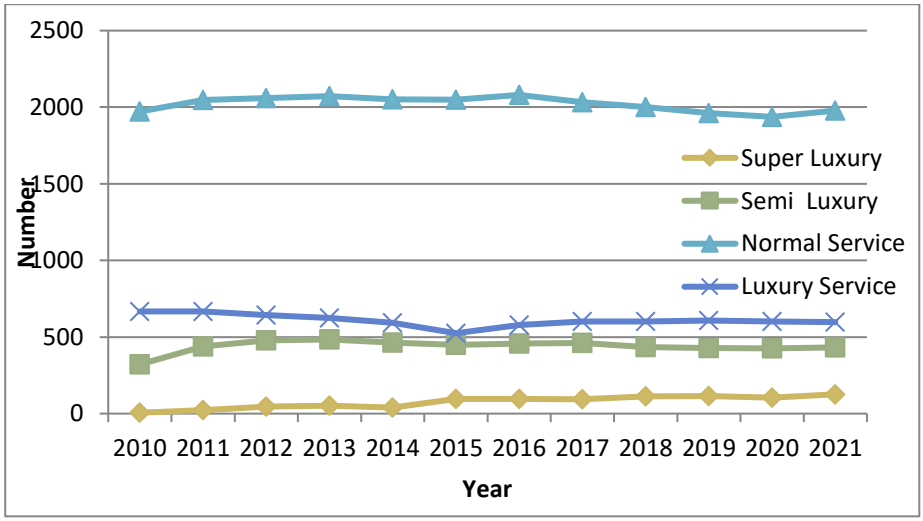


Figure 6.1 Inter Provincial Bus Fleet (Service Type Wise)

Table 6.3 Inter Provincial Private Bus Operation (Seat No. Wise)

No. of Seats	No. of Buses	
	2021	**2020**
20>	0	0
21-30	244	243
31-40	240	230
41-50	493	502
51-60	2,086	2,076
60<	1	4

Source: National Transport Commission

Table 6.4 Total No. of Private Bus Routes 2021

Province	No. of Bus Routes
Inter-provincial	445
Western	483
Southern	530
Sabaragamuwa	382
North western	384
Central	652
Uva	327
North Central	192
Eastern	319
North	122
Total*	3,836

Source: National Transport Commission *both Inter-provincial & provincial routes included

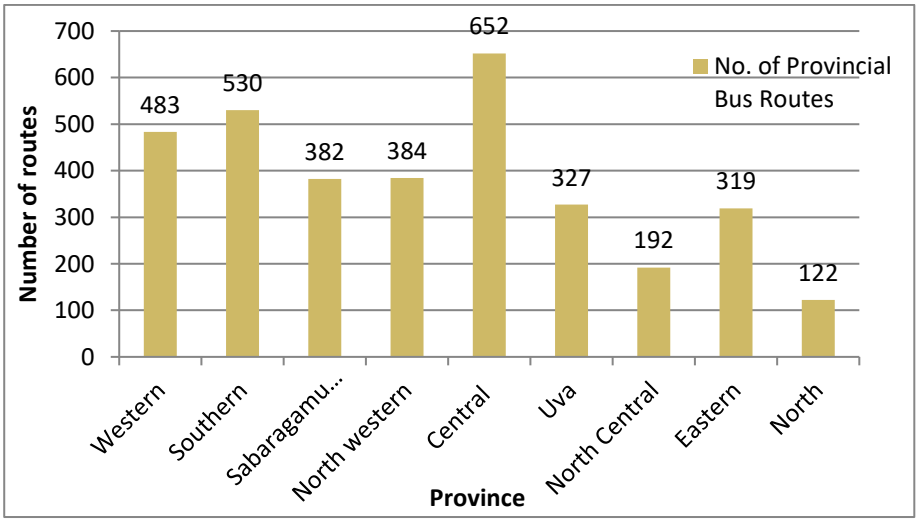


Figure 6.2 Provincial Private Bus Operation 2021 (Province wise)

Table 6.5 Private Bus Operational Data 2021 (Inter Provincial and Intra Provincial)

Intra provincial	Total Bus Fleet	No. of Buses Operated	Seating Capacity	Operated Km. Mn.	Passenger Km. Mn.
Province					
Western	6,082	2,621	110,082	97,668,944	4,102,095,648
Southern	1,335	478	20,076	17,812,192	748,112,064
Sabaragamuwa	1,974	1,017	42,714	37,897,488	1,591,694,496
North western	1,426	589	24,738	21,948,496	921,836,832
Central	2,452	1,227	51,534	45,722,928	1,920,362,976
Uva	1,283	567	23,814	21,128,688	887,404,896
North Central	701	291	12,222	10,843,824	455,440,608
Eastern	658	238	9,996	8,868,832	372,490,944
Northern	1,003	503	21,126	18,743,792	787,239,264
Total	**16,914**	**7,531**	**316,302**	**280,635,184**	**11,786,677,728**
Inter Provincial					
NTC	3,135	1,522	82,188	83,431,474	4,505,299,596
Grand Total	**20,021**	**9,053**	**398,490**	**364,066,658**	**16,291,977,324**

Source: National Transport Commission

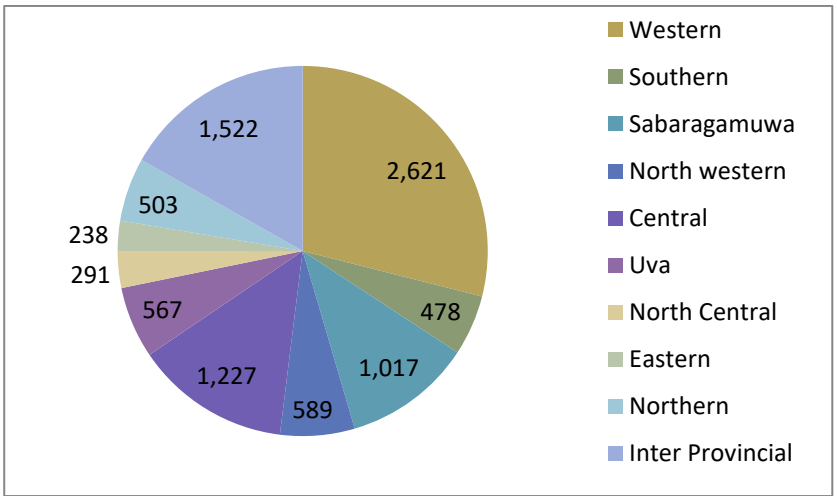


Figure 6.3 Provincial & Inter provincial Private Bus Operations 2021

Table 6.6Private Bus Operational Data (Inter-Provincial and Intra Provincial) Summery 2021

Item	Inter Provincial	Provincial	All Island
Total Bus Fleet	3,107	16,914	20,021
Buses Operated	1,522	7,531	9,053
Seating Capacity	82,188	316,302	398,490
Operated Km. Mn.	83,431,474	280,635,184	364,066,658
Passenger Km. Mn.	4,505,299,596	11,786,677,728	16,291,977,324

Source: National Transport Commission

Table 6.7 No. of Passengers Transported by Private Buses

Year	2015	2016	2017	2018	2019	2020	2021
No. of Passengers (000 persons)	2,949,535	3,001,896	2,940,413	3,233,443	3,159,088	1,106,011	9,619,323

Source: National Transport Commission

6.4 Bus Fares Amendment and Rectification of Fare Anomalies

Annual bus fares are determined by the National Transport Commission according to the National Bus Fare Policy implemented in 2002. If it appears that bus fares should be revised, according to the bus operating cost index, bus fares should be revised on 01st July every year and in addition, if the total fuel price per km. increased by 4% or more, the interim bus fare revisions would be made.

But due to the covid-19 virus pandemic, buses did not operate regularly. In the face of the second wave of the COVID -19 pandemic, a decision was taken that passengers should be carried only up tp the seating capacity of normal service buses keeping social distancing according to health regulations. Accordingly, upon a cabinet decision, normal service buses were granted 20 per cent special bus fare increment effective from 11.11.2020. Hence the annual fare revision which was to be applied on July 01 was not done. But upon the requests made by the bus operators to hike the bus fares upon the increase of diesel prices from Rs.7/= on 11th June 2021 and Rs. 10/= on 20th December 2021, an interim bus fare revision was announced on 29th December 2021 and it was decided to increase the current bus fare by 17.44 per cent. Accordingly, the new fare revision was implemented effective from 05th January 2022 being the first fare stage at Rs. 17/= and rest of the fare stages multiplied by 17.44 per cent.

Table 6.8 Bus Fares System 2021

Service Type	Minimum Fare Rs.	10km Rs.	20km Rs.
Super Luxury	40	80	130
Super Luxury	25	55	90
Semi Luxury	18	42	66
Normal	14	33	53

Source: National Transport Commission

Table 6.9 -Fare Revision from 1972 to 2021

Year	Fare Revision (%)
1972 June 01	(18%)
1974 Feb 03	(69%)
1978 July 01	(16%)
1980 March 01	(31%)
1980 Nov 08	(61%)
1983 March 10	(24%)
1983 Aug 23	(16%)
1990 Aug 26	(50%)
1996 July 01	(14%)
1999 Sep 01	(15%)
2000 June 17	(15%)
2001 Jan 07	(15%)
2002 July 01	(15%)
2002 Aug 01	(-2.5%)
2003 July 01	(8.5%)
2004 Sep 01	(9%)
2004 Oct 02	(5%)
2005 June 10	(13.8%)
2006 April 24	(16%)
2007July 04	(17.5%)
2008 Feb 01	(4.9%)
2008 May 27	Private (27.2%)
	CTB (17.4%)
2008 Nov 12	-11.6%
2009 Jan 06	-4.3%
2009 Sep 22	5.3%
2010 July	Not Revised
2011 July 01	7.6%
2012 Feb 14	20%
2013 Nov 01	7%
2014 July 01	Not Revised
2015 Feb 01	-8.2%
2016 July	6%
2017 July	6.28%
2018 May 23	12.5%
2018 Sep 21	4.0%
2018 Nov 09	-2.0%
2018 Dec 27	-4.2%
2019	Not revised
2020	Not revised
2021	Not revised

Source: National Transport Commission

Table 6.10-Diesel Price per Liter

	2009 July	2011 Mar	2011 Oct	2012 Feb	2013 Feb	2014 June	2015 May	2016 June	2017 Dec	2018 May
Diesel Price per liter Rs.	73.00	76.00	84.00	115.00	121.00	121.0	95.00	95.00	95.00	109.00
	2018 Sep	**2018 Nov**	**2018 Dec**	**2019 Jan**	**2019 Feb**	**2019 Mar**	**2020 Jan**	**2021 June**	**2021 Dec**	
	123.00	116.00	106.00	99.00	103.00	104.00	104.00	111.00	121.00	

Source: National Transport Commission

Table 6.11 Bus Operating Cost Index

Cost Components	2015 Jan	2015 June	2016 June	2017 May	2018 May	2018 Sep	2018 Nov	2018 Dec	2019	2020	2021 Dec
Fuel Cost (Diesel)	29.26	29.26	29.26	29.26	33.57	37.88	35.72	31.10	**Not Revised**	**Only Normal Service Bus Fares were Revised.**	37.26
Crew Cost	19.01	19.45	19.94	21.07	22.01	22.01	22.01	22.01			25.37
Service & Lubricants	4.20	4.57	5.14	5.77	5.81	5.81	5.81	5.81			9.45
Tires & Tubes	9.45	9.45	9.80	10.08	10.27	10.27	10.27	10.27			12.42
Air Conditioner (Maintenance Overhaul)	0.17	0.20	0.22	0.23	0.27	0.27	0.27	0.27			0.16
Repairs	8.58	8.70	9.34	9.41	9.95	9.95	9.95	9.95			9.59
Daily Overheads	0.62	0.62	0.66	0.66	0.66	0.66	0.66	0.66			0.18
Overheads	4.77	4.93	5.05	5.33	5.55	5.55	5.55	5.55			3.66
Annual Overheads	1.15	1.16	1.29	1.30	1.36	1.36	1.36	1.36			1.77
Depreciation of Bus	7.40	7.50	8.06	8.12	8.59	8.59	8.59	8.59			12.41
Financing of Bus	3.78	2.51	4.60	5.11	5.20	5.20	5.20	5.20			5.26
Provision for Risk	1.60	1.62	1.75	4.73	4.49	4.49	4.49	4.49			5.47
Total Cost	**89.99**	**89.97**	**95.12**	**101.09**	**107.73**	**112.04**	**109.89**	**105.27**			**123.62**
Cost Change Rs	**-8.01**	**-0.02**	**5.15**	**5.98**	**6.64**	**4.31**	**-2.16**	**-4.62**			**18.35**
Cost Change %	**-8.17**	**-0.03**	**5.73**	**6.28**	**6.56**	**4.00**	**-1.92**	**-4.20**			**17.44**
Actual Increase %	**-8.2**	**Not Revised**	**6**	**6.3**	**7**	**4**	**-2**	**-4**			**Implemented 05.01.2022**

Source: National Transport Commission

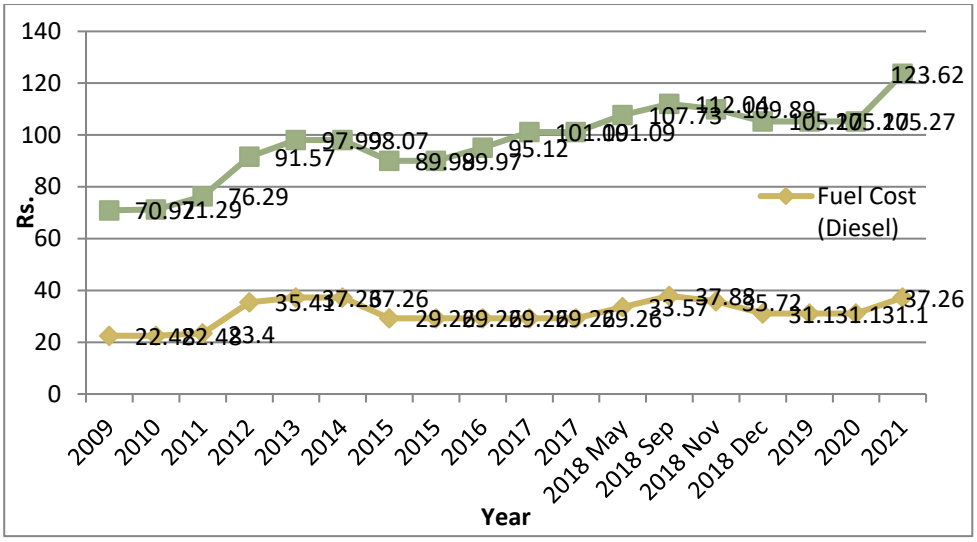


Figure 6.4 Fuel Cost and Total Operating Cost per Km (Rate of Change %)

6.5 Socially Obligatory Services

National Transport Commission upgraded its services to meet the needs of the public with required quality and to extend those services fairly throughout Sri Lanka. Under the purview of the Ministry of Transport, NTC along with the SLTB had made arrangements to manipulate adequate bus services related to passenger transportation by buses on socially required but non-profitable route services and turns. Thus National Transport Commission (NTC) initiated and implemebted 'Sisu Seriya', 'Gami Seriya' and 'Nisi Seriya' projects in 2005 as socially obligatory services with a focus on social welfare.

In 2021, the buses scheduled to operate under above three services, namely 'Sisu Seriya', 'Gami Seriya' and 'Nisi Seriya' could not operate on expected number of days as schools were closed for a long period during the year and hampering of passenger movements by the imposition of mobility restrictions to avoid the spread of COVID-19 pandemic.

6.5.1 School Bus Service Project – “Sisu Saeriya”

The main objective of the “Sisu Seriya” service was to provide a more reliable, safer and dedicated door to door school bus service under a concessionary fare scheme for school children to travel to schools in time without any mental or physical inconvenience and to get back home safely after completing their education. It is expected to direct school children for public transport service buses and reduce the number of school transport

services busses having less seating capacity reaching the cities at school starting times and finishing times so as to reduce traffic congestion. Further, avoiding unnecessary fuel consumption and environmental pollution to be some sort of relief for the higher amount of van fees paid by parents are among the objectives of this project.

Both SLTB and private buses are deployed under this project. Students are charged only half of the normal bus fare and those who possess season passes are also allowed travelling by these buses.

In order to compensate the financial loss incurred by the operator, Rs. 57/- per km for maximum of 110km (for both morning and afternoon turns) operated with school children is paid for the operator by the National Transport Commission as subsidy.

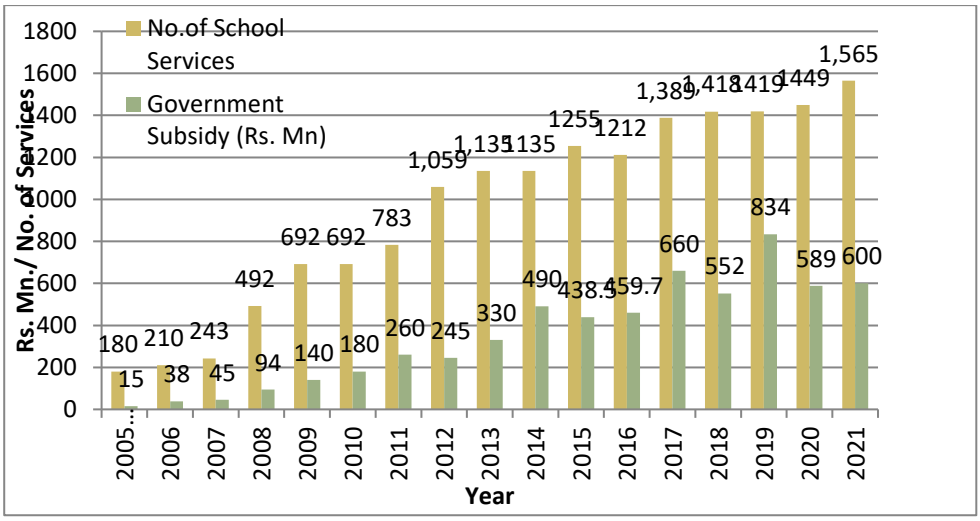


Figure 6.5 Sisu Saeriya School Bus Service

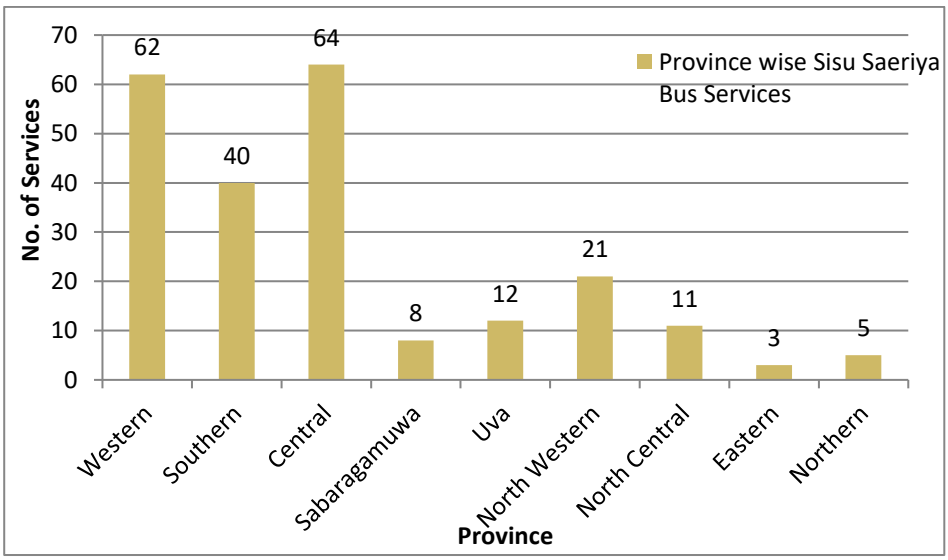


Figure 6.6 Province Wise Sisu Saeriya School Bus Service

Table 6.12 Progress of Sisu Saeriya School Bus Service

Province	2015	2016	2017	2018	2019	2020	2021
Western	410	337	384	387	380	426	390
Southern	111	99	110	110	95	107	98
Central	42	51	58	57	58	52	63
Sabaragamuwa	122	98	103	109	100	122	101
Uva	67	89	102	109	110	110	151
North Western	231	226	277	282	307	304	359
North Central	131	136	158	166	175	168	199
Eastern	108	140	149	152	148	117	153
Northern	23	26	39	39	39	36	39
Inter Provincial	10	10	09	07	7	7	12
Total	**1,255**	**1,212**	**1,389**	**1,418**	**1,419**	**1,449**	**1,565**

Source: National Transport Commission

Table 6.13 Number of Sisu Saeriya School Bus Services

	2021			2020			2019		
Province	**SLTB**	**Private**	**Total**	**SLTB**	**Private**	**Total**	**SLTB**	**Private**	**Total**
Western	232	158	390	231	153	386	229	151	380
Southern	56	42	98	56	42	98	53	42	95
Central	30	33	63	30	30	60	30	28	58
Sabaragamuwa	85	16	101	85	15	100	85	15	100
Uva	78	73	151	78	42	120	75	35	110
North Western	54	305	359	54	259	313	54	253	307
North Central	62	137	199	61	118	179	61	114	175
Eastern	86	67	153	86	62	148	86	62	148
Northern	39	0	39	39	0	39	39	0	39
Inter provincial	0	12	12	0	07	07	0	07	0
Total	722	843	1,565	720	728	1,450	712	707	1,419

Source: National Transport Commission

6.5.2 Rural Bus Service Project - “Gami Saeriya”

As per Section 8 of the National Transport Commission Act No. 37 of 1991 to enter in to contract with persons considering the competitive demand for the provision of bus services and guarantee that bus services are provided on unprofitable routes and it is a duty of the Commission to provide financial aid for those who provide such services. Hence NTC initiated this project in 2005.

Selection of operators for Gemi Seriya service was done through an open tender procedure. The least competitive bidder is selected for a maximum concessionary rate of Rs. 38 per k.m. The selected bidder will be granted a passenger service permit by the relevant transport authority. Upon the issuance of passenger service permit and the recommendation of the transport authority, the National Transport Commission will enroll the relevant bus owner to the Gami Seriya project and sign relevant agreements. As per the agreement, the concession agreed will be paid by the NTC for a maximum period of three years. This concession will be suspended upon the route could be economically remunerative after a three year period. Number of such Gemi Seriya services initiated by the NTC are now being operated economically providing transport services to the public living in rural areas. Total number of Gami Sariya services operated by 31.12.2021 is indicated as follows.

Table 6.14 Number of Gami Sariya Rural Bus Services

Province	2021	2020	2019
Western	-		-
Southern	-		-
Central	-	01	01
Sabaragamuwa	-		-
Uva	-		-
North Western	04	04	04
North Central	-		-
Eastern	09	11	10
Northern	-		-
Inter provincial	-		-
Total	13	16	15

Source: National Transport Commission

6.5.3 Night Bus Service Project -"Nisi Saeriya"

Nisi Sariya Night Bus Service project was initiated by the National Transport Commission in 2005 to encourage the continuity of public transport services even at night and early morning. The primary objectives of this project were to reduce the difficulties faced by the public due to non-availability of public transport services at night and in early morning, to reduce high cost and time spent by the public by providing para transit (three wheelers, taxis) at night and early morning and supply them a permanent public transport service. Accordingly Rs. 19/= is paid per k.m.by the government as concession for the late night last trips and early morning first trip whereas the commuters are charged only the relevant bus fare.

All the buses operated under this project are SLTB buses. It was planned to initiate 50 new services in 2021. Therefore by the end of 31.12.2021, agreements were signed with SLTB provincial offices (Depots) to initiate 33 new services. By the end of December 2021, physical progress of this project accounted for 66 percent.

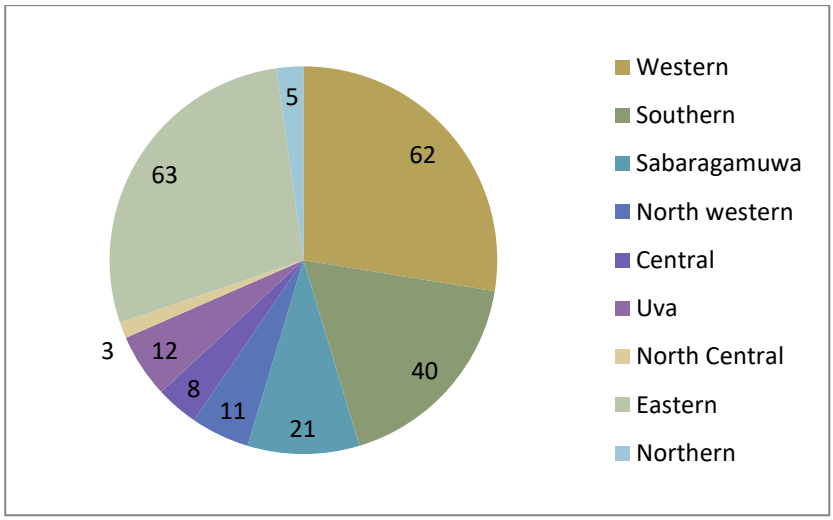


Figure 6.7 Nisi Saeriya Night Bus Service

Table 6.15 Number of Nisi Saeriya Night Bus Services

Province	2021
Western	62
Southern	40
Central	64
Sabaragamuwa	8
Uva	12
North Western	21
North Central	11
Eastern	3
Northern	5
Inter provincial	0
Total	226

Source: National Transport Commission

Anyhow since the schools were closed for a long period, imposition of mobility restrictions and normal travel pattern of people were disturbed due to the COVID-19 pandemic, these buses could not operate on the targeted number of days in 2021.

6.6 Bus Priority Lane Project

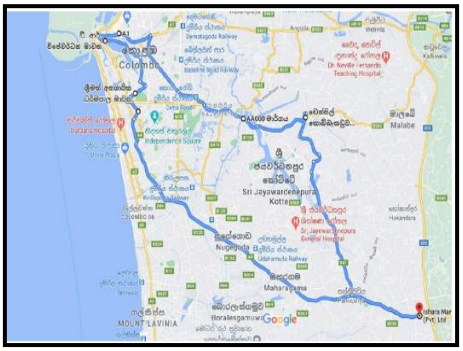
The National Transport Commission (NTC) has initiated the coordination of the Bus Priority Lane Project, which was introduced to alleviate the increasing traffic congestion in the city of Colombo, but could not operate due to lack of coordinating agencies.

Accordingly, the project was successfully implemented from Cross Junction of Moratuwa to Kollpetty,, Borella to Maradana, and Technical Junction to Inguru Kade Junctions and maintained the normal speed of buses at an optimum level. But, with the spreading of Covid-19 virus,, the project was temporarily halted due to the drastic change in public passenger bus transport services.

6.7 Develop plans to implement the Park and Ride System

As a means of introducing Radial and Circular Luxury Bus Services to ease traffic congestion in the city of Colombo and suburbs during rush hours, the preliminary surveys were carried out to introduce Park & Ride City Bus Service at the Makumbura Multimodal Transport Centre and the report was submitted to the Secretary to the Ministry of Transport.

As per the aforesaid report, the Sri Lanka Transport Board (SLTB) commenced bus services on the proposed routes (C 001, C002). Preparation of bus timetables, determining bus fares and marking bus stops were done by the National Transport Commission.



6.8 Registration and Training of Bus Crew

The primary objective of this project was to provide professional training under various fields for the bus crew members of inter-provincial private buses with the aim of providing a qualitative passenger transport service.

Special attention was given to impart knowledge and training needed for this and these training workshops were implemented in the year 2021 with a new approach focusing more on the following sectors.

- Disciplined driving instead of reckless driving which is the main cause to traffic congestion and accidents.
- Providing passenger friendly public transport services.
- To be respectful to those working in this profession.
- Providing knowledge and training as necessary to create a change in their attitudes and behaviors.

Accordingly, lectures were conducted on following topics with the participation of leading mentors from institutions such as Sri Lanka Police, Women and Children Affairs Bureau, National Dangerous Drugs Regulatory Authority.

- Adherence to traffic rules
- Terms and conditions imposed by the National Transport Commission for Passenger Service Permits
- Strategies for providing customer care services
- Consequences of consuming narcotics
- Prevention of violence against women and children on board.

Drivers working in inter-provincial buses were trained in the institute as well as at the Driver Training Academy of Sri Lanka Transport Board. They were provided with practical training..These trainings were provided under following categories.

- Training for apprentice drivers and conductors
- Training given once in three years for the currently employed staff
- Special training conducted for drivers & conductors engaged in undisciplined activities

Table 6.16 Number of Trained Drivers and Conductors

Year	No. of Trained Drivers	No. of Trained Conductors
2019	105	104
2020	370	226
2021	145	147

Source: National Transport Commission

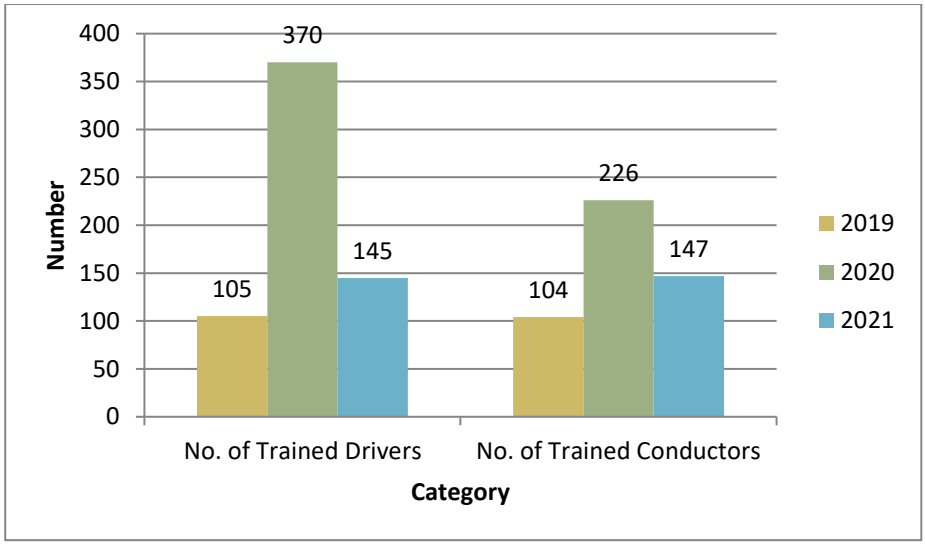


Figure 6.8 No. of Trained Drivers and Conductors by NTC

6.9 Transport Demand and Service Quality Surveys

To behold whether there are bus services in an acceptable condition to meet the transport needs of the public, and to determine the minimum level to maintain those services, is the responsibility of the National Transport Commission as set out in the National Transport Commission Act No.37 of 1991.

Accordingly, the basic purpose of this project was to collect the necessary data to provide reliable, quality, comfortable public transport bus services at an affordable price according to the needs of the public and to analyze the data and refer it to the relevant parties for decision making.

Accordingly, surveys were conducted with more focus on the following areas.

- Household Surveys to identify the transport needs of the public and start new bus services accordingly.
- Passenger Demand Survey (Passenger Demand Survey) conducted for the preparation and revision of time tables of existing bus services.
- Passenger Interview Survey (Passenger Interview Survey) to confirm the passenger satisfaction with the quality of the existing bus service and to provide the public with desired quality of bus service accordingly.
- Travel Time Survey (Travel Time Survey) was conducted to determine the running time/ operated time of buses.

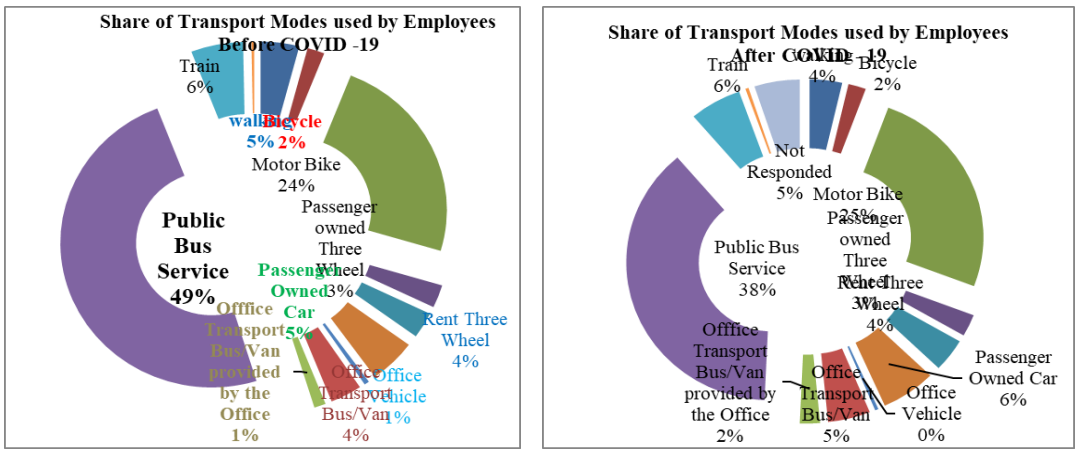


Figure 6.9 Share of Trasnport Modes used by Employees before & after COVID -19 pandemic

Accordingly, the National Transport Commission planned to deploy office transport service buses from various places of the island to areas where government and private offices are widely situated, such as Narahenpita and Battaramulla.

The National Transport Commission started inter-provincial office transport services to areas such as Kurunegala, Halawata, and Ratnapura centering Narahenpita. According to this plan, Sri Lanka Transport Board initiated new bus services centering Battaramulla city.

6.10 Long Distance Limited Stops Sign Boards

T The primary objective of this project was to introduce limited stops for long-distance service buses to stop and pick up passengers, to prevent unhealthy competition between inter and intra provincial bus services since the inter-provincial long-distance buses stop at every bus stop and carry short-distance passengers too.

Limited stops from road by road are selected in consultation with private bus operators and officials of the Sri Lanka Transport Board. A committee consisting officials from the Road Development Authority, Colombo Municipal Council, Sri Lanka Police, the relevant Provincial Road Passenger Transport Authority and the National Transport Commission physically check those locations and identify the specific places where the limited stop signboards should be installed.

6.11 Preperation of Coordinated Time Tables for SLTB and Private Buses

The primary objective of this project was to reduce the unhealthy competition among buses and to provide a reliable, safer and comfortable bus service to the public by creating healthy competition (quality competition) by allocating a specific market share to the public and private sector and individual passenger service permit holders.

According to the Sri Lanka Transport Board Act, as amended by the Sri Lanka Transport Board Act No. 27 of 2005, the National Transport Commission prepares common timetables for SLTB buses and private buses with the aim of providing an efficient public bus service or private bus service to meet the actual passenger demand upon a scientifically determined common time table. Further in 2021, special attention was paid on providing 24 hours transport service in collaboration with SLTB and Private buses under a common schedule so that they can earn fair income without competition.

6.12 Transportation Awareness Programs for Stakeholders

In the year 2021, awareness programs were planned with the aim of preparing the required environment to establish a qualitative passenger transport service as mentioned below.

- Educating school children about road safety
- Transport planning
- Preparation of time tables.
- Acknowledging officials of provincial transport authorities about office procedure
- Educating bus operators regarding bus operations, staff management and passenger service permit conditions
- Educate both the passengers and bus crew members regarding passengers' rights

6.13 Introducing Modern Technology for the Field of Public Transport Bus Services

National Transport Commission implemented several projects in 2021 with special attention to introduce new technology for public transport buses in order to make the services provided to the public more efficiently and effectively, to provide a reliable, quality and comfortable public transport bus service to the passengers and to attract the passengers who have given up the public transport services.

6.14 Introducing Public Transport Services via General Transit Feed Specification (GTFS)

GTFS project won the Victory Award under the category of Providing Information to the Public, at the "e-Swabhimani" Awards Ceremony held by the Information and Communication Technology Agency in 2020. Under this project, public transport services were added to Google Maps and as an extension to the project, initiatives were taken to include bus routes of all Provincial Transport Authorities. Similar to the previous year NTC could not reach the expected targets in 2021 owing to the pandemic induced challenges. Anyhow 71 routes belonging to Southern Transport Authority were included in the Google Maps in 2021.

6.15 Launching of MyBus-SL Application

Launching of MyBus-sl Application in 2020 could be introiduced as a special ahcheivemnbt of the information Technology Unit of the National Transport Commisison.

This application allows the passengers to identify the location of the required bus through GPS technology, to get information on bus schedule and bus fares, provide seat reservation facility and obtain passenger complaints and inquiries. The National Transport Commission was awarded the golden award given to the public sector by the Information and Communication Technology Agency in the year 2021.

6.16 Fixing GPS (Global Positioning System) in Buses

In 2021, NTC has issued 222 GPS SIM cards and fixed with 20 GPS units. By the end of 2021, total number of buses regulated by the GPS controlling units was 1,133. Out of total buses, 37 per cent were completed with fixing GPS units. Passengers could view information lively about all the buses that have been fixed with GPS units through MyBusSL application.

Table 6.17 Number of Buses Regulated by the GPS Controlling Unit

Service Type	No. of Buses	GPS fixed buses (number)
Super Luxury	113	91
Luxury	589	556
Semi Luxury	435	333
Normal	1,915	153
Total	3,052	1,133

Source: Department of Quality Assuring - National Transport Commission

6.17 Electronic Fare Collection

An e-ticketing system (e-Ticketing System) that can be used in buses was planned to introduce in 2021.

To act accordingly, in order to obtain the necessary backend software for the implementation of an on-road prepaid card to be introduced for use in transportation under the National Transportation Card proposal introduced by the Central Bank of Sri Lanka, selection of a suitable institution to prepare the relevant software under a formal procurement process by the National Transportation Commission was done in 2021. A full cycle test was conducted in 2021 regarding the process. Although it was a planned to initiate the pilot project in 2021 from Galle-Makumbura route,it had to be postponed until the year 2022 since the bus operations did not function properly due to the Covid-19 pandemic situation in 2021.

6.18 Public Complaints

Passenger feedback is a crucial requirement to observe the behavior of the public transport service very carefully in order to provide a quality passenger transport service to the public. Therefore the NTC has established a Public Complaints Unit at its office premises which includes 24 hrs x 7 hotlines that forward passenger complaints to the investigation unit at the very moment it was received. This hotline was operated from home within 24 hours during days when the office was closed due to the Covid-19 pandemic. Soon as the complaint is added to the automated system, the complainer receives the inquiry number related to the complaint to his/her mobile phone via SMS. Out of all the received complaints those which are relevant to Inter provincial buses are closely monitored at the NTC office premises and depending on the nature of these complaints, measures such as warning, service suspensions of the staff boards, administrative charges, as well as suspension of travel permits and in some cases cancellation of passenger service permits are also dealt with. Strict actions will be taken by the NTC regarding fatal accidents caused by inter-provincial private buses. Soon as a fatal accident is reported, operation of the relevant bus is suspended and the investigations are carried out according to the court records and police reports. The driver who is responsible for the fatal accident will be banned to work in public transport service buses thereafter. At the same time the service license issued to the driver by NTC will be cancelled and the relevant driver will be blacklisted.

On the other hand, complaints relevant to transport authorities are forwarded to the relevant transport authoritiy whilst the complaints regarding SLTB buses are forwarded to SLTB Head Office at Narahenpita. In addition to the hotline unit, public complaints can be submitted through letters, faxes, e-mails and through the MyBus-SL application, Whatsapp, to the official website and Facebook page of the National Transport Commission. Since public transport services did not function properly due to Covid_19 pandemic, a decrease was observed in the number of complaints received in 2021 compared to the previous years.

Highest number of complaints received in 2021 was regarding reckless driving and that accounted for 427 complaints. In 2021, the NTC has received a total number of 2189 complaints which is 51.85 percent reduction compared to the previous year and that might be due to malfunctioning of transport services due to the onset of COVID-19 third wave since April 2021.

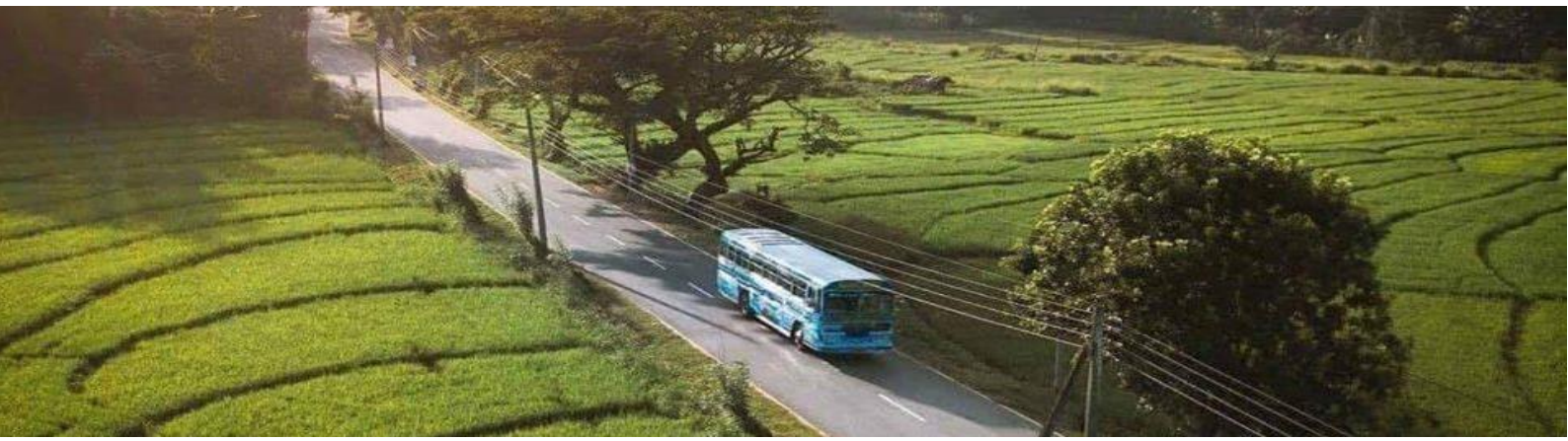


Table 6.19 Number of Public Complaints Received in 2021 (Offence Wise)

	Description		2021	
		Code	No. of received complaints	Percentage %
1	Charging extra fees / not paying the balance.	SE04	361	16
2	Not being polite to passengers	MN12	344	16
3	Carrying passengers more than the required size	MJ12	137	6
4	Non issuing of tickets as required	MJ11	314	14
5	Reckless driving	MJ17	427	20
6	Driving without Route permits.	MJ07	20	1
7	Unnecessarily stopping the bus at intersections and collecting passengers .	MN12-01	46	2
8	Violation of the scheduled time table	MJ01	270	12
9	not starting from the designated origination and not driving to the destination	SE03	166	8
10	The bus is not in suitable condition to transport passengers.	MJ03	37	2
11	Failure to operate air conditioners properly.	MJ02	27	1
12	Excessive audio cassette/radio activation /inappropriate video playback	MN02	40	2
	Total		**2189**	**100**

Source: National Transport Commission

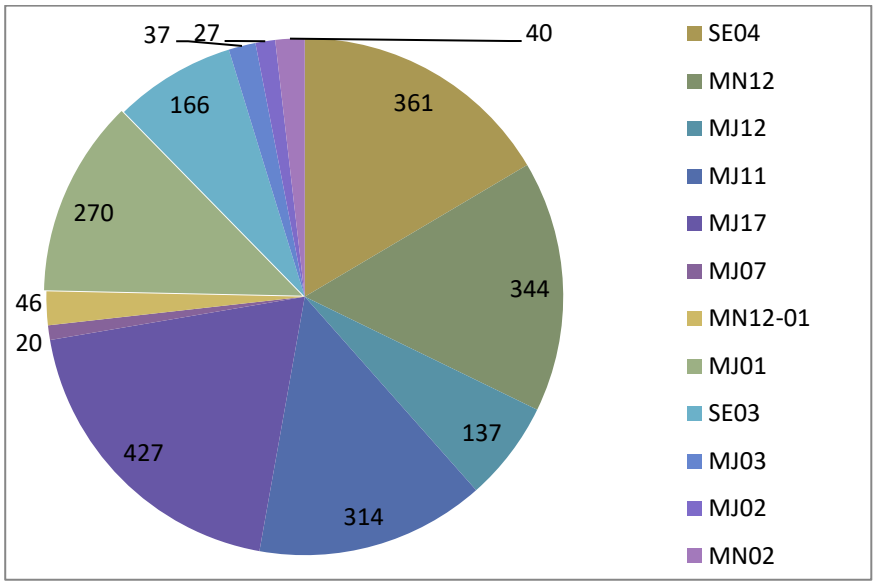


Figure 6.10 No. of Public Compalints received in 2021

6.19 Mobile Inspections and Investigations

Inter provincial passenger services permits are issued as per the powers vested in National Transport Commission Act. The buses operating under this passenger service permits are abide by a set of conditions and the Mobile Inspection Unit inspects whether the buses are operated according to the conditions. If it reveals

that inter provincial buses operate violating the permit conditions, necessary actions will be taken against the relevant bus after investigation. Further, buses inspected en route by mobile inspection unit to charge administrative fees for violating permit conditions, referral for training, and suspension of passenger service permits as well as cancellations are detected by the mobile inspection unit itself.

The main objective of this service was to cater a qualitative service to the commuters and to increase the passengers' attraction towards the public transport services. By the end of December 2021, deployed number of mobile inspections was limited due to Covid-19 pandemic and therefore the detected numbersof permit condition violations were 1220.

Chapter 07

Rail Transport

7.1 Introduction

The formation of the present transport industry of Sri Lanka dates back many years. It started with water transport in 16th and 17th centuries. Later in the late 19th century, the rail transport emerged as a dominant factor in territorial expansion. When the road transportation initiated in 1907 and became more popular after the Second World War, rail transport was replaced as the primary mode of transportation in Sri Lanka. Since then rail transportation evolved as the mass transport mode that carries passengers and goods to their destinations at low cost.

Rail transportation enables carrying passengers, freight (cars, agricultural equipment, etc.) and transporting raw materials over long distances (paper, wood, grain, chemicals, metallic products, etc.) that no other land transportation mode has the capacity as a rail wagon can carry up to 100 tons of freight and more than three times that of a truck do. Rail transportation decreases costs related to distance and load while enabling it to absorb traffic peaks and growths. It accelerates industrialization process as well as economic development and human settlements. Furthermore, rail transportation consumes about four times less energy per ton-km or per passenger-km than that of road transportation. Not only that, rail transportation is an important source of employment. Industrial activities ranging from construction of compartments & engine repairs, fixing of rails and maintaining of materials, operating engines and compartments plus management. Rail transportation also has multiple effects on industrial activities such as steel and transportation and engineering. Safety is also a fundamental attribute of the rail transport system as it is, and the safest mode of transportation after air transportation. Rail transportation used to be highly dependent on government subsidies in several countries including Sri Lanka. Most governments highly invest on many railway projects considering its national economic imperatives. Since privatization does not associate with the current policy stance of the Government, Sri Lanka Railways has no much private sector involvement. Given short distances and small consignment involved in the transport sector and abundance of labour force it has, have been the reasons for railway to become commercially viable as an enterprise. Although the railway operations have not been economically attractive over a considerable period of time, yet it has the potential to be improved with efficiency.

7.2 Rail Line Operation

Rail transportation was one of the most significantly affected travel modes which was suspended in the immediate aftermath of the variants of COVID-19 pandemic. Although a number of health care measures and improvement of sanitation facilities carried out at railway stations to ensure uninterrupted transport services to

the people, Sri Lanka Railways (SLR) depicted a weak financial performance in 2021 owing to pandemic induced challenges.

Rail track network in Sri Lanka consists of Single Line, Double Line, Third Line and Fourth Line. Total length of rail track network open for traffic in 2021 depicted a slight reduction of 0.74 percent from 1,619km in 2020 to 1,607km in 2021.

Continuing the decline depicted in train operations in the previous year the total number of trains operated during the year under review had also marginally declined by 20.84 percent from 86,251in 2020 to 69,036 in 2021.

Similar to the preceding year in 2021 also the country had to undergo different facets of the COVID -19 pandemic such as the threatening eruption of Delta variant. As a result SLR couldn't continue handling railway operations as usual. Therefore the operated no. of train kilometers had declined from 7.9 million in 2020 up to 6.2 million by 21.40 percent in 2021.

By the close of 2021 total revenue registered by Sri Lanka Railways was Rs. 2.7 billion and that was 41.3 percent notable contraction compared to Rs.5.4 billion revenue witnessed in 2020. The major cause for this decline occurred in revenue was due contraction in revenue generated from passenger Transportation in April and August outbreaks of COVID-19.That accounted 53.0 percent contraction. On the other hand due to the reduction of personnel emoluments as well as the decline in fuel expenditure due to the reduction in operations recurrent expenditure of SLR in 2021 had declined up to Rs. 40.4 Billion. This depicted 17.1 percent decrease compared to the preceding year.

According to 2021 estimation, out of all motorized transport modes rail transport contributes 4.3 percent of model share in the country.

Table 7.1 Length of Rail Tracks Open for Traffic

Route Category	2015	2016	2017	2018	2019	2020	2021
Broad Gauge	**Route Kilometers (Km. Mn.)**						
Single Line	1,267	1,267	1,267	1,294	1,294	1,294	1,283
Double Line	247	247	273	275.9	275.9	275.9	2,756
Third Line	41	41	41	41	41	41	41
Forth Line	8	8	8	8	8	8	8
Total length of slidings	-	-	-	-	-	-	-
Total	**1,562**	**1,562**	**1,574**	**1,619**	**1,619**	**1,619**	**1,607**

Source: Sri Lanka Railways

Table 7.2 Annual Operational Statistics – SLR

Annual Operations	2015	2016	2017	2018	2019	2020	2021
Total No. of Trains Scheduled	12,0350	132,666	136,280	130,384	133,863	97,208	84,224
Total No. of Trains Operated	117,193	128,747	126,901	124,034	121,891	86,251	69,036
No. of Cancellations	3,157	6,663	9,382	6,350	11,972	10,957	15,188
Train Km Scheduled	11.8	12.1	11.79	9.73,	12.69	8.6 6	7.30
Train Km operated	11.27	11.9	11.67	9.46	11.70	7.99	6.28
On -Time Arrivals+/-5 min at destination	45,885	71,171	71,954	66,192	64,681	47,004	31,666

Source: Sri Lanka Railways

Table 7.3 Railway Line in Sri Lanka

	2021	
Railway Line	**No. of Main Stations**	**No. of Halts**
Main Line	45	26
Northern Line (MHO-KKS)	26	0
Northern Line (MHO-KKS)	05	17
Coastal Line	41	0
Thalaimannar Line	07	0
Batticaloa Line	14	5
Trincomalee	04	2
Mihinthale	01	2
Puttalam Line with Airport	19	0
KV Line	11	7
Matale Line	06	12
Kolonnawa	02	0
Harbour	01	0
Total	**182**	**71**

Source: Sri Lanka Railways

Table 7.4 No. of Rolling Stock

Year	2021	
Type of Rolling Stock	**Maintainable**	**In Service**
Diesel Electric locomotives	103	66
Diesel Hydraulic locomotives	12	09
Diesel Multiple Units	125	93
carriage (Passenger Coach)	1,523	554 (power set)
Goods Wagon	1,433	304
Oil Tanker	278	258
Y Class	27	18

Source: Sri Lanka Railways

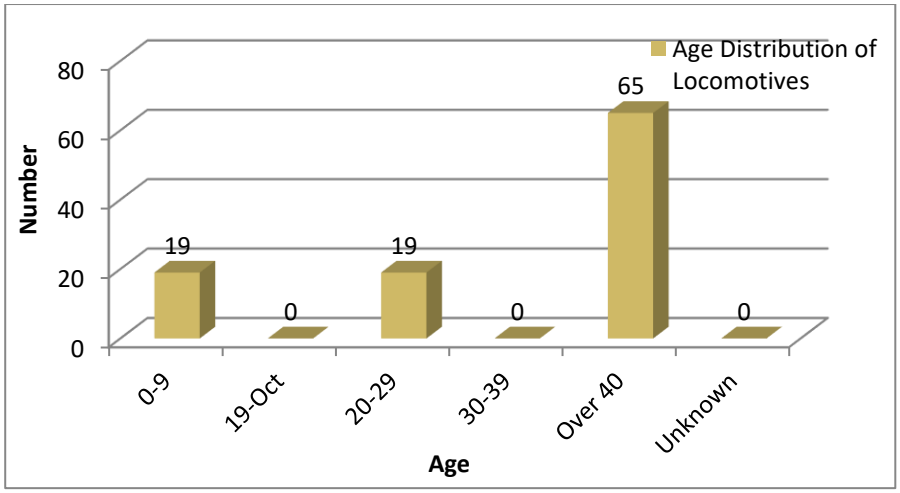


Figure 7.1 Age Distribution of Locomotives 2021

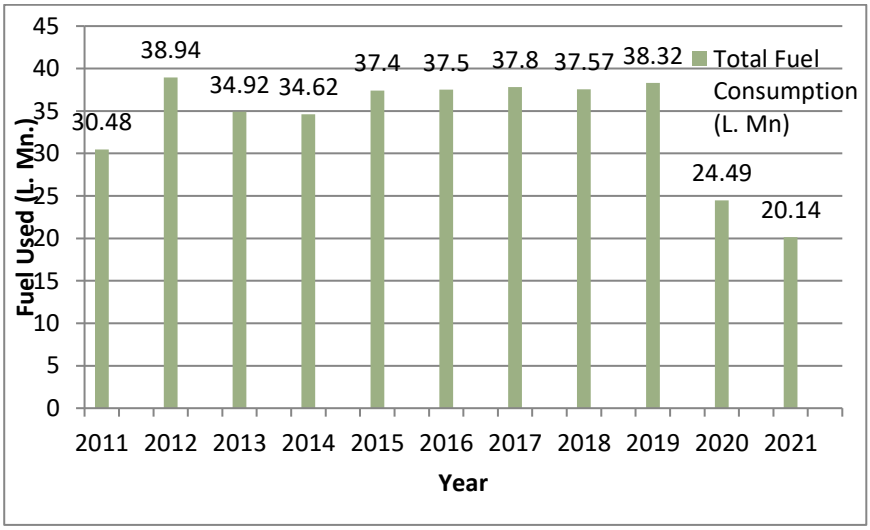


Figure 7.2 Total Fuel Consumption – SLR

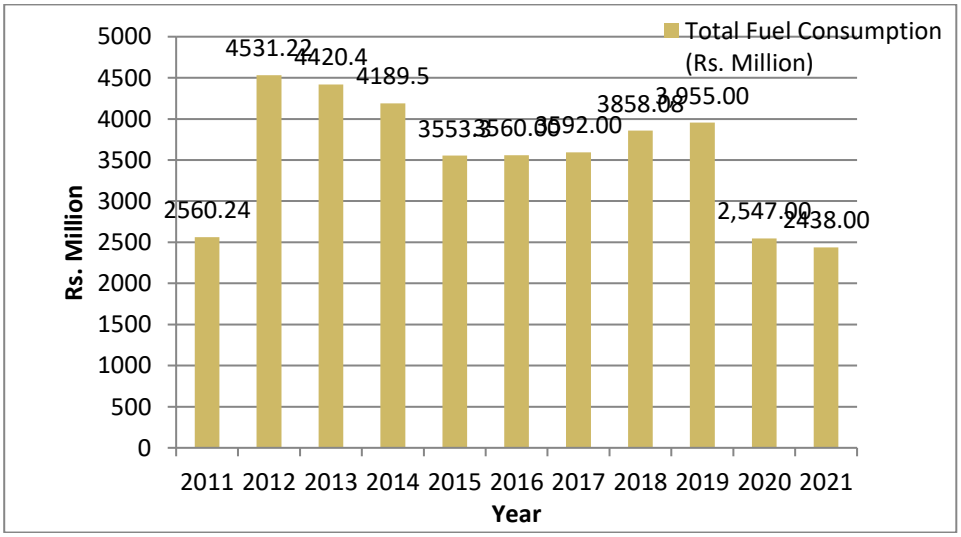


Figure 7.3 Consumption as Cost in Rupees - SLR

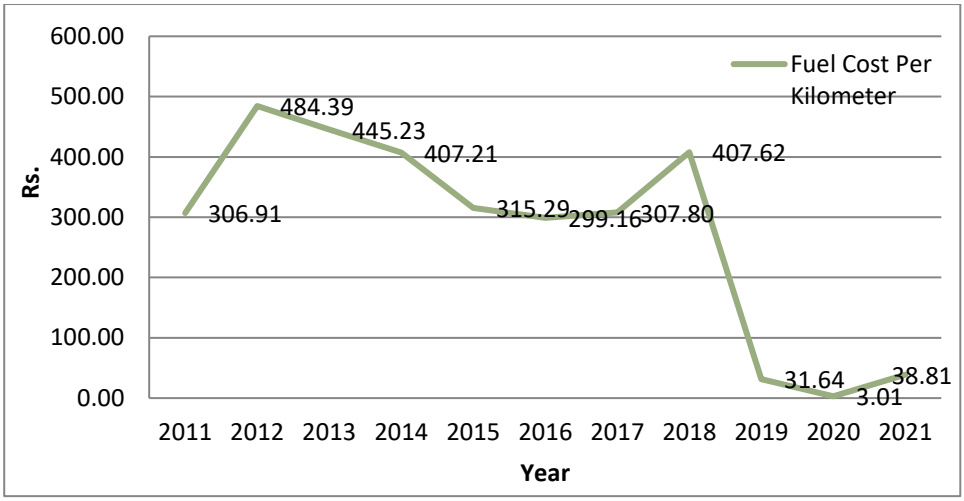


Figure 7.4 Fuel Cost per Kilometer – SLR

7.3 Rail Passenger Transportation

Rail transport is recognized as an uninterrupted way of transportation that doesn't have any effect with road traffic congestions and incur relatively low cost compared to other passenger transport modes. Further, it is the most commonly used, affordable and environmentally friendly public transport mode that plays an important role in commuting. Though these features make the rail transport to be more attractive to passengers, as other motorized transport modes, it too had shown a drop in performance during past several years.

When rail transportation was suspended with the immediate aftermath of Delta variant in 2021, it constrained the mobility of low-income groups. Therefore, people tried alternative means of mobility in the absence of train services but they had associated impacts. For instance, if a person in Western Province shifted to bus transport as an alternative transport mode, as it has been calculated, travel cost would be around 140 -500 percent. On the contrary, even after the country was opened for public mobility on 1st October 2021 after the island-wide and provincial lockdowns, the resumption of train services was not permitted due to high risk of spreading the infection. As a result, train services resumed operation on a limited basis only for season-ticket holders. The complete lifting of mobility restrictions was effective on 1st of November 2021. As a result, passenger transportation by rail had recorded a 45.63 percent decrease from 65 million in 2020 to 35 million in 2021. Similar to the preceding year, the highest passenger movement was recorded from the main line accounting for 17.14 million passengers and that made a 45.63 percent significant decline compared to 30.20 million passenger movement in 2020. Although the number of passenger movements differ from main line to coastal line compared to the previous year passenger movement growth rate of both railway lines were similar. Thus, 2nd highest passenger movement was recorded from the coastal line which accounted for 11.84 million passengers showing 45.12 percent noteworthy decline from 22.58 million passengers in 2020. Meanwhile, Kelani Valley line recorded the third highest passenger movement as 2.4 million from 4.3 million in 2020. Rail passenger kilometrage recovered gradually, but remained below the average rail passenger kilometrage

recorded in the pre-pandemic period. During the year under review, the total rail passenger kilometrage had shown a drop of 45.63 from 3905.56 million in 2020 to 2,158.16 million in 2021. The main reason for that decline could be identified as the continuous suspension of rail transport services as it was not having relevant permissions to resume rail transport services until 1st of November 2021 as a means of avoiding the spread of Covid 19 virus and its variants. Until then, the train services resumed on a limited basis for season-ticket holders.

In the year under focused Passenger Fares income incurred by SLR witnessed a considerable decline from 3481.53 million in 2020 to 1606.84 million in 2021. This was 60.76 percent out of total revenue which was a considerable decline compared to 80.9 per cent in the preceding year.

Table 7.5-Passenger volume in SLR

No.	Railway Line	Year		
		2021	**2020**	**2019**
1	Main Line	17,146,805	30,200,031	60,250,549
2	Coast Line	11,846,479	21,588,321	43,012,360
3	Northern Line	990,282	2,085,927	3,988,520
4	Batticaloa Line	106,271	240,998	480,640
5	Trincomalee Line	17,070	53,589	124,215
6	KelaniVelly Line	2,409,435	4,304,186	8,368,936
7	Puttalam Line	2,129,881	3,982,585	7,774,773
8	Matale Line	700,860	1,342,951	2,675,045
9	Thalaimannar Line	14,774	40,027	83,523
10	CAR Issued Season tickets passengers*	600,600	1,241,396	1,717,664
	Total	**35,962,455**	**65,080,011**	**128,476,224**

Source: Sri Lanka Railways

Table 7.6 Railway Passenger Statistics

Passenger Journeys (M)	**2021**	**2020**	**2019**
Ordinary Tickets	16.89	29.14	61.11
Season Tickets	19.07	35.94	67.36
All tickets	35.96	65.08	128.47
Passenger Kilometers (M)			
Ordinary Tickets	1,506.11	2,481.24	5,009.57
Season Tickets	652.05	1,424.30	2,299.99
All tickets	2,158.16	3,905.54	7,309.56
Revenue (Rs. M)			
Ordinary Tickets	1,247.42	2,841.43	5,282.01
Season Tickets	359.41	640.10	1,104.95
All tickets	-	3,481.53	7,901.31
Non-Journey Tickets			

All Revenue	1,606.83	3,481.53	7,901.31
Average Fare per Journey (Rs.)			
Ordinary Tickets	73.86	91.50	86.43
Season Tickets	18.84	18.10	16.40
All Tickets	44.68	109.60	102.83
Average Journey Length (Km)			
Ordinary Tickets	89.18	85.14	81.97
Season Tickets	34.19	39.62	34.14
All Tickets	60.01	124.76	116.11
Average Fare for Passenger Km (Cts.)			
Ordinary Tickets	0.83	1.14	1.05
Season Tickets	0.55	0.44	0.48
All Tickets	**0.74**	**1.58**	**1.53**

Source: Sri Lanka Railways

Table 7.7 Operating Indicators

Index	2021 (Mn.)	2020 (Mn)	2019 (Mn)
Train Km	7.30	8.46	12.50
Passenger Train Km	5.248	7.99	11.70
Goods Train Km	0.506	0.47	0.50
No. of Passengers	35.96	65.08	128.47
Passengers Km	2,158.16	3905.56	7305.56
Goods Km	161.56	114.37	115.62
Goods Ton	1.83	1.78	1.80

Source: Sri Lanka Railways

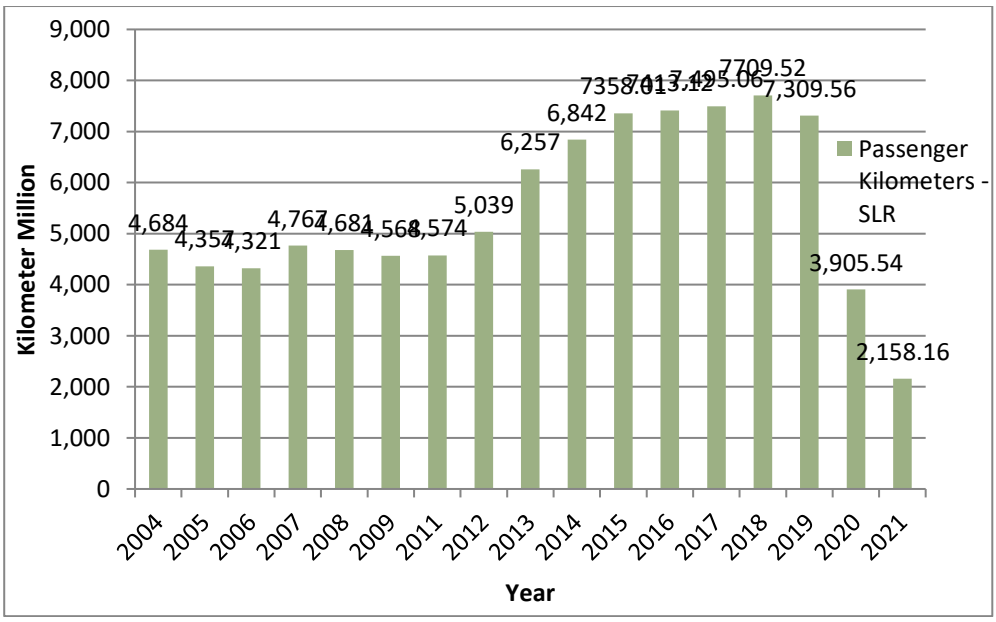


Figure 7.5 Passenger Kilometers

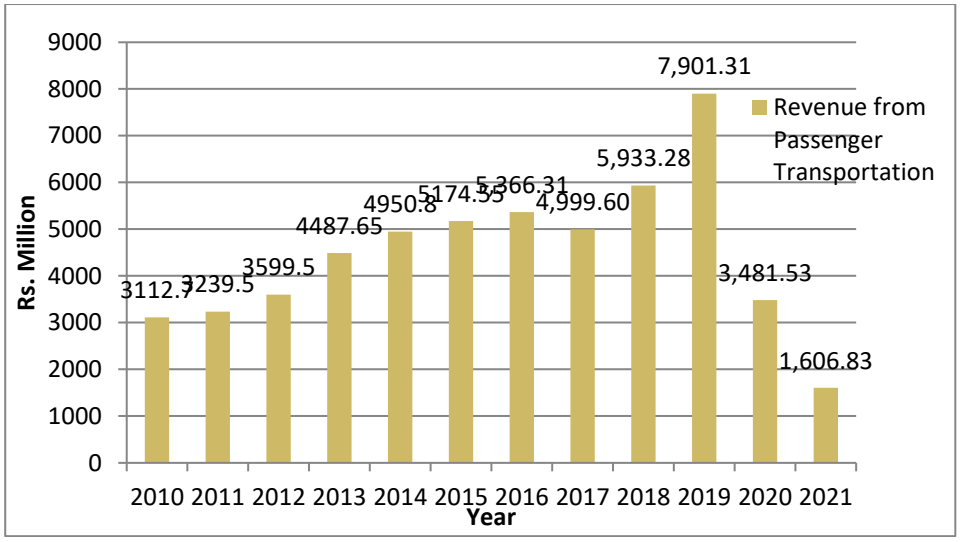


Figure 7.6 Revenue from Passenger Transportation

Table 7.8 Fares of Sri Lanka Rail Ways 2021

Class	Minimum Fare	10 Km	20 Km
1st Class with A/C	Rs.800.00	Rs.800.00	Rs.800.00
2nd Class, Non A/C	Rs.20.00	Rs.20.00	Rs.40.00
3rd Class, Non A/C	Rs.10.00	Rs.10.00	Rs.20.00

Source: Sri Lanka Railways

Table 7.9 Fare for Monthly Commuter's Ticket 2021

Category of tickets	Fare (% for Total Charges of the Season Tickets)
School Children Below 12 Years	
All other students above 12 Years	
Government Officers / Workers	
All other Adults (Private)	

Source: Sri Lanka Railways

7.4 Rail Freight Transportation

Despite the reduction shown in rail passenger transportation, the rail freight transportation had shown a moderate improvement in 2021. Although intermittent imposition of mobility restrictions and other health guidelines made an adverse impacts on rail passenger transportation, the rail freight transportation was in progress compared to the preceding year. Hence during 2021, selected freight commodity varieties were carried out by Sri Lanka Railways and they were as follows; flour, petroleum products, cement raw material, other manufactured goods, machinery, limestone and sand (silica). As a result, total freight tons carried by rail had shown moderate improvement in 2021 in comparison to total freight tons carried by rail in 2020.

Thus, total freight tonnage carried by rail was recorded as 1.83 Mt. Mn. in 2021. This accounted for 3.71 percent increase compared to 1.78 Mt. Mn in 2020.

Operated freight kilometrage of SLR showed a gradual decline within past several years due to provincial and island-wide lockdowns. However, the operated freight kilometrage in 2021 had slightly increased compared to operated freight kilometrage in 2020. Therefore, the operated freight kilometrage of 2021 recorded 41.26 percent significant increase seeing 161.56 kilometer millions from 114.37 kilometer millions in 2020.

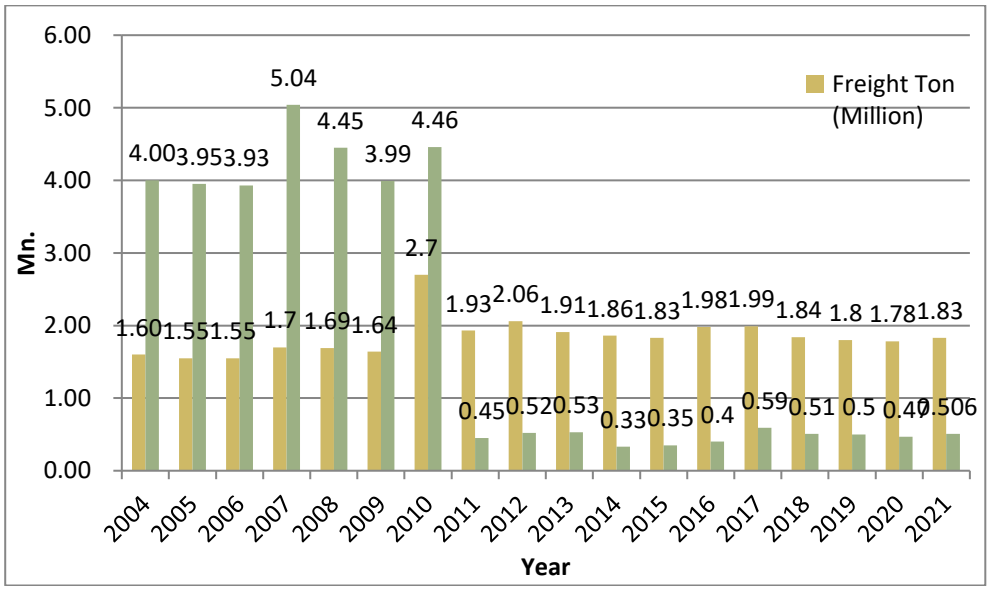


Figure 7.7 Freight Ton (Mn.) & Operated Freight Km (Mn.)

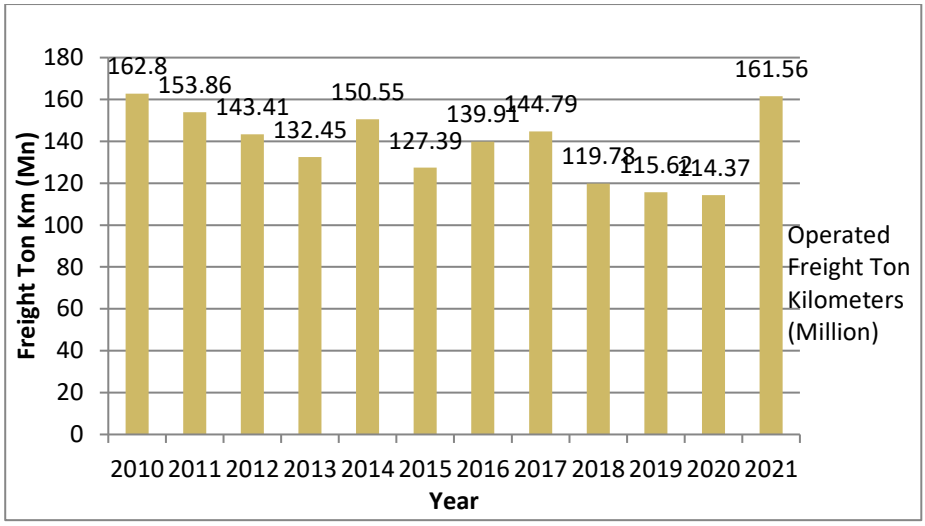


Figure 7.8 Freight Ton (Mn.) & Operated Freight Km (Mn.)

Table 7.10 Railway Freight Tone by Commodity

COMMODITY	2021
Tea & rubber	
Rice	
Flour	113,935
Sugar	
Locally grown agriculture	
Produce	
Important food stuffs	
Coconut and coconut produce	
Petroleum products	565,852
Cement: raw material	5,344
Finished Product	
Sand(Silica)	4,400
Other Manufactured goods	8,010
Limestone	1,137,181
All commodities	1,834722

Source: Sri Lanka Railways

7.5 Financial progress and Railway Development Projects

In 2021, Sri Lanka Railways recorded an operational loss of Rs. 10.3 billion mainly owing to the outbreak of COVID-19 in April and August. SLR showed a considerable drop in passenger movements mainly due to COVID-19 pandemic induced controls, limited operations, and mobility restrictions to contain the spread.. Hence, the income generated by passenger transportation was contracted by 53.0 percent in the year under review paving way for a notable reduction in total revenue. As a result, the total revenue of SLR for the year

2021 accounted for Rs. 2.7 billion which earmarked a notable reduction of 41.3 per cent in comparison to the previous year.

However, the SLR had been able to reduce the total expenditure by 17.1 per cent in 2021 mainly due to the reduction of personnel emoluments as well as the decline in fuel expenditure. Therefore the total expenditure of SLR in 2021 witnessed Rs. 40.4 billion.

Even amidst aforesaid challenges, SLR continued its development activities slowly. Despite the disruptions caused by the pandemic, SLR completed double tracking of the railway line from Kurana to Negombo and commenced double tracking of railway line from Kandy to Sarasavi Uyana. (5 km) Rehabilitation Project of 200 passenger coaches was completed whilst rehabilitation of another 100 passenger carriages commenced as an extension to it. SLR could release 30 passenger carriages back to service in 2021. During the year under review, two air conditioned power sets were procured and added to the fleet. Further, 120 passenger coaches were underway of procurement during 2021. Maintenance activities of railway bridges located on the main line, coastal line, Puttalam line, Kelani Valley line, Matale line, Northern line and Eastern line were under progress during the year. Projects pertaining to the provisioning of signaling and telecommunication systems were also carried out during the year concerned.

Table 7.11 Revenue & Expenditure of SLR

	2021(Mn)	2020 (Mn.)	2019 (Mn.)
Revenue			
Passenger	1,606,842,920.03	3,481.53	6,386.96
Goods & Livestock	431,452,572.94	364.77	435.02
Parcels, mails & other Coaching	59,006,267.66	89.09	125.68
Miscellaneous	581,43,227.83	631.24	953.65
Total	**2,678,724,988.46**	**4566.64**	**7,901.32**
Expenditure			
General Administration	571,851,948.34	6.39	24.80
German Railway Technical Training Centre	30,966,483.25	2.54	3.14
Transportation service	3,460,352,921.09	22.66	39.99
Motive Power, Commercial, Security	3,578,706,187.41	1744.08	2,028.03
Rolling Stock	21,713,964,723.12	24,356.35	12,594.61
Permanent way, Signaling & Building	11,060,225,430.42	7,987.45	5,713.64
Total	**40,416,067,693.63**	**34119.51**	**20,402.25**
Profit/Loss	**(37,737,342,705.17)**	**(29,552.87)**	**(12,500.93)**

Source: Sri Lanka Railways

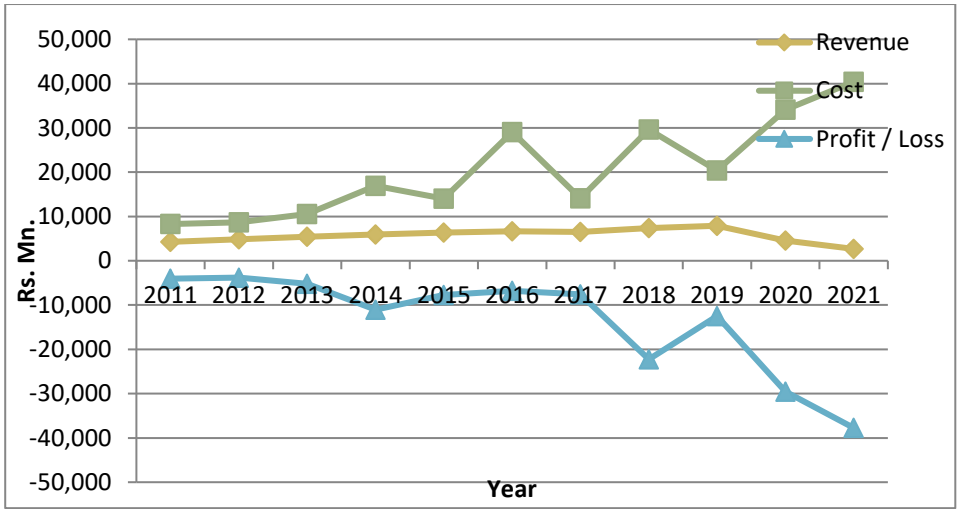


Figure 7.9 Total Revenue, Expenditures and Profit/Loss

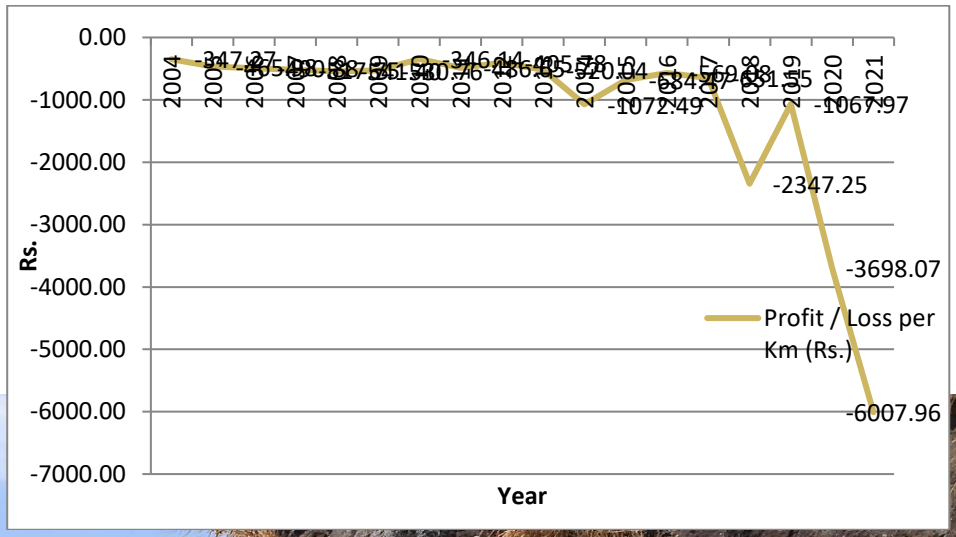


Figure 7.10 Profit / Loss per Km

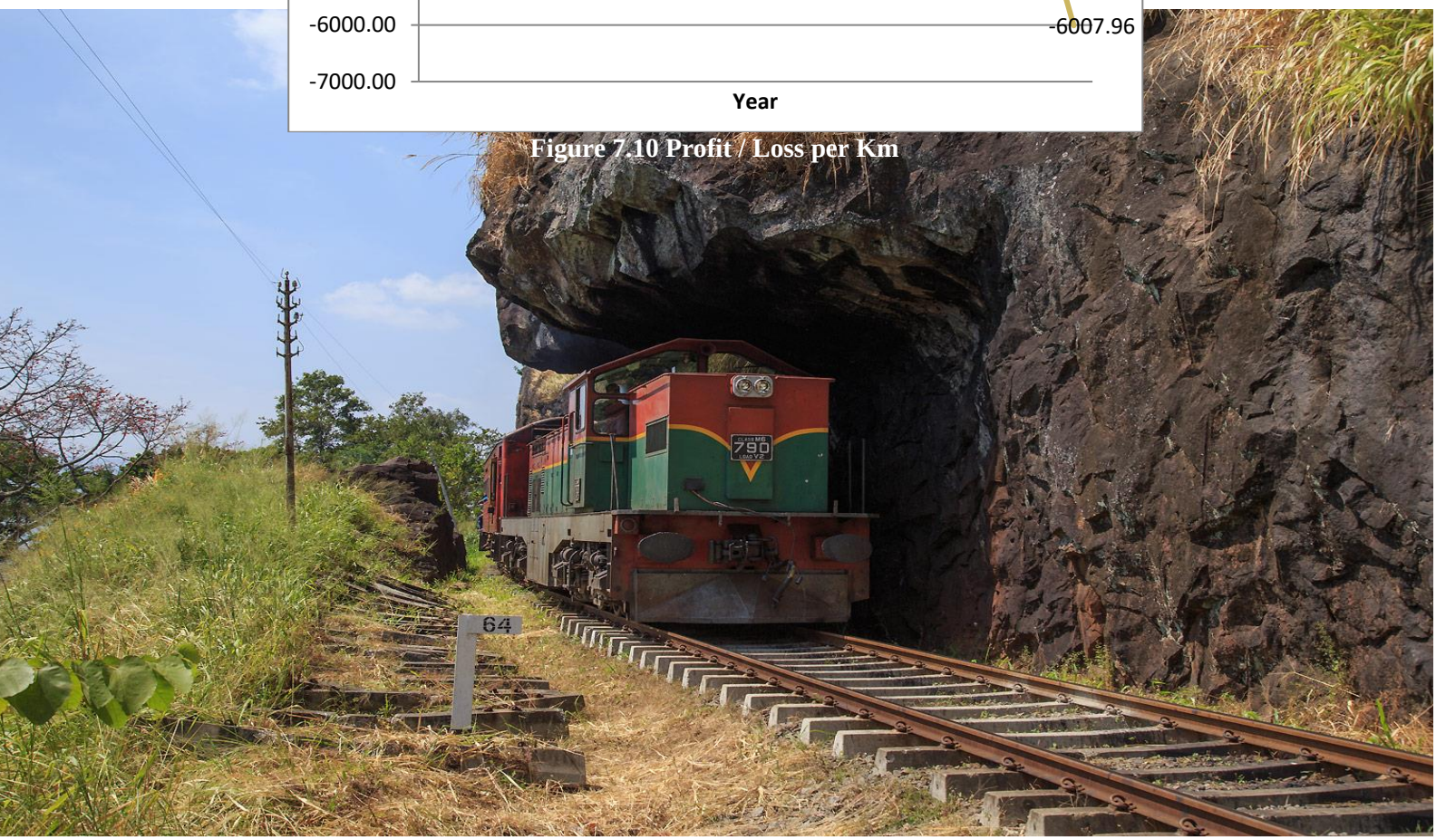


Table 7.12 Railway Development Projects – 2018 (Key Capital Projects)

Name of the Project	Allocation Expenditure (Rs.Mn)	Progress	
		Financial	Physical
10 No.s Engines (Indian Line of Credit)	**7448.85**	**7075.54**	**Completed**
06 No.s Power sets (Indian Line of Credit)	**10018.51**	**9517.93**	**Completed**
160 Nos Passenger Coaches (Indian Line of Credit)	**16035.06**	**11416.47**	**Completed**
Procurement of 30 Nos of Oil Tankand 20 No.s of Container Flat Wagon (Indian Line of Credit)	**750.25**	**714.53**	**Completed**
Procurement of 09 Nos. of DMU's for upcountry service			**Completed**
Rehabilitation of 100 Nos. of passenger Coaches			**Completed**
Procurement of 12 Nos of engines for upcountry service			**Completed**
Upgration of railway track from Maho to Omanthei	**10729.09**	**8500.14**	**Completed**

Source: Sri Lanka Railways

7.6 Railway Accidents

Table 7.13 Categories of Railway Accidents – 2021

Type	No. of Accidents	No. of Deaths	No. of Causalities
Train Accidents	-	-	-
Derailments	111	-	-
Level Crossing Accidents	70	2	45
Run over by Train	252	116	136
Total	**433**	**118**	**181**

Source: Sri Lanka Railways

7.7 Rail Network in Sri Lanka

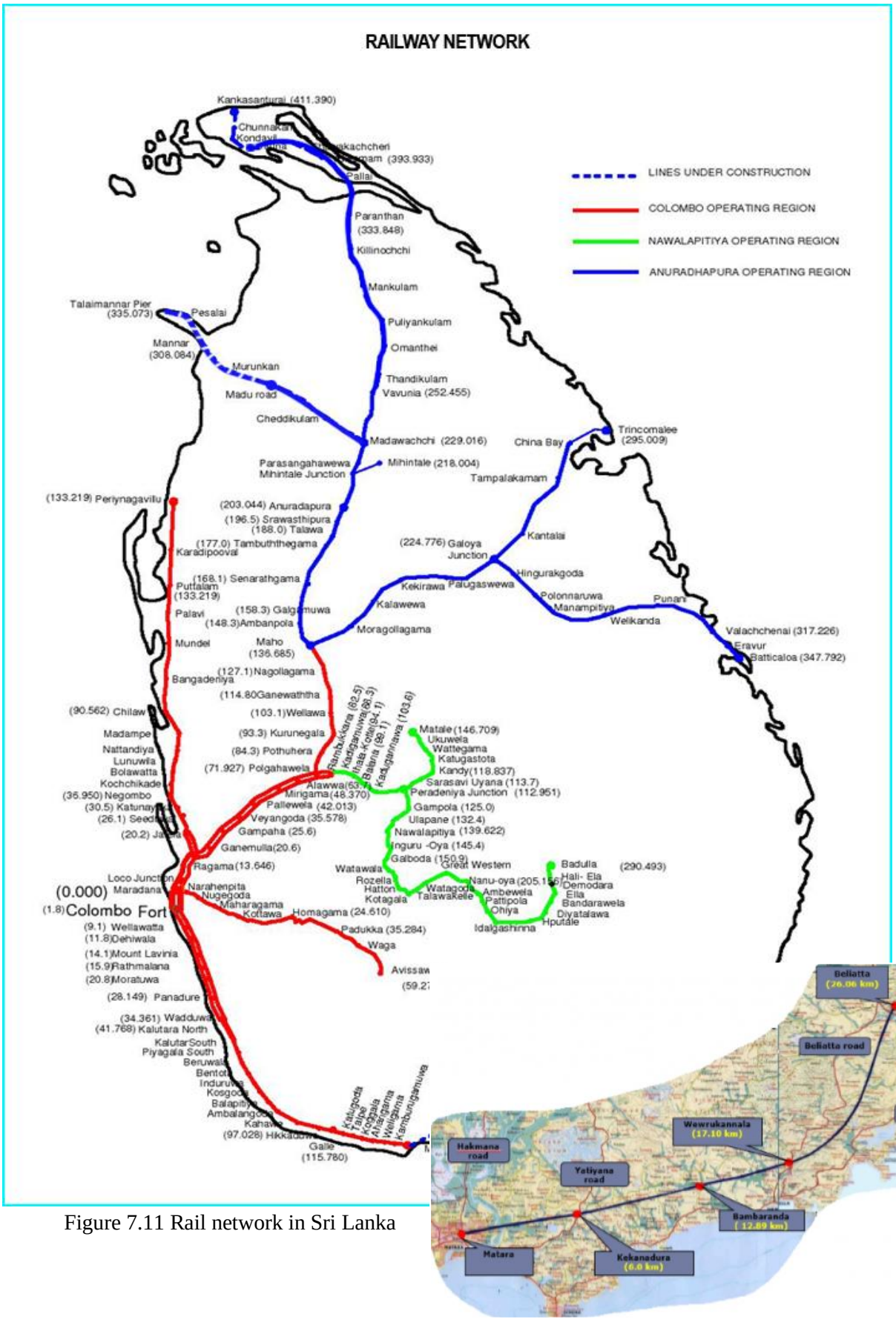


Figure 7.11 Rail network in Sri Lanka

Chapter 08

Fitness of Drivers in Public Transport Sector

8.1 Introduction

The National Transport Medical Institute is the organization that works with the vision of having a healthy driver sitting behind the wheel, and is the pioneer institution in the field of transport medicine in Sri Lanka. In this way, medical services and fitness certificates are issued to drivers of all types of motor vehicles, including trucks. Medical services and assistance are provided in case of accidents related to any type of motor vehicles. Further, improving the quality and security measures of the driving licenses issued to applicants by the National Transport Medical Institute, Pursuant to Act No. 25 of 1997, to achieve the quality of service through formal human resource management of the institution, to ensure that all types of motor vehicles are driven or driven only by persons with physical and mental fitness and expertise, and to ensure that the institution itself inquires, Providing medical advice and recommendations on industrial safety and industrial accidents, and setting standards and limits for transport medical activities to be accepted and implemented by the relevant regulatory authorities are some of the other tasks performed by the National Transport Medical Institute. Below is a summary of several projects launched by the Transport Medicine Institute in 2021 to further expand the quality of its services.

8.2 Projects and Progress of Programmes -2021

8.2.1 Increase Customer Service Satisfaction by Minimizing Bribery, Corruption and Fraud

The main reason for the occurrence of bribery, corruption and fraud was the formation of queues in front of the institution every morning from early morning. In order to eliminate this situation, as proposed by His Excellency, the President Gotabaya Rajapaksa, to open all branch offices including the head office by 5.30 am employing new security officers. Thus, the NTMI was able to finish and implement the project of providing a token card with the photo of the person who intends to get the service by 10.31.2021.

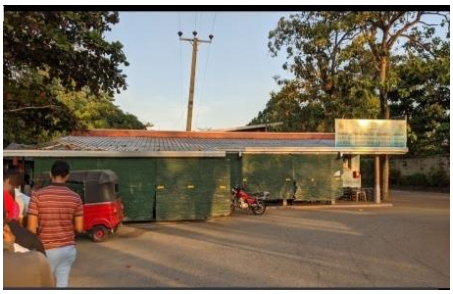
Since the token card is issued with the photo of the person who wants to get the service and the time frame for providing the service, there would be no queues and no possibility of third party broker involvement.

In addition, upon the concept of Hon. Minister of Public Affairs Mr. Dilum Amunugama, the project was initiated in collaboration with the Telecommunications Regulatory Commission by simply dialing up 225 or downloading the E-Channeling App, by which the customer can reserve a date and time to obtain the service from any branch by 10.31.2021

8.2.2The Project to Increase the Number of Medical Examination Rooms and other Infrastructure in Branches and the Project to Allocate New Locations for the Branches Consisting of Buildings that cannot be Expanded.

The first phase of this project was started with the aim of increasing the service satisfaction not only to the clients but also to the staff, was able to be successfully completed by 31.10.2021. Accordingly, facilities have been extended to Kurunegala, Werahera, Puttalam and Anuradhapura branches.

Arrangements have already been made to replace the buildings which cannot be expanded, such as in Kandy and Mullaitivu



The opening ceremony of the Kandy branch of the National Transport Medical Institute at a new location with more facilities was presided over by the Hon. Minister of Transport, Mr. Gamini Lokuge and Hon. State Minister of Transport, Mr. Dilum Amunugama.

Apart from that, on geographical requirements, initiatives have been made to establish new branches in Hatton and Halawatha cities. New locations have already been identified to set up branches in Trincomalee, Batticaloa, Nuwara Eliya, Badulla, Matara, Kalutara, Polonnaruwa and Galle.

8.2.3 Providing Continuous service Following the Health and Safety Measures Amidst the Risk of Covid-19 Virus Pandemic

8.2.4 Automate a Process to Identify Drug Addicted Heavy Vehicle Drivers in Sri Lanka as a Preliminary Step to Prevent Road Accidents.

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8.2.5 Alignment of all Institutions in Same Manner.

This includes, a Warm Welcome.!.....!Comfortable places for the clients to stay,!,,,,,,,something for the clients to know until they are called for a medical examination!,,Under the theme

By 30.09.2021, Nugegoda and Werahera, Kandy, Kurunegala and Jaffna branches have been prepared in this way. In the future, this will be extended to all branches by several phases.

8.3 Medical Examinations

Medical examinations carried out by NTMI in 2021 could be depicted as the least number of examinations held within the past few years while 2019 was identified as the year in which the highest number of medical examinations carried out for the past ten years. Total number of medical examinations carried out in 2021 witnessed 745,365 which was a reduction of 11.7 percent compared to19.9 per cent decline in 2020. The number of medical ailments diagnosed in 2021 had sharply declined by 51.4 percent up to 53,093 from109,319 in 2020.

In 2021,total medical examinations held for light vehicle driver applicants accounted for 390,973 depicting a considerable reduction of 12.7 percent from 443,676 in the preceding year. Out of that, 25,751 applicants had been identified suffering from different medical ailments. That accounted for 47.2 percent healthy reduction in detection of medical ailments. The curve related to medical ailments in 2021 depicted a vast change compared to the past years; because within past several years defective vision, diabetes, high blood pressure and heart disease are the major illness categories that drivers suffered from. Similar to the preceding years, defective vision has been the major cause of illness. That accounted for 6.66 per cent out of the total medical examinations. Although diabetes was the second leading cause for being unfit at medical tests during the past years, drug addiction had reached the 2nd place in 2021 witnessing 3,825 cases. Not only that, deformities and disabilities of limbs had reached the 3rd place in 2021 accounting for 954 detections. Contrary to the preceding years where diabetes and heart diseases were at leading causes have been pushed to 04th and 05th places respectively. Number of drivers suffered from high blood pressure accounted for 269 detections and pushed to 07th position in the ailment index.

Table 8.1 - Total Medical Examinations and Detection of Medical Ailments

Year	2015	2016	2017	2018	2019	2020	2021
Total Medical Examinations	746,844	797,266	751,786	878,668	1,043,705	835,924	745,365
Detection of Medical Ailments	58,584	69,722	74,104	100,638	123,825	109,319	53,093

Source: National Transport Medical Institute

Table 8.2 - Total Medical Inspections in island – 2021

BRANCH	MEDICAL EXAMINATIONS	DETECTION MEDICALS	DETECTION %
Head Office (Nugegoda)	101584	13846	13.63%
Werahera	43211	344	7.96%
Gampaha	61865	3920	6.34%
KalutaraK	26508	1525	5.75%
Kandy	44905	2714	6.04%
Matara	28447	1366	4.80%
Galle	32427	2337	7.21%
Hambantota	31746	1784	5.62%
Kurunegala	66192	3343	5.05%
Anuradhapura	38667	1795	4.64%
Ratnapura	27046	1121	4.14%
Badulla	23279	1343	5.77%
Monaragala	16308	1233	7.56%
Jaffna	24142	1424	5.90%
Mannar	4551	266	5.84%
Vavunia	8322	485	5.83%
Kilinochchi	10817	731	6.76%
Batticaloa	18379	716	3.90%
Trincomalee	15363	1598	10.40%
Ampara	22134	1725	7.79%
Matale	18209	945	5.19%
Kegalle	24015	1197	4.98%
Mullaitivu	5159	508	9.85%
NuwaraEliya	12735	944	7.41%
Polonnaruwa	15966	1314	8.23%
Puttalam	23388	1472	6.29%
Total	**745365**	**53093**	**7.12%**

Source: National Transport Medical Institute

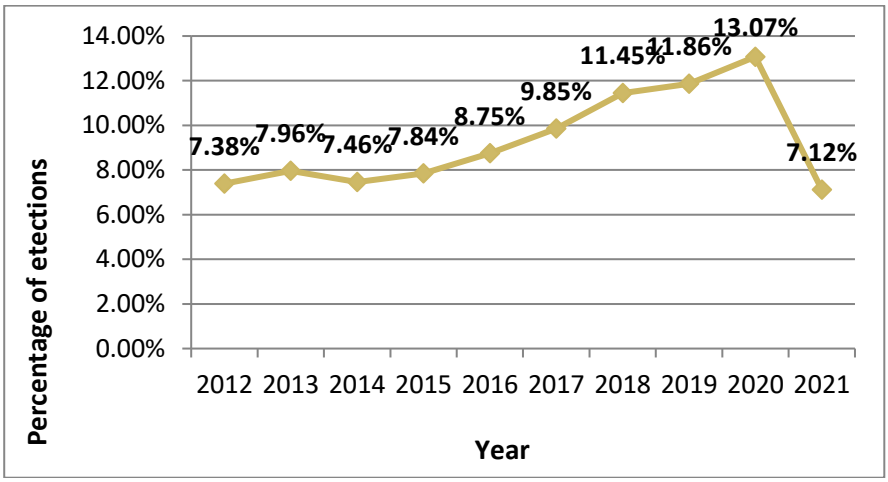


Figure 8.1 - Detection Rate of Medical Ailments over Past 10 Years

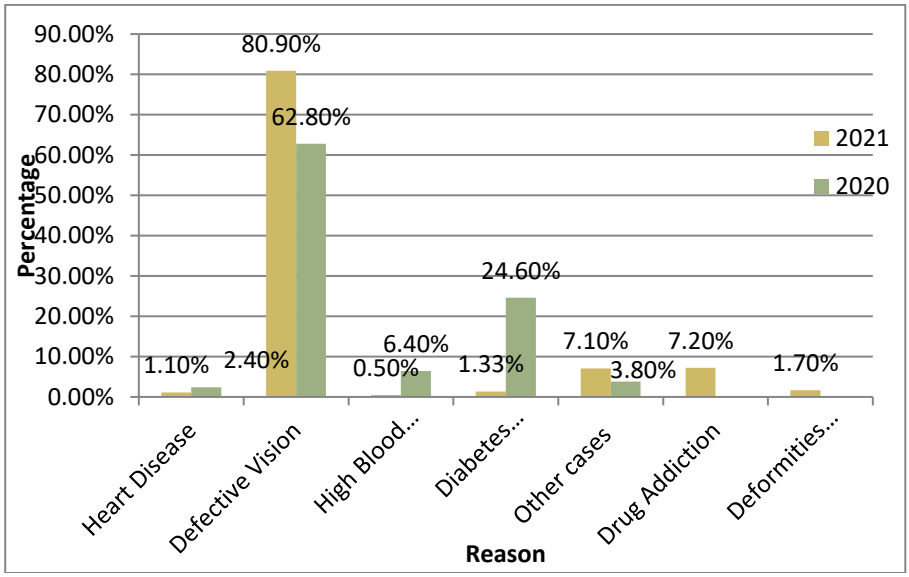


Figure 8.2 - Reasons for Being Unfit at Medical Examinations 2020 -2021

Table 8.3 - Total Medical Examinations and Detections of Medical Ailments (Ailment Category Wise) - 2021

DETECTION CODE		HDV	Renewal (HDV)	Renewal (LV)	Private Bus Drivers	Light Vehicle	Accident	Other	Total
	Total Medical Examinations	**31,727**	**105,860**	**209,013**	**3700**	**390,973**	**3152**	**940**	**745,365**
	Detection of Medical Ailments (total)	**2,667**	**9,517**	**14,722**	**182**	**25,751**	**139**	**115**	**53,093**
	Percentage of Detections	**8.41%**	**8.99%**	**7.04%**	**4.92%**	**6.59%**	**4.41%**	**12.23 %**	**7.12%**
HD	Heart Disease	41	152	188	3	201	0	0	585
DV	Defective Vision	898	5,904	12,763	137	23,090	112	77	42,981
	Fit with subject to wearing glasses	1,021	8,372	12,778	361	15,512	32	267	380,343
MI	Mental Illness	1	1	1	0	21	0	0	24
CVD	Cerebra Vascular Disease (Strokes)	0	1	2	0	7	0	0	10
MJ	Muscles and Joint Disease	2	11	18	0	53	0	0	84
EP	Epilepsy	1	0	1	0	7	0	0	5
HP	High Blood Pressure	3	99	27	2	130	4	4	269
DM	Diabetes (Uncontrolled)	22	247	227	16	190	1	4	707
LD	Lung Diseases	0	0	0	0	0	0	0	0
DN	Disease of the Nervous System	6	75	112	4	95	4	2	298
CAL	Chronic Alcoholism	0	1	10	0	12	0	0	23
DH	Defective Hearing	15	77	210	1	206	2	5	516

CC	Cancer	0	1	1	0	1	0	0	3
DP	Dementia Paralytics	0	6	1	0	2	0	0	3
PR	Other Significant paralysis	0	1	1	0	0	0	0	2
HN	Hernia, large or irreducible	1	0	3	0	3	0	0	7
VY	Vertigo or giddiness of any form	0	0	1	0	0	0	0	1
zxzz	Drug Addiction	1,549	2,256	1	0	3	0	16	3,825
DD	Deformities and disabilities of limbs	32	222	320	7	358	9	6	954
HT	Height below standard	0	1	1	0	9	0	0	11
WT	Weight below standard	0	3	1	0	40	0	0	44
CAT	Cataract	0	0	0	0	1	0	0	1
ID	Insulin dependent	0	3	0	0	0	1	0	4
AR	Arthritis	0	0	0	0	0	0	0	0
VV	Varicose Veins	0	1	1	0	4	0	0	6
HM	Hemorrhoids	0	0	0	0	0	0	0	0
OTR	Other cases	96	461	832	12	1,322	6	1	2,730

Source: National Transport Medical Institute

8.4 Accident Medical Examination

Earmarking on a positive trend of reducing fatal accidents, medical examinations carried out for drivers who were responsible for fatal accidents marked a reduction of 3.84 percent from 5,102 in 2020 to 3,152 in 2021. Out of that amount, 3,013drivers had been detected physically fit to the driving profession while 139 drivers identified not fit for driving in 2021.

With relevant to age group of drivers and accidents, compared to the previous years, drivers belonging to age group between 20-30 had come forward as most responsible for fatal accidents witnessing a slight reduction of 28.05 per cent from 29.60 per cent in 2020. Drivers in the age group of 30-40 had been pushed a step back than the previous year but equal in rates witnessing 27.41 per cent.

Table 8.4 Medical Inspections on Drivers Responsible for Total Accidents

Year	2015	2016	2017	2018	2019	2020	2021
Number of medical examinations carried out	2,681	3,759	4,208	4,720	5,102	3,248	3,152
Number of clients with physical fitness (fit)	2,465	2,409	3,729	4,219	4,576	2,956	3,013
Number of clients without physical fitness ((Unfit)	216	349	479	501	526	292	139

Source: National Transport Medical Institute

Table 8.5 - Medical Inspections on Drivers Responsible for Accidents by Age Group

	ACCIDENT MEDICAL EXAMINATIONS	PERCENTAGE
	2021	
<20	130	
20-30	884	28.05%
30-40	864	27.41%
40-50	676	21.41%
50-60	425	13.48%
60<	173	5.49%
Total	3,152	

Source: National Transport Medical Institute

Table 8.6 - Medical Inspections on Drivers Responsible for Fatal Accidents

FATAL AND NON FATAL ACCIDENTS 2021		**Total**
Number of medical inspections carried out (Total)	**3152**	PERCENTAGE (%)
Number of Fatal accident cases	892	28.30%
Number of Non-Fatal accident cases	2260	71.70%

Source: National Transport Medical Institute

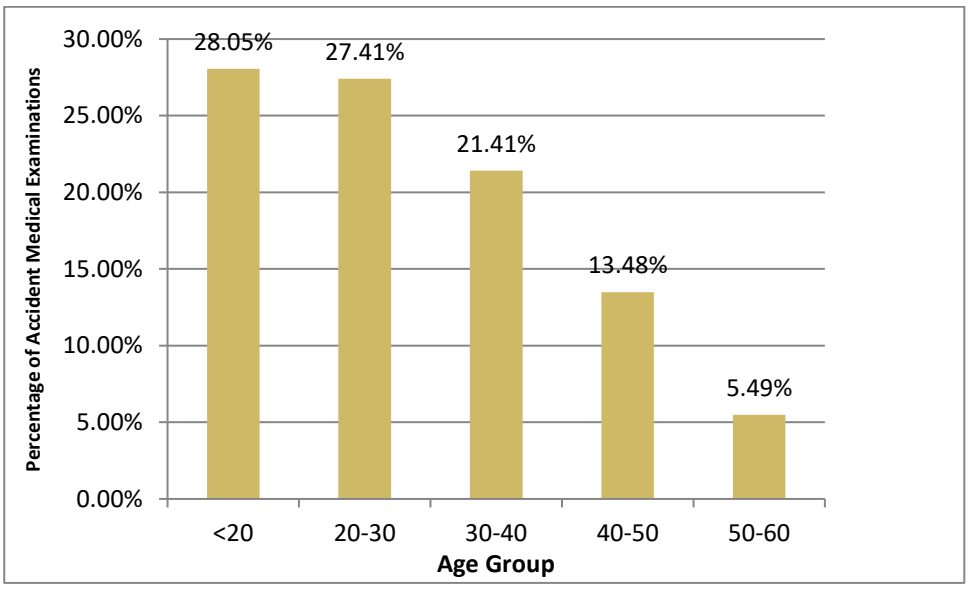


Figure 8.3 - Medical Inspections on Drivers Responsible for Accidents under each Category of Age 2021

Chapter 9

Road Accidents

9.1Introduction

Traffic accidents are often related to the driver's driving behavior, which is mainly decided by his or her characters. In order to explore the correlation of traffic accident risk with driver characters, the age, driving experience, and driving style a Study on Correlation of Traffic Accident Tendency with Driver Characters Using In-Depth Traffic Accident Data was carried out and revealed that drivers aged 18–30 years are more likely to induce accidents; drivers with 6 –10 years of driving experience have the highest risk to accidents, drivers with more than 10 years of driving experience can deal with all kinds of unexpected situations with all kinds of skills whilst drivers who have just started driving for 3 years or less are more cautious in their mental preparation for driving; and the driving style is also highly correlated with accident risk tendency. A driver who is not senior but has some proficiency in road traffic rules and driving skills will be more risky when overtaking, violating, and has a higher risk tendency to cause accidents. Therefore obtaining a thorough understanding of the factors that contribute to driver crash risk is crucial for the development of effective road safety policies and initiatives.

As a mixed traffic flow is experienced in urban areas the situation is more complicated in Sri Lanka. Although the accident rate seems to be decreasing year by year, the number of casualties is increasing continuously.
According to the reports of traffic accidents, nearly 90% of accidents are caused by human factors, and the human has become one of the most unstable factors in causing traffic problems. From the statistical point of view, a certain type of driver's propensity to be accident-prone than other drivers under the same driving environment conditions, can be called as the driver's accident tendency. In other words, accident propensity refers to individuals who have the characteristics of accident-prone among drivers.

Road traffic crashes in Sri Lanka have become a noticeable problem in the society. While the operated safety per vehicle km marginally increased along with time, the risk of accidents faced by the people has bounced up within the last decades. The change in travel behavior and mode choice which led to an overall increase of travel, shift from relatively safer forms of transport to extremely unsafe modes (e.g. –shift from public transport services to Motor Cycle), violation of road rules and poor road designs, lack of safety interventions and poor conduct of maintenance programs can be introduced as the primary reasons for this rapid increase of accidents in Sri Lanka. Some time ago a study carried out by the World Health Organization (WHO) introduced the "Silent Epidemic" in Southeast Asia. In our latest jargon, it could be called as Southeast Asia's persistent "pandemic" or the "menace" that kills or handicaps people continuously. Road accidents have

become a leading health problem and it has serious economic implications too. Road deaths currently claim more lives than expected. By 2030 it will be twice as many as those die due to HIV/AIDS and four times those due to tuberculosis. As per the World Report on Road Traffic Injury Prevention in 2004, it was predicted that "Without new or improved interventions, road traffic injuries will be the third leading cause of death by the year 2020". There are more than 700,000 road accident fatalities in Asia each year, as well as millions of injuries due to road accidents. These are estimated to cost more than 3% of GDP. It has been revealed that road traffic injury rates in middle and low-income countries are unacceptably high with the majority of the victims being vulnerable road users. Motorized Two Wheelers (MTW) use will continue to be high in most Asian countries in the medium term future. Since reliable fatality and injury rates are not available for most Asian countries, it has been a difficult task to calculate social and economic impacts of Road Traffic Injuries (RTI) on society.

9.2 Road Accidents in Sri Lanka

Adding more to the healthy reduction depicted in the number of accidents took place in the preceding year, total number of accidents took place in 2021 had declined by 4.5 percent from 23,704 in 2020 to 22,854 in 2021. Similarly grievous injury accidents had decreased by 3.2 percent from 6,950 in 2020 to 6,724 in 2021. Not only that non grievous injury accidents and damage only accidents had also deducted by 7.13 percent and 3.85 percent in 2021 respectively. Since mobility patterns changed as a result of rapid spreading of COVID-19 and other variants of the pandemic, mobility largely came to a halt as lockdowns hit vehicular traffic and public transport users. It also hampered pedestrians and cyclists. The limitations on movements and an economic downturn led to a drop in the number of goods and passenger movements. Schools and workplaces closed, turning to remote learning and working. Curfews limited citizens' movements to certain hours of the day. Therefore road travel plummeted, and as a result the number of road crashes declined. Although the total number of accidents declined number of fatal accidents has increased by 8.42 per cent from 2,242 in 2020 to 2,411 in 2021.

In concern of age group which is most vulnerable for fatal accidents previous years positions seemed transferred. In 2021 although the age group between 56 - 60 had been identified as most vulnerable for fatal accidents in the past year age group between 21-25 has come forward again in 2021 as most vulnerable for fatal accidents witnessing 240 fatal accidents. Age group between 56 - 60 had registered 230 fatal accidents and stands in the 2nd position as most vulnerable for fatal accidents. Age group between 61-65 which was at the second position in the fatality index by age group in 2020 had reached the third place in the age wise fatality index in 2021 registering 209 accidents.when we closely examine the age wise fatality index it is crystal clear that this ranking differs from one another by a trivial difference between the number of accidents occurred in each category. For instance difference of the number of accidents occurs between 21-25 and 61-65 age groups was ten. Difference of the number of accidents occurs between 61-65 and 26 - 30 age groups was only three

accidents. The gap between 41-45 and 66-70 cum 66-70 and 71-75 age groups was two. However, whatever the age limit is it is expected to reduce the number of accidents and mitigate people's exposure for road traffic crashes.

As usual aggressive / negligent driving had been the major reason for fatal road accidents in 2021 stipulating 1,920 fatal accidents where as speeding had been the second registering 493 accidents. In comparison with the road accident data received from the Traffic Police Head Quarters aggressive / negligent driving which portrayed a slight reduction of 14.3 per cent in 2020 had again depicted a considerable increase of 16.5 percent in 2021. With regard to the second reason which is speeding; it had moderately decreased by 11.33 percent from 556 in 2020 to 493 in 2021. Similar to the previous year influence of alcohol /drugs had been the third reason for fatal accidents but it had showed a significant decrease by 27.5 per cent from 135 accidents in 2020 to 99 accidents in 2021. On the contrary reasons such as Fatigue / fall asleep, Error of judgment accounted 22.2 per cent, 38.8 per cent reduction respectively whereas Distracted / Inattentiveness (handling radio, mobile) depicted an increase of 67.7 per cent in 2021.

In the discussion of road user groups, Driver/Rider/Cyclist category had been on top being vulnerable for fatal accidents since a long time and it had depicted a slight increase of 11.54 percent from 1250 in 2020 to 1383 in 2021. Similar to the past years pedestrians had been the second most vulnerable category for fatal accidents and it had witnessed 700 fatalities in 2021 compared to 673 fatalities in 2020. This was 4.01 percent mean increase in comparison to the preceding year. Third responsible category for fatal accidents was Passenger /Pillion passenger as per the previous years. This had registered 7.06 per cent modest increase from 354 in 2020 to 379 in 2021. Meanwhile passenger falling of vehicles witnessed 42.55 percent decrease and Passenger entering or leaving bus had witnessed 79.46 per cent significant decline in the year under review.

With respect to monthly wise total accidents Month of December seemed critical because highest number of accidents were recorded during that month which accounted 2,389 total accidents. This includes all kind of accidents; fatal, grievous, non grievous, damage only accidents. Not only that, month of December had also registered highest number of grievous injury and non grievous injury as 753 and 857 respectively. The next highest number of accidents was recorded in the month of March 2021 accounting 2,352 total accidents. Third highest number of accidents was recorded in the month of January and that accounted 2,188 accidents s a whole. Although the highest total accidents were recorded in the month of December highest number of fatal accidents were recorded in the month of March depicting 255 fatal accidents whilst the second highest fatal accidents were recorded in the month of October depicting 242 fatal accidents. Month of December had witnessed the third highest number of fatal accidents and that registered 232 fatal accidents in 2021. However as a positive implication compared to the highest number of total accidents recorded in 2020 it had declined by

19.80 percent from 2,946 in 2020 to 2,383 in 2021. Meanwhile highest number of damage only accidents was recorded in the month of March and that witnessed 598 in the year under review.

In order to provide a better understanding about the hourly fatal accidents it had been elaborated with five years hourly fatal accident curves that belong to the years from 2017 to 2021. When we closely examine those curves it is obvious that all the curves follow the same pattern except for some minor changes in the pattern here and there. But as a whole the curve patterns does not depict severe changes. That means the number of accidents occur during the hours of the day changes slightly from one year to the other although accidents occur unexpectedly and accidently. In all these years (2017-2021) least number of accidents were recorded during the hours from 02.00-03.00 and 03.00-04.00 hours and the number of accidents ranged between 18 - 42. But In contrast to the above data in 2021 the least number of accidents were witnessed in 01.00-02.00 hours and that accounted 25 accidents. On the contrary the highest numbers of accidents occur during 19.00-20.00 hours of the day and that was common to all these years taken in to consideration. During 19.00-20.00 hours of the day in 2021 number of accidents showed a peak of 274 accidents depicting 15.54 percent increase compared to the highest number of accidents in the same hour in 2020. Since it had been identified that time between 19.00 -20.00 as crucial for fatal accidents since years, necessary action should be taken by relevant authorities to avoid this risk in the future. The next crucial hour for accidents was 18.00-19.00 hours of the day and it was proved in all these years concluded. The number of fatal accidents occurred during this hour of the day in 2021 was 254 and that was 26.6 percent increase compared to 202 fatal accidents occurred in the same hour in 2020. Third highest number of fatal accidents had been recorded within 17.00 -18.00 hours of the day and that accounted 150 accidents in 2021. However in comparison to past years from 2017-2020 hourly fatal accidents happen from 10.00-11.00 to 15.00-16.00 hours in 2021 had declined as a whole. Further the hours from 15.00-16.00 to 21.00-22.00 in any day any year had shown significant trend for occurring accidents. Therefore it is important to obtain a better understanding of the factors that contribute to driver crash risk. studies have typically shown that the age, gender and environmental factors, such as time of day is important to elevated crash risk. Crash risk is higher for nighttime compared with other times of day, with the difference being more pronounced for male drivers. At younger ages time of day has also appeared to be associated with crash severity, as drivers are more likely to sustain a fatal injury due to nighttime crashes compared to daytime crashes, particularly among the younger age groups.

When we peep in to the co-relationship between accidents and the divisional secretariat divisions Nugegoda Division which was far away in the index had reached top in 2021 witnessing 1948 total accidents including 102 fatal accidents. Anyhow yet the Anuradhapura division leads in the fatal accident index by DS division reporting 141 fatal accidents. Compared to the past two years this can be identified as an improvement of reducing accidents because it was 4.08 reduction compared to 147 accidents in 2020 and 150 accidents in 2019. Kurunegala Division had reported 128 fatal accidents and had reached the 2nd position in the fatal accident index by DS division. In the previous year Kurunegala devision which was at the 3rd position reporting 122

fatal accidents had come one step forward in the fatality index and reached 2nd position with an increase of the number of accidents by 5.81 per cent up to 128 in 2021. Total number of accidents took place in Kurunegala division witnessed 991 in the year under conclusion. Kelaniya devision which recorded 76 fatal accidents was at the 7th position in 2020. But it had shown a rapid increase in the number of accidents in 2021 and had reached the 3rd position in the fatality index registering 115 fatal accidents earmarking 51.31 percent growth rate. Both Gampaha and Nugegoda devisions which are at 04th and 05th positions in the hierarchical order had been able to reduce number of accidents from 124 to 114 and 105 to 102 respectively in 2021. Although Mannar and Hatton divisions were still at the bottom of the index number of fatal accidents reported in these divisions had increased. Thus fatal accidents in the Mannar division had significantly increased by 27.27 percent whilst fatal accidents in the Hatton division had portrayed a rapid increase of 50.0 per cent in 2021 compared to the preceding year. Further the total number of fatal accidents accumulate in all districts had depicted an increase of 8.43 percent from 2,242 in 2020 to 2,411 in 2021. Since it had been revealed that the tendency of occurring accidents had been increased necessary action should be taken to minimize the chance of happening road traffic crashes.

Public transport modes are a major concern in the discussion of public safety. More the transport modes become safer more the passengers attracted towards it and the quality improved. When we cautiously examine the accident data of SLTB since 2015 it is obvious that road traffic crashes caused by SLTB buses had rapidly declined from 1448 in 2015 to 363 in 2021. This is a most healthy reduction which depicts 28.40 percent decrease compared to 507 accidents witnessed in 2020. Not only that, SLTB had been able to reduce the number of all types of accidents. In this view the total number of fatal accidents by SLTB had comparatively reduced by 25.49 percent from 61 in 2020 to 46 in 2021.like wise grievous injury, non grievous injury and damage only accidents had also decreased by 15.0 percent, 36.53 percent and 32.33 percent respectively. Meanwhile highest number of accidents in 2021 was recorded in the month of December as 47 accidents and out of that 08 were fatal accidents which were recorded as the highest number of fatal accidents took place in 2021 by SLTB buses. On the contrary total number of accidents occurred by private buses reported 1127 by the close of 2021. This amount was pretty much higher in comparison to the total accidents occurred by SLTB buses. Therefore this can be calculated as an over increase of 210.46 percent compared to accident data of SLTB buses. Even the number of fatal accidents happen by private buses is pretty much higher than of SLTB buses. Upon the data received by the Traffic Police Headquarters 136 fatal accidents had been reported in 2021 by private buses which is a deduction of 20.43 percent compared to 169 in 2020. Similarly grievous injury, non grievous injury and damage only accidents had also decreased by 35.52 percent, 29.36 percent and 23.33 percent accordingly. As a whole significant reduction was portrayed in total accidents and that witnessed 28.61 percent from 1559 in 2020 to 1127 in 2021. Further highest number of accidents was reported in the month of December as 167 and highest number of fatal accidents was reported in the month of March witnessing 23 fatal accidents.

There are several parties responsible for total accidents. This includes vehicle categories, Animal drawn vehicle or rider on animal and Pedestrians. Each year motor cycles /moped category had been stipulated as most responsible for total accidents. As such total accidents under this category accounted 14,144 in 2021 from 15,493 in 2020. This witnessed a decrease of 8.70 percent compared to the preceding year. Number of fatal accidents registered by motor cycles /moped category was 1529 and that was 10.81 percent out of total accidents occurred by motor cycles /moped category and 35.19 percent out of total fatal accidents occurred with respect to vehicles and pedestrians responsible for total accidents. As usual Pedestrians was the next responsible category for fatal accidents. 714 fatal accidents had been recorded with relevant to pedestrians accounting 0.56 per cent slight increase in the number of fatal accidents from 710 in 2020 to 714 in 2021. Motor Car was the third responsible category for total accidents and that had also registered a modest decline of 8.75 percent compared to 6,615in 2020 up to 6,036 in 2021. It had been registered 230 fatal accidents in 2021 under this category. Other responsible categories for fatal accidents were Lorry, Three wheeler, Dual Purpose Vehicle, Cycle, Private Bus, Land Vehicle/Tractor, SLTB Bus, Articulated Vehicle, prime mover, Intercity Bus and Animal drawn vehicle or rider on animal.

According to Delivering Road Safety in Sri Lanka, Leadership Priorities and Initiatives to 2030 published by the World Bank, road safety has become a crisis due to increasing number of vehicle population, diversity of motorized and nonmotorized traffic of varying sizes and speeds and lacking of adequate protection for the most vulnerable road users. Vehicle population of Sri Lanka had over swelled by 111.58 percent during the period from 2010 to 2021. If this trend continues, crash fatalities and injuries will steadily climb high unless urgently required measures are implemented. Improving road safety is vital to national health, well-being, and economic growth in Sri Lanka. Hence thorough knowledge about the co relationship between vehicle fleet distributions change parallel to increase in income, is important when to proposing safety policies. Motorcycle ownership is important in this because this vehicle category has a high risk of being involved in fatal crashes.

Poor road safety performance in Sri Lanka is an indication of underinvestment in targeted initiatives. It is estimated that Sri Lanka will require an additional investment of almost US$2 billion over the coming decade, if it is to achieve the Sustainable Development Goal 3.6 target of a 50 percent reduction in national road crash fatalities. It will take long-term commitment and sustained vision from the Government of Sri Lanka for this investment to be effective and bring road safety performance under control on a sustainable basis. Initiatives taken must be systematic, at scale and properly sequenced, with institutional capacity being strengthened, to ensure successful delivery. Robust vehicle and driver licensing systems will need to be established and accessible by law enforcement agencies and regulatory authorities before the full power of safety compliance regimes can be exercised. Infrastructure safety design skills and tools will require strengthening to ensure the protection of all road users.

Road safety initiatives must be inclusive of all road users and roadside communities and places, especially of those users that are most vulnerable and least protected in their road environments. Inclusive road user policies

and integrated land use/transport planning and place-making are necessary to ensure urban and rural roads are safe and accessible for all road users in Sri Lanka. Speed management is a vital road safety priority in Sri Lanka that permeates all planning and policy considerations addressing infrastructure, vehicle, and road user safety issues. Agencies responsible for road safety in Sri Lanka should be adequately empowered and resourced to be dealt with escalating danger on their roads. Governance challenges impede the mobilization of a systemic, targeted, and sustained road safety program.

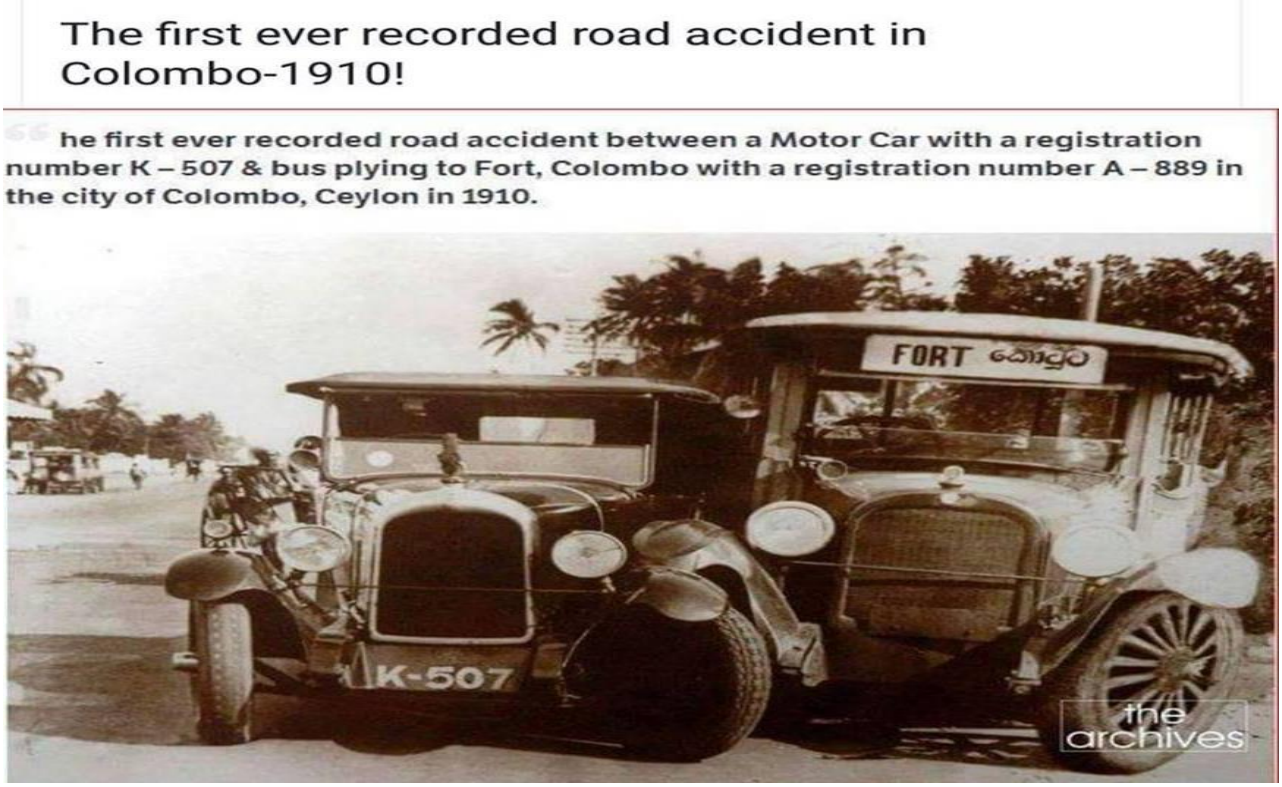


Table 9.1 Reported Accidents 2010 - 2021

Year	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
2010	2,579	6,124	12,560	16,390	37,653
2011	2,472	6,982	13,100	17,503	40,057
2012	2,317	7,209	14,680	17,939	42,145
2013	2,190	6,870	13,525	15,292	37,877
2014	2,260	7,071	12,781	13,854	35,966
2015	2,600	8,186	13,595	13,726	38,107
2016	2,837	8,932	14,050	13,380	39,199
2017	2,962	8,666	13,102	12,866	37,596
2018	2,994	8,795	12,138	11,918	35,845
2019	2,704	7,775	10,730	9,137	30,346
2020	2,242	6,950	8,705	5,807	23,704
2021	2,411	6,724	8,084	5,635	22,854

Source: Traffic Police Head Quarters

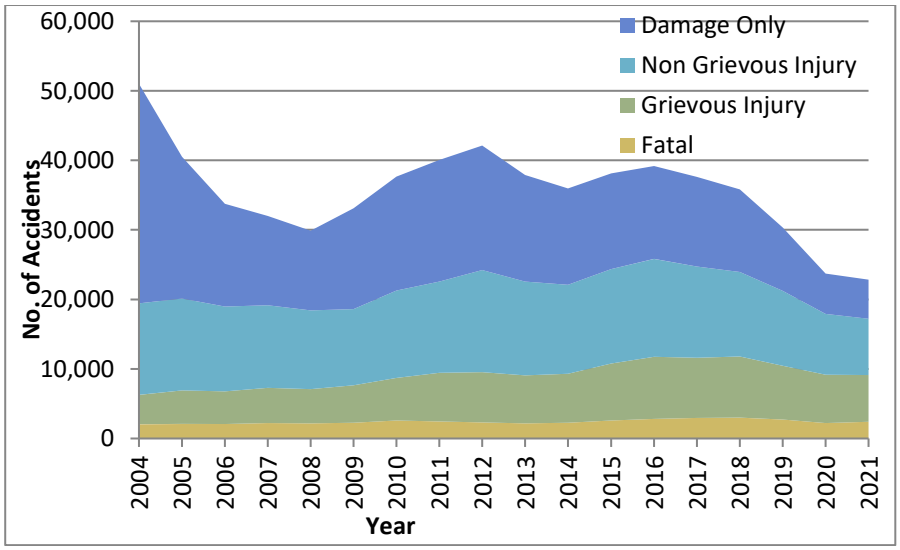


Figure 9.1 Road Accidents in Sri Lanka

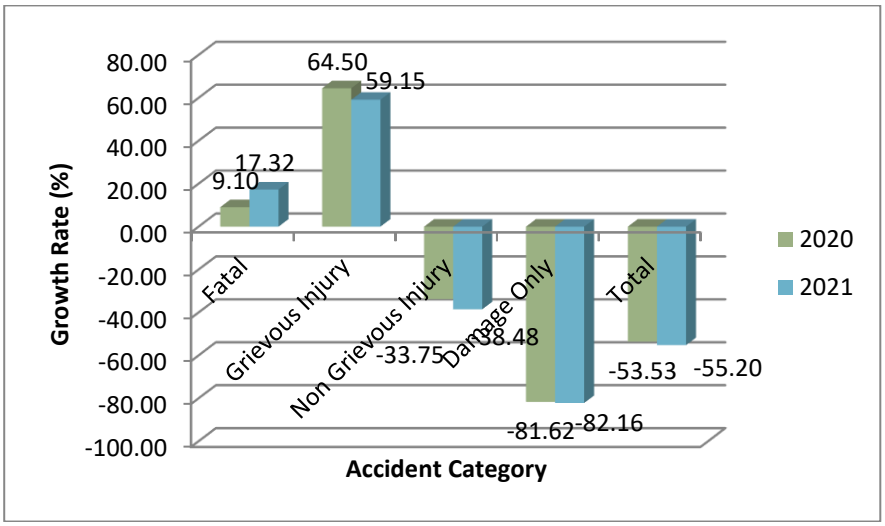


Figure 9.2 Accidents growth Rate (2004-2021) 2004 Base

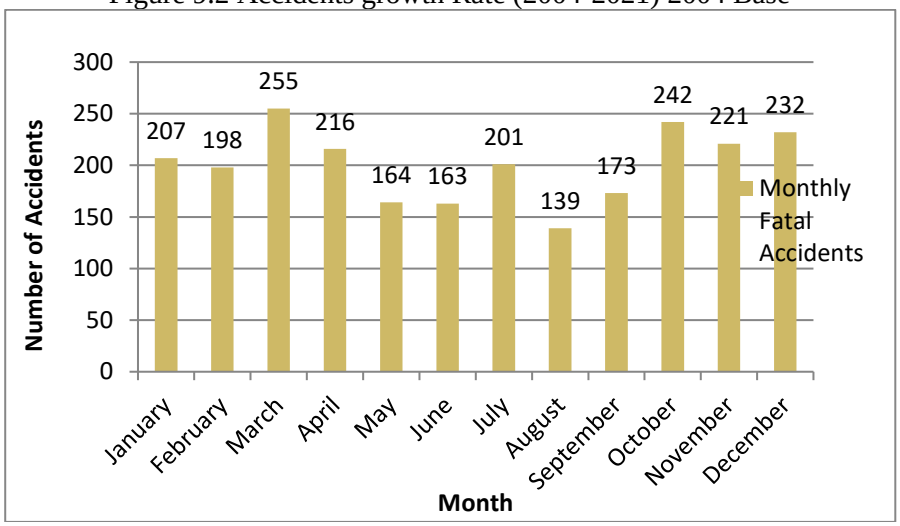


Figure 9.3 Monthly Fatal Accidents 2021

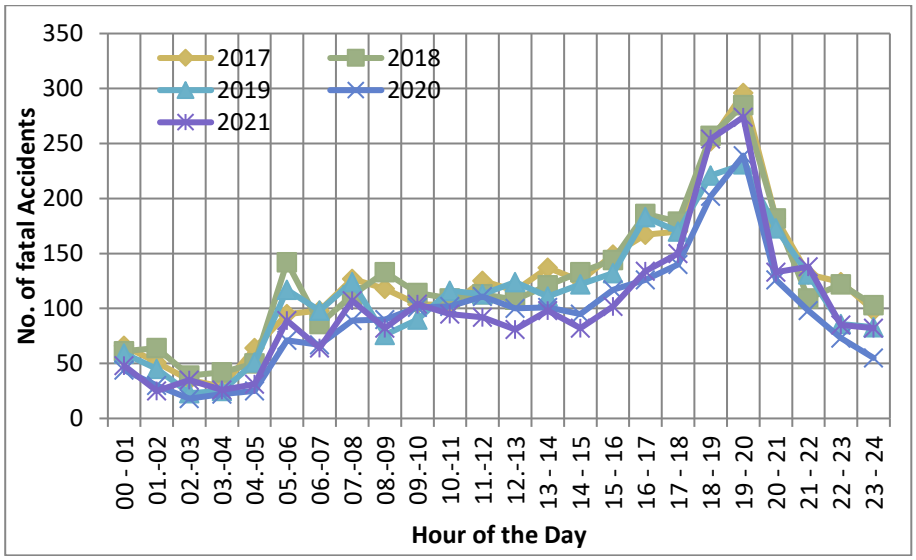


Figure 9.4 Hourly Fatal Accidents 2021

Table 9.2 Monthly Total Accidents 2021

Month	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
January	207	612	826	543	2,188
February	198	596	738	454	1,986
March	255	685	814	598	2,352
April	216	670	742	488	2,116
May	164	331	414	340	1,249
June	163	410	499	372	1,444
July	201	579	669	438	1,887
August	139	421	470	391	1,421
September	173	477	557	442	1,649
October	242	633	708	493	2,076

November	221	557	790	529	2,097
December	232	753	857	547	2,389
Total	**2411**	**6724**	**8,084**	**5,635**	**22,854**

Source: Traffic Police Head Quarters

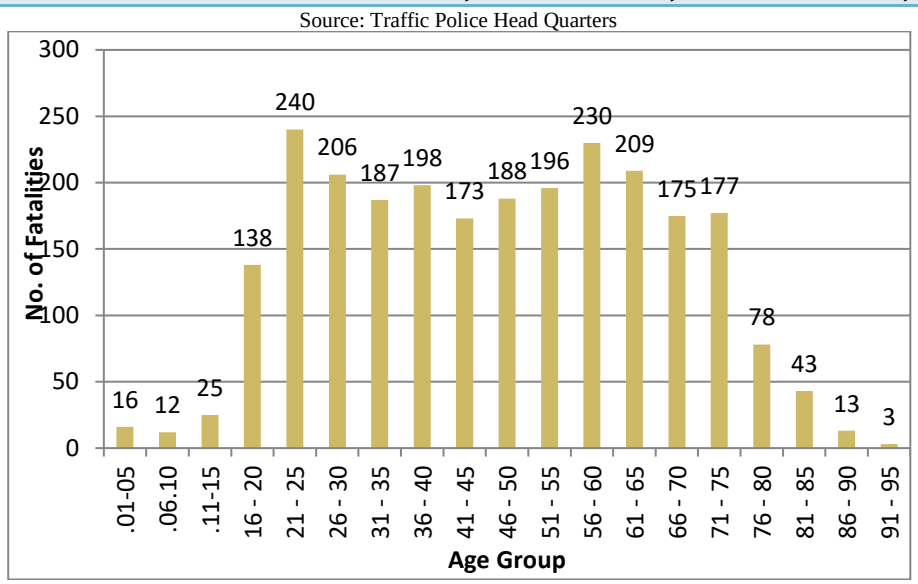


Figure 9.5 No of Fatalities by Age Group

Table 9.3 Road Accidents Classified Fatal, Injury Type and Damage to Vehicles in the year 2021

Division	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
Ampara	85	119	172	26	402
Anuradhapura	141	419	364	92	1016
Badulla	41	104	139	36	320
Bandarawela	19	79	145	64	307
Batticaloa	62	90	98	23	273
Chilaw	70	150	391	166	777
Colombo	40	271	471	973	1755
Elpitiya	77	157	154	105	493
Galle	67	138	157	56	418
Gampaha	114	309	337	286	1046
Gampola	20	54	65	35	174
Jaffna	72	131	139	19	361
Kalutara	68	191	253	122	634
Kandy	54	275	435	223	987
Kantale	24	59	62	20	165
Kegalle	55	210	234	172	671
Kelaniya	115	340	242	546	1243
Kuliyapitiya	96	194	110	49	449
Kurunegala	128	361	353	149	991
Matale	51	196	219	130	596
Matara	59	220	226	108	613
Monaragala	65	212	176	59	512
Mt. Lavinia	50	177	290	303	820
Negombo	50	138	141	93	422
Nikaweratiya	48	110	189	26	373
Nugegoda	102	406	509	931	1948
Nuwara Eliya	24	66	131	76	297

Panadura	70	229	211	108	618
Polonnaruwa	77	185	131	65	458
Ratnapura	72	209	321	166	768
Tangalle	82	181	224	80	567
Trincomalee	20	60	98	24	202
Vavuniya	15	27	56	24	122
Hatton	9	20	39	12	80
Mannar	14	25	48	9	96
Seethawaka	57	119	99	72	347
Kilinochchi	28	50	50	6	134
Kankasanthurai	15	46	55	13	129
Mullativ	16	57	62	23	158
Puttalam	77	174	227	72	550
Embilipitiya	40	114	112	19	285
Theldeniya	22	52	149	54	277
Total	2,411	6,724	8,084	5,635	22,854

Source: Traffic Police Head Quarters

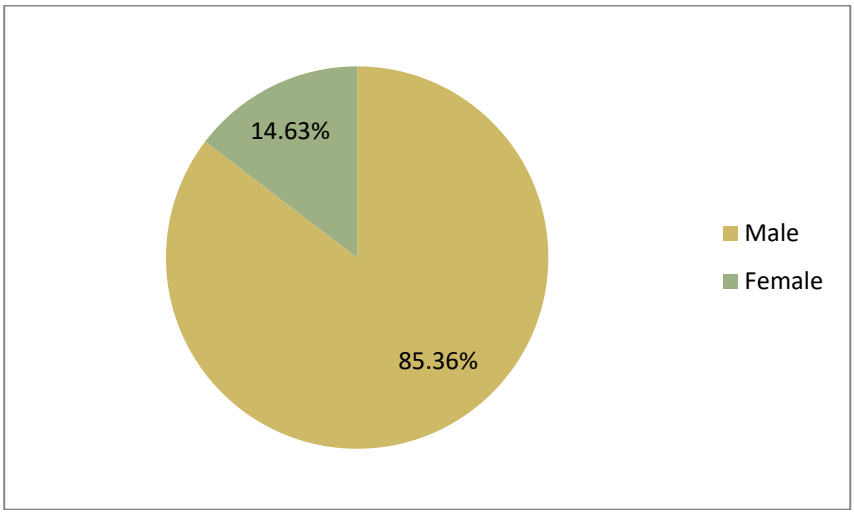


Figure 9.6 Fatalities by Gender 2021

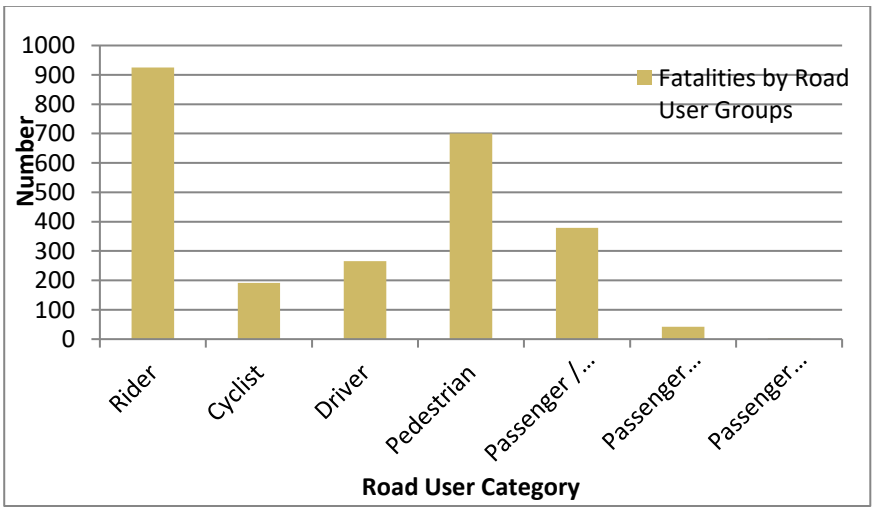


Figure 9.7 Fatalities by Road User Groups

Table 9.4 Reported Accidents SLTB Buses 2021

Month	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
January	4	11	11	13	39
February	4	15	17	5	41
March	3	7	14	20	44
April	6	11	12	10	39
May	2	3	6	3	14
June	4	4	4	3	15
July	4	7	5	6	22
August	0	11	12	1	24
September	3	4	3	1	11
October	3	8	6	9	26
November	5	11	14	11	41
December	8	14	17	8	47
Total	46	106	121	90	363

Source: Traffic Police Head Quarters

Table 9.5 Total Road Accidents SLTB Buses 2021

Accident Type	2015	2016	2017	2018	2019	2020	2021
Fatal	**127**	91	107	112	74	61	**46**
Grievous Accidents	**278**	219	246	238	196	125	**106**
Non Gravois Accidents	**441**	401	334	298	278	188	**121**
Damage Only	**602**	444	383	326	229	133	**90**
Total	**1,448**	**1,155**	107	974	**777**	507	**363**

Source: Traffic Police Head Quarters

Table 9.6 Reported Accidents Private Buses 2021

Month	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
January	10	26	36	43	115
February	14	23	20	22	79
March	23	30	46	65	164
April	12	18	27	39	96
May	12	1	12	25	50
June	7	19	14	20	60
July	11	17	24	28	80
August	3	16	19	28	66
September	5	10	13	23	51
October	7	23	19	27	76
November	14	25	37	47	123
December	18	37	65	47	167
Total	136	245	332	414	1,127

Source: Traffic Police Head Quarters

Table 9.7 Total Road Accidents Private Buses 2021

Accident Type	2015	2016	2017	2018	2019	2020	2021
Fatal	267	233	263	300	272	169	136
Grievous Accidents	644	676	646	633	589	380	245
Non Grievous Accidents	1,003	959	854	830	806	470	332
Damage Only	1,775	1,510	1,533	1,480	1,079	540	414
Total	3,689	3,378	3,296	3,243	2,746	1,559	1,127

Source: Traffic Police Head Quarters

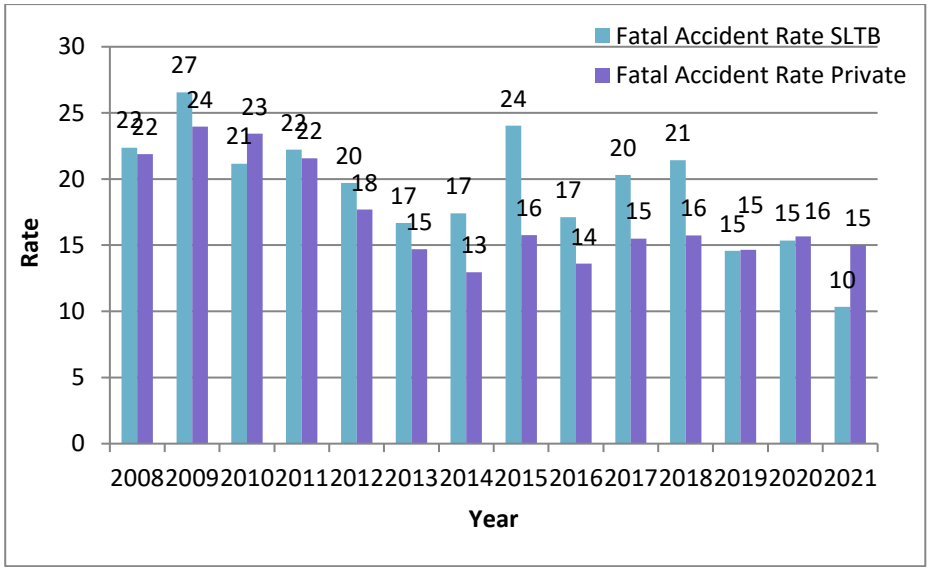


Figure 9.8 Fatal Road Accidents per 1,000 operated buses

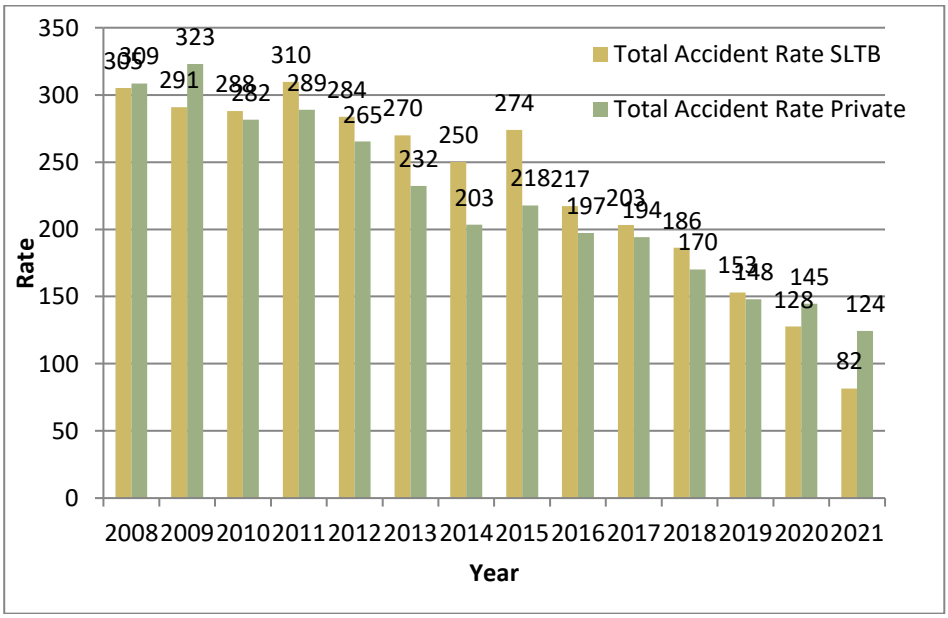


Figure 9.9 Total Road Accidents per 1,000 operated buses

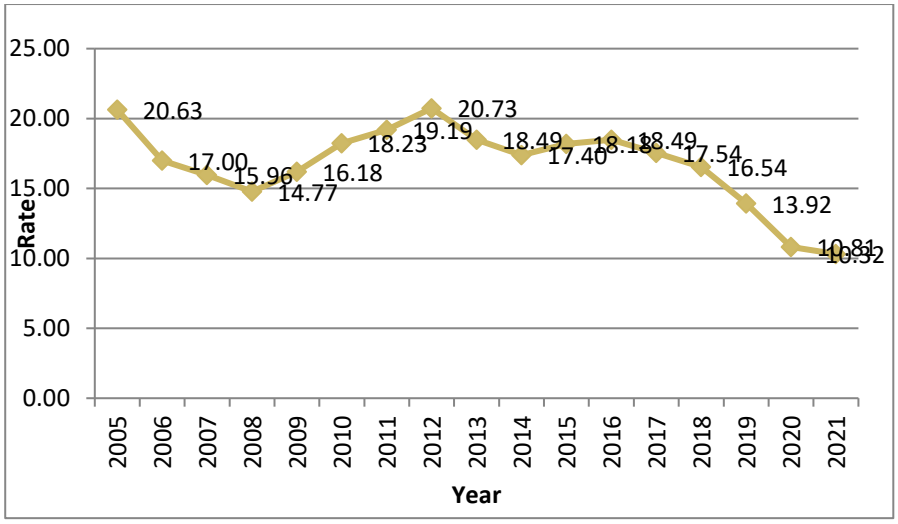


Figure 9.10 Total Road Accidents per 10,000 Population

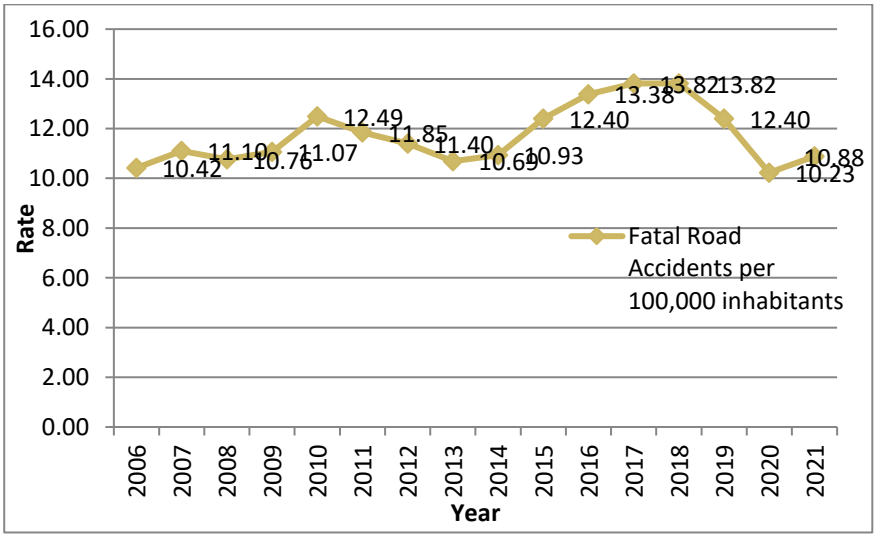


Figure 9.11 Fatal Road Accidents per 100.000 Inhabitants

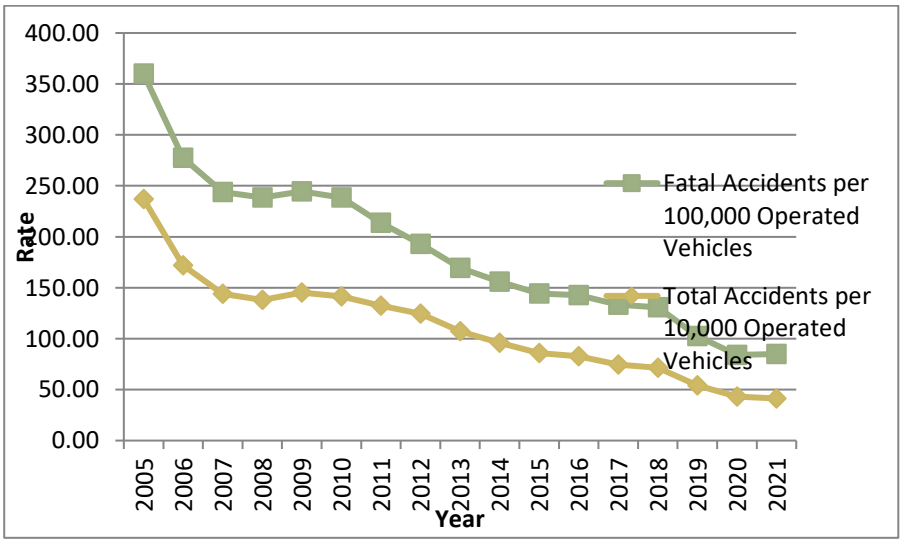


Figure 9.12 Relationship between Operational Vehicles and Road Accidents

Table 9.8 Vehicle & Pedestrian Responsible for Fatal Accidents

Vehicle Category	2015	2016	2017	2018	2019	2020	2021
Motor Car	237	282	292	48	28	231	230
Dual Purpose Vehicle	425	522	524	283	314	324	381
Lorry	501	523	579	525	466	450	545
Cycle	288	262	312	532	502	196	200
Motor Cycle/Moped	1,473	1,667	1,788	281	252	15,33	1,529
Three wheeler	474	541	511	1,807	1695	370	443
Articulated Vehicle, prime mover	20	26	32	530	455	18	33
SLTB Bus	127	91	107	30	24	62	43
Private Bus	273	233	268	112	74	175	134
Intercity Bus	3	6	14	307	275	4	6
Land Vehicle/Tractor	63	74	60	15	6	75	58
Animal drawn vehicle or rider on animal	1	3		60	69	0	0
Other	3	6	2	4	03	0	12
Not Known	51	40	-	-	-	21	16
pedestrian	858	953	1,013	1,003	942	710	714
Total	**4,797**	**5,229**	**5,502**	**5,537**	**5,105**	4,169	4,344

Source: Traffic Police Head Quarters

Table 9.9 Vehicle and Pedestrian Responsible for Total Accidents 2021

Element Type	Fatal	Grievous Injury	Non Grievous Injury	Damage Only	Total
Not Known	16	10	10	33	69
Motor Car	230	994	1,448	3,364	6,036
Dual Purpose Vehicle	381	1,115	1,266	1,872	4,634
Lorry	545	1,044	1,046	1,409	4,044
Cycle	200	359	455	9	1,023
Motor Cycle/Moped	1,529	5,538	6,003	1,074	14,144
Three wheeler	443	1,642	2,575	1,281	5,941
Articulated Vehicle, prime mover	33	35	35	130	233
SLTB Bus	43	102	115	88	348
Private Bus	134	242	326	425	1,127
Intercity Bus	6	4	6	10	26
Land Vehicle/Tractor	58	128	105	51	342
Animal drawn vehicle or rider on animal	0	2	0	2	4
Pedestrian	714	1,528	1,629	2	3,873
Other	12	15	14	15	56
Total	4,344	12,758	15,033	9,765	41,900

Source: Traffic Police Head Quarters

Table 9.10 Fatalities by Road User Group

Category	2015	2016	2017	2018	2019	2020	2021
Driver/Rider/Cyclist	1,301	1,464	1,549	1,535	1,414	1,250	1,383
Pedestrian	803	894	953	947	871	673	700
Passenger / pillion passenger	610	573	565	558	530	354	379
Passenger falling of vehicle	75	65	42	73	58	72	42
Passenger entering or leaving bus	27	21	38	38	26	14	3
Total	2,816	3,017	3,147	3,151	2,899	2,363	2,507

Source: Traffic Police Head Quarters

Table 9.11 Reasons for Total Road Accidents

Reason	2015	2016	2017	2018	2019	2020	2021
Speeding	6,362	6,282	6,352	5,881	5,532	4,080	3113
Aggressive/negligent driving	30,148	30,811	29,948	28,212	23,329	18,522	18591
Error of judgment	1,038	868	970	766	744	343	217
Influenced by alcohol / drugs	2,021	1,949	1,387	1,934	1,339	1,527	1473
Fatigue / Fall asleep	560	580	607	596	543	427	247
Distracted/inattentiveness (handling radio, mobile)	87	100	125	90	57	40	38
Poor eye sight	14	14	14	5	3	4	2
Sudden Illness	14	18	22	12	6	17	13
Blinded by another vehicle/Sun	33	38	40	18	14	2	19
Others	0	0	0	0	0	**0**	154
Not Known/NA	-	-	-	-	-	-	18742
Total	40,277	40,660	39,465	37,514	31,567	24,962	42,609

Source: Traffic Police Head Quarters

Table 9.12 Reason for Fatal Road Accidents

Reason	2015	2016	2017	2018	2019	2020	2021
Speeding	619	709	789	831	707	556	**493**
Aggressive/negligent driving	1,906	1,998	2,139	2,129	1,937	1,660	**1,920**
Error of judgment	60	42	55	48	72	29	**18**
Influenced by alcohol / drugs	163	181	156	150	124	135	**99**
Fatigue / fall asleep	76	74	92	75	76	54	**42**
Distracted/inattentiveness (handling radio, mobile)	2	5	8	7	2	03	**05**
Poor eye sight		1	1	1	1	0	**0**
Sudden illness	3	3	1	4	1	04	**1**
Blinded by another vehicle/sun	1	1	4	0	1	0	**4**
Others		0	0	0	0	0	**10**
Total	**2,830**	**3,014**	**3,245**	**3,245**	**2,921**	**2,441**	**2,592**

Source: Traffic Police Head Quarters

Table 9.13 No. of Fatalities in Road Accidents by Age and Type of Road User 2021

Age	Driver/Rider	Pedestrian	Passenger / Pillion Passenger	Passenger Falling of Vehicle	Passenger Entering or Leaving Bus	Total
0 - 05	0	3	13	0	0	16
06 -10	2	2	8	0	0	12
11 - 15	7	4	13	1	0	25
16 - 20	90	6	41	1	0	138
21 - 25	185	9	42	4	0	240
26 - 30	157	17	27	5	0	206
31 - 35	130	12	39	6	0	187
36 - 40	145	26	22	5	0	198
41 - 45	104	33	32	4	0	173

46 - 50	100	51	34	3	0	188
51 - 55	95	70	28	2	1	196
56 - 60	116	91	21	2	0	230
61 - 65	90	91	24	3	1	209
66 - 70	66	96	11	1	1	175
71 - 75	59	102	15	1	0	177
76 - 80	26	46	5	1	0	78
81 - 85	10	27	4	2	0	43
86 - 90	1	12	0	0	0	13
91 - 95	0	2	0	1	0	3
Total	1,383	700	379	42	3	2,507

Source: Traffic Police Head Quarters

9.2 National Council for Road Safety

Table 9.14 Payment of Compensation -2015-2021

Year	2015	2016	2017	2018	2019	2020	2021
No.of applications submitted for compensation	142	88	48	50	45	30	61
Compensation paid to applicants	72	67	89	39*	52	34	64
Application rejected	21	10	-	-	-	-	-
Awareness Programs	-	80	-	-	-	-	-

Source: National Council for Road Safety
*(including applications in 2017)

Table 9.15 Expenditure

Year	2015	2016	2017	2018	2019	2020	2021
Compensation paid to Deaths (Million)	4.0	3.75	8.5	2.6	4.4	2.47	6.0
Compensation paid Critical Injuries (Million)	2.4	4.55	8.5	2.6	3.0	1.80	3.37

Source: National Council for Road Safety

9.3 Global View of Traffic Death

Road accidents due to traffic congestion have been a remarkable public health issue at global, regional and national levels. Due to the Covid -19 pandemic, mobility patterns of the people have changed. New forms of mobility including walking and cycling skyrocketed. Many cities adapted to their infrastructure at short notice to absorb and encourage active mobility. Promoting active mobility is a long term objective of most governments, and the crash exposure data collected during the pandemic should be used to adapt to road infrastructure in ways that ensure safety for all road users, especially in urban areas.

In order to achieve the Sustainable Development Goal 3.6 target of a 50 percent reduction in national road crash fatalities, several steps are being taken by many countries to halt or reverse traffic deaths. WHOs Global

Burden of Disease Project (2004) estimated that 1.27 million people die annually as a result of road traffic collisions. According to the data sources, about three quarters of road deaths are reported males. In Vietnam, more than 5,800 people died last year from road accidents, a decrease of 15.5% from 2020, according to the Office of the National Traffic Safety Committee

Road deaths currently claim more lives than malaria and estimated to be doubled by 2030 as many as those die from HIV/AIDS and four times higher of those die from tuberculosis. A leading health problem facing humanity, road safety has serious economic implications too. Road congestion causes wasting of time and higher transport costs. This is estimated to cost 2-5% of GDP in developing Asia. Respiratory diseases and other diseases due to vehicle-related air pollution lead to 500,000 premature deaths each year, costing 2-4% of GDP.

Asia's urban population adds up to about 44 million people annually. While Asia's, urban vehicle population doubles every six years, a major source to produce greenhouse gases and congestion. Many of the region's cities suffer from very high air pollution, with as much as 80% attributable to transport. More than 30% of the total investments { $1.7 trillion needed to be invested per year until 2030} to be in transport. Of an estimated 1.18 million annual deaths due to road accidents globally, 60% occur in Asia and the Pacific**.** 645,000number of road accident fatalities occur in Asia and the Pacific every year. Nearly 3.5 million deaths caused by accidents and 18 million individuals were permanently disabled due to road accidents in the last 5 years whereas 22 million families lose their family member or permanently disabled by road accidents during the same time frame. Not only that, 7 out of 10 victims' families suffer decreased income due to road accidents and two-thirds proportion of victims' families have ended up taking loans to cover income loss. Further, $96 billion amount lose annually due to road accidents. Estimated cost of road accidents in Asian countries **is** $15 billion**:**

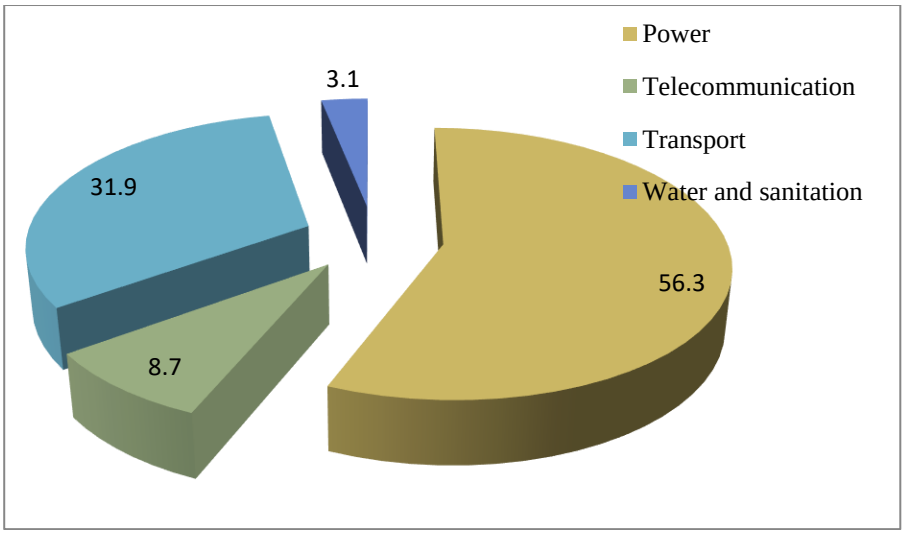


Figure 9.13 Asia and Pacific infrastructure needs 2016-2030

9.4 **What can be done to Address Road Traffic Accidents**

In order to successfully face the aforesaid challenges, priority should be given to public transport, walkways, cycle paths, and efficient traffic management systems.

In 2006, Asia accounted for 19 percent of global emissions of Carbondyoxide (CO_2) by transport. By 2030 that share will rise to 31percent. Currently, Asia is attempting investments on transport that reduces energy consumption and promotes the shift to zero emission transport systems. This includes partnering with the public sector, personally, or through public–private partnerships.

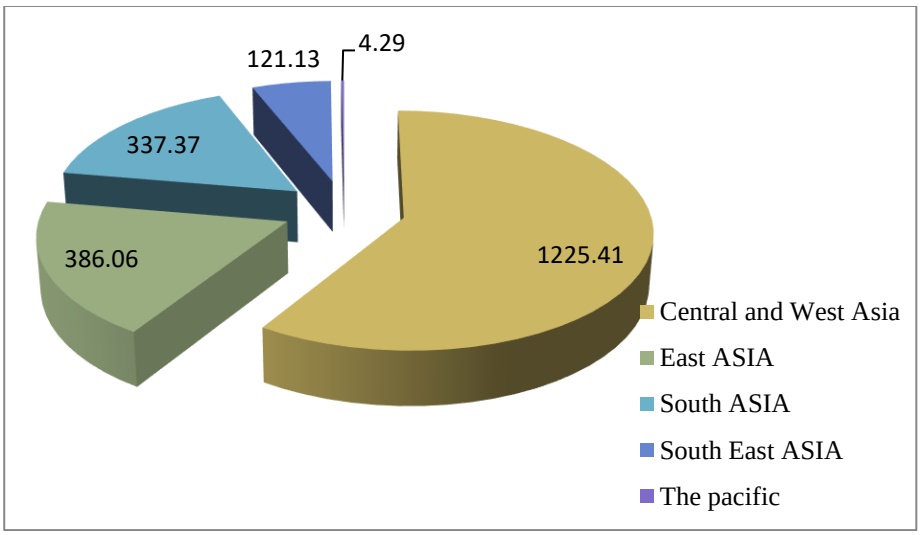


Figure 9.14 Total Transport Carbondyoxide (CO_2) Emissions in Asia

Further, climate adaptation into transport operations are too considered in Asian context. This includes ensuring engineering specifications, master planning, maintenance and contract scheduling and all are taken into account on climate adaptation measures. Rise in sea level, changes in permafrost and precipitation, and storms, floods, and droughts are all becoming more common in Asia and the Pacific. All these climatic changes have an impact on the design and construction of roads, railways and other transport infrastructure. To address these challenges, improved analytical tools are developed to systematically integrate adaptation measures into its transport operations.

Transport has a critical role to play in regional economic integration. Since regional transport infrastructure improves trade between countries quickly and more efficiently, priority is always given for these projects. The economic benefits of better cross-border transport have been enormous and include the expansion of new industries and special industrial zones along regional road corridors.

The Asian Development Bank (ADB) plays a major role to help achieve the overarching goal of poverty, alleviation. The ADB has created a social objective to make transport accessible and safe for all, including women, the elderly, the youth, vulnerable groups, and minorities.

As a method of mitigating traffic crashes most of the European countries have started inland water transport as it can also offer the least cost, least emission mode for bulk freight and container traffic.
The potential of existing natural and man-made waterway networks has been neglected in many countries, including in Asia. Wearing a motorcycle helmet correctly can reduce the risk of death by almost 40% and the risk of severe injury by 70%, while wearing a seat-belt reduces the risk of fatality among front seat passengers by 40-50%. If correctly installed and used, child restraints and deaths among infants can be reduced by approximately 70% and deaths of small children by between 54% and 80%.

In the past five years most countries have endorsed the recommendations of the World report on road traffic injury prevention which gives guidance on how countries can implement a comprehensive approach to improving road safety and reducing the death toll on their roads. To date, however, there has been no global assessment of road safety that indicates the extent to which this approach is being implemented. This Global status report on road safety is the first broad assessment of the status of road safety in 178 countries, using data drawn from a standardized survey conducted in 2008. The results provide a benchmark that countries can use to assess their road safety position relative to other countries, while internationally the data presented can collectively be considered as a global "baseline" against which progress over time can be measured. Over 90 percent of the world's fatalities on the roads occur in low-income and middle-income countries, which have only 48% of the world's registered vehicles.

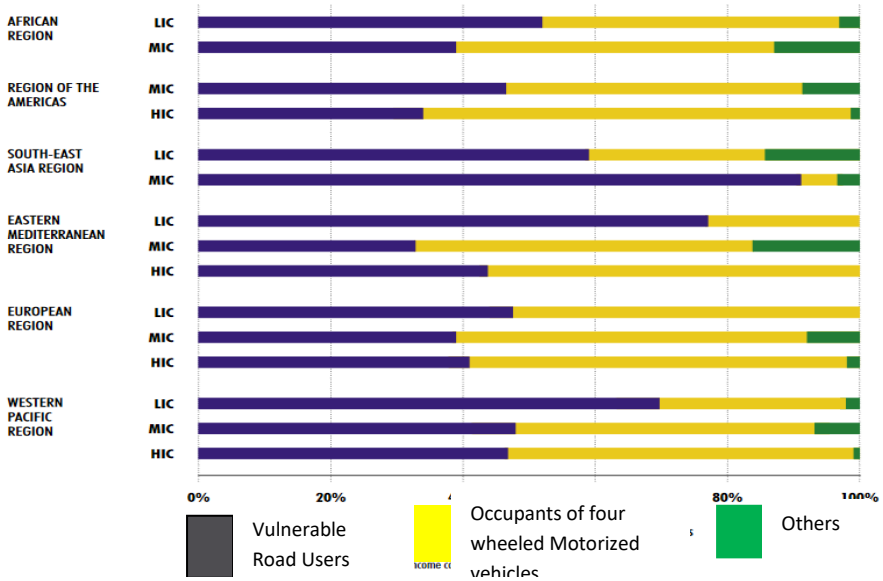
DECADE OF ACTION FOR
ROAD SAFETY
2021 - 2030

In September 2020, the UN General Assembly adopted resolution A/RES/74/299" Improving global road safety", proclaiming the Decade of Action for Road Safety 2021-2030, with the ambitious target of preventing at least 50% of road traffic deaths and injuries by 2030. WHO and the UN regional commissions, in cooperation with other partners in the UN Road Safety Collaboration, have developed a Global Plan for the Decade of Action, which was released in October 2021.

The Global Plan aligns with the Stockholm Declaration, by emphasizing the importance of a holistic approach to road safety, and calling on continued improvements in the design of roads and vehicles; enhancement of laws and law enforcement; and provision of timely, life-saving emergency care for the injured. The Global Plan also reflects the Stockholm Declaration's promotion of policies to promote walking, cycling and using public transport as inherently healthy and environmentally sound modes of transport.

Member States also agreed to convene a High-level Meeting (HLM) of the UN General Assembly on Global Road Safety. Under the overall theme *"The 2030 horizon for road safety: securing a decade of action and delivery"*, the HLM was held in New York on 30 June – 1 July 2022, back-to-back with the High-level Political Forum on Sustainable Development. Following three previously held Ministerial Conferences on Road Safety (2020 Sweden, 2015 Brazil, and 2010 Russian Federation), this HLM was the most significant political gathering held on global road safety to date.

Progress made during the previous Decade of Action for Road Safety 2011-2020 has laid the foundation for accelerated action in the years ahead. Among achievements are inclusion of road safety on the global health and development agenda, broad dissemination of scientific guidance on what works, strengthening of partnerships and networks, and mobilization of resources. This new Decade of Action provides an opportunity for harnessing the successes and lessons from previous years and building upon them to save more lives.



LIC – Low Income Countries **MIC** - Middle Income Countries **HIC** –High Income Countries

Figure 9. 15: Reported Deaths by type of Road User (%) by WHO region and income group

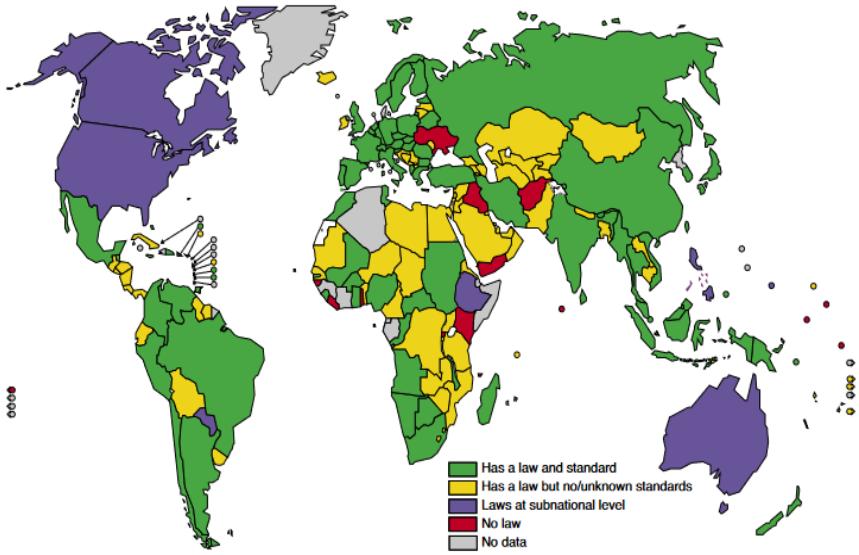


Figure 9.16 Motor Cycle Helmet Laws and Helmet Standards by Country / area

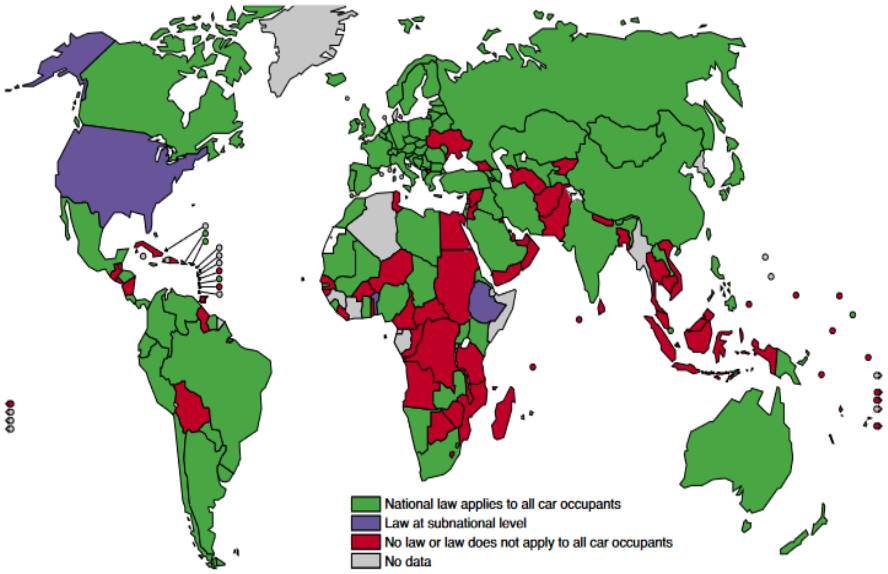


Figure 9.17 Seat Belt Laws by Country / area

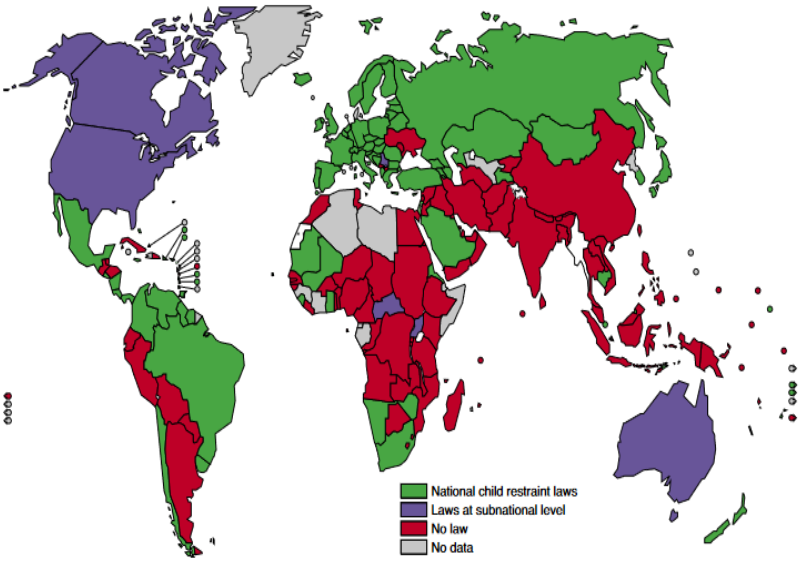
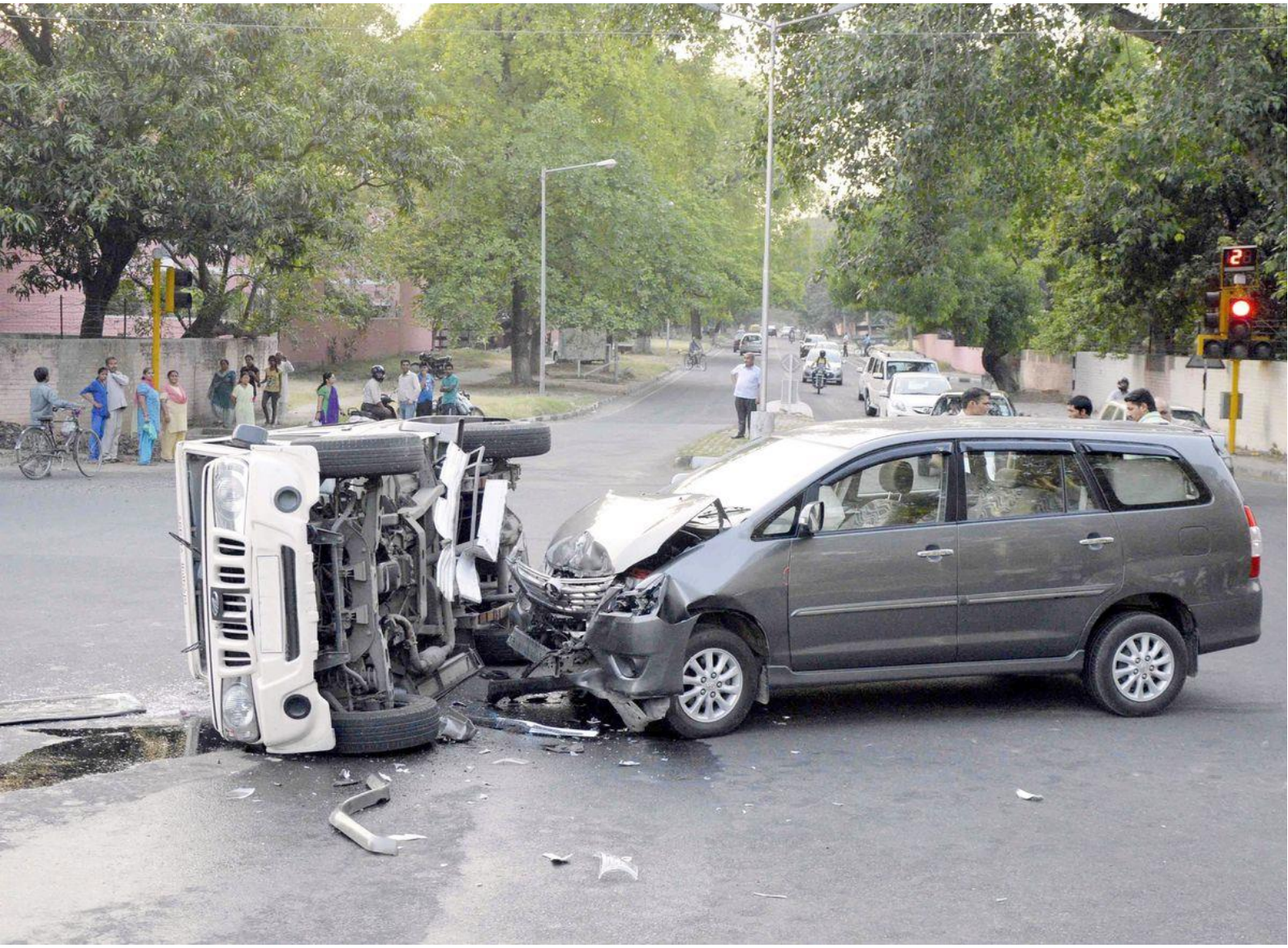


Figure 9.18 Child Restraint Legislation by Country / area



Chapter 10

Port Services

10.1 Introduction

When the government pursued an inward looking policy on import substitution in 1970's, Sri Lanka's economy was exposed to international trade with exports and imports averaging more than 60% of GDP over the past two decades. Ports and shipping played a vital role in this regard. Sri Lanka has five ports altogether and three deep sea ports namely Colombo, Trincomalee and Galle. The performance of the Colombo Port since the independence had been vivid in operation. The Port of Colombo which is primarily a container port plays a vital role as a rapidly growing maritime hub of the South Asia Region. Cargo originating from and destined to Europe, East and South Asia, the Persian Gulf, and East Africa is conveniently and efficiently handled through the Colombo Port. SLPA planned to develop three terminals (each having capacity of 2.4 million TEU) in the South Harbour, the first, which was built and in operation on a build operate-transfer (BOT) basis.

Although a slowdown was observed at the beginning, port activities depicted a considerable rebound in 2021, even amidst the spreading of the Delta variant in August and September. The Colombo Port was ranked at the 17th position in both Container Port Performance Index and the Port Liner Shipping Connectivity Index for its potential to emerge as a leading maritime hub in the South Asian Region. Along with the increase in port activities financial performance of the SLPA also improved in 2021. Total revenue of the SLPA grew by 16.8 per cent to Rs. 45.5 billion whereas operating expenditure increased by 10.7 per cent to Rs. 32.9 billion during the year under review.

10.2 Ship Arrivals

With increased arrivals of larger ships, overall ship arrivals at all ports recorded a contraction in 2021. Hence total number of ship arrivals at almost all ports had further declined in 2021 witnessing 3.6 per cent decrease from 4,337 in 2020 to 4,180 in 2021. Ship arrivals at Port of Colombo had further decreased from 3,806 in 2020 to 3,675 in 2021. Meanwhile ship arrivals at Galle Port had rapidly declined by 90.5 per cent from 135 in 2020 to 14 in 2021 whereas null improvement showed in ship arrivals at the port of Kankasanthurai/ Myliddy ports whilst ship arrivals at the port of Hambantota remained at 374 as same as in the preceding year. Only the ship arrivals at Trincomalee port had increased in 2021 and it showed a rapid growth of 432.7 per cent from 22 in 2020 to 117 ship arrivals in 2021.

Different types of ships arrived at Colombo Port such as Container / Cargo, conventional ships, Ships for repairing and ships for bunkering, other cargo and other ships. In 2021, number of container ships received by the Port of Colombo witnessed 3,180 which had further declined by 3.07 percent from 3,281 container ships conventional ships had also showed a decline from 77 to 62 in 2021 registering a slight reduction of 19.48 per cent. Total number of other cargo ships arrived at the Colombo port depicted 346 in 2021. On the contrary, Colombo port had received 42 ships for repairing and 42 ships for bunkering in the year under review.

Table 10.1 Ship Arrivals at All ports in Sri Lanka

Port	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Colombo	3,910	4,124	3,870	3,667	3,742	4,197	4,405	4,329	4,331	4,198	3,806	3,675
Galle	48	73	69	36	60	72	96	87	84	142	135	14
Trincomalee	109	126	161	134	127	164	216	233	189	43	22	117
KKS/Myliddy	8	26	44	48	34	32	25	63	59	11	0	0
Hambanthota		9	34	139	335	295	281	230	270	314	374	374
Total	**4,075**	**4,358**	**4,178**	**4,024**	**4,298**	**4,760**	**5,023**	**4,942**	**4,933**	**4,708**	**4,337**	**4,180**

Source: Sri Lanka Ports Authority

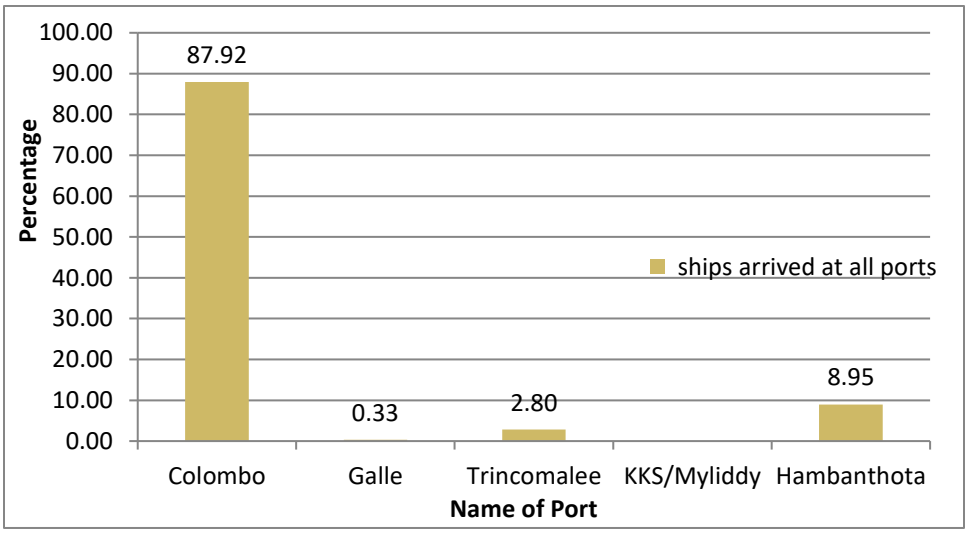


Figure 10.1 Ship Arrivals at All ports in Sri Lanka -2021

Table 10.2 - Ship Arrivals - All Ports in Sri Lanka 2021

PORT OF COLOMBO	**2021**
Cargo ships	
Container	3,180
Conventional	62
Other cargo	346
Ships for repairs	42
Ships-bunkering	35
Other ships	10
Total ships arrived	3,675
PORT OF TRINCOMALEE	
Cargo ships	109
Ships for repairs	3
Ships-bunkering	2
Other ships	3
Total ships arrived	117
PORT OF GALLE	
Cargo ships	9
Ships for repairs	0
Ships-bunkering	3
Other ships	2
Total ships arrived	14
PORTS OF KANKASANTURAI / MYLIDDY/POINT PEDRO	
Cargo ships	0
Ships for repairs	0
Ships-bunkering	0
Other ships	0
Total ships arrived	0
PORT OF HAMBANTOTA	
Cargo ships	363
Ships for repairs	8
Ships-bunkering	1
Other ships	2
Total ships arrived	374

Source: Sri Lanka Ports Authority

10.3 Cargo Handling

Unless the hindrances posed due to the spreading of Delta Variant, ports activities in the year 2021 can be introduced as an year that has surpassed historical highs because this year has recorded the highest cargo handling in comparison to the cargo handling history. Hence, total cargo tonnage handled at all ports in 2021 was 109.3 million metric tons and that witnessed a 6.36 percent considerable increase from 102.9 million metric tons in 2020. Out of all the ports, the highest growth momentum in cargo handling was portrayed from the port of Hambantota which depicted a 29.4 percent increase up to 2,249 metric tons in 2021 from 1,750 metric tons in 2020. That was mainly due to recording the highest growth of its operations, entirely driven by transshipments. As a result in 2021, Hambantota Port registered a growth momentum of 40.4 per cent.

All the ports indicated an increase in cargo handling except the port of Galle. Therefore it showed the weakest performance in 2021 depicting 73.76 per cent negative performance whereas Colombo and Trincomalee ports witnessed 6.3 per cent and 4.7 per cent growth momentum in 2021 respectively. Similar to the previous year port of KKS / Myliddy had not performed any cargo handling activity in 2021.

Port of Colombo has recorded the highest ever annual container throughput in the history during the year 2021 as 7.2 million TEUs. It was obvious that all types of cargo handled in 2020 declined as a whole. On the contrary all types of cargo handling including containerized, break bulk, dry bulk and liquid bulk had swollen by 7.4, 216.1, 143.1, and 7.4 respectively in the year under review (2021). Total container handling in 2021 was registered with 6.6 percent slight increase from 6.8 million TEUs in 2020 to 7.2 million TEUs in 2021. On the other hand Transshipment container handling in 2021 recorded a 5.1 per cent improvement witnessing 6.0 million TEUs.

Meanwhile domestic vehicle handling registered a sheer decline of 76.9 per cent with the continued restrictions on motor vehicle importation.

Development projects related to East Container Terminal 2nd Phase, JCT 5th Phase and development of West Container Terminal were initiated and implemented in 2021 with the view to expanding operational capacity. Fulfillment of basic development activities with regard to attracting investment opportunities at Galle, Trincomalee and KKS / Myliddy ports can also be introduced as an achievement of 2021.

With the increase in port activities, the financial performance of SLPA too improved in 2021. Total revenue of SLPA grew by 16.8 per cent to Rs. 45.5 billion whereas operating expenditure also increased by 10.7 per cent to Rs. 32.9 billion during the year under review.

Table 10.3 Total Cargo Tonnage Handled ('000 M.T.) - All Ports

Port	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Colombo	58,768	62,015	61,670	63,482	70,794	73,718	81,879	89,034	100,152	101,926	97,681	103,824
Galle	318	464	422	207	394	542	771	712	729	3,304	404	106
Trincomalee	2,154	2,574	2,859	2,435	2,748	3,027	3,514	3,897	3,560	510	3,072	3,190
KKS/Myliddy	11	28	60	49	21	32	27	23	18	3	0	0
Hambanthota		15	20	119	474	293	355	213	494	1,239	1,750	2,249
Total Handled	**61,251**	**65,096**	**65,031**	**66,292**	**74,431**	**77,612**	**86,546**	**93,879**	**104,953**	**106,982**	**102,907**	**109,369**

Source: Sri Lanka Ports Authority

Table 10.4 Tonnage of Cargo Handled by Type ('000 M.T.) - All Ports

Year	2015	2016	2017	2018	2019	2020	2021
TOTAL CONTAINER TRAFFIC (TEUS '000)	5,185	5,735	6,209	7,047	7,228	6,855	7,249
TRANSSHIPMENT CONTAINER (TEUS' 000)	3,967	4,435	4,826	5,704	5,802	5,765	6,050

Source: Sri Lanka Ports Authority

Table 10.5 Total Container & Transshipment Throughput (TEUs) - Port of Colombo

TONNAGE HANDLED (M.T.)	2015	2016 ('000)	2017	2018	2019	2020	2021
Containerized*	65,681,858	73,682	79,824,728	90,015,815	92,397	88,787	94,595
Break bulk	1,112,650	1,388	1,210,304	692,068	1,429	559	1,767
Dry bulk	2,343,977	6,423	6,525,203	2,825,454	6,356	2,988	7,264
Liquid bulk	4,579,138	5,053	6,318,954	6,618,378	6,800	5,347	5,743
Total Handled	**73,717,623**	**86,546**	**93,879,189**	**100,151,715**	**106,982**	**97,681**	**109,369**

Source: Sri Lanka Ports Authority

Table 10.6 Container Throughput (TEU's) – Port of Colombo

Terminal	2010	2011	2012	2013	2014	2016	2017	2018	2019	2020	2021
Sri Lanka Ports Authority											
Imports	278,893	323,712	324,509	337,357	324,085	255,557	208,948	174,671	147738	115,624	162,388
Exports	284,456	323,770	340,782	339,580	319,232	227,552	179,334	154,142	126996	115,429	158,733
Transshipment	1,533,845	1,583,195	1,584,985	1,779,882	1,882,057	1,607,792	1,609,114	1,965,987	1999598	1,855,713	1,846,264
Re-stowing	69,979	68,769	66,573	45,044	33,965	9,216	13,306	9,734	8296	11,038	30,949
Total	**2,167,173**	**2,299,446**	**2,316,849**	**2,501,863**	**2,559,339**	2,100,117	**2,010,702**	**2,304,534**	**2,282,618**	**2,097,804**	**2,198,334**
South Asia Gateway Terminal											
Imports	182,755	200,078	183,537	171,552	167,815	152194	179,321	190,018	147738	115,624	136,824
Exports	186,140	199,326	171,427	169,958	169,539	165513	196,623	189,921	126996	115,429	128,461
Transshipment	1,561,744	1,540,633	1,479,782	1,385,552	1,298,434	1294631	1,406,265	1,644,336	1999598	1,855,713	1,521,373
Re-stowing	39,629	23,404	35,525	19,740	26,152	19869	27,626	42,483	8296	11,038	52,035
Total	**1,970,268**	**1,963,441**	**1,870,271**	**1,746,802**	**1,661,940**	**1,632,207**	**1,809,835**	**2,066,758**	**2,282,618**	**2,097,804**	**1,838,693**
Colombo International Container Terminal											
Imports				7,193	75,680	244217	300,903	303,713		295,680	303,223
Exports				6,337	70,634	254817	318,422	330,784	298604	297,747	309,426
Transshipment				42,683	519,219	1452838	1,726,203	1,992,035	298813	2,188,979	2,482,410
Re-stowing				1,328	21,103	50727	43,003	49,662	2209228	102,500	117,272
Total				57,541	686,636	2,002,599	2,388,531	2,676,194	2893566	2,884,906	3,212,331
Port of Colombo											
Imports	461,648	523,790	508,046	516,102	567,580	651968	689,172	668,402	636210	543,581	602,435
Exports	470,596	523,096	512,209	515,875	559,405	647882	694,379	674,847	637122	546,088	596,620
Transshipment	3,095,589	3,123,828	3,064,767	3,208,117	3,699,710	4,355,261	4,741,582	5,602,358	5802060	5,613,461	5,850,047
Re-stowing	109,608	92,173	102,098	66,112	81,220	79,812	83,935	101,879	152945	151,632	151,632
Total	**4,137,441**	**4,262,887**	**4,187,120**	**4,306,206**	**4,907,915**	5,734,923	**6,209,068**	**7,047,486**	**7228337**	**6,854,762**	**7,249,358**

Source: Sri Lanka Ports Authority

Table 10.7- Employments of Port Services

Year	2015	2016	2017	2018	2019	2020	2021
Colombo	8,692	8,842	8,625	8,948	8,975	8,567	8287
Galle	355	348	351	362	384	339	331
Trincomalee	417	402	401	400	400	387	381
KKs/Myliddy					-	-	
Hambanthota		50	-	-	-	-	
Total	9,464	9,642	9,377	9,710	9,759	9,293	8,999

Source: Sri Lanka Ports Authority ***Excluding SAGT and CICT and Hambantota**

Chapter 11

Civil Aviation

11.1 Introduction

Air transport is an important enabler to achieve economic growth and development. Air transport facilitates integration into the global economy and provides vital connectivity on a national, regional, and international scale. It helps generate trade, promote tourism, and create employment opportunities. Air transport generates benefits to consumers and the wider economy by providing speedy connections between cities. These virtual bridges in the air enable the economic flows of goods, investments, people and ideas that are the fundamental drives of economic growth.

CAASL is on a flight path to excellence, firmly borne upon secured wings, creating safer and efficient skies for all. The vista of the civil aviation industry has been transforming to reshape its operations to fully grasp and align with the standards set all over the world.

According to "the importance of air transport to Sri Lanka" published by International Air Transport Association (IATA) the air transport's impact on an economy could be measured in three ways: the jobs and spending generated by airlines and their supply chain, the flows of trade, tourism and investment resulting from users of all airlines serving the country and the city pair connections that make these flows possible. All provide a different but illuminating perspective on the importance of air transport.

Asia-Pacific is the largest market for passenger flows to Sri Lanka, followed by Europe and the Middle East. Sri Lanka's connections to Asia-Pacific have grown the fastest over the past five years. If air transport's unique contribution is the bridges it creates between cities, then the flows of goods, people, investment and ideas that stimulate economic development must flow unimpeded to maximize their contribution to consumers and the wider economy. This enables us to measure how freely goods and people flow across borders. Air transport in Sri Lanka is forecast to grow by 143% in the next 20 years under the "current trends" scenario. This would result in an additional 7.6 million passenger departure by 2038. If met, this increased demand would support approximately US $19 billion of GDP and around 732,000 job opportunities.

In 2021 initial approval for the proposed water aerodrome at Port City was granted in coordination with relevant government agencies whilst water aerodrome operation is recommenced. Preliminary studies have been started

in identifying a suitable land for development of an airport in Nuwara Eliya. Under the BIA modernization project, fuel hydrant system upgrade work was in progress and Apron E expansion project at BIA was completed and commissioned for regular aircraft operations where construction of terminal II at BIA work was in progress in 2021. Thus, a Rapid PCR Testing Service facility was also established at the BIA, catering to the special requirements of passengers travelling to certain destinations in the Middle East. Further, CAASL has issued the initial clearances for the setting up of industrial zones at MRIA for relevant authorities in the year under review. Meanwhile, Mattala Rajapaksa International Airport (MRIA) obtained the Airport Health Accreditation Certificate from the Airports Council International (ACI), for being compliant with international health and safety guidelines. With a view to restoring normalcy and to facilitate the steady recovery of the sector, measures not to direct fully vaccinated persons and those below the age of 12 years from COVID-19 PCR tests or Rapid Antigen Tests were followed. Significant initiatives were taken during the year under review regarding operations where renewed focus on cargo operations not only to continue export operations, but also for the transportation of essential medical supplies and vaccinations, increased cross-border commercial cargo operations and expanded to several new destinations during 2021.

11.2 Operational Data

The civil aviation industry showed a quantitative performance in 2021. This was mainly due to the decreased travel appetite caused due to continuation of COVID-19 pandemic and springing up of the new Delta variant in the country. Therefore, total passenger movements at BIA in 2021 had considerably declined by 37.35 percent from 2.4 million in 2020 to 1.5 million in 2021**.**

Although higher passenger arrival was recorded in the month of January each year passenger movement pattern had showed a difference in 2021 registering highest passenger arrival in the month of December and that accounted for 4.3 million. This showed a 1426.4 percent sharp increase compared to the previous year's records. Next highest passenger arrival was recorded in the month of November and October and that accounted for 3.8 million and 2.8 million respectively. On the contrary, least passenger arrival was recorded in the month of January and that accounted a sharp decline of 97.7 percent up to 3.0 million passengers compared to the previous year. Compared to the sheer dropdown in passenger movements from April to December 2020 ranged between 6,000m - 28,000, Civil Aviation sector had been able to rebound the services from 30,655 to 432,857 passenger movements by the end of 2021. As a whole, Aircraft movements at BIA had shown a slight recovery in 2021 compared to air craft movements in 2020 since the least aircraft movements were shown in 2020 due to the spread of COVID -19 pandemic. Thus, aircraft movements in 2021 had moderately increased by 1.52 percent from 20310 in 2020 to 20437 in 2021. Although air cargo handling at BIA decreased in 2020, it had

gradually increased by 35.28 percent from 246,406.329 mt in 2020 up to 184,040.18 mt in 2021. Domestic flight movements at Mattala Rajapaksha International Airport (MRIA) have shown a sharp increase of 97.14 per cent witnessing 138 flight movements in 2021 from 70 in 2020. Total number of flight movements recorded at Mattala Rajapaksha International Airport (MRIA) was 722 in 2021 compared to 420 in 2020. This includes 584 international flight movements.

Table 11.1 - Aircraft Movements at Bandaranaike International Airport (BIA)

Month	2015	2016	2017	2018	2019	2020	2021
January	4,924	5304	4,788	6,156	5699	5,647	1,103
February	4,389	5063	4,184	5,590	5172	4,929	1,046
March	4,850	5459	4,548	5,973	5676	3,024	1,288
April	4,674	5342	5,129	5,653	5196	309	1,322
May	4,776	5311	5,328	5,635	4630	541	1,257
June	4,592	5172	5,148	5,287	4613	729	1,358
July	4,822	5593	5,736	5,448	4926	726	1,485
August	4,932	5740	6,058	5,483	5097	771	1,567
September	4,858	5461	5,755	5,302	4942	781	1,909
October	5,050	5568	5,936	5,410	5021	801	2,315
November	4,822	5122	5,859	5,277	5203	897	2,666
December	5,134	5558	6,434	5,629	5511	1,155	3,121
Total	**57,823**	**64,693**	**64,903**	**66,843**	**61686**	**20,310**	**20,437**

Source: Civil Aviation Authority of Sri Lanka, Sri Lankan Airlines Ltd. and Airport & Aviation Services (Sri Lanka) Limitd.

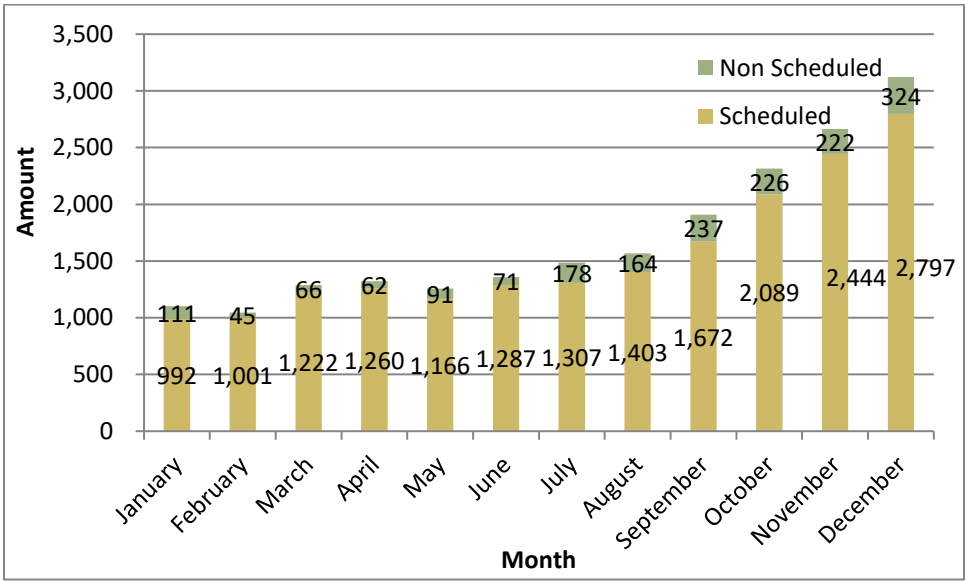


Figure 11.1 Aircraft Movements at BIA -2021

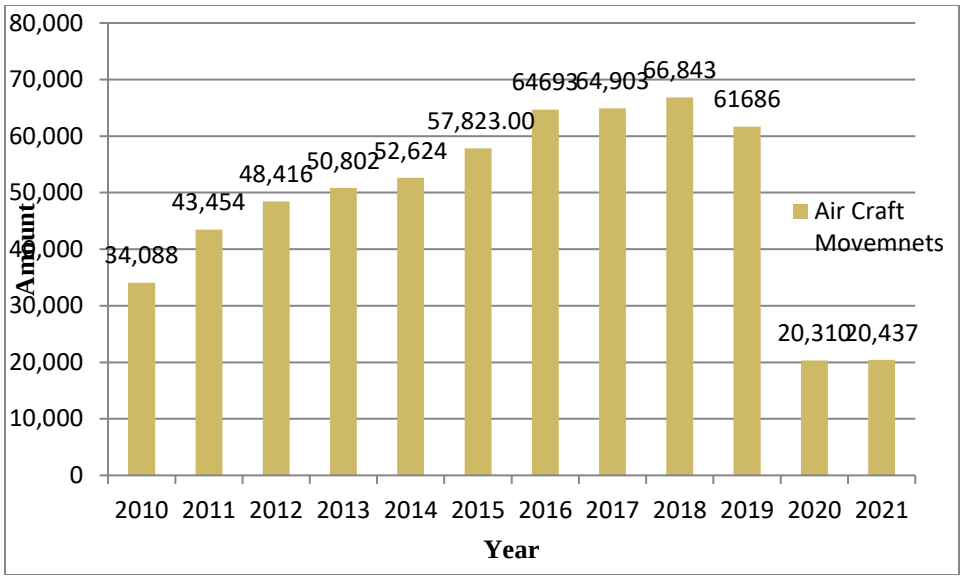


Figure 11.2 Aircraft Movements at BIA 2010-2021

Table 11.2 - Passenger Movements at Bandaranaike International Airport (BIA)

Month	2015	2016	2017	2018	2019	2020	2021
January	748,055	837,645	811,353	1,027,333	977320	978,654	30,655
February	664,592	762,539	709,817	924,965	888686	800,101	36,490
March	706,351	791,617	740,371	968,355	943232	411,311	53,573
April	690,215	754,520	804,763	923,069	848951	6,643	60,144
May	678,103	705,542	769,020	860,811	629417	9,571	44,749
June	637,689	663239	706,987	795,840	686356	19,047	48,245
July	726,959	829,501	868,130	918,624	787411	18,506	57,934
August	810,746	900,125	968,709	979,840	867936	24,828	84,745
September	732,499	770,522	813,263	833,231	757695	21,363	135,676
October	670,603	719,276	807,969	803,609	762491	19,168	192,770
November	652,625	721,951	805,683	817,312	799934	17,282	297,283
December	805,452	885,732	998,980	943,422	949572	28,374	432,857
Total	**8,523,889**	**9,342,209**	**9,805,045**	**10,796,411**	**9,899,001**	**2,354,848**	**1,475,121**

Source: Civil Aviation Authority of Sri Lanka, Sri Lankan Airlines Ltd. and Airport & Aviation Services (Sri Lanka) Limitd.

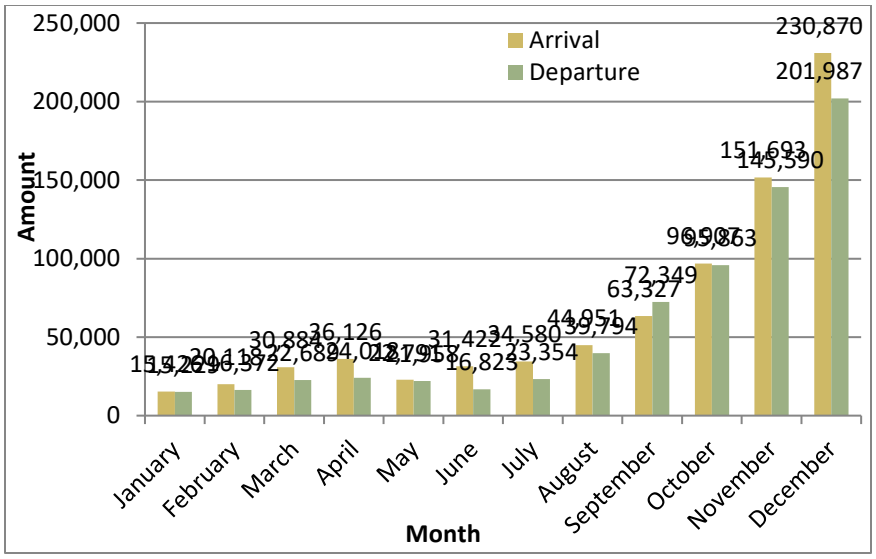


Figure 11.3 Passenger Movements at BIA –2021

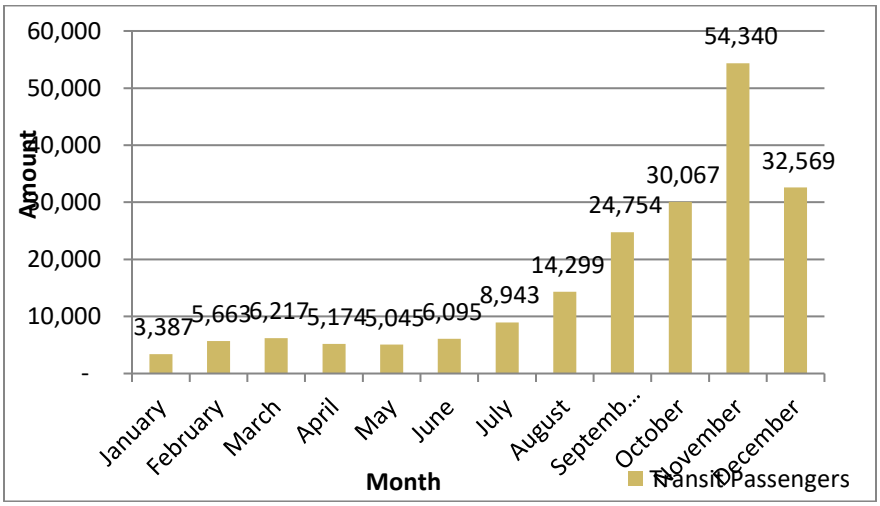


Figure 11.4 Passenger Transit at BIA –2021

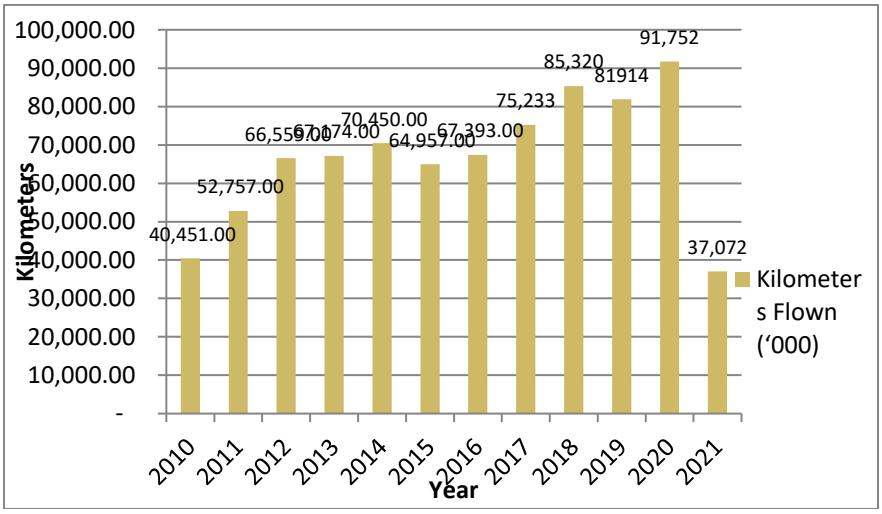


Figure 11.5 Passenger Kilometers Flown by Sri Lankan Air Lines

Table 11.3 -Cargo Movements at Bandaranaike International Airport (BIA)

Month	2015	2016	2017	2018	2019	2020	2021
January	16,078	17,592	18,430	22,030	21178.368	20,450.415	12,637.795
February	16,313	17,567	17,4945	21,782	19673.341	18,725.985	11,478.446
March	20,415	22,414	21,871	24,582	24549.685	13,905.479	13,474.211
April	17,685	19,263	19,324	22,268	19161.161	2,720.446	12,745.131
May	18,663	37,186	19,969	22,787	19881.499	3,622.097	12,785.130
June	17,865	21,356	20,169	20,549	18879.380	10,011.050	16,100.571
July	18,672	19,603	23,147	23,252	21241.534	9,702.467	14,693.348
August	17,297	20,037	25,400	22,608	20144.793	9,708.985	16,389.426
September	17,206	19,261	22,319	22,098	20313.824	10,137.589	17,857.713
October	18,618	21,073	29,730	21,655	21125.808	10,978.847	19,629.209
November	17,928	19,905	24,133	21,758	18628.346	11,365.408	18,672.395
December	18,292	19,014	23,799	22,948	21628.590	11,365.408	17,576.809
Total	**215,031**	**254,269**	**265,786**	**268,317**	**246406.329**	**136,043.285**	**184,040.183**

Source: Civil Aviation Authority of Sri Lanka, Sri Lankan Airlines Ltd. and Airport & Aviation Services (Sri Lanka) Limitd.

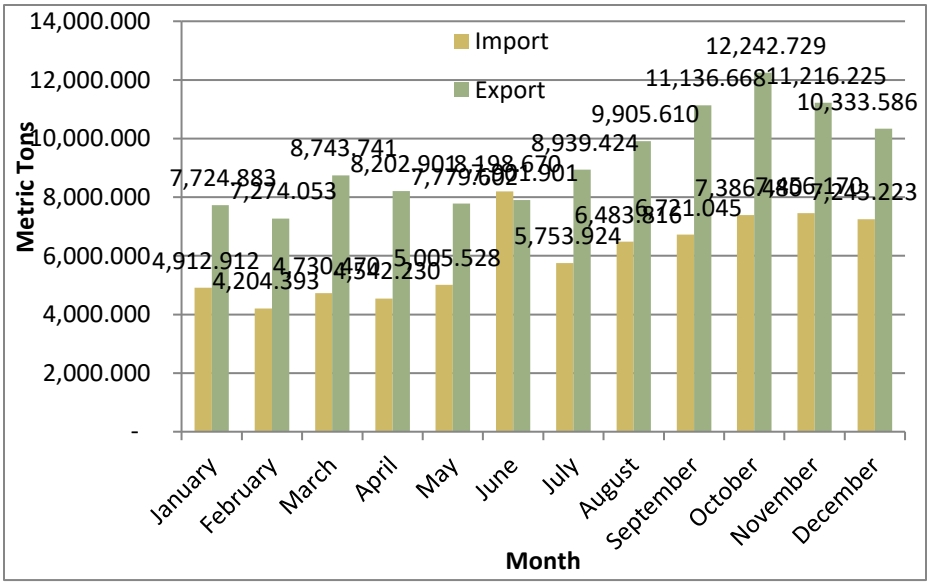


Figure 11.6 Cargo Movements at BIA – 2021

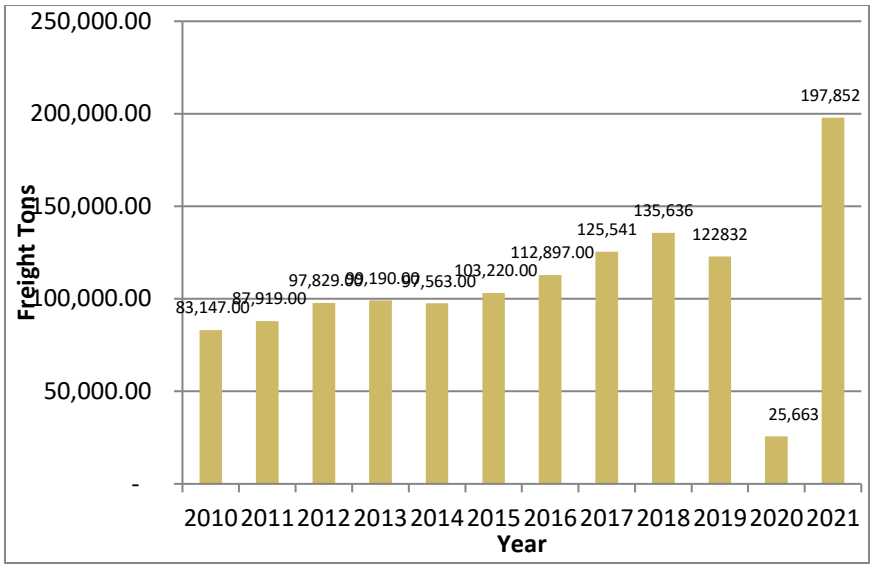


Figure 11.7 Number of Freight Tons Carried by Sri Lankan Air Lines 2021

Table 11.4 Aviation / Air Lanka / Sri Lankan Air Lines

Item	2015	2016	2017	2018	2019	2020	2021
Kilometers Flown ('000)	64,957	67,393	75,233	85,320	81914	91,752	37,072
Hours Flown	96,494	96,225	97,213	110,058	106950	41,585	50,287
Passengers Carried No	4,314,271	4,476,085	5,403,577	5,882,376	5582446	1,146,273	871,685
Freight Tons Carried No	103,220	112,897	125,541	135,636	122832	25,663	197,852
Passenger Kilometers Flown ('000)	12,737,273	12,854,710	14,168,546	16,180,428	15508981	3,641,000	2,868,000
Available Seat Kilometers ('000)	15,654,904	15,952,239	17,171,108	19,429,374	18701775	4,192,340	6,053,638
Total Ton Kilometers Performed(000)	1,146,353	1,522,170	1,670,377	1,896,982	1794143	377,462	668,081
Passengers (Including Excess Baggage)	357,626	1,337,299	1,275,170	1,456,238	1395800	293,791	255,934
Freight & Mail	8,375	384,871	395,207	440,744	398343	83,671	412,147
Available Tonne Kilometers ('000)	2,131,802	2,226,539	2,265,117	2,523,999	2419664	547,062	1,341,751

Source: Civil Aviation Authority of Sri Lanka, Sri Lankan Airlines Ltd. and Airport & Aviation Services (Sri Lanka) Limitd.

Table 11.5 – Flight/Passenger Movements in Mattala Rajapaksha International Airport (MRIA) 2021

	Flight Movements		Pax Arrival		Pax Departure		
	Domestic	**International**	**Domestic**	**International**	**Domestic**	**International**	**Transit Pax**
January	6	61	0	2622	0	1999	NIL
February	6	53	0	3675	0	2403	
March	4	64	0	2830	0	2385	
April	1	39	0	1303	0	1629	
May	2	56	0	910	0	756	
June	9	36	6	668	6	737	
July	15	34	0	891	0	982	
August	4	48	0	920	0	872	
September	3	77	0	1352	0	1242	
October	7	62	0	1410	0	1309	
November	25	22	0	364	0	381	
December	56	32	0	828	0	477	
Total	**138**	**584**	**6**	**17773**	**6**	**15172**	**0**

Source: Civil Aviation Authority of Sri Lanka, Sri Lankan Airlines Ltd. and Airport & Aviation Services (Sri Lanka) Limitd.

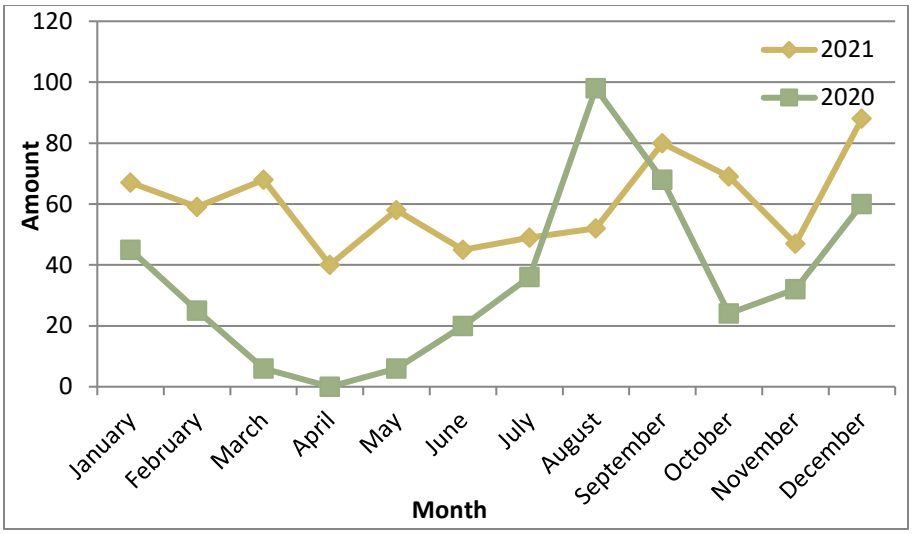


Figure 11.8 Air Craft Movements at MahindaRajapaksha International Airport (MRIA)

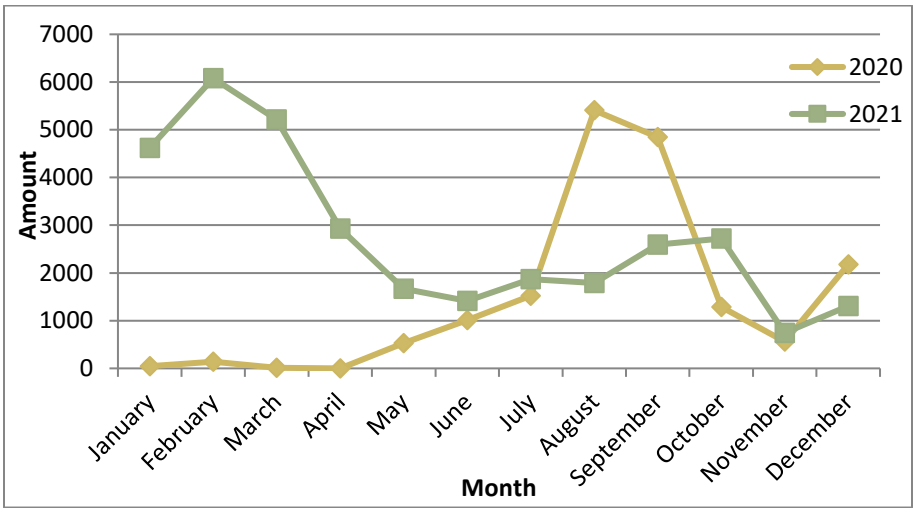


Figure 11.9 Passenger Movements in MahindaRajapaksha International Airport (MRIA)

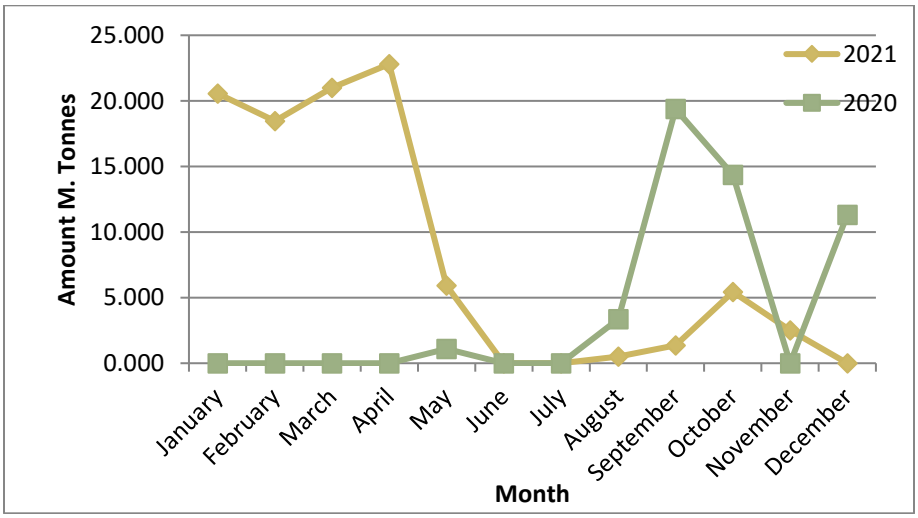


Figure 11.10 Cargo Movements in Mahinda Rajapaksha International Airport (MRIA)

Chapter 12

Chartered Institute of Logistics and Transport

12.1 About CILT

CILT being the leading professional international membership organization for professionals involved in the field of transportation of people and goods and their associated supply chains globally whilst creating a stronger model for growth based on regional development and adding new countries and identifying key markets for expansion. CILT is passionate on education and membership services. CILT strives to strengthen and improve them. CILT shares best practices and learning throughout global family and encourage participation and advancement at all levels. It also aims to give robust and positive leadership to the Institute. CILT has created a talented team to further develop the organization.

12.2 The Principles Drive CILT's Behaviors.

- **Embracing Global Leadership**
  Think and act as global leaders of their profession and the industry.
- **Demonstrating Professionalism**
  Set high standards in the logistics and transport arena and adhere to them.
- **Encouraging Diversity**
  Actively seek engagement from all in the industry whatever their skills, age, gender, or nationality.
- **Being Passionate**
  Vibrant energy and progressive attitude are key in the drive for growth.
- **Becoming a Family**
  'Stronger Together' as a membership body and as a leader in the industry. CILT is a global family.

12.3 Where the CILT Today

With a wider representation now, CILT is involved in every logistic and transport sector. CILT focused on the original 1919 Institute aims of developing the science and art of transport and logistics. CILT do this through talent development and professional education throughout the world. As a family of professionals, CILT come together in the annual International Convention in a different global location each year.

There CILT reflects on the aims and plan their future. The vision of those first Savoy Hotel pioneers lives and breathes and continues to shape our world today. Currently CILT has expanded in 37 countries with our 37,000 members in five continents.

Figure 12.1Worldwide Expansion of CILT

12.4 CILT Sri Lanka

The Chartered Institute of Transport (CIT) Sri Lanka was established in 1984 and incorporated by the parliamentary Act No. 08 of 2000. In 2001, following the merger of the two leading professional bodies, CIT Sri Lanka became the Chartered Institute of Logistics and Transport (CILT) Sri Lanka. In 2012, the Council of Trustees of CILT upgraded the status of CILT Sri Lanka from a Branch to a Territory. In doing so, the Council of Trustees recognized the high standards in performance, governance, and membership development evidenced by CILT Sri Lanka over the past several years. The CILT Council consisting of professionals representing all segments of the industry; land transport, aviation, maritime, and supply chain CILT.

Sri Lanka consists of two wings, Women in Logistics and Transport (WiLAT) Sri Lanka and Next Generation (NG) Sri Lanka, which are dedicated to development and empowerment of women and the youth of the logistics and transport sector.

In 2020, National Transport Commission was recognized by WiLAT on its 7th anniversary as the most female-friendly organization in which the most number of female staff are employed.

12.5 Progress of CILT Sri Lanka - 2021

By 2022, CILT has approached its 38th year and has expanded, reached, and achieved positioning well within the industry. In this regard, CILT used creative interventions to reach out to our members to enhance the numbers while adding value to them.

As a result, overall membership grew by 40 percent while total membership crossed the 2000 mark for the first time in 2021. Whilst progress is shown in the growth of chartered members and fellows student members grew notably by 42 percent and now accounted for 75 percent of the membership. The percentage of new memberships registered with CILT indicated 107 percent growth and 70 percent of membership upgrades.

CILT introduced National Logistics and Transport Excellence Awards in July 2018 for the first time to facilitate an eminent individual and cooperates to recognize their contribution to the industry.

After 35 years, CILT SL moved from being a western province-centric institute and set up the Central branch in Kandy in 2020.

CILT Sri Lanka commemorates the contribution and the services of prominent late contributors to the industry, namely late Mr. John Diandas, late Mr. L.S De Silva, and late Mr. P.B Karandawela by holding 03 memorial lectures with their respective families and colleagues annually.

CILT Sri Lanka marked a successful milestone by conducting the International Conference 2021 virtually via Zoom with local and international participants from the world over. The conference was held on 25th November 2021, from 02:00 PM to 06:00 PM followed by a fellowship. 2021 CILT International Conference focused on the people in the industry under the theme, “People in Logistics.” From delivery drivers and riders who brought us our food and supplies, and the warehouses operators and storekeepers who ensured a constant flow of goods, to software developers and digital experts that made the human connection as easy as a click, to the doctors and researchers who made living life with COVID that much safety and many others “people” contributed immensely so that we survive the pandemic and continue to live our lives.

The conference commenced with a welcome note by Mr. Channaka De Alwis, CMILT, the President of CILT Sri Lanka, followed by an address speech of the Chief Guest, Dato’ TS. Dr. AbdRadzakAbdMalek, FCILT. During the opening session of the conference, Mr. Senthilnathan Shanmugam, Group CEO of EFL, spoke of the role of people in the logistics sector and how his company EFL operated under trying times.

Mr. Hiran Perera, Senior Vice President, Cargo Planning and Freighters, Emirates Airlines delivered his presentation focusing on the aviation sector and how operations were carried out to keep the world moving. In a world where people chase smarter things, digitalization has become an essential part of every industry. Dr. Ramesh Shanmuganathan, Executive Vice President and Group CIO of John Keels Group, addressed the Conference in terms of the digital aspects and new developments in "Smart Logistics."Mr.Axel Herzhauser, Regional Managing Director – Middle East, Gulf, ISC, Indian Ocean Islands, Southern, and Eastern Africa of CMA CGM shipping line, discussed the impact of COVID-19 in the maritime sector and how people overcame challenges that were felt around the world. Mrs. Chamila Bandara, Director/CEO of Mountain Hawk Express (Pvt) Ltd, Licensee of Federal Express Corporation, and Subsidiary of Hayleys Advantis Limited brought in insights on the difficulties and triumphs that were faced in terms of land transport and supply chain operations.

Mrs. Niroza Gazzali, CMILT, Chairperson of the International Conference and WiLAT Sri Lanka, delivered the vote of thanks, marking the successful completion of the first international virtual conference of CILT Sri Lanka.

12.5.1 Road Safety Webinar Series

1st webinar on the Road Safety Webinar Series II held on 09th September, 2021 under the theme of "How to Implement Automated Enforcement Successfully" Mr. Philip Wijers, Director Government Affairs, Sensys Gatso Group, Haarlem, The Netherlands conducted the session on the subject. Over 80 participants joined the session live via Zoom.

CILT Sri Lanka proudly presented "CILT - SSMI Applied Lean Six Sigma Practitioner Certification (ALSSP) for Supply Chain Management, Logistics & Transportation Professionals" together with Six Sigma Management Institute Inc.

CILT Sri Lanka partnered in providing resource persons for the Gresrow Project organized by the GetSync Club of Sri Lanka Technological Campus in their project based on Green Supply Chain Management and Marketing. The resource persons participated on the project from CILT SL were as follows; Ms. Maithree Attanayake; CMILT, Mr. Pubudu Meegodawickrma; CMILT, Mr. Rusiri T Wijayarathne; CMILT

12.5.2 OCU Mentoring Program

Upon an invitation from the Department of Maritime Transport Management & Logistics of Ocean University, CILT SL conducted a mentoring program for 45 students of the respective universities. The program is scheduled to commence by the end of January 2021 and span throughout the year.

12.5.3 CILTSL Customs Webinar

A successful webinar organized by the CILTSL Education subcommittee held on 2nd June. Mr. Sudattha Silva Deputy Director Legal from Sri Lankan Customs contributed to the session as resource personnel and 51 number of participants representing many sectors attended the session online.

Aviation Sectional Committee of CILT Sri Lanka conduct a free webinar on “Future of Global Aviation in a shifting Landscape” on 30th June 2021 with over 120 participants joining the session via Zoom. Mr. Chamara Ranasinghe, Head of Cargo, Sri Lankan Airlines; Ms. Marina Kuznechevskaya (FCILT), Area Manager Kazakastan, Fly Dubai; Mr. Suresh Nair, General Manager India, Sri Lanka, Bangladesh and Nepal, AirAsia Group; and Mr. Karthik Radhakanthan, Head of Sales and Country Lead Sri Lanka, Cathay Pacific shared their experiences and valued knowledge whilst Mr. Rayhan Wanniappa, Director Air Transport and Economic Regulations, Civil Aviation Authority Sri Lanka moderated the session.

02nd Aviation webinar organized by the Aviation Sectional Committee on ‘The Passenger Experience at Airports - Present and the Near Future’ was held on 13th October 2021 via Zoom. Mr. Shehan Sumanasekera, Director Operations of Airport and Aviation Services, Sri Lanka, Mr. Bastien Bernard, Chief Operating Officer, Paris Airport CDG, Aeroports de Paris, France, Mr. S.L Wong – Head - Technical Affairs, Safety, Capacity and ATM, Airports Council International joined the session as the panelists whilst Mr. Rayhan Wanniappa, CMILT Director, Civil Aviation Authority, Sri Lanka, moderated the event. Over 100 participants joined the session live via Zoom.

CILT Sri Lanka commemorated the contribution and the service of logisticians at the inaugural National Logistics Day of Sri Lanka on 16th August, 2021. CILTSL ran a social media campaign celebrating local logisticians under the theme of "Celebrating the Service Excellence of the Logistics Sector"- and word Maritime day by conducting an interview with the Chairman of Sri Lanka Ports Authority - Capt. Nihal Keppetipola. The interview was conducted by Mr. Chandima Hulangamuwa, the Chair of Maritime Sectional Committee of CILTSL.

CILT Sri Lanka, from its inception is highly attentive towards continues professional development of professionals and new comers in the logistics and transport industry. With the objective of developing skills and know-hows in the logistics and transport industry, CILT Sri Lanka launched its educational programs. Delivering quality educational programs, the Institute ensures to meet local and International educational standards. CILT Sri Lanka launched Advanced Certificate in Transport Management / Logistics Management Program in July 2017 for the G.C.E (Ordinary Level) qualified. Apart from that CILT has initiated accreditation work at several Universities in order to commence programs on Transport Logistics Management, Operations and Logistics Management, Management and Information Technology, Manufacturing and Industrial Engineering, Maritime and Logistics Management and Logistics and Supply Chain. Following Table provides full information about the initiated programs.

Table 12.1 Educational Programmes Launched by CILT- Sri Lanka

University	Program
University of Moratuwa	• BSc.(Hons.) in Transport and Logistics Management
General Sir John KothalawalaDefense University (KDU)	• BSc. In Logistics Management • MBA in Logistics Management
National School of Business Management (NSBM) Green University	•BSc.(Hons.) in Operations & Logistics Management (program affiliated with University of Plymouth, UK) • BSc. In Business Management (Logistics Management)
Ocean University of Sri Lanka	• BSc.(Hons.) in MaritimeTransport Management and Logistics
ICBT Campus	• Diploma in Logistics and Supply Chain Management

Source: CILT Sri Lanka

12.6 Women in Logistics and Transport (WiLAT)

Women in Logistics and Transport (WiLAT) is the Women's forum of CILT and was formed to promote the industry to female members and to encourage and support their career development. In the past 9 years, WiLAT has grown to over 2000 members in 21 countries. Nigeria was the first to establish a women's group in 2010 while the global launch of WiLAT was on 3rd June 2013 at the CILT international Convention held in Colombo. WiLAT are formed within CILT Territorial Organizations and Branches. In areas where CILT is not yet established, WiLAT regional Vice-Chairpersons will guide activities.

12.7 WiLAT Sri Lanka

On 01st July 2020, CILT Sri Lanka/WiLAT Sri Lanka members Ms. Gayani De Alwis, FCILT, and Ms. Gayathri Karunanayake, CMILT were appointed as the WiLAT Global Chairperson and as Vice-Chairperson WiLAT South Asia respectfully.

12.7.1 WiLAT Knowledge Sharing Forums

WiLAT Sri Lanka pioneered the "Ignite" mentoring program in the WiLAT world, initially launching in 2014. Later the initiative went on to a global platform and is now present in several other WiLAT countries.

Ignite is a program that provides a platform for both mentors and mentees to commence and continue their mentoring relationship under a well-structured procedure. Mentors extend their time and effort on a voluntary basis towards

unearthing talents developing soft and hard skills and unleashing the passion of the mentees selected from the applications of undergraduates following Transport, Logistics, and Supply Chain related studies and young professionals who have just started their careers in the Transport and Logistics industry in Sri Lanka. Currently, we have connected with more than 100 mentors throughout and have worked with 150 mentees for the past 6 years.

WiLAT Sri Lanka conducted two successful webinars during the month of July. The first webinar held on 21st July 2021 focused on the topic "How to build your career in logistics and transport admits uncertainty. Facilitators for the session were Mrs. Chamila Bandara, Director / CEO of Mountain Hawk Express PVT Limited, License Federal Express Corporation, and Mrs. Anushka Weerarathne, CEO of Lanka Marine Services (PVT) Ltd. Both speakers were Charted Members of the Institute of Logistics and Transport.

On 27th July 2021, the second webinar focused on the Best Practices of Communication and the session was conducted by Dr. Mahesh Vipula Jayasinghe. Dr. Mahesh is a Professional certified coach and a distinguished toastmaster. The session was targeted primarily on the university students, mentees from the ignite mentoring program, and young corporate executives and the program was attended 100+ participants.

Keeping in mind that the groundwork of all happiness is good health, WiLAT SL organized a webinar on Women's health on 17th September 2021. The resource person Dr. Aysha Ziyaudeen (BmedSci Hons, MBBS, MRCOG, MRCGP) reiterated the salient factors for better female health and happiness. The event was organized by the Branding & Sponsorship team of WiLAT SL and the event had over 60 participants**.**

WiLAT Sri Lanka conducted an inspirational webinar on 1st November 2021. Keynote Speakers were Ms. Shaesta Waiz, the youngest female to fly solo on a single-engine jet around the world, and Capt. Menaka Ashi Fernando, is a pioneering female airline pilot in Sri Lanka. WiLAT forum of CILT Sri Lanka Central Chapter organized a webinar on 'Mental Health and Emotional Wellbeing during the Covid 19 Pandemic. Dr. Dilini Vidusha who is a Senior Registrar in Psychiatry at Teaching Hospital Peradeniya and a Lecturer Faculty of Medicine, University of Peradeniya delivered the session. It was held on 12th November 2021.

12.7.2 Membership Drive

Open Membership Drive was successfully conducted by WiLAT Sri Lanka on 27th October 2021 with the aim of expanding the membership. The event had over 90 participants who represent many industries. It was organized by the Membership Development team of WiLAT SL.

WiLAT Sri Lanka conducted a Membership Drive for employees in SAGT on 27th August 2021 on virtual mode.

WiLAT Sri Lanka celebrated the Inaugural National Logistics Day of Sri Lanka and World Environmental Day; In order to mark the first-ever National Logistics Day in Sri Lanka as declared by His Excellency President Gotabaya Rajapaksa,

WiLAT SL has put together a short video about the logistics world, the disruptions, and transformations that have taken place and also the opportunities available to be a Logistician. For World Environment Day the Tree planting campaign kick-started the project by planting 225 trees in Hambanthota and lamented 350 trees in Horana. The event was widely covered on all CILT social media platforms and the CILT International news feed. ¼th of the pledge is completed and on 18th August, there was a visit to the site by the Road Development Authority of Sri Lanka, a government institute, in order to partner in maintaining the tree plantation.

WiLAT Sri Lanka organized an event to mark the International Women's Day Celebration and the 9th Year Anniversary Celebration at the Cinnamon Lakeside Hotel on the 8thof March 2022.In the lineup to the event, WiLAT Sri Lanka carried out a very impactful IWD campaign portraying many ways in which we can BreakTheBias to build an inclusive and diverse world.

Event Chair and Vice-Chairperson - Branding & Sponsorship for WiLAT SL Amra Zaree rmentioned the importance of creating an environment for Real Talent to Thrive across the industry, society and communities. She further stated that WiLAT has always focused on empowering talent and this year we collectively pledged to BreakTheBias and create space to nurture, grow and empower talent.

WiLAT Sri Lanka Chairperson Niroza Gazzali spoke on how the Logistics industry played a pivotal role during the pandemic in helping us to keep our world intact and moving. She further stated via disruption and challenges we found the best ways and used technology and innovation to meet the evolving needs of everyone in the planet.

Further Gayani De Alwis, FCILT WiLAT Global Chairperson commented that together with CILT we have made a significant contribution to the industry. WiLAT is now present in 34 countries with a membership of over 3000 members. Gayani also mentioned that WiLAT framework is built on the 4 strategic thrusts, namely, mentorship, entrepreneurship, empowerment and leadership.

We also extend our heartfelt appreciation to CILT International President Paul Sainthouse FCILT for sending us his congratulatory message.
Sulochana Dissanayake , Founder of Power of Play performed an impactful performance highlighting how the world of work should eliminate biases from our society and in our workplaces.

The event was supported by the President CILT SL Channaka De Alwis and members of the CILT Council. WiLAT Exco was instrumental in putting up this event together.

SAGT (South Asia Gateway Terminals) was the main event sponsor. Lanka Marine Services (Pvt) Ltd. was a co-event partner of our event. Our heartfelt appreciation to all our distinguished invitees, membership and corporate partners for being there with us at the event.

12.7.3 Next Generation - Explore 2021

Explore 2021 is a project organized by the Next Generation Forum of CILT Sri Lanka to facilitate a lecture room experience for undergraduates to witness practical operations in the industry.

Through the project, a video experience on Passenger services, Airport airside, Hangar operations, and the Fire and Safety unit of Colombo International Airport (Ratmalana) is provided, along with a discussion on Air Traffic control operations and Area control operations with an industry professional. The webinar concludes with a question and answer session.

12.7.4 Next Generation - Ideathon

Ideathon is an annual event in the CILT SL Next Generation event calendar, conducted with an intent to promote innovations whilst encouraging and fostering the entrepreneurial spirit of young CILT members. This year Next Generation had partnered with KPMG Sri Lanka to provide much-needed support and training in fine-tuning ideas in embarking on a path to entrepreneurship for participants.

Ideathon received +100 ideas in the initial stage and the 20 best ideas were shortlisted and coached by KPMG along with industry experts throughout two months.

Throughout the coaching sessions ideators were trained and coached by KPMG on defining the problem, exploring customer insights, building lo-fi prototype and testing prototype. During the training sessions, the innovative ideas were fine-tuned by industry experts through back-to-back interview and coaching sessions.

Out of 20 shortlisted submissions, 5 teams were selected for the final round which was held on 30th October 2021. Team DNT from University of Moratuwa emerged as winners. Team CINEC ITML from CINEC Campus emerged as 1st runner up and Team Trans IT from University of Moratuwa has emerged as 2nd runner up.

The distinguished panel of judges of the event consisted two key entrepreneurs in Sri Lankan Logistics industry along with startup specialist alongside KPMG managing partners. Judges have appreciated the efforts of young talents participated who have joined with CILT Ideathon 2021 and extended their support for upcoming CILT events.

Summery

Sri Lankan economy recovered robustly in 2021 despite the COVID-19 pandemic which made a huge impact on the economy in 2020. Even with the flare-ups of new variants of the pandemic from time to time,, the continuity of economic activities were facilitated by the social infrastructure base of the country. Yet with the intermittent imposition of mobility restrictions, transportation activities could not be carried out smoothly. However, an improvement observed in economic activities in 2021 to some extent until the outbreak of the third wave of pandemic prevalent in April 2021. Although transport activities showed a little progress by the fourth quarter of the year, the overall road passenger transport operations respectively carried out by public and private sector operators depicted a subdued performance in the reviewing year. Passenger movements were adversely affected due to lower usage and the limited availability of public transports adhering to strict health guidelines could be remarked as major reasons for this decline. However, the transportation of essential consumer goods was only allowed to function smoothly during the year 2021 compared to the preceding year.

Government of Sri Lanka was able to revive the economy by 2021 from the biggest economic slump ever faced in 2020 due to the outbreak of COVID-19 pandemic. The GDP in 2021 was Rs. 16,809.3 billion at current market price wbich marked a notable increase of 11.9 per cent compared to the year 2020. Transportation of goods and passengers including postal, warehousing and courier activities grew by 1.3 percent in 2021 compared to 5.0 as recorded in 2020. The contribution of transportation to the economy accounted for 22.1 per cent of GDP in the year under discussion. Most positively to the preceding year, the economic growth rate showed a 3.3 percent improvement compared to 3.5 percent contraction in 2020.

The main objective of the RDA in 2021 was to develop the road network to create inter connectivity between rural and urban areas. Construction of new Kelani Bridge at Peliyagoda could be recognised as a millstone in 2021 which was opened for public in November 2021.The importance of this construction was that it has been located in a key transportation hub in the country and It consist of six-lanes with an elevated road leading to the city. The construction was expected to ease the movements of both people and goods by providing comfortable access and reducing travelling time through improved road infrastructure. Although with the influences of following COVID-19 protocols by the end of 2021, non-availability of labour force and non-importation of construction materials, the RDA was able to open the Meerigama to Kurunegala section of the Central Expressway to the public in January 2022. Construction activities of the section spanning from Kahathuduwa to Ingiriya of the Ruwanpura Expressway and the first 12 km section spanning from Pothuhera to Rambukkana of the Central Expressway were also initiated in 2021. While land acquisition and resettlement activities of the section spanning from Kurunegala to Dambulla were continuing and construction activities pertaining to section spanning from Kahathuduwa to Palmadulla of the Ruwanpura Expressway was also in progress.

By the end of 2021, the total vehicle population of Sri Lanka witnessed as 8.3 million which depicted a 0.4 per cent growth momentum compared to 8.2 million vehicle population in 2020. During this year motor cycles recorded the highest in population and that accounted for 58.8 per cent out of the total vehicle population. In discussion with new vehicle registrations, continuing contraction shown in new registrations of motor vehicles in the preceding year, with the globally spread COVID-19, new registrations of motor vehicles had further declined in 2021. Pandemic induced measures followed to curtail vehicle importation and non-essential imports, including the importation of motor vehicles. New vehicle registrations in 2021 witnessed 33,850 and that depicted a 83 percent contraction compared to the number of 202,628 new vehicle registrations in 2020 which accounted for 33 per cent out of all the vehicles registered in the island. Considering all the provinces, Western Province recorded a total number of 11,114 vehicle registrations in 2021 as the highest accounting for 33 per cent out of all the vehicles registered. Number of new driving licenses issued by the Department of Motor Traffic had been reduced by 17.5 percent up to 216577 in 2021. Accordingly, the number of issued duplicate licenses had also been reduced up to 24,353 from 35,822 in 2020 marking a 32 per cent reduction in 2021.

The average number of bus fleet of the SLTB witnessed as 7,034 buses in 2021. It depicted a contraction of 1.18 per cent compared to the number of 7118 buses in 2020. Several initiatives were taken during 2021 to upgrade the buses added to the fleet to improve its service catered to the commuters. Hence an approximate number of 213 refurbished buses were added to the fleet. Further, the SLTB was granted approval to procure 500 new buses. The number of operated kilometers of the SLTB had moderately dropped down by 19 per cent from 306.3 million in 2020 to 247.6 million in 2021. Average number of buses made available per day had slightly reduced by 8.2 percent from 5,641 in 2020 to 5,181 in 2021. SLTB had been able to raise the average buses operated per day by 12.03 per cent up to 4,449 in 2021 from 3,971 in 2020. Moreover, the operated bus fleet out of the total required buses had moderately increased in 2021 by 61.0 per cent in contrast to 54.11 in 2020. Further to the decline witnessed in total operated kilometers per day, out of the average scheduled kilometers in 2020, it had reduced up to 41.1 per cent in 2021 from 49.31 in 2020. Average Vehicle Utilization (AVU) of SLTB was 152.52 kilometers per day in 2021. Passenger movements by SLTB buses in 2021 witnessed 389 million passengers marking 35.12 percent reduction against 35.41 percent reduction as depicted in 2020.

With the outbreak of the third wave of the pandemic in April 2021, it occured an adverse impact on the field of passenger transportation.. Due to intermittent imposition of mobility restrictions and quarantine curfew since May to October 2021, interprovincial buses could not operate continuously. Accordingly, as passenger movements by public transport modes were limited, operated number of buses per day also reduced. Total private bus fleet in 2021 accounted for 0.45 percent decrease from 20,123 in 2020 to 20,049 in 2021. This included 16,914 intra provincial buses and 3,135 inter provincial buses. Although intra provincial bus fleet decreased from 17,054 in 2020 to16,914 in 2021, inter provincial bus fleet had increased by 2.15 percent from 3,069 in 2020 to 3,135 in 2021. As per the data collected from Provincial Road Passenger

Transport Authorities by the end of 2021, intra provincial buses were operated on 3,391 routes and inter provincial buses were operated on 445 inter provincial bus routes. As a whole, by the end of 2021, all the Buses Island wide were operated on 3,836 bus routes. Aforesaid number of 3,135 buses were regulated by NTC including 1,978 normal service buses, 598 luxury buses, 433 semi luxury buses and 126 super luxury buses. Out of this, number of inter provincially operated buses witnessed as 1,522 which was 49.44 percent compared to 1,067 operated buses in 2020. Number of intra provincially operated buses was registered as 7,531 which depicted 45.43 percent out of the total intra provincial bus operated In 2021. Total operated private bus fleet was registered as 45.15 percent out of total private bus fleet. This was a reduction of 16.07 percent compared to 10,787 in 2020.

Rail transportation was one of the most remarkably affected way of transport which was halted with the immediate aftermath of COVID-19 pandemic. Although a number of healthcare measures and improvement of sanitation facilities were improved at railway stations to ensure uninterrupted transport service to the passengers, Sri Lanka Railways (SLR) showed a poor financial performance in 2021 owing to pandemic induced challenges. Due to intermittent emergance of Delta Variant, the SLR couldn't continue with handling railway operations as usual. Therefore, the operated number of kilometers had declined from 7.9 million in 2020 up to 6.2 million by 21.40 percent in 2021. Total revenue generated by Sri Lanka Railways in 2021 was Rs. 2.7 billion and that was 41.3 percent notable contraction compared to Rs.5.4 billion revenue witnessed in 2020. The major cause for the decline in revenue was due to least income generated by passenger transportation in April and August outbreaks of COVID-19. Rail passenger transportation had witnessed 35 million in 2021. Operated freight kilometrage of the SLR in 2021 recorded a 41.26 percent significant increase highlighting 161.56 kilometer millions from 114.37 kilometer millions in 2020.

Although a slowdown was observed at the beginning, ports activities depicted a considerable rebound in 2021. The Port of Colombo was ranked at the 17th position in both Container Port Performance Index and the Port Liner Shipping Connectivity Index for its potential to emerge as a leading maritime hub in the South Asian Region. The total number of ship arrivals at almost all the ports had further declined in 2021 witnessing 3.6 per cent decrease from 4,337 in 2020 to 4,180 in 2021. Ship arrivals at Port of Colombo had further decreased from 3,806 in 2020 to 3,675 in 2021. Meanwhile ship arrivals at Galle Port had rapidly declined by 90.5 per cent from 135 in 2020 to 14 in 2021 whereas null improvement showed in ship arrivals at the port of Kankasanthurai/ Myliddy ports whilst ship arrivals at the port of Hambantota remained at 374 as same as in the preceding year. Only the ship arrivals at Trincomalee port had increased in 2021 and it showed a rapid growth of 432.7 per cent from 22 in 2020 to 117 ship arrivals in 2021. Total cargo tonnage handled by all the ports in 2021 was 109.3 million metric tons that witnessed a 6.36 percent considerable increase from 102.9 million metric tons in 2020. Out of all the ports, the highest growth momentum in cargo handling was achieved by the port of Hambantota which depicted a 29.4 percent increase up to 2,249 metric tons in 2021 from 1,750 metric tons in 2020. That was mainly due to recording the highest growth in operations entirely driven by transshipments. As a result

in 2021, Hambantota Port recorded a growth momentum of 40.4 per cent. This can be introduced as an year that has surpassed the historical highs since recording the highest cargo handling in comparison to the cargo handling history. Port of Colombo has recorded the highest ever annual container throughput in the history during the year 2021 as 7.2 million TEUs. All types of cargo handling including containerized, break bulk, dry bulk and liquid bulk had swollen by 7.4, 216.1, 143.1, 7.4 respectively in the year under review (2021). Total container handling in 2021 was registered with 6.6 percent slight increase from 6.8 million TEUs in 2020 to 7.2 million TEUs in 2021. On the other hand, transshipment container handling in 2021 showed a 5.1 per cent improvement witnessing 6.0 million TEUs. Total revenue of the SLPA grew by 16.8 per cent to Rs. 45.5 billion whereas operating expenditure also increased by 10.7 per cent to Rs. 32.9 billion during the year reviewed.

The civil aviation industry showed a quantitative performance in 2021, mainly due to the decrease in travel appetite resulted by persistant COVID-19 pandemic and its variants that emerged at times wtthin country. Therefore, the total passenger transits at BIA in 2021 had considerably declined by 37.35 percent from 2.4 million in 2020 to 1.5 million in 2021**.** Passenger movement patterns had shown a difference in 2021 registering the highest in passenger arrivals in the month of December instead of January as usually happened and accounted for 4.3 million. Aircraft movements in 2021 had moderately increased by 1.52 percent from 20310 in 2020 to 20437 in 2021. Although air cargo handling at BIA decreased in 2020 ,it had gradually increased by 35.28 percent from 246406.329mt in 2020 up to 184,040.18mt in 2021**.**

Since the change in mobility patterns occured as a result of fast spread of COVID-19 and its variants, the mobility largely came to a halt as lockdowns were in force lessoning vehicular traffic and public transport users. It also hampered pedestrians and cyclists. Liimitations on movements and an economic downturn led to a drop for number of goods and passenger movements. Schools and workplaces were temporarily closed down turning to online learning and work from home methods. Curfews limited citizens' movements for certain hours of the day. Therefore, road travel was plummeted, as a result, number of road crashes decreasd. .Hence, the total number of road accidents taken place in 2021 had declined by 4.5 percent up to 22,854 in 2021 from 23,704 in 2020. Accordingly, grievous injury accidents had decreased by 3.2 percent from 6,950 in 2020 to 6,724 and non grievous injury accidents and damage only accidents had also decreased by 7.13 percent and 3.85 percent in 2021 respectively. Although the total number of accidents declined, number of fatal accidents had increased by 8.42 per cent from 2,242 in 2020 to 2,411 in 2021.

Transportation is a vital factor in the social and economic progress of a country. Transport applies a strong optimistic influence on economic development as the productivity is generated through passenger transportation. A developing middle-income country like Sri Lanka needs an efficient transportation system. A well-functioning public transport system is vital to meet the demand of the mobility. In Sri Lanka, the principal public transportation mode is the bus transportation which accounts for 13.60 percent share of all the transport modes whereas rail transport provides 1.10

percent contribution. The existing state-owned 7,034 (Sri Lanka Transport Board) buses and private entity fleet of **20,021** buses are not sufficient to meet the demand of a quality and timely transportation to the public. Out of the above statictics, only 9,053 private buses and 4449 state owned buses are operative daily. A land area of 31,385kms of road network takes up by vehicle population stands at a staggering 8.3 million causing horrendous congestion on country's roads. At present, a colossal waste of time on roads takes place due to traffic congestions by which way sauandering the valuable working hours of the people who utilize the public transport. In addition to the money wasted on fuel for long delays, overcroaded buses and trains increase mental stress of people on board and that can directly affect the productivity

The public transport sector shows an uninspiring development. People utilizing the public transport are still facing same problems as they experienced in the past few decades. Although a segment of private bus operators exists, the public has not seen a conspicuous improvement in numbers or quality since the inception. Therefore, a National -wide plan is a dire need of the country to do away aith this matter.

Several types of researches on public transportation, road traffic, and other relative areas have been carried out by University scholars. Time has come to relevant authorities to get use of those findings and implement plans to modernize and upgrade the public transport system for long awaiting needs of the country.

Annexure 1 Inter Provincial Bus Routes – Normal Buses (As at May 2017)

Serial No.	Route No.	Origin	Destination	No of Buses (Normal)	Operated Buses Per Day	Distance (Km)	No of Trip Per Day (Both Side)	Operated (Km) per Day	Travel Time (hours)
1	1	COLOMBO	KANDY	98	75	115.2	150	17280.0	3:30
2	1 - 1	COLOMBO	KEGALLE	33	31	77.3	80	6184	2:20
3	1 - 1/245	KEGALLE	NEGOMBO	1	1	74.0	4	296.0	1:55
4	1 - 2	COLOMBO	MAWANELLA	12	12	90.0	48	4320.0	2:40
5	1 - 3	COLOMBO	WARAKAPOLA	2	2	56.2	4	224.8	1:50
6	1 - 4	COLOMBO	GALAPITAMADA	1	1	59.3	2	118.6	1:55
7	1/245	KANDY	NEGOMBO	17	16	108.5	32	3472.0	3:30
8	1/627	COLOMBO	NILDANDAHINNA	1	1	206.0	2	412.0	5:40
9	1/744	COLOMBO	PADIYAPELELLA	1	1	158.0	2	316.0	5:15
10	2	COLOMBO	MATARA	83	73	160.4	146	23418.4	4:45
11	2 - 1	COLOMBO	GALLE	64	60	116.4	120	13968.0	3:30
12	2 - 3	COLOMBO	AMBALANGODA	25	21	85.5	84	7182.0	2:45
13	2 - 4	COLOMBO	YATIYANA	1	1	176.3	2	352.6	5:15
14	2 - 9	COLOMBO	DEIYANDARA	1	1	197.0	2	394.0	6:00
15	2 -10	COLOMBO	DEIYANDARA	3	3	199.0	6	1194.0	6:10
16	2-12	KIRINDA	COLOMBO	1	1	188.0	2	376.0	5:30
17	2-13	MAWARALA	COLOMBO	1	1	198.0	2	396.0	6:00
18	2/ 17	GAMPAHA	MATARA	1	1	192.0	2	384.0	5:45
19	2/187	KATUNAYAKA	MATARA	1	1	190.2	2	380.4	5:30
20	2/366	COLOMBO	AKURASSA	1	1	164.5	2	329.0	4:45
21	2/368	COLOMBO	URUBOKKA	1	1	218.0	2	436.0	6:15
22	2/382	COLOMBO	AKURESSA	1	1	156.3	2	312.6	4:30
23	3 - 1	COLOMBO	EMBILIPITIYA	16	13	168.3	26	4375.8	4:25
24	3 -1/461-3	COLOMBO	KOLONNA	1	1	194.4	2	388.8	5:50
25	3 - 4	COLOMBO	HAMBANTHOTA	2	2	220.1	4	880.4	6:20
26	3/363	COLOMBO	WALASMULLA	1	1	216.2	2	432.4	5:50
27	3/497	COLOMBO	SURIYAWEWA	2	2	190.0	4	760.0	4:25
28	4 - 1 - 1	NEGOMBO	TALAI MANNAR	1	1	310.0	2	620.0	7:50
29	4 - 3	COLOMBO	ANURADHAPURA	5	5	216.4	10	2164.0	5:30
30	4 - 7	COLOMBO	PUTTALAM	22	20	137.2	40	5488.0	3:45
31	4 - 9	COLOMBO	ANAMADUWA	1	1	129.0	2	258.0	3:30
32	4 - 10	ELUVANKULAMA	COLOMBO	1	1	158.0	2	316.0	4:10
33	4 -11	COLOMBO	CHILAW	54	48	82.8	132	10929.6	2:30

34	4 -13	PUTTALAM	MANNAR	1	1	184.0	2	368.0	4:30
35	5	COLOMBO	KURUNEGALA	56	49	95.8	98	9388.4	3:00
36	5/ 57/540	GALNEWA	KATUNAYAKA	2	2	188.1	4	752.4	4:40
37	5/245	KATUNAYAKA	KURUNEGALA	7	7	72.0	14	1008.0	2:20
38	6	COLOMBO	KURUNEGALA	60	51	93.4	102	9526.8	2:40
39	6/ 558	MORAGOLLAGAMA	COLOMBO	1	1	152.0	2	304.0	4:15
40	6/ 57/540	COLOMBO	GALNEWA	1	1	210.2	2	420.4	5:30
41	7	COLOMBO	KALPITIYA	6	6	171.7	12	2060.4	4:35
42	7 - 1	NEGOMBO	KALPITIYA	4	4	134.9	8	1079.2	2:40
43	8	COLOMBO	MATALE	14	13	141.3	26	3673.8	4:15
44	8 - 1	COLOMBO	MATALE	1	1	140.0	2	280.0	4:10
45	9	COLOMBO	TELDENIYA	1	1	140.6	2	281.2	4:30
46	9 - 1	COLOMBO	WATTEGAMA	3	3	129.8	6	778.8	4:00
47	9 - 2	COLOMBO	DIGANA	3	3	140.2	6	841.2	4:15
48	11	RATNAPURA	MATARA	3	3	172.6	6	1035.6	5:05
49	11 - 1	EMBILIPITIYA	MATARA	21	15	94.8	60	5688.0	2:30
50	11 - 3	SURIYAWEWA	MATARA	1	1	120.1	2	240.2	3:15
51	11/342	EMBILIPITIYA	MATARA	1	1	94.1	2	188.2	2:30
52	14	KANDY	MONARAGALA	1	1	160.2	2	320.4	4:45
53	15 - 1	COLOMBO	ANURADHAPURA	15	13	229.6	26	5969.6	6:00
54	15 - 4	COLOMBO	GALNEWA	2	2	198.2	4	792.8	5:30
55	15 - 5	KURUNEGALA	KEKIRAWA	10	9	81.2	18	1461.6	2:50
56	15 - 5/544-1	KURUNEGALA	BULNEWA	1	1	68.6	2	137.2	2:00
57	15 - 6	COLOMBO	GALENBINDUNUWEWA	2	2	207.9	4	831.6	5:30
58	15 - 7	COLOMBO	VAVUNIYA	5	5	285.7	10	2857.0	7:00
59	15 - 13	GALNEWA	COLOMBO	1	1	206.0	2	412.0	5:30
60	15 -17	KURUNEGALA	ANURADHAPURA	3	3	118.5	6	711.0	3:15
61	15 -18	KEGALLE	VAVUNIYA	1	1	198.0	2	396.0	5:20
62	15/ 480/21	COLOMBO	GALNEWA	1	1	200.0	2	400.0	5:20
63	15/835	COLOMBO	HOROWPATANA	1	1	283.1	2	566.2	7:15
64	15/968	COLOMBO	WEWALA	1	1	174.6	2	349.2	5:00
65	16	COLOMBO	NAWALAPITIYA	3	3	140.8	6	844.8	4:15
66	17	PANADURA	KANDY	14	14	147.3	28	4124.4	4:40
67	17 - 1	KURUNEGALA	PANADURA	2	2	122.3	4	489.2	3:50
68	17 / 6	KURUNEGALA	BATTARAMULLA	2	2	96.7	4	386.8	3:00
69	17/15/1	PANADURA	ANURADHAPURA	1	1	258.1	2	516.2	7:00
70	18 - 2	COLOMBO	HATTON	6	6	120.6	12	1447.2	4:30
71	18 - 6	COLOMBO	BAGAWANTALAWA	1	1	141.7	2	283.4	4:45
72	19 - 2	COLOMBO	GAMPOLA	32	28	123.7	56	6927.2	3:45

73	21	BADULLA	KANDY	1	1	121.0	2	242.0	3:45
74	22 - 2	KANDY	AMPARA	10	10	197.7	10	10.0	5:35
75	22 - 3	TAMPITIYA	KANDY	2	2	164.0	4	656.0	4:40
76	22 - 4	AMPARA	MAHIYANGANA	5	5	119.6	10	1196.0	3:20
77	22 - 5	MAHIYANGANAYA	KANDY	16	16	79.7	32	2550.4	2:55
78	22 - 6	SIRIPURA	KANDY	8	8	136.6	16	2185.6	4:15
79	22 - 6- 1	DEHI ATTAKANDIYA	KANDY	4	4	120.5	8	964.0	4:00
80	22 - 6- 2	NUWARAGALA	KANDY	1	1	137.9	2	275.8	4:45
81	22 - 9	NINDAVUR	COLOMBO	1	1	339.6	1	339.6	9:20
82	22/ 75/218	ANURADHAPURA	AMPARA	2	2	324.4	2	648.8	7:35
83	22/ 756/ 48	KURUNEGALA	AMPARA	1	1	256.0	2	512.0	
84	23 - 2	AVISSAWELLA	KITULGALA	4	4	40.2	16	643.2	1:30
85	25	URUBOKKA	WANDAMA	1	1	162.0	2	324.0	4:45
86	25 - 1	EMBILIPITIYA	WEHERAGALA	1	1	252.1	1	252.1	7:45
87	25/ 27/218	EMBILIPITIYA	WELIKANDA	2	2	286.5	2	573.0	8:45
88	25/363	MULATIYANA	MONARAGALA	1	1	176.3	2	352.6	5:15
89	25-218-866	EMBILIPITIYA	TRINCOMALEE	1	1	369.0	1	369.0	9:45
90	26	COLOMBO	HAKMANA	1	1	184.5	2	369.0	5:30
91	26 - 1	COLOMBO	MIDDENIYA	4	3	222.0	6	1332.0	7:00
92	26 - 3	COLOMBO	DEIYANDARA	1	1	196.3	2	392.6	5:45
93	27/218/49	HAMBANTHOTA	TRINCOMALEE	1	1	425.1	1	425.1	10:30
94	27/218/58	WELLAWAYA	ANURADHAPURA	2	2	318.1	2	636.2	8:45
95	31	MATARA	BANDARAWELA	2	2	216.2	4	864.8	5:25
96	31 - 2	MATARA	BADULLA	2	2	230.1	4	920.4	5:45
97	32	COLOMBO	KATARAGAMA	2	2	291.3	2	582.6	8:00
98	32 - 1	COLOMBO	HAMBANTOTA	2	2	241.8	4	967.2	7:00
99	32 - 4	COLOMBO	TANGALLE	27	23	201.1	46	9250.6	5:45
100	32 - 5	COLOMBO	MIDDENIYA	2	2	223.6	4	894.4	6:30
101	32 - 6	ELPITIYA	KATARAGAMA	1	1	220.4	2	440.8	6:00
102	32 - 7	GALLE	KATARAGAMA	1	1	174.9	2	349.8	4:30
103	34 - 3	NEGOMBO	KURUNEGALA	20	18	76.3	58	4425.4	2:30
104	34 - 4	NEGOMBO	GIRIULLA	34	25	42.7	116	4953.2	1:30
105	35	GALLE	AMPARA	2	2	346.2	2	692.4	8:35
106	35 - 1	MATARA	AMPARA	11	8	292.2	8	2337.6	7:25
107	35 - 3	MATARA	MONARAGALA	18	16	193.5	32	6192.0	4:55
108	35 - 7	AMPARA	AMBALANGODA	2	2	376.3	2	752.6	9:10
109	35/881-5	MATARA	KALMUNAI	2	2	311.0	2	622.0	7:45
110	35/935	GALLE	BATTICALOA	1	1	394.2	1	394.2	10:00
111	38	COLOMBO	BIBILA	2	2	231.5	4	926.0	7:10

112	38 - 1	COLOMBO	MAHIYANGANAYA	1	1	192.4	2	384.8	6:20
113	4 1- 2	KADURUWELA	KANDY	21	20	145.4	40	5816.0	4:00
114	41- 2/686	BIMPOKUNA	KANDY	1	1	175.5	2	351.0	5:00
115	41- 2/962	SUNGAVILA	KANDY	2	2	170.0	4	680.0	4:45
116	41 - 3	BUDDHAYAYA	KANDY	1	1	140.9	2	281.8	4:30
117	41 -10	ONEGAMA	KANDY	1	1	155.5	2	311.0	5:00
118	41 -11	ARUNAPURA	KANDY	1	1	190.0	2	380.0	5:30
119	41/ 48	KANDY	BATTICALOA	1	1	233.3	2	466.6	6:00
120	42	COLOMBO	UDUGAMA	2	2	134.5	8	1076.0	5:00
121	42 - 1/430	COLOMBO	MORAWAKA	4	4	148.7	8	1189.6	5:45
122	42 - 2	KANDY	ANURADHAPURA	28	24	148.9	48	7147.2	4:30
123	42 - 5	NOCHCHIYAGAMA	KANDY	2	2	170.3	4	681.2	5:00
124	42 - 8	COLOMBO	MAPALAGAMA	1	1	114.3	2	228.6	4:15
125	42 - 9	COLOMBO	TAWALAMA	2	2	122.1	4	488.4	4:40
126	42 -14	MATALE	KEKIRAWA	1	1	67.3	2	134.6	2:10
127	42/369	COLOMBO	OPATHA	1	1	146.5	2	293.0	5:40
128	42/825	KAHATAGASDIGILIYA	KANDY	1	1	162.1	2	324.2	5:00
129	42/825/835	KANDY	GOMARANKADAWALA	1	1	214.5	2	429.0	6:30
130	43	KANDY	ANURADHAPURA	2	2	141.3	4	565.2	4:15
131	43/857	KANDY	VAVUNIYA	10	10	204.0	20	4080.0	5:15
132	45	TRINCOMALEE	KANDY	6	6	181.4	12	2176.8	5:00
133	45/ 950	MUTTUR	KANDY	1	1	212.0	2	424.0	5:20
134	46	KEGALLE	KADURUWELA	1	1	164.2	2	328.4	4:30
135	47 - 3	WELIMADA	KANDY	3	3	105.5	6	633.0	3:40
136	47 - 3/328	LUNUWATTA	KANDY	1	1	115.5	2	231.0	4:00
137	48	COLOMBO	KALMUNAI	1	1	356.2	1	356.2	9:55
138	48 - 1	COLOMBO	BATTICALOA	2	2	314.9	2	629.8	8:15
139	48 - 1/962	SUNGAWILA	BATTICALOA	1	1	122.3	2	244.6	3:15
140	48 - 2	COLOMBO	DIYASENPURA	2	2	232.7	4	930.8	6:15
141	48 - 3	COLOMBO	KADURUWELA	36	32	224.6	64	14374.4	6:00
142	48 - 4	COLOMBO	MEDIRIGIRIYA	4	4	226.6	8	1812.8	6:15
143	48 - 8	KADURUWELA	KURUNEGALA	23	21	130.1	42	5464.2	3:30
144	48 - 9	KURUNEGALA	HINGURAKGODA	6	6	203.7	12	2444.4	5:20
145	48- 12/962	SUNGAVILA	AKKARAIPATTU	2	2	184.1	4	736.4	5:00
146	48 -13	COLOMBO	TIRIKKOVIL	2	2	392.5	2	785.0	10:00
147	48 -15	COLOMBO	SUNGAWILA	1	1	248.0	2	496.0	6:50
148	48 -16	MADURU OYA	COLOMBO	2	2	274.3	4	1097.2	7:20
149	48 -17	COLOMBO	WELIKANDA	1	1	251.0	2	502.0	6:40
150	48 -19	KADURUWELA	KATTANKUDI	2	2	101.1	4	404.4	2:45

151	48 -20	COLOMBO	AMBAGASWEWA	4	4	247.9	8	1983.2	6:30
152	48 -27	KURUNEGALA	WELIKANDA	2	2	154.5	4	618.0	4:15
153	48- 27/21	MAHIYANGANAYA	RANSALATENNA	1	1	94.2	2	188.4	2:45
154	48- 27/218	MAHIYANGANAYA	KURULUBEDDA	2	2	114.0	2	228.0	3:20
155	48 - 29	KADURUWELA	KALMUNAI	1	1	132.0	1	264.0	3:30
156	48/218	COLOMBO	DEHIATTAKANDIYA	4	4	274.7	8	2197.6	7:30
157	48/218 - 1	COLOMBO	SIRIPURA	1	1	266.9	2	533.8	7:05
158	48/962	SUNGAVILA	KALMUNAI	1	1	162.5	2	325.0	4:30
159	49 - 1	KURUNEGALA	TRINCOMALEE	2	2	165.5	4	662.0	4:30
160	49/ 900	KUCHCHAWELI	COLOMBO	1	1	298.0	2	596.0	7:40
161	49/950	COLOMBO	MUTTUR	4	4	279.3	8	2234.4	7:10
162	52 - 3	KANDY	HINGURAKGODA	2	2	130.1	4	520.4	3:30
163	52 - 3/996-2	SIYAMBALAGASHANDIYA	KANDY	1	1	162.5	2	325.0	4:30
164	52 - 6	AMBAGASWEWA	KANDY	2	2	166.3	4	665.2	5:30
165	52 - 8	DIYASENPURA	KANDY	5	5	150.9	10	1509.0	4:00
166	55/245	NEGOMBO	NUWARAGALA	1	1	264.0	2	528.0	6:40
167	57	COLOMBO	ANURADHAPURA	16	13	211.0	26	5486.0	5:30
168	57 - 2	VAVUNIYA	KURUNEGALA	6	5	170.5	10	1705.0	4:35
169	57 - 3	VAVUNIYA	COLOMBO	1	1	260.0	2	520.0	7:00
170	57 - 5	KURUNEGALA	ANURADHAPURA	44	38	114.0	76	8664.0	3:05
171	57 - 9	ANURADHAPURA	KEGALLE	2	2	148.3	4	593.2	4:10
172	57 - 10	MEDAWACHCHIYA	KURUNEGALA	2	2	142.3	4	569.2	4:05
173	57 - 18	COLOMBO	VILACHCHIYA	1	1	246.3	2	492.6	6:30
174	57/ 221/ 420	ANURADHAPURA	KALUTARA	1	1	250.0	2	500.0	6:30
175	57/928	DEMATAWEWA	KURUNEGALA	2	2	180.0	4	720.0	4:30
176	57/978	COLOMBO	KALA OYA	1	1	208.1	2	416.2	5:30
177	60	COLOMBO	DENIYAYA	2	2	200.8	4	803.2	5:50
178	60 - 1	COLOMBO	AKURESSA	1	1	154.7	2	309.4	4:30
179	60 - 3	COLOMBO	DEIYANDARA	1	1	176.3	2	352.6	5:30
180	60 - 4	COLOMBO	URUBOKKA	1	1	214.6	2	429.2	6:15
181	60/369	DERANAGALA	COLOMBO	1	1	340.2	2	680.4	5:00
182	67	COLOMBO	RAKWANA	3	3	138.9	6	833.4	4:05
183	67 - 1	COLOMBO	KOLONNA	1	1	178.3	2	356.6	5:25
184	69	KANDY	RATNAPURA	4	4	130.0	8	1040.0	3:25
185	69 - 1	EMBILIPITIYA	KANDY	3	3	206.6	6	1239.6	5:30
186	69 - 4	KANDY	AVISSAWELLA	3	3	86.5	12	1038.0	2:30
187	76/ 218/ 314	BADULLA	TRINCOMALEE	2	2	263.0	2	526.0	7:00
188	78	NAWALAPITIYA	COLOMBO	1	1	112.5	2	225.0	4:00
189	81- 48	PUTTALAM	BATTICALOA	1	1	312.2	1	312.2	8:00

190	83	VAVUNIYA	MANNAR	1	1	78.6	2	157.2	2:10
191	86 - 1	BATTICALOA	VAVUNIYA	2	2	242.3	4	969.2	6:30
192	86 - 2	VAVUNIYA	AKKARAIPATTU	1	1	302.0	2	604.0	8:00
193	87 - 3	JAFFNA	VAVUNIYA	7	7	152.2	14	2130.8	4:00
194	87 - 6	MADU	JAFFNA	2	2	210.0	4	840.0	5:45
195	88 - 2	TRINCOMALEE	VAVUNIYA	4	4	102.3	8	818.4	2:40
196	92 - 4	COLOMBO	KULIYAPITIYA	24	20	86.1	60	5166.0	2:50
197	92 - 5	KULIYAPITIYA	NEGOMBO	35	30	50.7	90	4563.0	1:45
198	92/929	COLOMBO	KULIYAPITIYA	1	1	88.5	2	177.0	2:55
199	92/929-1	COLOMBO	PANDUWASNUWARA	1	1	132.5	2	265.0	4:00
200	98 - 1	COLOMBO	AMPARA	12	12	376.2	12	4514.4	10:00
201	98 - 2	COLOMBO	MONARAGALA	31	26	276.5	52	14378.0	7:30
202	98 - 6	COLOMBO	BALANGODA	2	2	132.3	4	529.2	4:25
203	98 -11	COLOMBO	BADALKUMBURA	1	1	262.3	1	262.3	7:00
204	98/486- 1	COLOMBO	WEYLI-OYA	1	1	174.2	1	174.2	5:15
205	98/487	COLOMBO	WELIPATAYAYA	1	1	182.3	1	182.3	5:30
206	99	COLOMBO	BADULLA	9	8	238.0	8	1904.0	7:30
207	99 - 4	COLOMBO	BALANGODA	1	1	152.3	2	304.6	5:00
208	122	COLOMBO	RATHNAPURA	27	25	103.1	80	8248.0	3:00
209	122 - 2	COLOMBO	RATHNAPURA	1	1	98.8	2	197.6	3:00
210	122/ 98 - 19	OBBEGODA	COLOMBO	1	1	252.0	2	504.0	6:45
211	122/ 98/ 199 - 2	MEDAGAMA	COLOMBO	1	1	312.0	2	624.0	8:15
212	122/210	COLOMBO	EMBILIPITIYA	13	12	180.5	24	4332.0	5:00
213	122/210 - 1	COLOMBO	SURIYAWEWA	3	3	205.6	6	1233.6	6:00
214	122/210 - 2	COLOMBO	MIDDENIYA	2	2	204.4	4	817.6	6:10
215	122/210 - 4	COLOMBO	ANGUNAKOLAPELESSA	1	1	221.7	2	443.4	7:05
216	122/210/168	COLOMBO	URUBOKKA	1	1	255.2	2	510.4	6:05
217	122/210/211	COLOMBO	HAMBANTOTA	1	1	222.2	2	444.4	6:45
218	122/467	COLOMBO	RAKWANA	1	1	150.4	2	300.8	4:35
219	126/69	PANADURA	MATALE	1	1	174.0	2	348.0	4:45
220	168 - 2	URUBOKKA	KELLA	1	1	17.5	6	105.0	0:40
221	211	EMBILIPITIYA	HAMBANTOTA	18	15	45.2	30	2712.0	1:45
222	217 /22-4	DEHI ATTAKANDIYA	AMPARA	1	1	162.3	2	324.6	4:30
223	218 - 2	MAHIYANGANAYA	KADURUWELA	17	15	92.3	30	2769.0	2:50
224	218 - 4	WEHERAGALA	BADULLA	1	1	138.2	2	276.4	4:00
225	218 - 6	SIRIPURA	BADULLA	1	1	126.5	2	253.0	3:40
226	218 - 22	ARALAGANVILA	AMPARA	1	1	188.3	2	376.6	5:30
227	218/314	BADULLA	KADURUWELA	2	2	168.3	4	673.2	5:00
228	218/685	DEHI ATTAKANDIYA	HANGURANKETA	1	1	124.9	2	249.8	3:45

229	221 - 1	MAHIYANGANAYA	SIRIPURA	4	4	50.2	16	803.2	1:30
230	226	BALANGODA	BANDARAWELA	2	2	58.6	8	468.8	2:00
231	234/580/87	MONARAGALA	JAFFNA	1	1	448.5	1	448.5	13:00
232	245-1/182/18	NEGOMBO	HATTON	1	1	147.0	2	294.0	5:00
233	301/218	BIBILA	KADURUWELA	1	1	132.5	2	265.0	3:50
234	303 - 1	MONARAGALA	PANAMA	3	3	91.2	6	547.2	2:30
235	311- 2	WELIMADA	NUWARA ELIYA	20	20	27.7	80	2216.0	1:15
236	312/218	GALA UDA	SOORIYAPOKUNA	1	1	114.5	2	229.0	3:15
237	314/580/4	BADULLA	ANURADHAPURA	1	1	258.0	2	516.0	7:00
238	314/580/15-7	BANDARAWELA	VAVUNIA	2	2	322.5	2	645.0	9:25
239	333	KATARAGAMA	MATARA	3	3	131.1	6	786.6	3:45
240	334 - 1	MATARA	KATARAGAMA	1	1	138.5	2	277.0	4:00
241	335 - 1	TISSA	TANAMALVILA	2	2	30.1	12	361.2	1:00
242	339 - 4	MIDDENIYA	EMBILIPITIYA	1	1	20.9	10	209.0	0:45
243	345	TIHAGODA	KATRAGAMA	1	1	117.0	2	234.0	3:30
244	348	NITTAMBUWA	RUWANWELLA	4	4	30.2	16	483.2	1:00
245	363 - 1	MIDDENIYA	WELI-OYA	1	1	152.0	2	304.0	4:10
246	363 - 2	PEELLA	SOORIYAWEWA	1	1	92.3	2	184.6	2:35
247	363 - 2-1	HAKMANA	SOORIYAWEWA	1	1	80.0	2	160.0	2:25
248	363 - 6	MIDDENIYA	EMBILIPITIYA	1	1	18.1	10	181.0	0:45
249	363 -11	WALASMULLA	EMBILIPITIYA	1	1	44.5	2	89.0	1:30
250	363 -12	MATARA	EMBILIPITIYA	2	2	87.0	8	696.0	2:30
251	363 -13	EMBILIPITIYA	KARAPITIYA	1	1	122.0	2	244.0	3:30
252	363 -18	WALASMULLA	WELIARA	1	1	70.0	4	280.0	2:20
253	393	COLOMBO	YAKKALAMULLA	1	1	134.5	2	269.0	4:00
254	401	COLOMBO	ELPITIYA	16	14	95.5	32	3056	3:00
255	401 - 1	ELPITIYA	ALUTGAMA	1	1	30.2	6	181.2	1:00
256	403	NELUWA	MATUGAMA	1	1	52.1	4	208.4	1:45
257	418/5	MEEGALLAWA	ANURADHAPURA	1	1	60.0	4	240.0	
258	419 - 2	HUREEGASWEWA	GALGAMUWA	1	1	18.0	10	180.0	0:45
259	449	KARANDANA	HORANA	1	1	34.5	4	138.0	1:15
260	450	RATNAPURA	PANADURA	30	26	70.2	82	5756.4	2:25
261	470	AVISSAWELLA	EHELIYAGODA	2	2	14.3	16	228.8	0:40
262	470 - 2	AVISSAWELLA	RATNAPURA	26	22	44.1	44	1940.4	1:30
263	470 - 7	AVISSAWELLA	MITIPOLA	1	1	18.1	8	144.8	0:45
264	473 - 7	COLOMBO	KALAWANA	2	2	110.5	4	442.0	3:15
265	482	MATUGAMA	KALAWANA	8	8	44.2	32	1414.4	1:20
266	482 - 1	MATUGAMA	MANANA	1	1	367.0	1	367.0	9:30
267	488	BALANGODA	HATTON	3	3	76.0	6	456.0	2:20

268	493 - 1	EMBILIPITIYA	BELIATTA	24	19	58.1	76	4415.6	1:40
269	493 - 2	KIRIIBBAN ARA	MATARA	1	1	94.1	2	188.2	2:50
270	493 - 3	HAKMANA	EMBILIPITIYA	2	2	66.3	4	265.2	2:00
271	493 - 4	EMBILIPITIYA	GALLE	1	1	128.5	2	257.0	3:30
272	497	SOORIYAWEWA	EMBILIPITIYA	4	4	22.3	24	535.2	0:45
273	507	KURUNEGALA	KEGALLE	38	33	32.0	96	3072.0	1:20
274	508	KURUNEGALA	RAMBUKKANA	8	7	24.6	28	688.8	1:00
275	509	KURUNEGALA	RAMBUKKANA	2	2	26.9	8	215.2	1:15
276	548	KURUNEGALA	KEKIRAWA	4	4	87.1	8	696.8	2:30
277	548 - 1	KURUNEGALA	GALNEWA	2	2	96.5	4	386.0	2:45
278	549	KURUNEGALA	DAMBULLA	19	19	60.3	58	3497.4	2:00
279	549 - 1	KURUNEGALA	WEWALA	1	1	80.2	2	160.4	2:20
280	549 - 4	KURUNEGALA	GALKIRIYAGAMA	1	1	82.3	2	164.6	2:25
281	549/499	KURUNEGALA	SIGIRIYA	1	1	78.0	2	156.0	2:15
282	556	KURUNEGALA	MATALE	20	16	50.0	48	2400.0	2:00
283	564-6	MIRISSALA	KURUNEGALA	1	1	48.8	4	195.2	1:55
284	566	MAWATAGAMA	RAMBUKKANA	2	2	16.7	8	133.6	0:50
285	581 - 1	MATALE	KADURUWELA	8	8	108.1	16	1729.6	3:20
286	581 - 3	KADURUWELA	MATALE	1	1	118.0	2	236.0	3:30
287	602	KANDY	KURUNEGALA	48	41	43.0	120	5160.0	1:25
288	662	KEGALLE	KANDY	35	31	37.8	100	3780.0	1:15
289	662 - 1	KANDY	MAWANELLA	33	30	39.1	120	4692.0	0:50
290	670	NITTAMBUWA	WARAKAPOLA	2	2	16.3	12	195.6	0:40
291	674 - 1	COLOMBO	KOTIYAKUMBURA	1	1	76.6	2	153.2	2:25
292	674 - 3	AVISSAWELLA	KEGALLE	21	17	48.1	68	3270.8	1:40
293	677	COLOMBO	BULATHKOHUPITIYA	1	1	78.5	2	157.0	2:30
294	677 - 4	AVISSAWELLA	BULATHKOHUPITIYA	8	7	34.2	28	957.6	1:20
295	750 - 3	EMBILIPITIYA	HAMBANTOTA	1	1	56.0	04	224.0	1:30
296	825	DUTUWEWA	KANDY	1	1	126.9	02	253.8	4:30
297	835	TRINCOMALEE	ANURADHAPURA	1	1	113.5	02	227.0	3:25
298	842	PULMUDE	ANURADHAPURA	1	1	112.4	02	224.8	3:20
299	857	VAVUNIYA	ANURADHAPURA	10	10	61.9	36	2476.0	1:45
300	907	CHILAW	NEGOMBO	85	76	42.3	202	8544.6	1:30
301	909	AMPARA	MONARAGALA	1	1	84.2	08	336.8	2:45
302	929 - 1	ELIVILA	NEGAMBO	8	8	26.0	16	416.0	1:10
303	999-1	GIRIULLA	MIRIGAMA	1	1	12.2	08	48.8	0.20
		Total		2045	1842	47590.0	3799	468020.7	

Source: National Transport Commission

Annexure 2 Inter Provincial Bus Routes – Semi Luxury Buses (As at May 2017)

Serial No.	Route No.	Origin	Destination	No of Buses (Semi Luxury)	Operated Buses Per Day	Distance (Km)	No of Trip Per Day (Both Sides)	Operated Km per Day	Travel Time (hours)
1	2	COLOMBO	MATARA	12	12	160.2	24	3844.8	4:45
2	2/ 4- 3	ANURADHAPURA	MATARA	3	3	376.0	4	1504	10:30
3	2/ 8	MATARA	MATALE	2	2	301.7	2	603.4	9:00
4	2/ 48	KADURUWELA	MATARA	2	2	382.4	2	764.8	10:40
5	3 - 1	COLOMBO	EMBILIPITIYA	1	1	165.8	2	331.6	4:25
6	3/15/87	HAMBANTOTA	JAFFNA	2	1	488.6	2	977.2	15:00
7	4	COLOMBO	MANNAR	13	12	330.0	24	7920	8:15
8	4 - 1	COLOMBO	TALAIMANNAR	2	2	361.5	2	723	9:00
9	4 - 3	COLOMBO	ANURADHAPURA	6	6	216.4	12	2596.8	5:30
10	4 - 3/842-1	COLOMBO	PULMUDE	3	3	310.2	6	1861.2	7:50
11	4/844	COLOMBO	SRIPURA	2	2	308.2	4	1232.8	7:50
12	4/86	PUTTALAM	KALMUNAI	2	2	314.1	2	628.2	8:00
13	7	COLOMBO	KALPITIYA	1	1	171.0	2	342	4:35
14	10	KATARAGAMA	KANDY	2	2	280.0	2	560	8:00
15	13 - 2	COLOMBO	DAYAGAMA	1	1	163.7	2	327.4	5:00
16	14	KANDY	MONARAGALA	1	1	160.2	2	320.4	4:45
17	15 - 1- 1	COLOMBO	ANURADHAPURA	19	17	222.3	34	7558.2	5:45
18	15 - 7	COLOMBO	VAVUNIYA	26	24	285.7	48	13714	7:00
19	15 -11	COLOMBO	JANAKAPURA	1	1	354.2	2	708.4	8:45
20	15/ 82	COLOMBO	MULATHIVU	1	1	328.0	2	656	8:30
21	15/ 87	COLOMBO	JAFFNA	6	6	429.0	6	2574	10:45
22	15/819	COLOMBO	NANDIKADAL	1	1	402.5	2	805	9:45
23	15-22/87/769	MORATUWA	KANKASANTURE	2	2	438.3	2	876.6	11:50
24	17	PANADURA	KANDY	8	8	147.3	16	2356.8	4:30
25	17/48	PANADURA	KADURUWELA	1	1	252.1	2	504.2	7:00
26	18 - 2	COLOMBO	HATTON	1	1	120.6	2	241.2	4:00
27	18/727	COLOMBO	UDAPUSSELLAWA	2	2	224.0	2	448	7:15
28	21	BADULLA	KANDY	13	13	121.0	26	3146	3:45
29	21 - 6	COLOMBO	BADULLA	1	1	236.1	2	472.2	6:35
30	21-1/245	KATUNAYAKA	BADULLA	1	1	249.0	2	498	6:30
31	21/ 910/ 1	KALMUNAI	COLOMBO	1	1	364.0	1	364	9:30
32	22- 8	COLOMBO	AMPARA	8	8	314.0	8	2512	8:50
33	22 - 9	COLOMBO	NINDAVUR	1	1	360.1	1	360.1	9:30
34	31 - 1	MATARA	NUWARAELIYA	2	2	251.3	4	1005.2	7:10
35	32	COLOMBO	KATARAGAMA	25	23	292.5	42	12285	8:00

36	32 - 1	COLOMBO	HAMBANTOTA	5	5	243.0	10	2430	7:00
37	32 - 2	COLOMBO	LUNUGAMVEHERA	1	1	282.2	2	564.4	6:30
38	32 - 4	COLOMBO	TANGALLE	10	8	201.1	16	3217.6	5:45
39	32- 4/87	TANGALLE	JAFFNA	2	2	616.0	2	1232	16:30
40	32- 7/1	WALASMULLA	KANDY	2	2	313.0	2	626	9:30
41	32/ 49	TANGALLE	TRINCOMALEE	4	4	463.3	4	1853.2	12:30
42	32/ 87-3	TANGALLE	MULATHIVU	2	2	556.0	2	1112	14:00
43	32/493	COLOMBO	ANGUNAKOLAPELESSA	2	2	220.2	4	880.8	6:15
44	32/574	COLOMBO	ANGUNAKOLAPELESSA	1	1	217.0	2	434	6:15
45	38	COLOMBO	BIBILA	4	4	231.0	6	1386	7:20
46	38 - 1	COLOMBO	MAHIYANGANAYA	4	4	192.4	8	1539.2	6:20
47	38 - 3	COLOMBO	DEHIATTAKANDIYA	2	2	237.2	4	948.8	7:20
48	38 - 4	COLOMBO	AMPARA	2	2	312.0	2	624	8:35
50	43 - 1	KANDY	MANNAR	1	1	234.0	2	468	5:50
51	43/857	KANDY	VAVUNIYA	4	4	204.0	8	1632	5:00
52	47/43/87	DIYATALAWA	JAFFNA	4	4	486.2	4	1944.8	14:20
53	48	COLOMBO	KALMUNAI	2	2	356.2	2	712.4	9:40
54	48 - 1	COLOMBO	BATTICALOA	12	12	314.9	12	3778.8	8:05
55	48 - 3	COLOMBO	KADURUWELA	2	2	224.6	4	898.4	6:00
56	48 - 5	COLOMBO	ODDAMAWADI	1	1	282.7	1	282.7	7:20
57	48 -12	COLOMBO	AKKARAIPATTU	2	2	380.9	2	761.8	10:10
58	48 -13	COLOMBO	TIRIKKOVIL	1	1	393.7	1	393.7	10:30
59	48 -14	COLOMBO	KATTANKUDI	2	2	322.3	2	644.6	8:20
61	48/217/29	KURUNEGALA	KATARAGAMA	2	2	368.2	2	736.4	9:45
62	49	COLOMBO	TRINCOMALEE	19	17	262.3	34	8918.2	7:00
63	49/866	COLOMBO	KINNIYA	1	1	256.9	2	513.8	6:45
64	49/867	PULMUDE	COLOMBO	1	1	321.7	2	643.4	8:25
65	57 - 3	COLOMBO	VAVUNIYA	1	1	260.0	2	520	6:45
66	57/87	COLOMBO	JAFFNA	2	2	412.5	2	825	10:30
67	60	COLOMBO	DENIYAYA	1	1	200.8	2	401.6	5:50
68	64/98	PANADURA	AMPARA	2	2	323.0	2	646	10:00
69	68/ 218	KATARAGAMA	JAFFNA	2	2	509.0	2	1018	13:30
70	68/580	KATARAGAMA	JAFFNA	2	2	509.0	2	1018	14:00
71	69 - 4	KANDY	AVISSAWELLA	7	7	86.5	28	2422	2:30
72	69/15/87	HAMBANTOTA	VAVUNIYA	3	3	420.1	3	1260.3	10:30
73	69/15-7	EMBILIPITIYA	VAVUNIYA	2	2	372.1	2	744.2	9:25
74	69/15-7/87	WALASMULLA	JAFFNA	2	2	568.8	2	1137.6	14:30
75	69/15-8	ANURADHAPURA	EMBILIPITIYA	2	2	342.3	2	684.6	8:30
76	79	COLOMBO	NUWARA ELIYA	5	5	180.0	10	1800	5:50
77	79 - 1	COLOMBO	WELIMADA	10	10	208.4	20	4168	6:40

78	79/743-1	COLOMBO	UDUPUSSELLAWA	1	1	240.5	2	481	7:00
79	82/580/22	AMPARA	MULATHIVU	2	2	352.1	2	704.2	12:00
80	84/580/314	MANNAR	DIYATALAWA	2	2	350.0	2	700	10:30
81	86	BATTICALOA	JAFFNA	1	1	414.4	1	414.4	11:00
82	86 - 2	VAVUNIYA	AKKARAIPATTU	1	1	302.0	2	604	8:00
83	86 - 6	VAVUNIYA	KALMUNAI	1	1	282.3	2	564.6	7:30
84	86 - 9	VAVUNIYA	THIRUKKOVIL	2	2	304.0	2	608	8:05
85	86/218/22	VAVUNIYA	AMPARA	1	1	362.0	1	362	9:20
86	87	COLOMBO	JAFFNA	21	21	419.6	21	8811.6	10:30
87	87 - 2	COLOMBO	VAVUNIYA	35	31	270.0	62	16740	7:00
88	87 - 5/782	KARAYINAGAR	PANADURA	1	1	450.0	1	450	12:30
89	87 - 6 -1	COLOMBO	KILINOCHCHI	1	1	332.1	1	332.1	8:20
90	87/769	COLOMBO	KANKASANTHURE	1	1	415.0	1	415	11:15
91	87/816	COLOMBO	THUNUKKAI	1	1	320.2	1	320.2	8:10
93	88	TRINCOMALEE	JAFFNA	5	5	247.0	10	2470	6:20
	88 - 2	TRINCOMALEE	VAVUNIYA	1	1	102.3	2	204.6	2:30
94	88 - 6	MANNAR	TRINCOMALEE	1	1	182.5	2	365	4:40
95	98	COLOMBO	AKKARAIPATTU	2	2	383.0	2	766	10:00
96	98 - 3	COLOMBO	KALMUNAI	1	1	391.0	1	391	10:15
97	98 - 8	COLOMBO	PANAMA	2	2	360.0	2	720	9:20
98	98 -17	COLOMBO	AKKARAIPATTU	1	1	391.0	1	391	10:15
99	99	COLOMBO	BADULLA	33	30	238.0	28	6664	7:30
100	99 - 8	COLOMBO	PASSARA	3	3	257.7	6	1546.2	8:15
101	99 - 9	COLOMBO	LUNUGALA	1	1	279.7	1	279.7	9:00
102	99 - 10	COLOMBO	WELIMADA	4	4	230.0	8	1840	7:20
103	99/318	COLOMBO	MADOLSIMA	2	2	268.0	2	536	8:30
104	122/210 - 5	COLOMBO	SEWANAGALA	2	2	187.6	4	750.4	5:30
105	211/69/45	HAMBANTOTA	TRINCOMALEE	2	2	433.2	2	866.4	11:30
106	285/6/15-12	MATUGAMA	ANURADAPURA	1	1	275.8	2	551.6	7:30
107	314/580/87	BADULLA	JAFFNA	4	4	440.2	4	1760.8	12:30
108	315/1	HORANA	KANDY	2	2	134.0	4	536	3:30
109	458 - 1	KANDY	MATUGAMA	2	2	168.0	4	672	4:30
110	458/15/87	MATUGAMA	JAFFNA	2	2	464.3	2	928.6	11:30
111	482/98	ALUTGAMA	AKKARAIPATTU	2	2	410.0	2	820	11:00
112	626/43/87	N' ELIYA	JAFFNA	1	1	440.0	1	440	12:30
113	725/43/87	HATTON	JAFFNA	2	2	409.0	2	818	10:50
114	910/21/1	COLOMBO	KALMUNAI	1	1	342.0	1	342	9:00
		Total		**459**	440	34616.0	713	187611	

Source: National Transport Commission

Annexure 3 Inter Provincial Bus Routes –Luxury Buses (As at May 2017)

Serial No.	Route No.	Origin	Destination	No of Buses (Luxury)	Operated Buses Per Day	Distance (Km)	No of Trip Per Day (Both Side)	Operated Km per Day	Travel Time (hours)
1	1	COLOMBO	KANDY	76	46	115.2	92	10598.4	3:15
2	1 - 2	COLOMBO	MAWANELLA	1	1	90.0	2	180	2:35
3	2	COLOMBO	MATARA	21	21	160.4	42	6736.8	4:30
4	2 - 1	COLOMBO	GALLE	47	47	116.4	94	10941.6	3:15
5	2 - 3	COLOMBO	AMBALANGODA	15	14	85.5	60	5130	2:30
6	4 - 3	COLOMBO	ANURADHAPURA	1	1	216.4	2	432.8	5:15
7	4 - 7	COLOMBO	PUTTALAM	14	14	137.2	28	3841.6	3:30
8	4 - 9	COLOMBO	ANAMADUWA	8	8	129.0	16	2064	3:20
9	4 -11	COLOMBO	CHILAW	45	38	82.8	86	7120.8	2:30
10	6	COLOMBO	KURUNEGALA	32	30	93.4	60	5604	2:35
11	8	COLOMBO	MATALE	20	20	141.3	40	5652	4:00
12	15 - 1-1	COLOMBO	ANURADHAPURA	9	9	222.3	18	4001.4	5:45
13	15 - 7	COLOMBO	VAVUNIYA	2	2	285.7	4	1142.8	6:45
14	15/ 87	COLOMBO	JAFFNA	1	1	429.0	1	429	10:30
15	18 - 2	COLOMBO	HATTON	9	9	120.6	18	2170.8	4:00
16	18 - 7	COLOMBO	TALAWAKELE	1	1	137.0	2	274	4:40
17	19 - 2	COLOMBO	GAMPOLA	1	1	123.7	2	247.4	3:30
18	22 - 2	KANDY	AMPARA	16	14	197.7	28	5535.6	5:00
19	22 - 7	COLOMBO	KALMUNAI	13	13	342.0	13	4446	9:00
20	22 - 9	COLOMBO	NINDAVUR	1	1	339.6	1	339.6	8:55
21	26	COLOMBO	HAKMANA	1	1	184.5	2	369	5:00
22	34 - 3	NEGOMBO	KURUNEGALA	29	29	76.3	116	8850.8	2:00
23	42 - 2	KANDY	ANURADHAPURA	2	2	148.9	4	595.6	4:15
24	43	KANDY	ANURADHAPURA	32	30	141.3	60	8478	4:00
26	48	COLOMBO	KALMUNAI	3	3	356.2	3	1068.6	9:25
27	48 - 1	COLOMBO	BATTICALOA	3	3	314.9	3	944.7	8:00
28	48 -12	COLOMBO	AKKARAIPATTU	2	2	378.7	2	757.4	10:10
29	49	COLOMBO	TRINCOMALEE	5	5	262.3	5	1311.5	6:45
30	60	COLOMBO	DENIYAYA	2	2	200.8	4	803.2	5:50
31	60 - 1	COLOMBO	AKURESSA	8	8	154.7	16	2475.2	4:30
32	79	COLOMBO	NUWARA ELIYA	9	9	180.0	18	3240	5:15
33	79 - 1	COLOMBO	WELIMADA	3	3	208.4	6	1250.4	6:05

34	87	COLOMBO	JAFFNA	4	4	419.6	4	1678.4	10:15
35	87 - 2	COLOMBO	VAVUNIYA	2	2	270.0	4	2160	6:45
36	87 - 5	JAFFNA	PANADURA	1	1	428.0	1	428	10:45
37	87/ 759	COLOMBO	POINT PEDRO	3	3	398.0	3	1194	10:00
38	87/ 769	COLOMBO	KANKASANTHURE	1	1	415.0	1	415	11:00
39	92 - 4	COLOMBO	KULIYAPITIYA	22	19	86.1	64	5510.4	2:20
40	98	COLOMBO	AKKARAIPATTU	6	6	404.4	6	2426.4	10:30
41	99	COLOMBO	BADULLA	17	15	238.0	30	7140	7:00
42	122	COLOMBO	RATHNAPURA	1	1	103.1	2	206.2	2:50
43	122/210	COLOMBO	EMBILIPITIYA	2	2	180.5	4	722	4:45
45	401	COLOMBO	ELPITIYA	7	7	95.5	28	2674	2:45
46	602	KANDY	KURUNEGALA	26	23	43.0	92	3956	1:10
		Total		**524**	472.00	9253.40	1087.00	135543.40	

Source: National Transport Commission

Annexure 4 Inter Provincial Bus Routes – Super Luxury Buses (As at May 2017)

Serial No.	Route No.	Origin	Destination	No of Buses (Super Luxury)	Operated Buses Per Day	Distance (Km)	No of Trip Per Day (Both Side)	Operated Km per Day	Travel Time (hours)
1	48	COLOMBO	KALMUNAI	2	1	356.2	1	356.2	9:20
2	48 - 1	COLOMBO	BATTICALOA	1	1	314.9	1	314.9	8:05
3	48 -12	COLOMBO	AKKARAIPATTU	2	2	378.7	2	757.4	10:10
4	49	COLOMBO	TRINCOMALEE	2	2	262.3	2	524.6	6:45
5	87	COLOMBO	JAFFNA	18	18	419.6	18	7552.8	10:00
6	87 - 7/ 769	MORATUWA	KANKASANTHURE	1	1	434.0	1	434	11:00
7	87/759	COLOMBO	POINT PEDRO	1	1	388.0	1	388	9:45
8	87/769	COLOMBO	KANKASANTHURE	2	2	415.0	2	830	11:00
9	87/782	COLOMBO	KARAINAGAR	1	1	431.0	2	431	11:00
10	99	COLOMBO	BADULLA	2	1	238.0	1	238	6:00
11	99 - 8	COLOMBO	PASSARA	2	2	284.2	4	1136.8	6:40
12	EX 001	GALLE	KOTTAWA (HIGHWAY)	13	13	114.0	48	5472	1:30
13	EX - 1 - 1	MATARA	MAHARAGAMA	28	28	135.0	56	7560	1:40
14	EX - 1 - 2	MATARA	KADUWELA	15	15	140.0	30	4200	1:50
		Total		**90**	88.00	4310.90	169.00	30195.70	

Source: National Transport Commission

Annexure 5 Inter Provincial Bus Routes – Expressway Super Luxury Buses (As at May 2018)

Serial No.	Route No.	Origin	Destination	No of Buses (Super Luxury)	Operated Buses Per Day	Distance (Km)	No of Trip Per Day (Both Side)	Operated Km per Day	Travel Time (hours)
1	EX 001	GALLE	KOTTAWA	13	-	114.0	-	-	1:30
2	EX - 1 - 1	MATARA	MAHARAGAMA	28	28	135.0	56	7560	1:40
3	EX - 1 - 2	MATARA	KADUWELA	15	15	140.0	30	4200	1:50
4	EX 1	GALLE	MAKUMBURA	15	-	112.7	-	-	1.20
5	EX 1-2	KADUWELA	MATARA			140	30	4200	1.50
6	EX 1-5/26	COLOMMBO	HAKMANA			174	1	348	3.20
7	EX 1-6/270	MATARA	NEGAMBO			188	2	752	2.30
8	EX 1-7/26	COLOMBO	MIDDENIYA			203	1	406	4
9	EX 1-9/493	COLOMBO	EMBILIPITIYA			237	1	474	5
10	EX 1-10/60	COLOMBO	AKURESSA			148	3	888	3
11	EX 1-11/32	COLOMBO	WEERAKETIYA			201	1	402	4
12	EX 1-12/32	COLOMBO	KATARAGAMA			287	4	2296	6
13	EX 1-13/353	COLOMBO	DEYYANDARA			189	1	378	4
14	EX 1-14/60	COLOMBO	DENIYAYA			193	1	326	4.10
15	EX 1-16	COLOMBO	ELPITIYA			95	12	2280	1.55
16	EX 1-18	COLOMBO	MATARA			155.6	22	3423	2.35
17	EX 1-21	KADAWATHA	GALLE			124.7	30	3741	1.30
18	EX 1-22	KADAWATHA	MATARA			154	34	5236	2

19	EX 1-23	KADUWELA	GALLE	120	24	2880	1.20
20	EX 1-124/1	MATARA	KANDY	251	1	502	5.30
21	EX 1-125/450	PANADURA	MATARA	129.8	16	2076	1.50
23	EX 1-27/01	GALLE	KANDY	222	2	444	5
24	EX 1-33/270	GALLE	NEGAMBO	155	2	620	2.20
25	EX 1-37/174	GALLE	BATTARAMULLA	126	2	504	2.30
27	EX 1-41	AMBALANGODA	COLOMBO	104	12	2496	2
28	EX 1-46	KATUBEDDA	MATARA	137	4	1096	2
29	EX 1-48	KADAWATHA	AMBALANGODA	103	41	206	1.30
30	EX 1-49	PANADURA	GALLE	101	4	404	1.35

Annexure 06 - Bus Fares Revision From Nationalization

Fare Stages	1958	1972 June 01	1974 feb. 03	1978 july 01	1980 march 01	1980 Nov 08	1983 march 10	1983 Aug 23	1990 Aug. 26	1996 July 01	1999 sep 01	2000 Jun 17	2001 Jan 07	2002 July 01	2002 Aug. 01	2003 July 01	2004 Sep 0
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	0.05	0.10	0.20	0.20	0.30	0.50	0.50	1.00	1.50	2.00	2.00	3.00	3.00	3.00	3.00	3.00	3.50
2	0.10	0.15	0.25	0.30	0.50	0.80	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.00	4.00	4.50	5.00
3	0.15	0.20	0.30	0.40	0.70	1.20	1.50	2.00	3.00	3.50	4.00	4.50	5.00	6.00	6.00	6.00	6.00
4	0.20	0.30	0.40	0.50	0.80	1.40	1.75	2.25	3.50	4.00	4.50	5.00	6.00	7.00	7.00	7.50	8.00
5	0.25	0.35	0.50	0.60	0.90	1.60	2.00	2.50	4.00	4.50	5.00	6.00	7.00	8.00	8.00	9.00	9.00
10	0.50	0.60	1.00	1.20	1.70	2.60	3.25	3.75	6.00	7.00	8.00	9.00	10.50	13.00	12.50	13.00	14.00
15	0.75	0.85	1.50	1.70	2.20	3.60	4.50	5.00	7.25	8.50	10.00	11.50	13.00	15.50	15.00	16.50	18.50
20	1.00	1.15	2.00	2.30	3.00	4.60	5.75	6.75	9.75	10.50	12.00	14.00	16.00	19.00	18.50	20.00	22.00
25	1.25	1.40	2.50	2.80	3.50	5.60	7.00	8.00	11.00	12.00	14.00	16.00	18.50	22.00	21.50	24.00	27.00
30	1.50	1.65	3.00	3.40	4.30	6.60	8.25	9.25	13.25	13.50	15.50	18.00	21.00	25.50	25.00	27.50	30.50
35	1.75	1.90	3.50	3.90	7.80	7.60	9.50	10.50	14.50	15.50	18.00	21.00	24.00	29.00	28.50	31.00	35.00
40	2.00	2.20	4.00	4.50	5.60	8.60	10.75	12.75	17.75	17.50	20.00	23.00	27.00	32.00	31.50	34.50	38.50
45	2.25	2.45	4.50	5.00	6.30	9.60	12.00	14.00	19.00	19.50	22.50	26.00	30.00	35.00	34.50	38.00	43.00
50	2.50	2.70	5.00	5.60	6.90	10.60	13.25	15.25	21.25	21.00	24.50	28.00	33.00	38.50	38.00	42.00	47.00
60	3.00	3.30	6.00	6.70	8.20	12.60	15.75	18.75	25.75	24.50	28.50	33.00	38.00	45.00	44.50	49.00	55.00
70	3.50	3.80	7.00	7.80	9.50	14.60	18.25	21.25	29.25	29.50	34.50	39.50	46.00	52.00	51.00	56.00	63.00
80	4.00	4.40	8.00	8.90	10.80	16.60	20.75	24.75	33.75	33.00	39.00	44.50	52.00	58.50	57.50	63.50	71.00
90	4.50	4.90	9.00	10.00	12.30	18.60	23.25	27.25	37.25	36.50	43.00	49.00	57.00	65.00	64.00	70.50	79.00
100	5.00	5.50	10.00	11.10	13.60	20.60	25.75	30.75	41.75	40.00	46.50	53.50	63.00	71.50	70.00	78.00	87.00
110	5.50	6.00	11.00	12.20	14.90	22.60	28.25	33.25	44.25	45.00	52.50	60.50	71.00	79.00	77.00	85.00	95.00
120	6.00	6.60	12.00	13.30	16.20	24.60	30.75	36.75	48.75	49.00	57.00	65.50	77.00	85.00	83.00	92.00	103.0
130	6.50	7.10	13.00	14.40	17.50	26.60	33.25	39.25	51.25	52.50	61.00	70.00	82.00	91.00	89.00	99.00	111.0
140	7.00	7.70	14.00	15.50	18.80	28.60	35.75	42.75	55.75	55.50	64.50	74.00	87.00	98.00	96.00	106.00	118.5
150	7.50	8.20	15.00	16.60	20.10	30.60	38.25	45.25	58.25	59.00	68.50	79.00	93.00	104.00	101.50	113.00	126.0
160	8.00	8.80	16.00	17.70	21.40	32.60	40.75	48.75	62.75	61.50	71.00	81.50	96.00	111.00	108.50	120.00	134.0
170	8.50	9.30	17.00	18.80	22.70	34.60	43.25	51.25	65.25	65.50	76.00	87.50	103.00	117.50	115.00	127.00	142.0
180	9.00	9.90	18.00	19.90	24.00	36.60	45.75	54.75	69.75	68.00	78.50	90.50	106.00	124.00	121.00	134.00	150.0
190	9.55	10.45	19.10	21.10	25.60	38.60	48.25	57.25	72.25	72.50	84.00	96.50	113.00	131.00	127.50	141.00	157.5
200	###	11.05	20.10	22.20	26.90	40.60	50.75	60.75	76.75	75.00	87.00	100.00	118.00	137.00	133.50	148.00	165.0
220	###	12.15	22.10	24.40	29.50	44.60	55.75	66.75	83.75	82.00	95.00	109.50	129.00	150.50	146.50	162.00	181.0
240										89.00	103.00	118.50	139.00	164.00	159.50	176.00	196.5
260										95.50	110.50	127.00	149.00	177.00	172.00	190.00	212.0
280										101.50	117.00	134.50	154.00	190.00	185.00	204.00	228.0
300										112.00	129.50	149.00	169.00	203.00	197.50	218.00	243.0
301										113.00	130.50	150.00	170.00	204.00	198.50	219.00	244.0
302										113.50	131.00	150.50	171.00	204.50	199.00	219.50	245.0
303										114.00	131.50	151.00	172.00	205.00	199.50	220.00	246.0
304										114.50	132.00	152.00	173.00	206.00	200.50	221.00	246.5
305										115.00	132.50	152.50	174.00	207.00	201.50	222.00	247.0

Source: National Transport Commission

Annexure 07 - New Vehicle Registration

Year	Motor Car	Motor Cycle	Duel Purpose Vehicle	Bus	Three wheelers	Lorry	Land Vehicle-Tractor	Land Vehicle-Trailer	Quadri cycle	Motor Hpome	Total
1955	4,459	702		384		1,055	370				**6,970**
1960	8,943	1,722		352		3,117	1,387				**15,521**
1965	457	40		691		554	711				**2,453**
1970	1,850	1,421		833		2,449	2,281				**8,834**
1975	1,258	356		394		332	1,307	338			**3,985**
1980	6,730	34,725		3,446		9,628	5,552	3,695			**63,776**
1985	6,977	22,782	1,121	3,648		7,226	3,606	543			**45,903**
1986	6,846	26,593	3,892	2,035	451	3,367	3,208	582			**46,974**
1987	7,145	29,041	3,234	1,236	550	2,951	2,060	667			**46,884**
1988	6,905	27,837	3,002	1,108	1,126	2,505	1,971	371			**44,825**
1989	6,838	66,696	3,149	704	1,934	2,471	2,334	319			**84,445**
1990	5,938	84,424	5,225	1,237	3,893	2,835	2,430	242			**106,224**
1991	4,815	58,643	8,456	3,448	1,805	3,276	3,670	333			**84,446**
1992	6,379	65,834	10,831	2,904	2,967	4,280	4,934	553			**98,682**
1993	5,046	53,934	8,973	2,130	2,783	4,956	5,719	928			**84,469**
1994	7,750	36,791	9,798	3,823	4,969	5,229	5,976	1,184			**75,520**
1995	6,206	34,207	11,179	1,701	12,661	7,323	7,417	1,707			**82,401**
1996	4,612	31,955	14,257	1,479	13,052	5,738	7,027	1,313			**79,433**
1997	4,643	36,755	16,293	2,059	10,402	5,577	6,672	980			**83,381**
1998	6,142	42,089	18,455	3,346	16,547	8,764	7,344	1,071			**103,758**
1999	10,532	42,497	9,818	2,611	14,706	13,398	8,496	795			**102,853**
2000	13,893	40,080	7,952	2,291	11,593	8,750	7,285	393			**92,237**
2001	8,426	34,119	5,864	1,310	10,274	6,095	6,063	483			**72,634**
2002	12,003	54,762	8,591	1,429	20,876	8,166	7,078	446			**113,351**
2003	21,184	86,877	13,268	1,949	36,204	11,158	10,004	858			**181,502**
2004	19,116	124,474	10,736	2,167	43,789	10,703	11,535	1,322			**223,842**
2005	17,283	130,696	6,851	2,069	41,085	14,262	15,597	1,826			**229,669**
2006	27,578	156,626	7,245	3,346	64,466	20,436	19,040	1,785			**300,522**
2007	22,603	182,508	5,193	2,637	43,068	18,408	21,346	2,129			**297,892**
2008	20,237	155,952	2,856	1,180	44,804	14,038	24,357	1,775			**265,199**
2009	5,762	135,421	1,280	739	37,364	8,225	13,951	1,333			**204,075**
2010	23,072	204,811	11,712	2,491	85,648	11,845	17,363	2,301			**359,243**
2011	57,886	253,331	33,518	4,248	1,38,426	14,818	20,073	3,121			**525,421**

2012	31,546	192,284	37,397	3,095	98,815	12,266	18,450	3,442			**397,295**
2013	28,380	169,280	24,603	1,805	83,673	5,872	10,772	2,266			**326,651**
2014	38,780	272,885	20,799	3,851	79,038	5,121	7,070	2,012			**429,556**
2015	105,628	370,889	39,456	4,140	129,547	7,142	9,977	2,128			**668,907**
2016	20,237	340,129	26,887	2,685	56,745	4,563	10,285	3,662			**493,328**
2017	39,182	344,380	16,742	16,742	23,537	11,432	8,821	4,228			**451,653**
2018	80,776	20,063	339,763	2,957	16,931	9,371	7,460	2,822	654	2	**480,799**
2019	38,232	284,301	13,459	1,613	15,490	5,223	5,696	1,970	-	01	**367,303**
2020	21,021	151,634	9,532	578	7,150	3,941	6,025	2,277	470	-	**202,628**
2021	3,495	2,093	8,011	281	771	4,432	10,420	4,344	0	3	33,850

Source: Department of Motor Traffic

Annexure 08- Number of Accidents and Fatalities in Sri Lanka

Year	No.of Fatal Accidents	No. of Grievous Injuries	No. of Fatalities	Total Accidents
1980	1,038	1,410	1,106	23,711
1981	1,173	1,347	1,247	24,656
1982	1,180	1,318	1,257	24,002
1983	1,308	1,301	1,365	24,162
1984	1,258	1,304	1,310	24,534
1985	1,223	1,233	1,311	24,184
1986	1,253	1,471	1,286	31,931
1987	1,165	1,525	1,230	33,294
1988	1,365	1,348	1,385	33,028
1989	1,454	1,287	1,596	32,196
1990	1,714	1,703	1,795	34,463
1991	1,255	1,899	1,271	34,144
1992	1,302	2,112	1,343	37,777
1993	1,346	2,299	1,346	41,495
1994	1,414	2,554	1,414	43,815
1995	1,481	2,588	1,481	48,139
1996	1,560	2,615	1,560	48,675
1997	1,705	3,310	1,705	48,533
1998	1,874	2,393	1,874	50,959
1999	1,938	2,632	1,938	53,515
2000	1,983	2,992	1,983	54,239
2001	1,993	3,770	2,159	52,057
2002	2,029	3,719	2,160	55,031
2003	1,923	3,916	2,059	58,676
2004	2,055	4,225	2,202	51,008
2005	2,101	4,795	2,236	40,532
2006	2,069	4,729	2,238	33,757
2007	2,224	5,082	2,402	31,982
2008	2,176	4,941	2,328	29,864
2009	2,263	5,379	2,413	33,094
2010	2,579	6,124	2,721	37,653
2011	2,498	6,965	2,677	40,258

2012	2,317	7,209	2,444	42,145
2013	2,190	6,870	2,362	37,877
2014	2,260	7,071	2,440	35,966
2015	2,600	8,186	2,816	38,107
2016	2,837	8,932	3,017	39,199
2017	2,962	8,666	3,147	37,596
2018	2,994	8,795	3,151	35,845
2019	2,704	7,775	2,899	30,346
2020	2,242	6,950	2363	23,704
2021	2,411	6,724	2,507	22,854

Source: Traffic Police Head Quarters

Annexure 09- Bus Operational Details of Western Province

No	Route No	Service	Route Grade	Daily Operation	Number of Turn	Km	Daily Running to KM	Seating Capacity				
								50 - 60	40 - 49	30 - 39	20 - 29	Total buses
1	1/3	Avissawella - pettah	A	18	87	42.00	6040.8	4	22			26
2	5/103/171	Diwulapitiya - battharamulla	B	3	12			3				3
3	5/265	Handmulla-colombo	A	1	2					1	1	2
4	17/1	Meerigama-pandura	A	1	1			1				1
5	17/1	Nittambuwa - panadura	A	2	4	60	240	3				3
6	17/1	Nittambuwa - panadura				60				1		1
7	24	Avitthawa - colombo	A	7	6	92.6	1111.2	5	3			8
8	24/2	Galathara - colombo	A	1	2	85	340	1				1
9	24/4	Avitthawa - aluthgama	A	3	8	30.9	494.4		4			4
10	100	Panadura - colombo	A	3	10	30.3	606			3	8	11
11	100	Panadura - colombo	A	86	263	30.3	49921.2	37	62			99
12	100	Moratuwa - pettah	A	37	193	22	8492	10	40			50
13	100	Moratuwa - pettah	A	1	5	22	220		3			3
14	100/1	Varagama - pettah	A	3	3	39.2	235.2	2	1			3
15	100/2	Wadduwa - pettah		1	2	34.8	139.2	1	1			2
16	101	Moratuwa - pettah	A			23			2			2
17	101	Moratuwa - pettah	A	61	345	23	16054	30	58			88
18	102/256	Kotahena-borupana	A	1	10	24	240	1	4			5
19	103	Borella - fort	A	18	204	5	2040	13	16			29
20	103	Narahenpita - fort	A	45	90	6.8	27540	19	31			50
21	104	Watthala - bambalapitiya	A			15			1			1
22	107	Elakanda - fort	A	19	152	13.5	2052	7	26			33
23	112	Maharagama - kotahena	A	17	3	18	108	3	28	2		33

24	117	Rathmalana - nugegoda	A	17	131	11	2926	3	19			22
25	119	Dehiwala - maharagama	A	40	197	8	3032	3	47			50
26	119	Nugegoda - maharagama	A	23	96	5.5	2736	3	15			18
27	120	Kesbewa - pettah	A	1	18	20.5	738	1			6	7
28	120	Kesbewa - pettah	A	52	276	25.6	11316	36	34			70
29	120	Horana - pettah	A	27	131	40.7	17849			2	29	31
30	120	Horana - pettah	A	36	126	40.7	20480	29	22			51
31	121/1	Pirivena junction - wijerama	C	3	18	2	72			1	2	3
32	122	Avissawella - pettah	A	55	156	57	23640	11	53			64
33	122	Avissawella - pettah	A	2	4	57	456				4	4
34	122	Avissawella - jayawardhananpura hospital	A	1	3	47	282		1			1
35	122/400	Avissawella - aluthgama	A	1	2	67	268	2				2
36	122/400	Avissawella - aluthgama	A	3	6	32	384		4			4
37	124	Ihalabope - maharagama	A	21	84	28	4704		28			28
38	125	Maharagama - padukka	A	5	20	26	1040		5			5
39	125	Padukka - pettah	A	29	87	35	6090	6	41			47
40	125	Ingiriya - pettah		1	2	51	204		1			1
41	125	Ingiriya - pettah	A	8	20	51	2040	10	8			18
42	125/1	Maharagama - ingiriya	A	11	29	44.8	2593.4		11			11
43	125/190	Bulathsinhala - pettah										0
44	125/190/42	Thiniyawala - colombo		1	1	127	254	1				1
45	127	Moragahahena - piliyandala	A	14	85	19.2	3211.2		18			18
46	127	Horana - gonapola				8			1			1
47	128-Y	Yakahaluwa - pettah	A	1	3	37	222		1			1
48	128	Kottawa - thalagala	A	27	108	15	3240		16	14		30
49	128-P	Kottawa - pinnakolawattha	A	1	4	17	136		1			1
50	128-B	Bankanwattha - kottawa	A	1	4	15	120		1			1
51	128/1	Maharagama - munamalewattha	A	2	8	16.5	264	1	7			8
52	128/4	Homagama - koswattha				8					1	1

53	129	Kottawa - moragahahena	A	16	64	15	1920	1	19			20
54	129/1	Kottawa - halbarawa	A	1	4	15.5	124		2			2
55	131	Wellampitiya - maharagama	A			16			5			5
56	131/138	Kottawa - wallampitiya	A			20			2			2
57	135	Kelaniya - kohuwala	A	28	228	17.5	1601	8	22			30
58	138	Kadawatha - fort	A	49	92	16.8	1646	13	50	1		64
59	138	Homagama - pettah	A	68	272	25	13600	51	27			78
60	138	Homagama - pettah	A	1	2	25	100				1	1
61	138	Kottawa - pettah	A		2	20	240				4	4
62	138	Kottawa - pettah	A	55	208	20	8320	41	28			69
63	138	Maharagama - pettah	A	43	210	16	6720	27	28			55
64	138	Kadawatha - fort	A	2					2			2
65	138/1	Kirillawala - fort	A	17	25	22.1	750	11	17			28
66	138/2	Matthegoda - pettah	A	24	78	25	3600	17	13			30
67	138/2	Matthegoda - pettah	A	2	6	25	150			2		2
68	138/3	Rukmalgama - pettah	A	13	39	28	2184	17	20			37
69	138/4	Authurugiriya - pettah	A	17	46	30	2741.6	21	3			24
70	138/5	Mullegama - maharagama	A	1	3	12	72	1				1
71	138/6	Ranmuthugala - fort	AB		2	22	44		1			1
72	139	Kahathuduwa - kalubowila	A	1	115	16	3680	1	5			6
73	139/1	Piliyandala - kalubowila	AB	15	95	9	1710	2	23			25
74	139/3	Piliyandala-koralaima	C	1	8	11.3	180.8		2			2
75	140	Wellampitiya - kollupitiya	A	9	7	8.6	113		14			14
76	141	Wellawattha - narahenpita	A	21	66	4.7	3523.8	12	10			22
77	142	Moratuwa - panadura	A	7	42	6.5	546	2	9			11
78	142	Panadura-moratuwa	A	8	25	6.9	345		9			9
79	143	Hanwella - pettah	A	32	90	28	5040	18	18			36
80	143	Kaduwela - pettah	A	23	111	13	2886	12	13			25
81	144	Rajagiriya - pettah	A	16	88	7	1232	8	19			27
82	145	Mattakkuliya - seemamalakaya	A	24	66	8.5	13464	3	25			28

83	147	Mt.lavinia - bakery junction	AB	8	34	2.7	183.6	0	3	7		10
84	148	Labugama - pettah	A	5	12	42.5	1020	13				13
85	149	Piliyandala - bandaragama	AB	7	16	13	558		8	2	1	11
86	149/2	Piliyandala - homagama	B	1	5	16	160		1			1
87	150	Kelaniya - seemamalakaya	A	9	26	15	754	8	9			17
88	152	Koswattha - pettah	A	1	4	12	48		1			1
89	152	Gothatuwa - pettah	A	14	38	10.4	790.4	4	15			19
90	152	Battharamulla - pettah	A	11	43	15	1290	2	11			13
91	153	Jayawardhananpura hospital - borella	A	10	52	11	1123.2	3	12			15
92	154	Kiribathgoda - angulana	A	67	156	26.3	10799	20	53			73
93	155	Soyzapura - mattakkuliya	A									0
94	155	Soyzapura - mattakkuliya	A	37	70	22.8	54264	6	44			50
95	157	Piliyandala - kahapola	A	16	57	9	1026	2	15			17
96	157/1	Piliyandala - makandana	B	2	30	4.2	252		4	1		5
97	157/2	Gedabuwana - piliyandala	B	2	28	1.5	84			2		2
98	158	Moratuwa - piliyandala	B	8	78	7	546	2	11	4		17
99	158/1	Moratuwa - parattha										0
100	161	Angulana - galle road	B	7	84	1.9	319.2			7		7
101	162	Bandaragama - pettah	A	7	13	35.9	933.4			1	10	11
102	162	Bandaragama - pettah	A	20	34	35.9	2441.2			1	25	26
103	162/1	Bandaragama - piliyandala	A	17	112	15.3	2556.4	6	14			20
104	162/2	Piliyandala - ambalangoda	B	6	64	8	1024	2	7			9
105	162/3	Piliyandala-karandeniya	B	1	16	3	96			1		1
106	162/3	Atulugama - pettah	A	1	2	40	160		1			1
107	162/4	Piliyandala - gangabada road	C	1	18	1.5	54			1	1	2
108	163	Wideshasewa - dehiwala	A	34	180	12.2	5033.8	14	28			42
109	164	Salmaluyana - townhall	A	20	38	13	972.8	10	30			40
110	166	Angoda - slave island	A	16	56	13	1433.6	17	15			32
111	168	Nugegoda - kotahena	A	8	25	17	840	8	11			19

112	170	Malabe - pettah	A	1	2	13	52	1	1			2
113	170	Authurugiriya - pettah	A	24	186	20.6	7663.2	27	10			37
114	171	Pelawattha - fort	A	18	100	12.1	2420	2	26			28
115	172	Moragasmulla - borella	A		2	4.4	17.6	2				2
116	173	Nugegoda - thotalaga	A	1	4	20	80	1				1
117	174	Kottawa - borella	A	35	134	15	3886	23	17			40
118	175	Kohilawattha - kollupitiya	A	21	55	13	1463	13	21			34
119	176	Nugegoda - hettiyawattha	A	28	133	13	12409.6	8	26			34
120	176	Karagampitiya - hettiyawattha	A	47	158	36.4	42205.8	23	36			59
121	177	Kaduwela - kollupitiya	A	42	147	19	5605	18	31			49
122	177	Kaduwela - kollupitiya	A	19	76	19	5776			9	24	33
123	178	Narahenpita - mattakkuliya	A	26	65	11	18590	2	25			27
124	180	Nittambuwa - pettah	A	32	65	43.1	4357.5	40	10			50
125	180	Nittambuwa - pettah	A	12	20	39	936			6	22	28
126	180/2	Ranpokunugama - pettah	A	1	4	45	180	1				1
127	181/1	Gampaha - gorakadeniya	B	3	4	13.5	112	2		5		7
128	182	Nittambuwa - kiridiwela	A	21	4	16.2	680	12	17			29
129	182	Padukka - hanwella	A	15	60	8	960	2	18			20
130	182	Kiridiwela - hanwella	A	26	48	17.1	885	9	27	1		37
131	182/1	Weyangoda - ranpokunugama	B	2	6	10.5	44		2	2		4
132	182/3	Weyangoda - naduwatta	B									
133	182/3	Nittabuwa - naduwatta		1	102	15	30		1			1
134	183	Panadura - nugegoda	A	28	61	23.1	2674.2	7	32			39
135	185	Weyangoda - kiridiwela	B	14	35	16	448	2	13	10		25
136	185/2	Weyangoda - rukgahwila	B	7	12	15	210		3	5		8
137	185/4	Weyangoda - ogodapola	B	2	4	15	60	1	1	1		3
138	185/5	Nittambuwa - wathurugama	C									0
139	186	Jayawadanagama - borella	A	1	2	10.1	41.2		2			2
140	187	Airport - fort	A	32	192	33.7	101.1			26	34	60
141	187	Airport - fort	A	36	40	32	10344	48	28			76

142	187	Airport - fort	A	11	60	35	23100			3	8	11
143	187	Ja-ela - fort	A	13	104	18	1872	9	27			36
144	187/1	Ekala - fort	A	4	24	21	63	9	4			13
145	187/2	Niwasipura - fort	A	2	16	27	108	3	1			4
146	188	Raddoluwa - colombo	A	12	96	26	2496	4	13			17
147	188/1	Raddoluwa - seeduwa	B	3	36	3.4	20.4			6		6
148	189	Weyangoda - pasyala	B	13	36	16	416	2	3	17		22
149	190	Meegoda - pettah	A	42	125	29	7200	40	10			50
150	190	Meegoda - pettah	A	1	14	29	806	2	1	1	3	7
151	191	Weyangoda - mallehewa	B	1	4	14	56			2		2
152	192	Moratuwa - maharagama	B	19	147	18	4839.6	2	22			24
153	193	Kadawatha - townhall	A	6	38	17.5	175	3	6			9
154	196	Meerigama - weweldeniya	B	4	38	6.4	64			8		8
155	199/4	Kelaniya - kiribathgoda	B	1	4	15	60			2		2
156	200	Gampaha - pettah	A	41	90	31.7	5316	29	25			54
157	201	Gampaha - ja-ela	A	19	78	14.8	1065.6	12	14			26
158	201	Gampaha - nittambuwa	A	29	84	45.4	893	21	20			41
159	201/2	Gampaha - nittambuwa	B	1	4	30	120		1			1
160	202	Gampaha - kiridiwela	A	31	4	22	1364	18	25			43
161	203	Homagama - horagala	B	2	8	10	160		1	2		3
162	204/227	Rabarwattha - biyagama	B	1					1			1
163	205	Kiridiwela - gamapaha	B	13	24	21	547	6	14	1		21
164	206	Gamapaha - weyangoda	B	1	4	19.5	40		1	1		2
165	206/1	Gamapaha - morupala	B	1	4	4	80			1		1
166	207	Pugoda - gamapaha	B	13	4	28.8	812	18	7	2		27
167	207/1	Pugoda - wedagama	BC	1	6	15	30			2		2
168	208	Moratuwa - idibadda	B	8	32	6.5	416		3	9		12
169	210	Delgoda-kadawatha	B	1						1		
170	211	Gamapaha - diwulapitiya	A	23	18	20.5	721	17	15			32

171	212	Maharagama - jayawardhananpura hospital	A	10	60	2.6	312	1	9	2		12
172	212/174/171	Maharagama - pettah	A						1			1
173	215	Gampaha - weeragula	B	3	36	10.8	66	3	2			5
174	216	Delgoda - kadawatha	B	6	36	10	120		1	10		11
175	216/2	Kadawatha - delgoda	B	1	4					1		1
176	218	Parakandeniya - fort	A	2	8	25	200		3			3
177	219	Hanwella - wevelpanawa	B	3	12	7	168		4			4
178	219	Homagama - hanwella	A	3	12	16	384		4			4
179	219	Hanwella-pettah	A	1	2	40	160				1	1
180	221	Nittambuwa - giriulla	A	31	96	26.8	1662	26	20			46
181	221/2	Mallahawa - weyangoda	B	1	80	8.5	17			1		1
182	222	Kadawatha - ragama	AB	20	74	5.6	224	5	18			23
183	223	Kadawatha - ganemulla	A	23	74	8.7	400	13	17			30
184	224	Pugoda - pettah	A	22		38.7	1621	15	13			28
185	225	Kiridiwela - pettah	A	1	8	30	120		3	1		4
186	225/1	Delgoda - kiridiwela	B	4	16	19.7	158		3	7		10
187	226	Dekatana - pettah	A	5	24	24.9	249		10			10
188	228	Weliweriya - pettah	A	21	44	30.9	1298	19	17			36
189	228/1	Gamapaha - kaduwela	A	31	56	23.4	1451	35	15			50
190	228/1,270	Kaduwela-negembo										0
191	230	Kiribathgoda - pettah	A	13	56	17.2	447	7	10			17
192	231	Kiridiwela - gamapaha	B	19	60	23.2	882	11	22			33
193	231/1	Kiridiwela - avissawella	B	1	4	25	50		1			1
194	231/4	Gampaha - aluthgamawattha	B									0
195	231/5	Gamapaha - jambolagas junction	B	1	4	8	16			1		1
196	234	Delgoda - pettah	A	16	39	23.5	752	22	12			34
197	234/1	Delgoda - pettah	A									0
198	234/2	Akurumulla - fort	A	1	4					1		1
199	235	Kelaniya - fort	B			14.5				1		1

200	236	Mabima - fort	A	2		18.1	74			1	1	2
201	236	Mabima - kiribathgoda	B	4		10	80			2	2	4
202	237	Hanwella - kaduwela	B	3	36	12	144			2	1	3
203	239/1	Udugama - padukka	A		4	24	0			1		1
204	239	Padukka - waga	B	10	40	11	880	2	3	8		13
205	239/2	Avissawella - padukka	A	2	8	10	160		3			3
206	239/3	Avissawella - kalatuwawa	B	1	3	20	120	1				1
207	240	Negombo - pettah	A	7	72	39.4	19857.6		2	3	4	9
208	240	Negombo - colombo	A	40	274	40.9	2944.8	36	41			77
209	240	Negombo - pettah	A	32	192	38.1	112.8	5	9	16	19	49
210	240/100	Negombo - panadura		1	4				2			2
211	240/138	Negombo-horana	A	1	4					1		1
212	240/138	Negombo-kottawa	A	2	8						2	2
213	240/138	Negombo-kaluthara	A	1	4					1		1
214	240/400	Negombo-aluthgama	A	1	4						1	1
215	240/3	Negombo - awariwatta	B	12	96	12.5		2	7	15	1	25
216	242	Negombo - diwulapitiya	B	22	132	20.9	2758	3	25	4		32
217	242	Meerigama - diwulapitiya	B	11	72	22	484			10	8	18
218	244	Gamapaha - negombo	A	25	190	28.2	2070	1	21	16	1	39
219	245	Minuwangoda - negombo	B	11	88	19.3	1698.4	3	14			17
220	245/1	Weyangoda-air port	A	26	80	22	2112	19	36			55
221	245-1/182	Awissawella-weyangoda	A	1					1			1
222	246	Negombo - minuwangoda	A	15	120	21.1			11	8		19
223	250	Negombo - madampella	B	3	24	16	384		1	4		5
224	251/5	Maningamuwa - pannala	B	2	8	7	56		2			2
225	251	Meerigama - negombo	B	23	16	35	280	5	26	4		35
226	255	Kottawa - mt.lavinia	A	56	204	26	8784	7	59			66
227	255	Kottawa - mt.lavinia	A	1	2	20	80				4	4
228	255/1	Katubedda - molpe	A	3	50	1.5	150			4		4
229	259	Nugegoda - thalapathpitiya	B	2	8	5	80	1	2			3

230	260	Hadala - colombo	A	16	128	13.7	1753.6	7	17			24
231	261	Mhara junction- pettah	A	16		21	756	25	9			34
232	261/240	Negembo-kaduwela	A	3	18					2	2	4
233	262	Ragama - pettah	A	21	168	15	2520	14	19			33
234	262/2	Ragama - dambuwa	B	3	5	2.8	14		3	1		4
235	264	Ragama - ja-ela	B	6	60	6.8	408			8		8
236	264/1	Ragama - kandana (jayasrigama)	B	2	5	9	45		2	2		4
237	265	Divulapitya-fort	A	1	4					1		1
238	265	Minuwangoda - pettah	A	1	2	32.8	131.2		3	1	2	6
239	265	Minuwangoda - pettah	A	35	210	32.8	6888	9	39			48
240	265/1	Minuwangoda - divulapitiya	B	10	80	10.8	864	1	1	13		15
241	265/2	Minuwangoda - sethsiripaya	A	1	1				1			1
242	266	Ja-ela - ganemulla	B	2	4	9	36			3		3
243	267/1	Raddoluwa - ja-ela(raja mawatha)	B	2	20	10.5	210		1	1		2
244	268	Minuwangoda - badalgama	B	13	78	19.2	1497.6	2	8	11		21
245	268/2	Gampaha - godigmuwa	B	1	88						1	1
246	270	Gampaha - airport	A	40	35	22	2020	27	30	0		57
247	270/1	Gampaha - minuwangoda	B	2	10	18	72			2		2
248	270/2	Gampaha-uggalboda	B	1	4	14	22			2		2
249	271	Ragama - kandana	B	6	72	6.9	496.8			9		9
250	272	Weyangoda - galapitamada	B	7	3	24.8		1	9			10
251	272/2	Weyangoda - mahakanda	B	1	10	25	250		1			1
252	272/1	Galapitamada-weyangoda	B									0
253	273	Negombo - ja-ela	A	12	72	24.5	1764	3	16			19
254	275	Bopitiya - pettah	A	9	54	23.5	1269	1	12			13
255	276	Kandana - gampaha	B	8	48	14.9	715		3	9		12
256	276	Gampahana - jaela	B	1	4	18				1	1	2
257	277	Bopitiya - pettah	A	1	6				1			1
258	278	Ja-ela - ganemulla	B	7	4	9	36		6	5		11

259	280	Horana - maharagama	A	23	63	30	8704.4	2	22			24
260	280/138	Diyagama - pettah	A	2	6	21	252		1	1		2
261	281	Horana - thalgahawila	B	3	8	16	256	1	2			3
262	281/1	Horana - horakatiya										0
263	281/2	Horana - adaviya	B	1	4	8	64			1		1
264	281/2	Horana - uduwa	B	1	4	5.5	44			1		1
265	282	Horana - padukka	A	11	42	18.8	1275.2		15	1		16
266	284	Horana - moronthuduwa	B	4	8	14.5	232		6			6
267	284/3	Horana - boralassa	B	1	4	10	80		1			1
268	285	Mathugama - horana	A	26	60	42.3	5076	8	32			40
269	285	Mathugama - horana	A	1	3	42.3	253.8			1		1
270	285/1	Bulathsinghala - udugalakana	B	1	4	15	120		1			1
271	285/1	Bulathsinghala - dewana piyawara										0
272	285/2	Bulathsinghala - niggaha										0
273	285/5	Horana - dikhenapura	B	1	3	4.2	25.2		1			1
274	285/7	Ingiriya - bulathsinghala	A	4	16	15.3	489.6		6			6
275	285/120	Bulathsinghala - colombo	A	1	1	62.7	125.4		1			1
276	285/120	Kalawellawa - pettah										0
277	285/430	Thannahena - colombo	A	1	1	84.2	168.4		1			1
278	286	Bulathsinghala - paragoda	B	2	10	9.3	186		1	1		2
279	286/1	Bulathsinghala - kelinkanda	B	1	4	27	216		1			1
280	289	Horana - wagawattha	B	1	8	9.8	156.8		1			1
281	289/1	Horana - karadana(ilimba)	B			6.6				1		1
282	289/2	Horana-karadana	B	1	4	5.5	44		1			1
283	290	Kirindiwela - ranwala	B	2	2	9	36	1	5			6
284	290/1	Kirindiwela - kendagolla	C	1	6	5	30				1	1
285	290/2	Kirindiwela - kurudiya		1	4					1		1
286	292	Weyangoda - rukgahawila	B	1	11	16.5	33			3		3
287	293	Homagama - hanwella	A	17	68	16.6	2257.6		19			19

288	295	Piliyandala - dampe	B	3	42	7	588		4	2		6
289	295/1	Piliyandal - hedigama	B		4	4.5	36			2		2
290	296	Piliyandal - kottawa	B	7	71	8.1	1131		7	6		13
291	297	Sikuradapola - maharagama	B	2	10	7	140			3		3
292	299	Maharagama - lenagala	A	1	3	21	126		1			1
293	299/1	Maharagama - meegodadeniya	B	1	3	17	102		1			1
294	299/2	Homagama - nagasgodella	A	1	6	11.5	138			1		1
295	302	Kiribathgoda - panchikawattha										0
296	308	Homagama - maharagama (crossed niyadagala)	A			11			1			1
297	308/1	Gonapola - homagama hospital (crossed jambugasmulla diyagama)	A			14			1			1
298	310	Thelawala - galle road	C	1	12	1.5	36				2	2
299	311	Panadura - thotawattha	B	1	8	5.5	88			2		2
300	311/1	Ambalandoowa-moratuwa	B	1	4	10.5	84			1		1
301	313	Homagama - kalubowila	A	1	4	15	120		1			1
302	315	Meepe - horana	A	16	45	19	1650	1	18			19
303	315/1	Horana-adawiya	B	1	3	9	54			2		2
304	316	Horana - hadapangoda	B	4	11	14	308		4			4
305	316/1	Horana - nimalagama		1	3				1			1
306	316/6	Panagala-ingiriya										0
307	317	Padukka - hadapangoda	B			10			1			1
308	318/1	Horana - millaniya	B	1	4	10.5	84			1		1
309	325	Ragama - welipillewa	B	2	24	6.2	148.8			4	4	8
310	329	Gampaha - madalgamuwa via gampaha		1	4	10	20			1		1
311	332	Gamapaha - pahalayagoda	B	2	3	8.4	25.2		1	4		5
312	333	Yagoda - fort	A	1	4	25	100		2			2
313	333/1	Ganemulla - gampaha	B	1	4	19	76			2		2
314	336	Kottawa - malabe	A	14	56	9	1008		21			21

315	336/1	Kottawa - malabe (crossed horahena)	A		4	11			1	1		2
316	341	Maharagama - piliyandala	A	27	111	7.8	3153.6	1	25	6		32
317	341/1	Maharagama - katuwawala	B	5	20	6.2	331.2			5	1	6
318	341/2	Maharagama - bokundara	B	10	80	4.9	784			10	1	11
319	342	Piliyandala - kottawa	A	11	88	17.8	2288	1	17			18
320	343	Mawaramandiya - fort	A		4	16	64		1			1
321	343	Siyabalape - fort	A	3	4	17	68		2			2
322	343/1	Mawaramandiya - kiribathgoda	B	2	8	6.4	26		5			5
323	344	Athurugiriya - malabe	B	2	7	8.6	1204			3	1	4
324	345	Maharagama - katuwawala	B	13	75	5.8	710			14	2	16
325	348	Nittabuwa - ruwanwella	AB	4	4			2	7	1		10
326	356	Karabugas handiya - fort	A	19	4	25	100	6	22			28
327	366	Halbarawa - homagama	A	3	4	9	216			2	2	4
328	376	Ragama - kandana	B	4	40	7.2	288			6		6
329	380	Kaduwela - kiribathgoda	A	20	21	13.8	552	13	13			26
330	400	Aluthgama - pettah	A	21	54	61	6588				32	32
331	400	Aluthgama - pettah	A	36	118	61	16759.2	25	17			42
332	400/1	Kaluthara - pettah	A	29	64	43	5504	18	20			38
333	400/1	Kaluthara - pettah	A	33	116	43	11704				45	45
334	400/4	Kaluthara v- aluthgama	A	23	52	18	1872	1	27			28
335	400/5	Kaluthara - nagoda	A	7	42	5	420	3	12			15
336	400/5/423	Bulathsinhala - colombo										0
337	400/7	Kaluthara - panadura	A	15	42	15	1260		3	15		18
338	403	Nelluwa-mathugama	A	1	2				1			1
339	403/2	Neluwa - boralugoda	B	2	2	80				2		2
340	403/2	Pelawattha - neluwa	A	4	8	31	496	1	3			4
341	403/966	Walallwita-10 kanuwa	B	1	3	16	96			1		1
342	403/430	Thiniyawala - maharagama	A	1	3			1				1

343	408	Mathugama - aluthgama	A	5	15	25	750	1	5			6
344	408/9	Mathugama - yatadola	B	1	2	14.5	58		1			1
345	412	Aluthgama - meegama	B	3	4	12.4	99.2		3	1		4
346	412	Meegama - colombo	A	2	2	74.1	296.4		2	1		3
347	418	Yatadolawattha - pettah	A	2	4	64	512.2	1	1			2
348	418	Yatadolawattha - kaluthara	B	1	1	18	36		1			1
349	419	Kaluthara - kethena										0
350	420	Kaluthara - horana	A	22	51	22	2244	18	11			29
351	420	Kaluthara - horana			3	22	132				1	1
352	422	Kaluthara - moronthuduwa	B	5	10	11.2	224			8		8
353	422	Palapola-kaluthra	B	1	4	12.7	508		1			1
354	422/1	Mathugama - gulawita	B	1	3	26.8	160.8			1	1	2
355	423	Kaluthara - neboda	B	7	18	21.7	781.2	1	11	2		14
356	423/400	Neboda - pettah	A	1	4	65.4	523.2	1				1
357	425	Kaluthara - bandaragama	A	17	42	18.4	1545.6	4	18			22
358	426	Kaluthara - serupita										0
359	428	Walallawita - pettah	B	6	10	90.2	1804	3	4			7
360	428/1	Mathugama - avitthawa	B	4	8	31.2	499.2		6			6
361	429	Meerigama - warakapola	B	4	4	13.5	108			7		7
362	429/1	Meerigama - dan owita	B	2	3	8	24		1	1		2
363	429/2	Meerigama - dan owita via kandalama		1	2					2		2
364	430	Mathugama - pettah	A	34	109	66.7	38811.2		1	5	41	47
365	430	Mathugama - pettah	A	42	140	66.7	19040.8		14	34		48
366	430/1	Kaluthara - mathugama	A	27	70	23	3220	4	29			33
367	431	Mathugama - kudaligama	B	2	4	14.5	116		3			3
368	431/2	Kudaligama - colombo	A	1	6	101	1212		2			2
369	433	Baduraliya - pettah	A	2	8	88.9	1422	1	1			2
370	433	Hedigalla - pettah	A	1	4	96	768		1			1
371	433/1	Kalugala - pettah	A	2	4	93.4	747.2		2			2

372	433/2	Athwelthota - pettah	A	3	3	92	552	2	2		4
373	433/4	Mathugama - baduraliya	B	10	18	18.2	655.2		14		14
374	433/4	Agalawattha - pettah	A	1	1	72.8	145.6		2		2
375	433/5	Baduraliya - dikhena	B	2	3	20	120		3		3
376	434	Dhartonfield - pettah	A	2	2	78.9	315.6	1	1		2
377	434/4	Mathugama - dolahena									0
378	435	Pelawattha - pettah	A	1	1	94.2	188.4			1	1
379	435	Pelawattha - pettah	A	5	5	94.2	942	2	4		6
380	435-1	Mathugama-pahalawassa	B	1	1	33.5	67			1	1
381	435-2	Mathugama-pelawattha	A	8	8	27.5	440	1	9		10
382	435/2	Mathugama - pelawattha (via kumbadoowa)	B			22			1		1
383	435/4	Mathugama - agalawattha	A	8	20	6.1	244		8	1	9
384	435/4	Rathmalay - pettah	A	1	1	75.2	150.4		1		1
385	435/1	Mathugama - pahalahewessa									0
386	435/8	Mathugama - palawatta janpadya	B	1	1	27	54		1		1
387	435/403	Mathugama - naduwattha	B	2	6	40	480		2		2
388	436	Omattha - colombo	A	1	1	78.1	156.2		1		1
389	436/1	Omattha - agalawattha	B	1	1	11.4	22.8		1		1
390	437	Molkawa - pettah	A	1	1	94.1	188.2		1		1
391	437	Makeliella-colombo	A	1	1	84	168		1		1
392	437/1	Mathugama - kelinkanda	B	1	1	32	64		1		1
393	438	Kalawellawa - pettah	A	2	2	86.6	346.4		2		2
394	441	Aluthgama - mathugama	A	20	40	23	1840	2	23		25
395	441/1	Mathugama - sanadasirigama	B	1	3	15	90			1	1
396	441/1	Kalupahana - pettah	A	1	1	93.4	186.8		1		1
397	441/400	Madawela - pettah	A	1	1				2		2
398	441/400	Welipanna - colombo	A	1	1	77.3	154.6		1		1
399	443	Dikhena - mathugama	A	1	2	29.3	117.2		1		1
400	446	Kaluthara - neboda(wellatha)	B	2	8	24	192		2		2

401	450/5	Horana - panadura	A	20	66	18.5	2442	7	19		26
402	450/7	Horana - ingiriya	A	14	56	18	2016	6	10		16
403	450/7/1	Horana - solirajagama									0
404	450/9	Panadura - mahabellana	B	4	12	6.3	151.2		5		5
405	451	Panadura - newdawa	A	6	15	7.4	2112		8		8
406	452	Panadura - rukgahathotupala	A	5	15	7.6	228	3	4		7
407	453	Kiriberiya - panadura	A	7	21	6.4	268.8	1	8	1	10
408	453/2	Malamulla - panadura	A	5	15	7	210		7		7
409	454	Panadura - mahawila	A	4	16	5.5	176	1	5		6
410	454/1	Mahawila - pettah	A			33.6			1+		0
411	455	Panadura - morawinna	A	2	8	4.4	70.4		3		3
412	455/1	Morawinna - colombo	A	1	2	34.7	138.8		1		1
413	456	Panadura - dikgala	B	1	2	5.9	23.6			1	1
414	456/1	Panadura - parattha	B	1	8	6.7	107.2			1	1
415	457	Panadura - hirana	A	9	25	7.3	365		11		11
416	457/1	Panadura - bathtarmulla	A			35		2			2
417	458	Horana - mathugama	A	17	36	35.3	2541.6	5	17		22
418	458/1	Neboda - pettah	A	1	1	68.1	136.2	1	1		2
419	458/1	Mathugama - pettah(neboda)	A	1	1	76	152		1		1
420	458/5	Horana-prebuddagama	B	1	3	9	54		1		1
421	458/5	Horana - mabogoda	B	1	4				1		1
422	458/430	Warakagoda-colombo	A	1	1	78	156	1			1
423	459	Anguruwathota - panadura	B	3	8	27.5	440		4		4
424	462	Atalugama - panadura	A	6	18	13.7	493.2	3	4		7
425	463	Moronthuduwa - panadura	B	8	18	11.6	417.6	1	9		10
426	463/1	Weeragama - panadura	B			12			1		1
427	463/1	Moronthuduwa - pettah	A	1	1	41.9	83.8		1		1
428	464	Gonapola - bandaragama	B	1	55	7.4	814		1	1	2
429	465	Gonapola - panadura	B	1	5	18	180		1		1
430	466/1	Panadura - ambalanduwa									0

431	466	Panadura - indigahathotupala	B	3	20	7.6	304		4	2		6
432	470	Avissawella - hanwella	A	23	72	18	2592		28			28
433	472	Singhagama - beruwala	B	1	3	6.5	91		1			1
434	472/2	Aluthgama - kalawila	B	2	6	6.4	76.8		1	1		2
435	472/400	Klawila - colombo										0
436	494/1	Kaluthara - horana										0
437	514	Weliweriya - fort	A	10	4	27.5	550		14			14
438	515	Aluthgama - thotakanattha	B	1	4	10.1	80.8			1		1
439	519/1	Kaluthara - halkadawila										0
440	609	Avissawella - dalgala	A		2	16	0		1			1
441	670	Nittabuwa - warakapola	AB	2	4	17	68			4		4
442	670/1	Danowita-narahenpita		1	4					1		1
443	686	Ingiriya - keenagahaela	B	1	4	12	96		1			1
444	689	Nugegoda - kudadeniya junction	B	11	56	17	1904	3	8	5		16
445	697	Homagama - kaduwela	A	20	80	18	2880		38	2		40
446	698	Homagama - kaduwela	A	12	48	19.2	1843.2	1	13	2		16
447	738	Kossinna - Aort	B	5	3	26.4	79.2		6			6
448	788	Raddoluwa - Awariyawattha	B	5	3	6	18				5	5
449	795	Piliyandala - Gonamadittha	B	3	35	4	280		2	3		5
450	821	Gampaha-minuwangoda(uggalboda)	B	1	4	13	26				2	2
451	872	Kiribathgoda - watthala (via uggalboda)	B									0
452	885/1	Gawaragiriya - ingiriya	B	1	3	30	180			1		1
453	900	Watthala - ragama	B	6	60	12	720		7	5		12
454	904	Minuwangoda - awariyawattha	B	1	6	10	60		2			2
455	905	Negombo - kochchikade	B	3	24	8	192	1	3			4
456	965/1	Gulavita-colombo	A	1	1			1				1
457	965/1	Mathugama - uthugama	B	1	3	22	132		1			1
458	966/1	Hadigalla-pelawatta	B	1	3						1	1
459	966/1	Baduraliya - pelawattha	B	1	3	22	138		1			1

460	967/1	Thannahena-mathugam										0
461	971/1	Tharunasewamwth - panadura	B	2	6	17	204		2			2
462	974	Gampaha - ja-ela	B	1	4	15	60			2		2
463	980	Weyangoda - keenawala	B	1	4	7	14			2		2
464	980/2	Meerigama-kaleliya	B	1	2					1		1
465	981/1	Mt.lavinia - badowita	C									0
466	982	Gampaha - maradagahmula	B	7	3	17.9	251		4	10		14
467	983	Wattala - kiribathgoda	B	8	72	7.5	540		10			10
468	983/2	Kiribathgoda - wattala (via nathuduwa)										0
469	986	Weyangoda - maligathenna	B	2	5	17	85			2		2
470	987	Weyangoda-algama	B	10	3	17.5	350	5	3	5		13
471	987/1	Weyangoda - godagama	B	1	4					1		1
472	990	Maharagama - vidyala junction	A	1	4	9	72			1		1
473	990/1	Maharagama - dambahena	A	1	8	2.5	40			3		3
474	992	Gampaha-doranagoda			2	9	18			1		1
475	993	Maharagama-malabe	A	15	75	8	1200		17			17
476	997	Moratuwa - diggala	B	2	12	6.5	156			2		2
477	999	Meerigama - giriulla	C	2	4	9.8	39.2			3		3
478	999/1	Meerigama - giriulla (via maladeniya)	C									0
		NormaL Bus Total		**4,173**	**16,269**	**9,707**	**833,687**	**1,569**	**3,357**	**611**	**377**	**5,913**

Annexure 10 – Sisu Sariya Private Bus Services

Sisu Seriya Private Bus Services					
Central Province					
S/No.	**Route**	**Service**		**School**	**One way Distance**
		From	**To**		
1	600	Udahena	Kandy	Kingswood College-Kandy	27.8
2	548/1	Kosgahinna	Makulugaswewa	Makulugaswewa M.V.	32.8
3	649/1	Poththapitiya	Kandy	Sylvester's college Kandy	21.7
4	970	Bambaragaswewa	Akuramboda	Weera Keppetipola C.C. (National School)	45.0
5	654	Karalliyadda	Kandy	Kandy Girl's High School	41.5
6	654	Karalliyadda	Peradeniya	Ranabima Royal College	29.5
7	613	Theldeniya	Kandy	Kingswood College-Kandy	30.5
8	597	Hatharaliyadda	Kandy	Kingswood College-Kandy	32.5
9	598	Dunuwila	Kandy	Wariyapola Sri Sumangala College , Kandy	18.0
10	589/3	Ukuwela	Matale	Vijayapala M.V. Matale	10.1
11	613/5	Kumbukkadura	Kandy	Kandy Vidyartha College	27.1
12	584	Debawa	Akuramboda	Weera Keppetipola C.C. (National School)	20.1
13	970/585	Moragolla	Akuramboda	Weera Keppetipola C.C. (National School)	39.0
14		Hakuruthale	Nildandahinna	Sri Sumangala National School	41.0
15	662	Kegalle	Kandy	Dharmaraja College Kandy	48.7
16	482/3	Dambulla	Matale	Matale Sri Sangamitta B.M.V.	50.0
17	694	Pasgama	Kandy	Kandy Girl's High School	23.0
18	613	Theldeniya	Kandy	Kandy Vidyartha College	22.9
19	585	Galewela	Matale	Govt.Science College, Matale	39.2
20	584	Wahakotte	Matale	Govt.Science College, Matale	35.0
21	584/8	Aluthwewa	Dambulla	Rangiri Dambulla Central College	27.0
22		Nildandahinna	Poramadulla	Poramadulla National School	37.5
23	408/5	Kalugala	Ududumbara	Ududumbara Secondary School	13.0

Eastern Province

S/No.	Route	Service		School	One way Distance
		From	To		
1		Wewmedagama	Dehiattakandiya	Dehiattakandiya National School	16.0
2	889/1	Mandur	Kalmunai	Carmel Fatima College (National Sch.) Kalmunai	20.6
3		Mangalagama	Mahaoya	Keppetipola Secondary School - Mahaoya	24.0
4		Kattankudy	Batticaloa	Vincent Girls High School - Batticaloa	13.0
5	918/2	Koknahara	Ampara	Ampara Gamini M.V	39.4
6	920	236 Yaya,Deegawapiya	Ampara	D.S. Senanayaka M.M.V. Ampara	29.7
7	866/1	Kappalthure	Trincomalee	Sinhala M.M.V. Trincomalee	12.0
8		Ambagahawatta	Mahaoya	Keppetipola Navoddya Vidyalaya Mahaoya	20.2
9	890	Central Camp	Ampara	Saddhatissa Maha Vidyalaya Ampara	32.9
10	912/02	Himidurawa	Ampara	Bandaranayaka B.M.V. Ampara	26.8
11	892	Malayadi	Ampara	Ampara Gamini M.V	20.9
12	911/1	Namaloya	Ampara	D.S. Senanayaka M.M.V. Ampara	40.1
13	909/1	Galapamula	Ampara	Ampara Kawanthissa M.V	42.0
14	891/1	Track 06	Morawewa	Mahadivulwewa M.V.	38.7
15	890	Dadayamthalawa	Ampara	Saddhatissa Maha Vidyalaya Ampara	
16		4 Ela	Serunuwara	Mahaweligama Navodya Vidyalaya	23.5
17	22	Mangalagama	Ampara	Saddhatissa Maha Vidyalaya Ampara	42.2
18	916	Baduluhandiya	Ampara	Ampara Gamini M.V	30.6
19	916/3	Nawagiriyawa	Ampara	Bandaranayaka B.M.V. Ampara	22.5
20		Perawelthalawa	Mahaoya	Keppetipola Navoddya Vidyalaya Mahaoya	8.7
21		Tempitiya	Padiyathalawa	Padiyathalawa National School	35.0
22		Pulukunawa	Borapola	Mangalarama M.V. Ampara	25.0
23	910/1	Namaloya	Ampara	D.S. Senanayaka M.M.V. Ampara	32.2
24		Nawachchoala	Nilaveli	Nilaveli Kaileshwara College	12.0
25		18 Janapadaya	Ampara	Kawantissa M.V. Ampara	20.5
26	909	Galkanda	Ampara	Ampara Gamini M.V	49.0
27	901/2	Welgamwehara	Trincomalee	Sri Koneswara Hindu College Trincomalee	19.5
28	914/7	Iddapola	Mahaoya	Keppetipola Secondary School - Mahaoya	10.2
29	925/2	13 Colony	Kalmunai	Carmel Fatima College (National Sch.)Kalmunai	24.0
30	916	Galapitagala	Ampara	D.S. Senanayaka M.M.V. Ampara	31.0
31	869/5	Aluthoya	Ganthalawa	Ganthalawa M.V.- Kanthale	33.5
32	921/1	Bharatipuram	Serunuwara	Mahaweligama Navodya Vidyalaya	27.0

33	892	Pannalgama	Ampara	Ampara Gamini M.V	48.0
34	914/5	Mahaweligama	Mahaoya	Keppetipola Secondary School - Mahaoya	14.7
35	920	Deegawapiya	Ampara	Ampara Gamini M.V	34.3
36	916/2	Bandaraduwa	Ampara	Kawantissa M.V. Ampara	29.0
37		Aryampathy	Batticaloa	Vincent Girls High School - Batticaloa	11.5
38	892/8	Samagipura, Hingurana	Ampara	Ampara Gamini M.V	22.0
39	892/3	Niththa	Ampara	D.S. Senanayaka M.M.V. Ampara	36.3
40	909	Ampara	Inginiyagala	D.S. Senanayaka M.V. Inginiyagala	20.0
41	892	Pallan Oya	Ampara	Ampara Gamini M.V	42.2
42		Urani	Batticaloa	Vincent Girls High School - Batticaloa	8.6
43		Selvanagar	Batticaloa	Vincent Girls High School - Batticaloa	12.4
44		Periya Kallar	Kalmunai	Wesley High School Kalmunai	8.5
45		Thimilatheevu	Batticaloa	Vincent Girls High School - Batticaloa	5.5
46	892	Ekgaloya	Ampara	Ampara Gamini M.V	30.0
47	918/909/2	Kethsirigama	Ampara	Ampara Gamini M.V	47.0
48		Kattankudy	Batticaloa	Vincent Girls High School - Batticaloa	13.3
49	900/2	Koneshwapura	Trincomalee	St. Francis Xavier M.V. Trincomalee	14.0
50	866/1	Kinniya	Trincomalee	St.Joseph's College	19.5
51	909/2	Inginiyagala -	Ampara	Ampara Gamini M.V	26.0
52	890/3	Weeragoda	Ampara	Saddhatissa Maha Vidyalaya Ampara	27.3
53	835/7	Kandamalawa	Horowpathana	Horowpathana Ruwanweli M.M.V (Isuru School)	23.8
54	835/6	Mahasorowwa	Gomarankadawala	Gomarankadawala M.V	17.2
55		Kallady	Batticaloa	Vincent Girls High School - Batticaloa	17.5
56	913/6	Warapitiya	Padiyathalawa	Padiyathalawa National School	16.3
57	900	Kuchchaweli	Trincomalee	Vigneswara Maha Vidyalayam - Trincomalee	33.4
58		Chenkaladi	Batticaloa	Vincent Girls High School - Batticaloa	19.0
59		Santhively	Batticaloa	Vincent Girls High School - Batticaloa	25.2
60	893/1	Ottichchakulama	Gomarankadawala	Gomarankadawala M.V	42.0
61	893/2	Thalgaswewa	Pulmude	Kanijaweli Sinhala Vid Pulmude	29.9
62	909/2	Inginiyagala -	Ampara	Ampara Gamini M.V	32.0
63	844/3	Singhapura	Aliwanguwa	Aliwanguwa M.V. Padavi , Sripura	27.4
64		Thalgaswewa	Rotawewa	Rotawewa Muslim School	39.4

North Central Province

S/No.	Route	Service		School	One way Distance
		From	To		
1		Aluth Dambewatana	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	49.6
2	42	Pubbogama	Ganthiriyagama	Ganthiriyagama Mahinda M.V. Ipalogama	46.0
3	42	Kekirawa	Anuradapura	Niwaththaka Chethiya M.V Anuradhapura	54.6
4	856/05	Dunumadalawa	Pusiyankulama	Pusiyankulama M.V.Elayapattuwa	51.4
5	737/07	Galwaduwagama	Anuradhapura	D.S. Senanayaka Model School Anuradhapura	43.2
6	962/2	Sungawila	Thambala	Al-Rifai M. V.	22.3
7	737/15	Dellegama	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	12.0
8		Senapura	Kekirawa	Kekirawa Central College	36.7
9		Keerikkulama	Anuradhapura	D.S. Senanayaka Model School Anuradhapura	21.8
10	824	Galenbidunuwewa	Kekirawa	Kekirawa Central College	37.5
11	825/01	Mawathawewa	Anuradhapura	Anuradhapura Central College	42.3
12	825/1	Galenbidunuwewa	Anuradhapura	Anuradhapura Central College	50.0
13	978/02	Kalaoya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	41.3
14	548	Watagala	Kekirawa	Kekirawa Central College	38.0
15		Madatugama	Maneruwa	Maneruwa M.V. Maneruwa	43.5
16	562/03-1	Palugaswewa	Kekirawa	Kekirawa Central College	26.0
17	851/02	Rambewa	Anuradhapura	Anuradhapura Central College	33.9
18	418/57	Migalewa	Anuradhapura	Anuradhapura Central College	61.4
19	15/849-5	Mahailuppallama	Anuradhapura	D.S. Senanayaka Model School Anuradhapura	43.0
20	737/04-1	Adhiranigama	Anuradhapura	D.S. Senanayaka Model School Anuradhapura	44.8
21	851/01	Rathmalgahawewa	Anuradhapura	Anuradhapura Central College	48.9
22		Katiyawa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	49.7
23	856	Thanthirimale	Anuradhapura	St. Josephs College , Anuradhapura	45.5
24		Adhiranigama	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	33.5
25	873/2	Pubudupura	Anuradhapura	Anuradhapura Central College	17.8
26	841	Yakalla	Anuradhapura	Anuradhapura Central College	43.5
27	978/10	Rajanganaya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	36.8
28	844	Aliwanguwa	Kebathigollewa	Kebithigollawa Central Coll.	49.0
29	850	Hatharaskotuwa	Higurakgoda	Ananda B.National School, Higurakgoda	37.0
30		Hurigaswewa	Kekirawa	Kekirawa Central College	35.9
31		Bogas Junction	Tambuttegama	Tambuttegama M.M.V	30.5
32	844	Wahalkada	Padavi Parakramapura	Padavi Parakramapura M.V	37.0
33	218/756	Sevanapitiya	Pimburattawa	Alawakumbura M.V. Pimburaththewa	46.0

34	844	Janakapura	Padaviya	Padavi Mahasen M.V.	43.7
35	759/3	Maldeniya	Aralaganwila	Vilayaya M.M.V. Aralaganwila	27.0
36	978/01	Kalankuttiya	Galnewa	Galnewa National School	32.0
37		Thirappan Junction	Thalawa	Thalawa M.V.	30.5
38		Pallekagama	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	20.4
39		Hurigaswewa	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	30.2
40	42	Ipulehara	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	46.0
41	42	Kiridiwatta	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	64.0
42		Ambagaswewa	Kekirawa	Kekirawa Central College	40.0
43	866/1	Ambagaswewa	Kekirawa	Kekirawa Central College	47.0
44	57	Rajanganaya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	42.3
45		Udambugala	Madawachchiya	Maithripala Senanayaka M.M.V - Madawachchiya	20.0
46		Oyamaduwa	Nochchiyagama	Vidyadarsha M.V. Nochchiyagama	30.2
47	42	Desiyapanahahandiya	Kekirawa	Kekirawa Central College	42.0
48	824	Kokawewa	Galenbidunuwewa	Galenbindunuwewa Central College	20.5
49	835	Kahatagasdigiliya	Horowpothana	Horowpathana Ruwanweli M.M.V (Isuru School)	21.6
50	835/1	Horowpothana	Anuradhapura	St. Josephs College , Anuradhapura	64.6
51		Gurugalhinna	Horowpothana	Horowpathana Ruwanweli M.M.V (Isuru School)	38.0
52	759/1	Arunapura	Alawakubura	Leelarathna Vijesinghe M.,V - Hansayapalama	21.6
53		Paravahagama	Kekirawa	Kekirawa Central College	46.5
54	15/849-10	Andiyagala	Kekirawa	Kekirawa Central College	32.8
55	844	Kabithigollewa	Anuradhapura	St. Josephs College , Anuradhapura	59.0
56	978/09	Rajanganaya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	49.0
57	737/1	Eppawala	Thambuttegama	Tambuttegama M.M.V	15.0
58	5- 976	Lunuwewa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	48.5
59	544	Thambuththegama	Galnewa	Galnewa National School	29.5
60	544	Galnewa	Thambuththegama	Tambuttegama M.M.V	29.5
61	544/57	Galnewa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	53.0
62	849/1	Galnewa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	52.6
63		Rajapakshagama	Thambuttegama	Tambuttegama M.M.V	16.6
64		Theladinnanwewa	Kekirawa	Kekirawa Central College	40.0
65		Walahawiddawewa	Kebithigollawa	Kebithigollawa Central Coll.	29.4
66	847/48-1	Galthalawa, Sevanapitiya	Polonnaruwa	Royal Central College Polonnaruwa	38.05
67		Katiyawa	Anuradhapura	St. Josephs College , Anuradhapura	46.2
68	43	Kekirawa	Anuradhapura	Anuradhapura Central College	47.4
69		Wambatuwewa	Kekirawa	Kekirawa Central College	51.5
70		Sandunpitiya	Sewanapitiya	Sevanapitiya V.	47.0

71	844/1	Meegaswewa	Padaviya	Padavi Mahasen M.V.	29.4
72	904/02-01	Dematawewa, Via Meehondawewa	kahatagasdigiliya	Kahatagasdigiliya M.M.V.	26.2
73	851/01	Rathmalgahawewa	Anuradhapura	St. Josephs College , Anuradhapura	51.9
74		Kahatagasdigiliya	Galenbidunuwewa	Galenbindunuwewa Central College	28.9
75	978/10	Parakumpura	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	68.2
76	756/740	Nikawattelanda	Aralaganwila	Vilayaya M.M.V. Aralaganwila	22.0
77	857	Saliyapura	Anuradhapura	St. Josephs College , Anuradhapura	15.0
78		Puliyankadawala	kahatagasdigiliya	Kahatagasdigiliya M.M.V.	27.0
79	835	Seeppukulama	kahatagasdigiliya	Kahatagasdigiliya M.M.V.	16.0
80	4	Puliyankadawala	kahatagasdigiliya	Kahatagasdigiliya M.M.V.	27.5
81	5	Galkandegama	kahatagasdigiliya	Kahatagasdigiliya M.M.V.	20.0
82	15/849/2	Hurigaswewa	Eppawala	Eppawala Sri Siddhartha Cen.Coll.	28.9
83		Kapugollawa	Kebithigollawa	Kebithigollawa Central Coll.	20.0
84	55/0010	Upuldeniya	Kahatagasdigiliya	Kahatagasdigiliya M.M.V.	22.5
85		Hiriwadunna	Higurakgoda	Rajarata V.	45.0
86	978/4	Orugala	Thambuththegama	Thambuththegama M.M.V.	14.6
87	857/4	Mahakoongaskada	Medawachchiya	Maithripala Senanayaka M.M.V - Madawachchiya	17.0
88		Kelekumbukwewa	Eppawala	Sri Siddhartha Central College	36.0
89		Namalgama	Padaviya	Padavi Mahasen M.V.	24.5
90		Galkandegama	Anuradhapura	Walisingha Harischandra M.V.	46.0
91		Thulawelliya	Madawachchiya	Maithripala Senanayaka M.M.V - Madawachchiya	14.6
92		Walahawiddawewa	Anuradhapura	Anuradhapura Central College	54.7
93		Mihindupura	Vilachchiya, Pemaduwa	Saliyamala M.V.	37.5
94		Maminiyawa	Kekirawa	Kekirawa Central College	18.3
95		Akkarawatta	Punewa	Isipathana M.V. Punewa, Medawachchiya	21.7
96		Yaya 8	Thambuttegama	Thambuththegama M.M.V.	20.8
97		Kumbukwewa	Kahatagasdigiliya	Ranpathwila M.V.	22.0
98		Manampitiya	Aralaganwila	Vilayaya M.M.V. Aralaganwila	29.5
99		Kokawewa	Anuradhapura	St. Josephs College , Anuradhapura	54.0
100		Mahamankadawala	Anuradhapura	Mahinda Model Primary School	31.1

North Western Province

S/No.	Route	Service		School	One way Distance
		From	To		
1	5748	Dunumawa	Ridigama	Rambadagalla M.M.V - Rideegama	15.0
2		Madurankuliya	Anamaduwa	Anamaduwa Central College	32.5
3		17 Post	Anamaduwa	Anamaduwa Kannangara M.J. College	39.0
4	513	Alawwa	Narammala	Maurapada Central College Narammala	18.0
5	549	Omaragolla	Ibbagamuwa	Ibbagamuwa Central College	21.2
6	549	Malsiripura	Kurunegala	Kurunegala wayamba royal college	36.6
7		Kurunegala	Polgolla	Polgolla Devapala College , Gokarella	18.6
8		Kumbukwewa	Ibbagamuwa	Ibbagamuwa Central College	23.3
9	929	Kuliyapitiya	Sandalankawa	Sandalanka M.M.V	28.6
10	935	Kuliyapitiya	Pannala	Pannala Nat.Sch.	18.0
11	5	Narammala	Kurunegala	Kurunegala wayamba Royal college	20.3
12	914	Adigama	Chilaw	Ananda National School - Chilaw	37.3
13		Arankele	Kurunegala	Kurunegala wayamba royal college	32.2
14		Hiriyala	Ibbagamuwa	Ibbagamuwa Central College	37.2
15		Warawewa	Rajanganaya	Mahasen M.V. Rajanganaya	30.6
16	558/1	Ogodapolayaya	Ibbagamuwa	Ibbagamuwa Central College	39.5
17		Gorakaela	Ibbagamuwa	Ibbagamuwa Central College	18.3
18	521	Wariyapola	Narammala	Maurapada Central College Narammala	27.7
19		Doluwa	Ibbagamuwa	Ibbagamuwa Central College	21.4
20	602/02	Matibokka	Kurunegala	Sir John Kothalawala M.V Kurunegala	22.1
21		Mahayaya	Ibbagamuwa	Ibbagamuwa Central College	35.3
22		Irudeniyaya	Polgolla	Polgolla Devapala College , Gokarella	30.6
23	554	Nelliya	Malsiripura	Malsiripura Madamulla De Mal M.V	20.5
24		Ridigama	Polgolla	Polgolla Devapala College , Gokarella	25.0
25		Periyakadunelawa	Gokarella	Gokarella Central College(Sir Wiliyam Gopallawa M.M.V.)	22.5
26	57/8	Madagalla	Kurunegala	Holy family B.V,Kurunegala	64.3
27	423	Galgamuwa	Ehetuwewa	Banadaranayake M.V. Ehetuwewa	14.2
28	527/1	Koompala	Kurunegala	Sir John Kothalawala M.V Kurunegala	12.0
29	529	Wariyapola	Kumbukgate	Kumbukgate M.M.V	22.0
30	527	Werawella	Kurunegala	Kurunegala Maliyadewa Model School	13.2
31	562	Kekulawala	Kurunegala	Kurunegala wayamba royal college	37.0
32	929/1	Makandura	Dankotuwa	Dankotuwa Balika M.V	18.7
33		Munamaldeniya	Kuliyapitiya	Kuliyapitiya Central College	17.5
34	920	Welasiya	Puttalam	Puttalama Ananda National School	19.0
35	871	Devala Junction	Chilaw	Ananda National School - Chilaw	32.0

36	895	Bangadeniya	Anamaduwa	Anamaduwa Kannangara M.J. College	39.0
37	998	Kuliyapitiya	Madampe	Senanayake National School Madampe	23.5
38	564	Barandana	Mawathagama	D.P. Wickramasingha Vidyalaya	10.0
39	564/7	Uyandana	Kurunegala	Sir John Kothalawala M.V Kurunegala	10.0
40	558	Siyambalagamuwa	Ibbangamuwa	Ibbagamuwa Central College	52.6
41	564	Keppitigala	Hewapola Atugalpura	Atugalpura prince College - Hewapola	40.4
42		Daladagama	Ibbagamuwa	Ibbagamuwa Central College	50.2
43		Mahawa	Kurunegala	Kurunegala Maliyadewa V.	55.0
44	929	Makandura	Kuliyapitiya	Saranath M.V - Kuliyapitiya	26.7
45		Makulugaswewa	Ibbagamuwa	Ibbagamuwa Central College	45.5
46	513	Narammala	Alawwa	Sri Rahula Central College Alawwa	17.7
47	533	Alawwa	Kurunegala	Holy family B.V,Kurunegala	
48		Thambigewatte	Ibbagamuwa	Ibbagamuwa Central College	35.0
49	57	Kalaoya	Balalla	U.B. Wanninayaka M.M.V. Galgamuwa,Balalla	37.9
50	558	Thalawa	Kurunegala	Kurunegala wayamba royal college	46.0
51		Madahapolakanda	Malsriripura	Malsiripura Madamulla De Mal M.V	16.2
52		Naindanawa	Koruwawa	Mahanama M.V. Koruwawa	18.4
53		Ranavirugama	Gokarella	Gokarella Central College(Sir Wiliyam Gopallawa M.M.V.)	27.9
54		Welpothuwewa	Kurunegala	Kurunegala Maliyadewa Model School	50.5
55	923	Kuliyapitiya	Nikaweratiya	Mahasen National School - Nikaweratiya	41.0
56	923	Nikaweratiya	Kuliyapitiya	Kuliyapitiya Central College	43.2
57	923	Kobeigane	Kuliyapitiya	Kuliyapitiya Central College	26.6
58	57/7	Maho	Kurunegala	Kurunegala Maliyadewa Model School	49.5
59		Dummalasooriya	Chilaw	Ananda National School - Chilaw	33.3
60		Mihiriuyana	Kurunegala	Kurunegala Maliyadewa V.	46.0
61	505	Meerigama	Alawwa	Sri Rahula Central College Alawwa	20.7
62		Thuththiripitiya	Ibbagamuwa	Ibbagamuwa Central College	33.6
63	506	Morawalapitiya	Polgahawela	Parakramabahu M.M.V. Polgahawela	16.0
64	569	Indulgodakanda	Kurunegala	Sir John Kothalawala M.V Kurunegala	22.0
65		Kosgahahinna , Omaragolla	Ibbagamuwa	Ibbagamuwa Central College	46.2
66	532/1	Amaraudagama	Kurunegala	Sir John Kothalawala M.V Kurunegala	29.0
67	914	Rajakadaluwa	Puttalama	Puttalama Ananda National School	45.7
68	81/3	Talakolawewa	Kurunegala	Kurunegala Maliyadewa Model School	53.5
69	521	Narammala	Wariyapola	Sri Sumangala M.M.V. Wariyapola	26.0
70	57/7	Meegalawa	Kurunegala	Kurunegala Lakdasa De Mel College	82.5
71	34	Narammala-	Giriulla	Giriulla Wickramashila N,S	18.0
72	998	Kuliyapitiya	Kurunegala	Maliyadewa Balika M.V. Kurunegala	39.6
73	034	Giriulla	Dankotuwa	Dankotuwa Balika M.V	30.0
74	034	Dankotuwa	Giriulla	Giriulla Wickramashila N,S	30.0

75		Mahakathnoruwa	Ibbagamuwa	Ibbagamuwa Central College	64.2
76		Kuliyapitiya	Chilaw	St. Mary's College Chilaw	35.0
77	562	Kekulawala	Ibbagamuwa	Ibbagamuwa Central College	42.5
78	915/1	Leekolawewa	Anamaduwa	Anamaduwa Central College	16.5
79		Lihiniyagama	Wennappuwa	Joshep Vaz College Wennappuwa	32.0
80	602	Kurunegala	Matibokka	Metibokka Weuda Central College	22.0
81	602	Metibokka	Kurunegala	Kurunegala Maliyadewa Model School	24.0
82	564/7	Uyandana	Kurunegala	Kurunegala Maliyadewa Model School	9.8
83		Gatulawa	Kuliyapitiya	Kuliyapitiya Central College	28.4
84	7323	Thalgaspitiya	Polgolla	Polgolla Devapala College , Gokarella	34.5
85	914	Weerapura	Sirambiadiya	Sirambiadiya Goverment School	41.8
86	81	Periyamaduwa	Nikaweratiya	Mahasen National School - Nikaweratiya	34.1
87	906	Thewanuwara	Puttalam	St. Andrew's Central College Puttalam	22.1
88	4	Sirambiadiya	Kalaoya	Kalaoya Mahasen M.V.	38.0
89		Kadigawa	Nikaweratiya	Mahasen National School - Nikaweratiya	21.5
90		Katupotha	Kuliyapitiya	Kuliyapitiya Central College	36.0
91	907	Chilaw	Wennappuwa	Joshep Vaz College Wennappuwa	29.2
92		Andarawewa	Galgamuwa	Galgamuwa Sirimavo Bandaranayaka Primaty School	30.1
93	912/1	Kuliyapitiya	Hettipola	Hettipola National School	31.5
94	550/1	Bambaragama	Ibbagamuwa	Ibbagamuwa Central College	23.2
95	919	Kandathoduwawa	Puttalama	St. Andrew's Central College Puttalam	28.0
96	549/2	Malsiripura	Kurunegala	Kurunegala Maliyadewa Model School	35.0
97	549/2	Kurunegala	Melsiripura	Malsiripura Madamulla De Mal M.V	25.0
98	510	Kottawatta	Kurunegala	Sir John Kothalawala M.V Kurunegala	22.5
99	910	Giriulla	Kuliyapitiya	Kuliyapitiya Central College	31.8
100	924/1	Giriulla	Kuliyapitiya	Kuliyapitiya Central College	29.5
101	564	Keppitigala	Kurunegala	Kurunegala Lakdasa De Mel College	34.5
102	57	Galgamuwa	Kurunegala	Kurunegala wayamba royal college	67.4
103	918	Eluwankulama	Puttalam	Puttalama Ananda National School	30.4
104		Polwattayaya	Gokarella	Polgolla Devapala College , Gokarella	30.4
105	513	Siwallawa	Kurunegala	Sir John Kothalawala M.V Kurunegala	17.8
106		Kobeigane	Wariyapola	Sri Gnanodaya M.M.V. Wariyapola	19.3
107		Katupotha	Kurunegala	Sir John Kothalawala M.V Kurunegala	31.0
108	564	Ridigama	Ibbagamuwa	Ibbagamuwa Central College	20.3
109	92	Thooppuwa	Naththandiya	Dhammissara M.M.V. Naththandiya	14.4
110	508	Bulugolla	Kurunegala	Sir John Kothalawala M.V Kurunegala	16.0
111	508	Bulugaha	Kurunegala	Sir John Kothalawala M.V Kurunegala	20.5
112	34	Giriulla	Narammala	Maurapada Central College Narammala	16.0
113	939	Katupotha	Kuliyapitiya	Kuliyapitiya Central College	27.7

114		Moragaswewa	Kurunegala	Kurunegala Maliyadewa Model School	55.0
115	863	Madawathkulama	Nikawaratiya	Mahasen National School - Nikaweratiya	19.2
116	899	Gatulawa	Chilaw	Ananda National School - Chilaw	37.5
117	558/6	Alakoladeniya	Kurunegala	Kurunegala Lakdasa De Mel College	16.0
118	81	Nikaweratiya	Kurunegala	Kurunegala Maliyadewa Model School	41.6
119	998/2	Beminigalla	Narammala	Maurapada Central College Narammala	17.0
120		Henahundeniya	Alawwa	Sri Rahula Central College Alawwa	16.0
121	073/008	Ussawa	Namal Anga	Namal Anga M.V. Malsiripura	21.6
122	507	Dewalegama	Kurunegala	Sir John Kothalawala M.V Kurunegala	27.6
123	530	Katupotha	Kurunegala	Sir John Kothalawala M.V Kurunegala	39.4
124	533	Kurunegala	Alawwa	Sri Rahula Central College Alawwa	28.3
125	506/1	Polgahawela	Narammala	Maurapada Central College Narammala	21.4
126	957	Dummalasooriya	Chilaw	Ananda National School - Chilaw	24.3
127	939	Mav Ela -	Kuliyapitiya	Kuliyapitiya Central College	29.8
128	998	Katupotha -	Kuliyapitiya	Kuliyapitiya Central College	25.3
129		Bingiriya	Kuliyapitiya	Saranath M.V - Kuliyapitiya	33.5
130		Palugolla	Galgamuwa	U.B. Wanninayaka M.M.V. Galgamuwa,Balalla	39.0
131	555	Dummiya	Nikawehara	Nikawehara V. Makulpotha	12.0
132		Wewalagama	Gokarella	Gokarella Central College(Sir Wiliyam Gopallawa M.M.V.)	18.5
133	525	Bowatte	Kurunegala	Kurunegala Maliyadewa V.	55.0
134	925	Kuliyapitiya	Narammala	Maurapada Central College Narammala	28.7
135	81	Puttalama	Anamaduwa	Anamaduwa Kannangara M.J. College	27.5
136	571	Aluthmalkaduvawa	Kurunegala	Sir John Kothalawala M.V Kurunegala	6.5
137	529	Kumbukgate	Wariyapola	Wariyapola Sri Gnanodaya M.M.V	28.8
138	509/2	Dombemada	Polgahawela	Parakramabahu M.M.V. Polgahawela	20.8
139	512	Kuriyampola	Kurunegala	Sir John Kothalawala M.V Kurunegala	13.5
140	509/1	Polpitiya	Kurunegala	Kurunegala Maliyadewa Model School	20.2
141	564	Kurunegala	Keppitigala	Ikiriwatta V. Kanadeniyawala , Keppitigala	35.4
142	92	Natthandiya	Kuliyapitiya	Kuliyapitiya Central College	23.3
143	941	Katupotha	Hettipola	Mahindodaya M.V - Hettipola	19.5
144	555	Nikawahara	Ibbagamuwa	Ibbagamuwa Central College	38.4
145	555	Irudeniyaya	Ibbagamuwa	Ibbagamuwa Central College	38.7
146	555	Katupilalanda , Malsiripura	Kurunegala	Kurunegala Maliyadewa Model School	42.3
147	938	Bingiriya	Kuliyapitiya	Suradutha BalikaM.V. Kuliyapitiya	23.1
148	558	Thalakolawewa	Polpithigama	Polpitigama National School	28.0
149		Nelliya	Kumbukwewa	Kumbukwewa M.V.	24.0
150	6652	Morottha	Ibbagamuwa	Ibbagamuwa Central College	43.1
151	732/9	Henawa	Kurunegala	Kurunegala wayamba royal college	47.4

152	34	Giriulla	Kurunegala	Kurunegala Maliyadewa V.	38.7
153	901	Norochchole	Puttalam	St. Andrew's Central College Puttalam	24.0
154	935	Pannala	Kuliyapitiya	Kuliyapitiya Central College	18.0
155		Galeyaya	Galgamuwa	Galgamuwa U.B. Wanninayake National School	20.5
156		Wadakada	Kurunegala	Kurunegala Maliyadewa Model School	25.0
157	57/7	Wariyapola	Mahawa	Vijayaba National School	26.7
158	525	Hettipola	Chilaw	Ananda National School - Chilaw	33.5
159	901	Puttalam	Kalpitiya	Kalpitiya Nirmalamatha Sing M.V	47.0
160	895	Wathupola	Madampe	Senanayake National School Madampe	37.5
161	895	Kollandaluwa	Chillaw	Ananda National School - Chilaw	27.0
162		• Keppetigala - Ilukpitiya	Ibbagamuwa	Ibbagamuwa Central College	28.9
163		Panliyadda	Kurunegala	Kurunegala Maliyadewa Model School	36.0
164	916	Kuruketiyawa	Mahauswewa	Sri Rathanapala Nawodya Vidyalaya	20.0
165	575	Kudagama	Polgahawela	Parakramabahu M.M.V. Polgahawela	11.0
166	925	Narmmala	Kuliyapitiya	Kuliyapitiya Central College	31.4
167	907	Marawila	Chilaw	St. Mary's College Chilaw	23.7
168		Mawathagama	Ibbagamuwa	Ibbagamuwa Central College	18.7
169	419	Ganangamuwa	Galgamuwa	U.B. Wanninayaka M.M.V. Galgamuwa,Balalla	18.5
170	565	Kavisigamuwa	Mawathagama	D.P. Wickramasingha Vidyalaya	17.6
171	565	Mawathagama	Ibbagamuwa	Ibbagamuwa Central College	28.5
172	N-32	Katugampola	Kurunegala	Kurunegala wayamba royal college	50.0
173		Malsiripura , Kumbukgete	Kurunegala	Kurunegala Wayamba Royal college	48.0
174		Matiyagane	Nakkawatta	Nakkawatta National School	13.8
175		Kalegama	Anamaduwa	Anamaduwa Central College	14.0
176	550/3	Ussawa	Malsiripura	Namal Anga M.V. Malsiripura	15.7
177		Nauyana Junction	Kumbukgate	Kumbukgate M.M.V	28.7
178	567	Koshinna	Mawathagama	D.P. Wickramasingha Vidyalaya	12.5
179	7110	Eriyawa	Galgamuwa	Palukandawewa President College Galgamuwa	20.6
180	81/1	Yanthampalawa	Wariyapola	Wariyapola Sri Gnanodaya M.M.V	18.8
181	929/2	lookaswatta	Dankotuwa	Dankotuwa Balika M.V	14.4
182	914	Puttalam	Chilaw	Ananda National School - Chilaw	54.4
183	505	Giriulla	Alawwa	Sri Rahula Central College Alawwa	15.1
184		Arankele	Kumbukgete	Kumbukgate M.M.V	14.0
185		Thonigala	Maha Uswewa	Sri Rathanapala Nawodya Vidyalaya	21.8
186		Solewewa	Giribawa	Giribawa M.V.	23.7
187		Gurugoda - Bowatte	Madampe	Senanayake National School Madampe	35.8
188		Katiyawa	Ibbagamuwa	Ibbagamuwa Central College	24.9
189		Gonagala	Ibbagamuwa	Ibbagamuwa Central College	30.2

190		Galtanwewa	Balalla	U.B. Wanninayaka M.M.V. Galgamuwa,Balalla	24.0
191		Dahangama	Walaswewa	Gunapala Malalasekara Model School	40.3
192		Mahakumbukkadawala	Anamaduwa	Anamaduwa Central College	23.0
193	863	Kammandaluwa	Nikaweratiya	Mahasen National School - Nikaweratiya	24.6
194		Mediyawa Wewa	Walaswewa	Gunapala Malalasekara Model School	33.0
195	912	Bowatte	Kuliyapitiya	Kuliyapitiya Central College	26.0
196		Polgahawela	Alawwa	Sri Rahula Central College Alawwa	14.0
197		Ehatuwewa	Maho	Wijayaba National School	29.7
198		Galayaya	Mahananeriya	Mahananneriya M.V.	23.5
199		Ganewewa	Nikaweratiya	Mahasen National School - Nikaweratiya	17.7
200		Inginimitiya, Yaya 01	Anamaduwa	Anamaduwa Central College	26.3
201		Karambe	Kurunegala	Sir John Kothalawala M.V Kurunegala	52.8
202		Kathnoruwa	Kurunegala	Kurunegala Maliyadewa Model School	55.0
203		Muttettugala	Kumbukgate	Kumbukgate M.M.V	33.3
204	912	Bingiriya	Kuliyapitiya	Kuliyapitiya Central College	26.6
205	57	20 Handiya	Horombawa	Sri Sumangala Model Sch, Horombawa, Wariyapola	33.6
206		Galkadawala	Nikaweratiya	Jayanthi Navodya M.M.V.	24.5
207		Rathnadiulwewa	Kurunegala	Holy family B.V,Kurunegala	55.0
208		Thalakolawewa	Kumbukwewa	Kumbukwewa M.V.	27.0
209		Maho	Wellawa	Wellawa Central College	43.4
210		Rotawewa	Saliyawewa Junction	Saliya Model M.V. Saliyawewa	9.5
211		Waduressa	Wariyapola	Sri Sumangala M.M.V. Wariyapola	18.6
212		D I Junction	Kalaoya	Mahasen M.V. Kalaoya Rajanganaya	23.7
213		Moragollagama	Ballala	U.B. Wanninayaka Navodya School, Balalla	28.2
214		Ambakolawewa	Balalla	U.B. Wanninayaka Navodya School, Balalla	20.5
215		Nankadawara, Panirendawa	Naththandiya	Dhammissara M.M.V. Naththandiya	41.7
216		Bogashandiya, 8th post	Saliyawewa	Saliya Model M.V. Saliyawewa	13.3
217		Thammannawetiya	Mahauswewa	Parakrama Primary College , Mahauswewa	16.2
218		Meegalawa	Balalla	U.B. Wanninayaka M.V. Balalla	38.2
219		Yakadapatha	Nikaweratiya	Jayanthi Navodya M.M.V.	24.3

Sabaragamuwa Province

	Route	Service		School	One way Distance
		From	To		
1		Rathmalawinna	Udagama	Udagama M.V. Pinnawala, Balangoda	20.1
2	484/2	Wathurawa	Kalawana	Kalawana M.M.V. Kalawana	19.5
3	482	Kelinkanda	Kalawana	Kalawana M.M.V. Kalawana	24.7
4	482	Wawagama	Kalawana	Kalawana M.M.V. Kalawana	23.0
5	475	Iluokanda	Rakwana	Dipdeen Tamil V. Rakwana	21.1
6	475	Ilubakanda	Kalawana	Kajugaswatta M.V. Pothupitiya	21.1
7	488	Borangamuwa	Balangoda	Sri Dhammananda Vidyayathana Piriwena	27.0
8	195/2	Pitigalakanda	Kalawana	Kalawana Gamini M.M.V. Kalawana	19.5
9	482	Jathuwagoda	Kalawana	Kalawana Gamini M.M.V. Kalawana	12.5
10	104	Udakanda	Balangoda	Sri Dhammananda Vidyayathana Piriwena	25.0
11	486	Hambegamuwa	Balangoda	Sri Buddajayanthi M.M.V. Balangoda	52.0
12	686/1	Keenagahawila	Bulugahapitiya	Sri Sumana Piriven Vidyayathanaya	26.5

Southern Province

S/No.	Route	Service		School	One way Distance
		From	To		
1	382	Yakkalamulla	Galle	Southlands College Galle	22.9
2	521/1	Galle	Walahanduwa	Mathawila Upananda V. Walahanduwa	7.5
3	338/3	Middeniya	Katuwana	Katuwana National School	15.2
4	381	Millidduwa	Galle	Southlands College Galle	10.3
5	370	Baddegama	Galle	Southlands College Galle	19.8
6	346/1	Devinuwara	Dikwella	Vijitha Central College Dikwella	15.7
7	375/1	Morawaka	Deniyaya	Deniyaya Central College	19.5
8	502	Tangalle	Dikwella	Vijitha Central College Dikwella	17.1
9	768/1	Dodangoda	Hikkaduwa	Saralankara College	9.6
10	403/2	Thawalama	Pitigala	Indipalegoda Navodya M.V. Pitigala	25.6
11	384/2	Beliattakumbura	Deniyaya	Deniyaya Central College	10.5
12	445	Tangalle	Ranna	Ranna M.V.	15.9
13	572/3	Ranna	Weeraketiya	Rajapaksha M.M. V. Weeraketiya	19.5
14	345/2	Hakmana	Matara	St. Thomas' College Matara	23.4
15	569/1	Imaduwa	Ahangama	Ahangama Sariputhra M.V.	11.6
16	333/3	Hambantota	Tangalle	Tangalle Balika M.V.	49.3
17	375/6	10th Mile Post Junction	Galle	Anuladevi B. V. Galle	20.4
18	346/2	Weligama	Matara	St. Mary's Convent Matara	16.4
19	391/1	Baddegama	Ambalangoda	Dharmashoka M.V. Ambalangoda	20.5

20	346/1	Dikwella	Matara	Sujatha V. Matara	25.0
21	767/2	Hikkaduwa - Arachchikanda	Gonapinuwala	Gonapinuwala Primary School	9.5
22	514	Wakwella	Galle	Southlands College Galle	8.2
23	360/1	Akuressa	Matara	Matara Central College	24.2
24	353/7	Deiyandara	Kamburupitiya	Narandeniya M.M .V - Kamburupitiya	14.8
25	457/1	Unudiyapokuna	Sooriyawewa	Sooriyawewa National School	8.3
26	348/3	Yatiyana	Dikwella	Vijitha Central College Dikwella	14.9
27	537/2	Magama	Thissamaharama	Yatalathissa Primary School	13.3
28	503/2	Samadhigama	Ambalantota	Ambalanthota Therapuththa M.V	10.3
29	342/1	Middeniya	Hungama	Vijayaba National School Hungama	27.6
30	415/2	Beliatta	Tangalle	Tangalle Balika M.V.	9.4
31	345/2	Hakmana	Matara	Sujatha V. Matara	20.4
32	345/3	Hakmana	Tangalle	Tangalle Balika M.V.	20.1
33	396	Batapola	Ambalangoda	Sri Devananda College Ambalangoda	16.5
34	340/3	Walasmulla	Middeniya	Middeniya M,V, (Navodya)	18.9
35	357/1	Kahagala	Kamburupitiya	Narandeniya M.M .V - Kamburupitiya	9.1
36	529/1	Imaduwa	Ahangama	Ahangama Sariputhra M.V.	16.7
37	398/4	Katuwana	Middeniya	Middeniya M,V, (Navodya)	15.1
38	497/5	Nugegalayaya	Sooriyawewa	Sooriyawewa National School	9.9
39	569/1	Ahangama	Imaduwa	Imaduwa Nalanda Primary V.	13.6
40	359	Urubokka	Deniyaya	Deniyaya Central College	18.0
41	335/5	Ellagala	Tissamaharama	Tissamaharama Central College	12.0

Uva Province

S/No.	**Route**	**Service**		**School**	**One way Distance**
		From	**To**		
1	227	Keradimulla	Welimada	Welimada Wijaya V.	13.0
2	233/7	Kalugahawadiya	Maligathenna	Maligathenna M.V. Badalkumbura	16.5
3	303	Mahakalugolla	Monaragala	Mahanama M.M.V.- Monaragala	45.0
4	299	Ketakella	Badulla	Badulla M.M.V.	19.0
5	909/06	Buddama	Monaragala	Royal College - Monaragala	65.0
6	328	Yalagamuwa	Welimada	Welimada M.M.V.	42.1
7	332	Madawala	Welimada	Welimada Wijaya V.	13.0
8	333	Galahagama	Welimada	Welimada M.M.V.	17.0
9	302	Namunukula	Badulla	Badulla M.M.V.	36.2
10	318	Namunukula	Passara	Passara National School	19.3
11	301/2	Badalkumbura	Bibila	Wellassa Central College Bibila	52.0
12	304	Badalkumbura	Monaragala	Piyarathana Pirivena - Weliyaya	25.0

13		Ladduma	Ambagaswewa	Ambagaswewa Janadipathi V.	12.1
14		Kithal Ella	Badulla	Viharamahadevi B.M.V. Badulla	43.0
15	304/2	5th Mile Post	Monaragala	Mahanama M.M.V.- Monaragala	52.0
16	328	Maspanna	Welimada	Welimada Vijaya Vidyalaya	35.0
17	332/1	Woldimarwatta	Welimada	Welimada M.M.V.	30.0
18	332	Kande Ela	Welimada	Welimada Vijaya Vidyalaya	13.7
19		Buddama	Monaragala	Royal College - Monaragala	40.0

Western Province

S/No.	**Route**	**Service**		**School**	**One way Distance**
		From	**To**		
1	187	Ewariwatta	Bambalapitiya	St.Peter's College,Bambalapitiya , Colombo	42.3
2	202/228	Urapola	Colombo 03	Mahanama V - Colombo 03	50.0
3		Urapola	Negombo	Newstead Girls College Negombo	
4	166	Angoda	Colombo	All Saints' B.M.V.	26.0
5	265/1	Divulapitiya	Colombo	Colombo Defence Service College	52.0
6	272	Ethaudakanda	Weyangoda	Bandaranayaka M .M.V - Veyangoda	23.4
7	138	Homagama	Colombo 08	Devi Balika Vidyalaya, Colombo 08	18.5
8	245	Negombo	Minuwangoda	Minuwangoda President's college	25.0
9	120	Horana	Colombo	Ananda College Colombo 10	39.4
10	450/100	Bandaragama	Colombo	Thurstan College Colombo	
11	201	Nittambuwa	Gampaha	Yasodara Devi B.M.V. Gampaha	15.0
12	250	Mulyaya	Katana	Pahala Madampella Kanishta V. Katana	
13	268/1	Weediyawatta	Minuwangoda	Minuwangoda President's college	19.6
14	1/3	Avissawella	Town Hall	Devi Balika Vidyalaya, Colombo 08	45.5
15	1/3	Avissawella	Bomiriya	Bomiriya M.M.V Kaduwela	28.5
16	1/3	Avissawella	Town Hall	Musaeus College Colombo	48.0
17	122	Avissawella	Borella	Gothami Balika V. Colombo 10	44.5
18	122	Avissawella	Pannipitiya	Dharmapala V. Pannipitiya	40.3
19	470	Avissawella	Hanwella	Rajasingha Central College Hanwella	18.3
20	182/224	Kirindiwela	Colombo	Royal College - Colombo 07	
21	244	Negombo	Gampaha	Yasodara Devi B.M.V. Gampaha	31.6
22	244	Gampaha	Negombo	Newstead Girls College Negombo	30.5
23	244	Thempala	Negombo	Newstead Girls College Negombo	30.0
24	139	Kesbewa	Colombo 05	Isipathana Vidyalaya -Colombo 05	22.0
25	200	Gampaha	Colombo 07	D.S. Senanayake College - Colombo 07	37.2
26	228/1	Kaduwela	Gampha	Gampaha - Rathnawali B.V	23.0
27	200	Colombo	Gampaha	Bandaranayake College Gampaha	28.0

28	125	Ingiriya	Pitipana	Mahinda Rajapaksha V - Pitipana	32.0
29	3/1	Giraimbula	Bomiriya	Bomiriya M.M.V Kaduwela	31.3
30	250	Madampella	Negombo	Newstead Girls College Negombo	21.0
31	240	Welisara	Thimbirigaskatuwa	Maris Stella College Thimbirigaskatuwa	29.0
32	207	Pugoda	Gampaha	Yasodara Devi B.M.V. Gampaha	28.0
33	470	Hanwella	Avissawella	St.Maris M.V. Avissawella	19.0
34	285	Polegoda	Horana	Horana Taxila Central College	31.5
35	999	Giriulla	Meerigama	D.S. Senanayaka M.M.V. Mirigama	12.5
36	967/285	Ihalawelgama	Mathugama	Ananda Shasthralaya Primary School Mathugama	
37	450/7,120,138	Poruwadanda	Colombo 02	Colombo Defence Service College	47.6
38	450/7,162,120	Horana	Colombo 07	Musaeus College Colombo	
39	286/1	Niggaha	Bulathsinhala	Bulathsinhala National School	
40	185/4	Ogodapala	Veyangoda	Bandaranayaka M .M.V - Veyangoda	17.6
41	315	Meepe	Horana	Sripalee College - Horana	21.3
42	450/7	Horana	Ingiriya	Ingiriya Gamaini M.M.V	12.9
43	316/1	Nimalagama	Horana	Horana Taxila Central College	
44	138/1	Kirillawala	Colombo	Nalanda Vidyalaya - Colombo 10	30.9
45	100	Panadura	Dehiwala	Holy Family Convent - Dehiwala	
46	265/001	Walpita	Minuwangoda	Minuwangoda President's college	16.6
47	251	Katana	Meerigama	D.S. Senanayaka M.M.V. Mirigama	38.0
48	138/3	Rukmalgama	Colombo	Yasodara B.V. Colombo 08	25.0
49	286/1	Bulathsinghala	Mathugama	C.W.W. Kannangara M.M.V. Matugama	22.8
50	266	Jaela	Ganemulla	Hemamali M.V. Ganemulla	9.0
51	275	Bopiitya	Kotahena	Kotahena Good Shepherd Convent	31.0
52	190	Meegoda	Maradana	Ananda College Colombo 10	24.2
53	245	Minuwangoda	Negombo	St. Peter's College Negombo	25.0
54	180	Pasyala	Maradana	Ananda College Colombo 10	43.5
55	987/1	Godagama	Weyangoda	Bandaranayaka M .M.V - Veyangoda	18.0
56		Weyangoda	Borella	Devi Balika Vidyalaya, Colombo 08	
57	180	Ranpokunagama	Town Hall	Musaeus College Colombo	41.7
58	181/1	Gorakadeniya	Gampaha	Yasodara Devi B.M.V. Gampaha	16.5
59	240	Negombo	kollupitiya	Carey Collage Colombo	38.0
60	282/1	Kahawala	Hanwella	Rajasingha Central College Hanwella	20.0
61	282	Padukka	Horana	Horana Sri Medankara M.V.	24.0
62	234	Delgoda	Colombo 07	Thurstan College Colombo	30.0
63	129	Kottawa	Homagama	Mahinda Rajapaksha V - Pitipana	
64	187	Katunayaka	Colombo	Devi Balika Vidyalaya, Colombo 08	32.0
65	273	Ja-Ela	Negombo	Ave Maria Convent Negombo	22.9

66	219	Homagama	Hanwella	Rajasingha Central College Hanwella	18.0
67	219	Hanwella	Homagama	Central College Homagama	20.4
68	164	Nevil Fernando Hospital - SalmalUayana	Town Hall	Yasodara B.V. Colombo 08	16.4
69	228	Weliweriya	Colombo	Ananda College Colombo 10	
70	138	Homagama	TownHall	Musaeus College Colombo	
71	200	Gampaha	Colombo	Kelaniya Gurukula V.	25.5
72	125	Udagama	Ingiriya	Ingiriya Gamaini M.M.V	20.0
73	120/119	Kesbewa	Dehiwala	Holy Family Convent - Dehiwala	13.6
74	1/3	Avissawella	Colombo	Defence Service College Colombo 02	
75	449/280/129	Ingiriya	Pitipana	Mahinda Rajapaksha V - Pitipana	29.6
76	273	Negombo	Kandana	De Mazenod Coll. Kandana	29.7
77	240/3	Katunayaka	Negombo	Newstead Girls College Negombo	9.6
78	245/1	Weyangoda	Adiambalama	Andiambalama M.V	20.3
79		Wagawattha	Panadura	Panadura Balika V.	38.0
80	129	Maharagama	Pitipana	Mahinda Rajapaksha V - Pitipana	
81	246	Negombo	Minuwangoda	Minuwangoda President's college	24.0
82	265	Divulapiitya	Colombo	Ananda College Colombo 10	59.6
83	226	Dompe	Colombo	Ananda College Colombo 10	30.8
84		Rathupaswala	Colombo 10	Gothami Balika V. Colombo 10	38.8
85	246	Minuwangoda	Negombo	Newstead Girls College Negombo	22.0
86	186-173	Jayawadanagama	Colombo	Sirimavo Bandaranayaka V. - Colombo 07	20.0
87	251	Meerigama	Negombo	Newstead Girls College Negombo	42.0
88	226	Giridara	Kelaniya	Kelaniya Gurukula V.	41.1
89	240/3	Kattuwa	Thempala	Wesly College	30.0
90	268	Badalgama	Minuwangoda	Minuwangoda President's college	19.0
91		Veyangoda	Gampaha	Bandarawatta Parakrama M.V. Gampaha	21.0
92	458	Mathugama	Horana	Horana Vidyarathna Pirivena	33.5
93	286	Molkawa	Bulathsinghala	Bulathsinhala National School	15.0
94	204/227	Biyagama	Weliweriya	Henegama Maha Bodhi Secondary School	21.0
95	100	Panadura	TownHall	Musaeus College Colombo	27.5
96	100	Panadura	Colombo 03	Bishop's College Colombo	25.4
97	122/129	Avissawella	Pitipana	Mahinda Rajapaksha V - Pitipana	
98	122/129	Uruwala - Kosgama	Homagama	Mahinda Rajapaksha V - Pitipana	
99	125	Ingiriya	Nugegoda	Anula Vidyalaya Nugegoda	43.4
100	174/2	Mileniyam City	Colombo 07	Musaeus College Colombo	
101	285	Horana	Bulathsinhala		
102	470	Avissawella -	Rathnapura	Rathnapura Sumana Balika Vidyalaya	
103	268	Minuwangoda	Badalgama	Kehelella Ranasingha Primary School	18.0
104	245/1	Air Port	Weyangoda	Weyangoda St.Marie's M.V	24.5

105	182	Hanwella	Kiridiwela	Kirindiwela M.M.V	
106	102	Kesbewa	Colombo	Thurstan College Colombo	41.0
107	458/5	Prabuddhagama	Horana	Don Pedric M.V Horana	
108	437	Kelinkanda	Agalawatta	Mihindu Central College	35.3
109	148	Labugama	Bomiriya	Bomiriya M.M.V Kaduwela	25.0
110	148	Labugama	Hanwella	Rajasingha Central College Hanwella	
111	155	Handala	Wellawaththa	Mangaiyar Vidyalayam - Colombo 6	21.7
112	420	Kalutara	Horana	Don Pedric M.V Horana	
113	293	Homagama	Hanwella	Rajasingha Central College Hanwella	17.5
114	285	Diyakaduwa	Horana	Horana Vidyarathna Pirivena	28.2
115	164	Nevil Fernando Hospital - SalmalUayana	Town Hall	Musaeus College Colombo	16.5
116	143	Kaluaggala	Colombo	Ananda College Colombo 10	36.9
117	143	Salawa	Kotahena	Kotahena Good Shepherd Convent	38.5
118	698/143/140	Oruwala	Colombo 03	Mahanama V - Colombo 03	39.6
119	193	Weboda	Colombo 07	Buddhist Ladies' College	
120	242	Diuvlapitiya	Negombo	Newstead Girls College Negombo	23.6
121	164	Nevil Fernando Hospital - SalmalUayana	Borella	C.W.W. Kannangara V. Colombo 08	
122	122/293	Homagama	Hanwella	Rajasingha Central College Hanwella	21.0
123	234	Mukalana, Delgoda	Kiribathgoda	Vihara Mahadevi B. V. Kiribathgoda	15.9
124	187/2	Nivasipura	Borella	D.S. Senanayake College - Colombo 07	28.3
125	201	Jaela	Gampaha	Gampaha - Rathnawali B.V	15.5
126	187	Dalupotha	Colombo 03	Methodist College - Kollupitiya	45.0
127	187	Mahabage	Kochchikade	Loyola College Kochchikade	33.0
128	138	Godagama	Colombo 05	Lumbini V. Colombo 05	
129	240	Negombo	Colombo	Musaeus College Colombo	
130	240	Negombo	Kollupitiya	Bishop's College Colombo	39.8
131	240	Paliyagoda	Negombo	Ave Maria Convent Negombo	35.1
132	293	Hanwella	Homagama	Central College Homagama	17.0
133	120	Piliyandala	Horana	Prajapathi B.V. Horana	26.0
134	250/3	Madampella	Diulapitiya	Sri Gnanodaya M.M.V. Diulapitiya	15.0
135	265/2	Yakahatuwa	Diulapitiya	Sri Gnanodaya M.M.V. Diulapitiya	27.9
136	242	Diuvlapitya	Meerigama	D.S. Senanayaka M.M.V. Mirigama	15.0
137	240	Katana	Colombo	Wesley College - Colombo	47.0
138	3/1	Avissawella	Colombo 10	Ananda College Colombo 10	40.0
139	268	Minuwangoda	Hunumulla	Kannangara Central College , Hunumulla	23.0
140		Kotadeniyawa	Gampaha	Bandaranayake College Gampaha	40.0
141	5/242/268	Nalla	Hunumulla	C.W.W. Kannangara Central College	20.5
142		Pugoda	Colombo	Royal College Colombo	43.5

Inter Provincial Services

S/No.	Route	Service		School	One way Distance
		From	To		
1	470	Avissawella	Eheliyagoda	Eheliyagoda National School	15.9
2	674-3	Pindeniya	Avissawella	St. Maris M.V. Avissawella	32.0
3	23	Kithulgala	Dehiowita	Dehiowita National School	30.5
4	674	Magammana	Kegalle	Kegalle V.	35.8
5	907	Marawila	Chilaw	St. Mary's College Chilaw	23.7
6	92	Natthandiya	Kuliyapitiya	Kuliyapitiya Central College	23.3
7	418/57	Migalewa	Anuradhapura	Anuradhapura Central College	61.4
8	662	Kegalle	Kandy	Dharmaraja College Kandy	48.7
9	907	Chilaw	Wennappuwa	Joshep Vaz College Wennappuwa	29.2
					300.5

Annexure 11 – Sisu Sariya SLTB Bus Services

Sisu Sariya - SLTB Busses

Central Province						
	Owner	**Route**	**Service**		**School**	
			From	**To**		**One way Distance**
1	DAMBULLA DEPOT	47/5	Galkiriyagama	Dambulla	Rangiri Dambulla M.M.V.	24.0
2		499/3	Polattawa	Dambulla	Rangiri Dambulla M.M.V.	23.3
3		547/9	Kalundawa	Dambulla	Rangiri Dambulla M.M.V.	18.7
4		582/3	Galewela	Dambulla	Rangiri Dambulla M.M.V.	17.1
5		582/3	Dambulla	Matale	Science College, Matale	45.9
6		582/3	Naula	Dambulla	Rangiri Dambulla M.M.V.	16.0
7	Gampola Depot	725	Ethgala	Kandy	Mahamaya Girl's College - Kandy	25.8
8		718	Gampola	Kandy	Pushpadana B.V. Kandy	20.8
9			Gampola	Kuruduwatta	Kuruduwatta Royal College	9.0
10	Kandy North Depot	600	Bokkawala	Kandy	Nugawela M.M.V - Nugawela	15.0
11		601	Bokkawala	Nugawela	Nugawela M.M.V - Nugawela	17.0
12		603	Madawala	Kandy	Kandy Girl's High School	15.5
13		604	Bokkawala	Kandy	Kandy Girl's High School	21.1
14		651	Haloluwa	Kandy	Kandy Girl's High School	11.0
17		657	Watapuluwa	Kandy	Mahamaya Girl's College - Kandy	16.0
21	Matale Depot	556/2	Yatiwatta	Matale	Matale Sri Sangamitta B.M.V.	19.0
22		560	Rathtota	Matale	Matale Sri Sangamitta B.M.V.	11.6
23		583/7	Naula	Matele	Matale Sri Sangamitta B.M.V.	30.0
24		585	Wahakotte	Matale	Matale Sri Sangamitta B.M.V.	33.3
25	Nuwara-Eliya Depot	743-001	Udupussallawa	Nuwara-Eliya	Gamini Natonal School - Nuwaraeliya	37.0
26	Ududumbara Depot	37/2	Randenigala	Hasalaka	Gamini Disanayake Model School - Hasalaka	27.1
27		615/5	Kolongoda -	Mahiyanganaya	Mahiyanganaya National School	24.7
28	Walapane Depot		Theripeha	Nildandahinna	Sri Sumangala National Scool	15.5
29	Yatinuwara Depot	641/1	Aladeniya	Kandy	Viharamahadevi B.M.V. Kandy	17.8
30		643/1	Watadeniya	Kandy	Kandy Girl's High School	22.5
31		644/1	Pilimathalawa	Kandy	Viharamahadevi B.M.V. Kandy	20.5
32		649	Pottapitiya	Kandy	Kandy Vidyartha Coll.	22.4
33		650	Paranapattiya	Kandy	Viharamahadevi B.M.V. Kandy	20.3
34		690	Kadugannawa	Kandy	Mahamaya Girl's College - Kandy	17.6

35	690	Kadugannawa	Kandy	Pushpadana B.V. Kandy	15.9

Sisu Sariya - SLTB Busses

Western Province

Owner	Route	Service From	Service To	School	One way Distance
Aluthgama Depot	400/4	Aluthgama	Kalutara	Kaluthara M.V.	18.0
	400/4	Aluthgama	Kalutara	Kaluthara B.V.	18.0
	441	Aluthgama	Mathugama	St. maries V.- Mathugama	22.5
	441	Aluthgama	Mathugama	C.W. W.Kannangara Central Coll.- Matugama	22.5
	408	Aluthgama	Mathugama	Ananda Shasthralaya Sch.	24.0
Angoda Depot	150	Angoda	Borella	Rathnavali B.V - Colombo 8	8.0
	152	New Goatatuwa	Colombo 9	Veluwana V. -Colombo 9	7.0
	152	New Goatatuwa	Kolonnawa	Henry Olkot V . Kolonnawa	3.0
	154/175	New Gothatuwa	Colombo	Isipathana Vidyalaya -Colombo 05	15.5
	166/154	Angoda	Colombo 4	Visaka V. - Colombo 05	18.0
	175	New Goatatuwa	Colombo 4	Visaka V. - Colombo 05	13.0
	375/103	Hibutu Uyana	Colombo 05	Sujatha B.V - Colombo 05	22.0
	175/150	Walpola	Nawala	Wp/Jaya/ Janadipathi B. V. Nawala	5.0
	152	Nawagothatuwa	Colombo	Zahira College Colombo	10.5
Avissawella Depot	122	Avissawella	Colombo	Isipathana Vidyalaya -Colombo 05	51.7
	239/4	Labugama	Avissawella	Avissawella St'Mary's College	14.0
	3/177	Avissawella-	Colombo	Nalanda Vidyalaya - Colombo 10	60.2
	470	Avissawella -	Rathnapura	Rathnapura Sumana Balika Vidyalaya	43.0
	470	Avissawella-	Wattappitiya	Pathberiya Narada Vidyalaya	20.0
	674	Avissawella	Warawala	Warawala Mudugamuwa M.V	20.0
	122	Avissawella	Pitipana	Mahinda Rajapaksha College	
	23/3	Malwatta	Ruwanwella	Dehi Rajasingha Central Ruwanwella	
Diulapitiya Depot	211/1	Diulapitiya	Colombo	Visaka V. - Colombo 05	61.0
	211/5	Diulapitiya	Colombo	Royal College - Colombo 07	45.0
	242/4	Diulapitiya	Hunumulla	Hunumulla C.W.W.Kannangara V.	14.8
	257/2	Meerigama	Hunumulla	Hunumulla C.W.W.Kannangara V.	29.0
	265	Nalla	Minuwangoda	Minuwangoda President's college	25.4
	985	Banduragoda	Weyangoda	Bandaranayaka M .M.V - Veyangoda	16.0
		Palliyapitiya	Minuwangoda	Japalawatta V.	
		Meerigama	Giriulla	Wickramashila V	15.0
Gampaha Depot	200/154	Gampaha	Colombo 5	Visaka V. - Colombo 05	35.0
	200/154	Gampaha	Colombo 08	Devi Balika Vidyalaya, Colombo 08	33.0

	205	Wathurugama	Gampaha	Gampaha - Rathnawali B.V	13.0
	214	Gampaha	Ganemulla	Galahitiyawa Central College Ganemulla	16.9
	265/206	Bemmulla	Colombo 02	Colombo Defence College	36.1
	270	Andiambalama	Gampaha	Gampaha - Rathnawali B.V	32.2
	154	Gampaha	Colombo 10	Ananda Balika V. Colombo 10	34.0
Homagama Depot	125	Padukka	Colombo 07	Visaka V. - Colombo 05	29.8
	125	Godagama	Colombo 05	Lumbini V, Colombo 05	28.0
	125	Padukka	Colombo 07	Sirimavo Bandaranayaka V. - Colombo 07	35.5
	138	Meepe	Colombo	Colombo Defence College	33.8
	138	20th Post - Meegoda	Nugegoda	Anula Viddayalaya Nugegoda	22.3
	138	Godagama	Nugegoda	St. Joshep B.V. Nugegoda	14.0
	138	Homagama	Colombo 07	D.S. Senanayake College - Colombo 07	27.5
	138	Godagama	Colombo 05	Isipathana Vidyalaya -Colombo 05	17.1
	138	Godagama	Nugegoda	Mahamaya Balika V. Nugegoda	17.6
	138	Meegoda	Colombo	Devi Balika Vidyalaya, Colombo 08	23.3
	138/103	Homagama	Colombo 10	Ananda Balika V. Colombo 10	25.4
	138/103	Homagama	Colombo 10	Gothami Balika V. Colombo 10	25.4
	138/103	Homagama	Colombo 10	Nalanda Vidyalaya - Colombo 10	21.5
	138/112	Godagama	Milagiriya	St. Paul's Girls' School Milagiriya	24.0
	125/138	Handapangoda	Colombo 02	Colombo Defence College	48.0
	125/138	Meepe	Maharagama	Vidyakara Balika V.	20.2
Horana Depot	120	Horana	Maradana	Yasodara B.V. Colombo 08	40.0
	285	Bulathsinghala	Horana	Horana Taxila Central College	22.0
	450/7	Halwathra Handiya	Horana	Sripalee College - Horana	19.2
JA ELa Depot	137	Jaela	Kotahena	Kotahena Good Shepherd Convent	27.0
	201	Jaela	Gampaha	Holy Cross College Gampaha	17.0
	240/905	Jaela	Negombo	Newstead Girls College Negombo	17.6
		Jaela	Ganemulla	Galahitiyawa Central College Ganemulla	12.4
		Jaela	Kandana	De Mazonod College	4.6
Kadawatha Depot	154	Kadawatha	Webada	Weebada Vidyadeepa V.	11.9
	154	Kirillawela	Makola	Makola Vishaka V.	13.8
	193	Kirillawela	Punchi Borella	Yasodara B.V. Colombo 08	21.5
	193	Kadawatha	Bambalapiitya	St.Peter's College,Bambalapitiya , Colombo	27.0
	200	Kadawatha	Gampaha	Gampaha - Rathnawali B.V	16.0
	218	Kadawatha	Ganemulla	Galahitiyawa Central College Ganemulla	16.0
	223	Kadawatha	Ganemulla	Galahitiyawa Central College	12.0

				Ganemulla	
	261	Kadawatha	Wattala	St.Anthoney V. Wattala	10.0
	261	Kadawatha	Wattala	St. Ana B.V - Wattala	10.0
	154	Kirillawala	Kelaniya	Sri Dharmaloka V.	25.7
	154	Kadawatha	Colombo 03	Lindsey Balika V. - Colombo 03	24.0
Kalutara Depot	400	Kalutara	Colombo 10	Ananda College Colombo 10	50.0
	400/1	Kalutara	Bambalapiitya	St. Paul's Girls' School Milagiriya	40.0
	400/1	Kalutara	Colombo 05	Visaka V. - Colombo 05	41.0
	400/4	Maggona	Kalutara	Kaluthara M.V.	10.2
	400/4	Maggona	Kalutara	Holy Cross College - Kaluthara	10.2
	400/4	Kalutara	Panadura	Sumangala B.V- Panadura	16.0
	400/9	Kalutara	Panadura	Sri Sumangala College - Panadura	16.0
	420	Kalutara	Horana	Horana Taxila Central College	27.2
	400/1	Kalutara	Colombo 08	Devi Balika Vidyalaya, Colombo 08	48.0
	400/1	Kalutara	Colombo 07	Musaeus College Colombo 07	45.0
Kelaniya Depot	135	Welipillawa	Kelaniya	St. Paul's Girls' M.V. Kelaniya	20.0
	234	Delgoda	Kelaniya	Kelaniya Gurukula V.	22.0
	224	Pugoda	olombo 02	Colombo Defence College	43.0
Kesbewa Depot	120	Kesbewa	Colombo 07	Royal College - Colombo 07	22.0
	120	Kesbewa	Colombo 05	Lumbini V, Colombo 05	24.7
	120	Kesbewa	Nugegoda	St. John's College Nugegoda	12.6
	120	Kesbewa	Horana	Sripalee College - Horana	20.0
	120	Kesbewa	Colombo 03	Mahanama V - Colombo 03	18.0
	120	Kesbewa	Nugegoda	St. Joshep B.V. Nugegoda	17.5
	120	Kesbewa	Milagiriya	St. Paul's Girls' School Milagiriya	23.7
	120	Kesbewa	Nugegoda	Samudra Devi Balika - Nugegoda	12.6
	120	Kesbewa	Colombo 07	D.S. Senanayake College - Colombo 07	20.7
	120	Kesbewa	Colombo 07	Sirimavo Bandaranayaka V. - Colombo 07	16.8
	120	Kesbewa	Nugegoda	Anula Viddayalaya Nugegoda	13.5
	120	Kesbewa	Nugegoda	Mahamaya Balika V. Nugegoda	13.0
	120	Kesbewa	Colombo 10	Nalanda Vidyalaya - Colombo 10	30.0
	120	Kesbewa	Colombo 10	Gothami Balika V. Colombo 10	21.5
	162/120	Kesbewa	Colombo 08	Devi Balika Vidyalaya, Colombo 08	20.0
	162/120	Bandaragama	Colombo 06	Visaka V. - Colombo 05	30.3
	255	Piliyandala	Mountlavinia	Science College Mount Lavinia	15.0
Kirindiwela Depot	182	Kirindiwela	Weyangoda	Bandaranayaka M .M.V - Veyangoda	17.0
	202/234/2	Kirindiwela	Maleweediya	Colombo Defence College	45.0
	207	Tharala	Udugampala	St.Peters College - Udugampola	30.0

	231	Kirindiwela	Gampaha	Yasodara Devi B.M.V. Gampaha	23.0
	182/224	Kirindiwela	Dompe	Siyane National School Dompe	16.2
	182	Hanwella	Kirindiwela	Kirindiwela M.M.V.	17.0
Maharagama Depot	122	Avissawella	Colombo	D.S. Senanayake College - Colombo 07	55.4
	122	Meepe	Nugegoda	Samudra Devi Balika - Nugegoda	25.6
	123	Mattegoda	Nugegoda	Anula Viddayalaya Nugegoda	14.7
	138	Maharagama	Colombo	Visaka V. - Colombo 05	8.4
	138	Maharagama	Colombo	Devi Balika Vidyalaya, Colombo 08	11.9
	138	Mattegoda	Colombo	Sirimavo Bandaranayaka V. - Colombo 07	25.0
	138/3	Rukmalgama	Colombo	Lindsey Balika V. - Colombo 03	13.2
	138/1	Homagama	Colombo 04	Muslim Ladies College	26.0
	138/1	Maharagama -	Colombo 10	Nalanda Vidyalaya - Colombo 10	18.0
	122	Meepe	Maharagama	Maharagama M.M.V.	19.6
	138/119	Homagama	Rajagiriya, Nawala	Janadhipathi B.V.	
		Piliyandala	Maharagama	Vidyakara Balika V.	
Mathugama Depot	430/1	Matugama	Kalutara	Kaluthara B.V.	23.0
	430/1	Kalutara	Matugama	Shantha Mari V. Matugama	23.0
	458	Horana	Mathugama	Shantha Mari V. Matugama	35.0
	490	Avittawa	Mathugama	C.W.W. Kannangara M.M.V. Matugama	27.7
Mattakkuliya Depot	145	Mattakkuliya	Kotahena	Vivekananda National College - Kotahena	10.0
	155	Mattakkuliya	Bambalapitiya	Ramanathan Hindu Ladies College - Colombo 04	13.0
	116/155	Mattakkuliya	Colombo 10	Thondar Vidyalayam	10.0
	116/100	Petta	Colombo 03	Lindsey Balika V. - Colombo 03	5.0
Meetotamulla Depot	143	Kosgama	Colombo	Colombo Defence College	32.0
	143	Weliwita	Colombo	Zahira College Colombo	9.0
	143/166	Kaduwela	Colombo	Ananda Balika V. Colombo 10	15.0
	148	Labugama	Hanwella	Rajasingha Central College Hanwella	16.0
	152/166	Salmal Uyana	Colombo	Gothami Balika V. Colombo 10	7.4
	152/175	Kotikawatte	Colombo	Gothami Balika V. Colombo 10	16.2
	164	Salmal Uyana	Kolonnawa	Kolonnawa Balika V.	10.0
	175/1	Kotikawatte	Nugegoda	Anula Viddayalaya Nugegoda	18.5
	164/143	Salmal Uyana	Colombo 10	Ananda College Colombo 10	14.0
	164/5	Salmal Uyana	Colombo 10	Ananda Balika V. Colombo 10	
	100	Moratuwa	Wellawatta	St. Lawrence's Convent Colombo 06	20.0
	100.	Moratuwa	Colombo 7	Royal College - Colombo 07	18.7
	100/161	Angulana	Moratuwa	Weera Puranappu Model school Moratuwa	6.5

	183	Panadura	Nugegoda	Anula Viddayalaya Nugegoda	26.1
	183/178	Panadura	Colombo 08	Devi Balika Vidyalaya, Colombo 08	23.5
	208	Indibedda	Moratuwa	Princess of Wales' College Moratuwa	13.0
	255	Piliyandala	Mountlavinia	Buddhist Balika V. Mount Lavinia	9.0
	255	Piliyandala	Moratuwa	Princess of Wales' College Moratuwa	10.0
	255	Kottawa	Moratuwa	University of Moratuwa	12.3
	981	Atthidiya	Dehiwala	Dehiwala Presbitirian Balika National School	3.0
	255	Piliyandala	Moratuwa	Prince of Wales College	16.5
	245	Minuwangoda	Negombo	Newstead Girls College Negombo	22.3
	247	Welihena	Negombo	Newstead Girls College Negombo	13.5
	250	Madampella	Negombo	Newstead Girls College Negombo	19.0
	905	Kochchikade	Negombo	Newstead Girls College Negombo	12.3
Nittambuwa Depot	154	Ranpokunugama	Colombo 7	Sirimavo Bandaranayaka V. - Colombo 07	42.0
	180	Nittambuwa	Colombo	Colombo Defence College	42.0
	185/4	Walgammulla	Weyangoda	Bandaranayaka M .M.V - Veyangoda	14.7
	201	Nittambuwa	Udugampola	St.Peters College - Udugampola	20.0
	201	Nittambuwa	Gampaha	Bandaranayake College Gampaha	18.5
	201	Ranpokunugama	Gampaha	Yasodara Devi B.M.V. Gampaha	18.5
	180	Nittambuwa	Kiribathgoda	Vihara Mahadevi B.V.	25.0
PANADURA DEPOT	100	Panadura	Colombo	Visaka V. - Colombo 05	23.3
	100	Panadura	Colombo	Nalanda Vidyalaya - Colombo 10	34.0
	100	Panadura	Mount Lavinia	S.Thomas College - Mount Lavinia	34.0
	100	Panadura	Colombo 10	Ananda College Colombo 10	36.0
	100	Panadura	Colombo	Ladies' College Colombo	30.0
	100	Panadura	Mount Lavinia.	Mount Lavinia Girls High School	17.0
	162	Bandaragama	Colombo	Ananda College Colombo 10	42.0
	255/100	Panadura	Moratuwa	University of Moratuwa	14.0
	450/100	Panadura	Colombo 03 (Kollupitiya)	Mahanama V - Colombo 03	28.0
	450/459	Millaniya	Horana	Don Pedric M.V Horana	13.2
	450/5	Gal edandugala	Panadura	Sumangala B.V- Panadura	15.4
	450/5	Panadura	Horana	Sripalee College - Horana	22.7
	450/9	Bandaragama	Panadura	Sri Sumangala College - Panadura	10.0
	463	Bandaragama	Panadura	Wadduwa Central College - Panadura	6.2
	463	Moronthuduwa	Panadura	Sri Sumangala College - Panadura	11.5
	450/5	Panadura	Homagama	Mahinda Rajapaksha Vid. Pitipana	38.0
	100	Panadura	Colombo 03	Lindsey Balika V. - Colombo 03	25.4
	100	Panadura	Colombo 05	Isipathana Vidyalaya -Colombo 05	24.0

	100	Panadura	Colombo 04	Thurstan College Colombo	24.0
Rathmalana Depot	100	Panadura	Colombo	Sirimavo Bandaranayaka V. - Colombo 07	15.5
	100	Moratuwa	Colombo 03	Methodist College - Kollupitiya	17.5
	100	Bambalapitiya	Borupana	Hindu College - Borupana	10.2
	100	Moratuwa	Colombo	Muslim Ladies College - Colombo	11.0
	100	Moratuwa	Colombo 09	Wesley College - Colombo	25.1
	100	Moratuwa	Colombo	Visaka V. - Colombo 05	15.0
	100/255	Bambalapitiya	Moratuwa	University of Moratuwa	36.7
	255	Piliyandala	Mountlavinia	Lalith Ethulathmudali V. - Mount Lavinia	9.5
	255	Piliyandala	Mountlavinia	Mount Lavinia Girls High School	10.0
	154	Dehiwala Hostal	university of the Visual & Performing Arts	university of the Visual & Performing Arts	18.5
		Moratuwa	Bambalapitiya	Bambalapitiya Holy Family Convent	14.1
Thalangama Depot	163	Malambe	Mount Lavinia	S.Thomas College - Mount Lavinia	34.0
	170	Athurugiriya	Colombo 10	Gothami Balika V. Colombo 10	17.3
	170	Athurugiriya	Colombo 07	D.S. Senanayake College - Colombo 07	18.5
	170	Athurugiriya	Colombo 5	Visaka V. - Colombo 05	20.5
	170	Athurugiriya	Colombo 10	Nalanda Vidyalaya - Colombo 10	18.0
	177	Kaduwela	Colombo 07	Sirimavo Bandaranayaka V. - Colombo 07	20.0
	177	Kaduwela	Colombo 03	Mahanama V - Colombo 03	18.3
	190	Meegoda	Maradana	Ananda College Colombo 10	29.7
	198/170	Athurugiriya - Malambe	Milagiriya	St. Paul's Girls' School Milagiriya	15.8
	177	Kaduwela	Colombo 03	Lindsey Balika V. - Colombo 03	20.0
	170/171	Athurugiriya	Colombo 08	Yasodara B.V. Colombo 08	17.0
	177/198	Kaduwela	Colombo 05	Isipathana Vidyalaya -Colombo 05	20.0
	177/171	Kaduwela	Colombo 10	Ashoka Vidyalaya	18.0
	177/1	Nawagamuwa	Colombo 08	Colombo Defence College	28.0
		Godagama	Colombo 08	Devi Balika Vidyalaya, Colombo 08	21.0
Udahamulla Depot	114	Udahamulla	Colombo	Visaka V. - Colombo 05	11.6
	114	Udahamulla	Colombo 03	Mahanama V - Colombo 03	12.9
	114/119	Udahamulla	Colombo	Isipathana Vidyalaya -Colombo 05	8.0
	119/176	Udahamulla	Colombo	D.S. Senanayake College - Colombo 07	8.0
	131/141	Narahenpita	Wellawatte	Mangaiyar Vidyalayam - Colombo 6	5.0
	138/176	Homagama	Colombo	Anula Viddayalaya Nugegoda	16.0
	176/119	Udahamulla	Colombo 08	Devi Balika Vidyalaya, Colombo 08	12.0
	177/176	Kaduwela	Nawala	Wp/Jaya/ Janadipathi B. V. Nawala	15.0
	259	Thalapathpitiya	Nugegoda	St. Joshep B.V. Nugegoda	7.0
	173/103	Narahenpita	Colombo 02	Colombo Defence College	6.0

	173/141	Narahenpita	Colombo 06	St.Clare's College	4.5
	689/138	Hokandara	Colombo	Visaka V. - Colombo 05	18.0
Welisara Depot	107/338	Elakanda	Kandana	De Mazenod Coll. Kandana	10.1
	262/1	Welipillawa	Kandana	St. Sebastian B.M.V. Kandana	9.0
	262/325	Galawala	Mattumagala	Karunarathne Buddhist M.V. Mattumagala, Ragama	7.9
	273	Dungalpitya	Ja ela	Nimala Mariya B. M.V. THudella, Ja Ela	20.0
	276	Bopiitya	Kandana	De Mazenod Coll. Kandana	14.0
	338	Uswelakeiyawa	Mattumagala	Karunarathne Buddhist M.V. Mattumagala, Ragama	17.0
	261/307/155	Enderamulla	Colombo 10	Zahira College Puttalam	15.0

Sisu Sariya - SLTB Busses

Eastern Province

Owner	Route	Service		School	
		From	To		One way Distance
Akkaraipattu Depot	881/10	Mandal	Thambiluvil	Kanagaratnam V. Thambiluvil	8.0
	881/2	Oluvil	Addalaichenai	Addalaichenai M.M.V. (National School)	8.0
	881/5	Akkaraipattu	Pottuvil	Pottuvil Central College (Navodaya	35.0
	883/02	Akkaraipattu	Ampara	Bandaranayaka B.M.V. Ampara	31.3
	883/3	Akkaraipattu	Wangamam	Wanagamuwa Orabibasha v. Irakkamam	19.0
	881/5	Thangawelyathapuram	Thirukkovil	Thirukkovil M.M.T.M.V.	28.0
	871	Kannhipuram	Akkaraipattu	Sri Ramakrishna College	12.0
	883/2	08th Mile Post	Akkaraipattu	Akkaraipattu Muslim Central College	11.0
Ampara Depot	890	Central Camp	Ampara	D.S. Senanayaka M.M.V. Ampara	30.7
	890/3	Central Camp (Via Buddangala)	Ampara	D.S. Senanayaka M.M.V. Ampara	27.1
	892/01	Pannalgama	Ampara	D.S. Senanayaka M.M.V. Ampara	46.3
	892/1	Ekgaloya	Ampara	D.S. Senanayaka M.M.V. Ampara	24.4
	892/5	Keenawatta	Ampara	D.S. Senanayaka M.M.V. Ampara	15.9
	909	Wadinagala	Ampara	D.S. Senanayaka M.M.V. Ampara	35.0
	910/1	Namal oya	Ampara	D.S. Senanayaka M.M.V. Ampara	33.8
	911	Amba / Namal oya	Ampara	D.S. Senanayaka M.M.V. Ampara	28.1
	912	Himidurawa	Ampara	D.S. Senanayaka M.M.V. Ampara	21.4
	915	Nugelanda	Ampara	D.S. Senanayaka M.M.V. Ampara	30.1
	916/1	Gonagala	Ampara	D.S. Senanayaka M.M.V. Ampara	27.0
	917	Bokkebedda	Ampara	D.S. Senanayaka M.M.V. Ampara	23.0
	918	Galkanda	Ampara	D.S. Senanayaka M.M.V. Ampara	37.1
	920	Deegawapiya	Ampara	D.S. Senanayaka M.M.V. Ampara	33.3

	909/2	Inginiyagala	Ampara	D.S. Senanayaka M.M.V. Ampara	20.2
	909/1	Wadinagala	Ampara	D.S. Senanayaka M.M.V. Ampara	39.0
	916/3	Senagama	Ampara	D.S. Senanayaka M.M.V. Ampara	22.7
Batticaloa Depot	875/3	Chenkalady	Batticaloa	Hindu College - Batticaloa	15.7
	876	Unnichai	Karadiyanaru	Karadiyanaru M.V- Karadiyanaru	13.0
	880	Arayampathy	Batticaloa	Hindu College - Batticaloa	10.0
	881/7	Kurukkalmadam	Batticaloa	Hindu College - Batticaloa	38.5
	884	Valaiyiraru	Batticaloa	Vincent Girls High School - Batticaloa	5.0
	884	Palameenmadu	Batticaloa	Methodist Central Coll. Batticaloa	6.7
	884/4	Thiraimadu	Batticaloa	St. Michael'sCollege - Batticaloa	15.7
	884/5	Ayithiyamalai	Batticaloa	Anaipanthy Hindu ladies Col. Batticaloa	33.0
	935	Pullumalai	Chenkalady	Chenkaladi C.C	35.0
	937	Sathurukkondan	Batticaloa	Mahajana College - Batticaloa	10.8
	884/5	Ampalanthurai	Batticaloa	Shivananda V. National School	30.0
		Pawakkodichchenai	Batticaloa	Anaipanthy Hindu ladies Col. Batticaloa	28.2
Dehiattakandiya Depot	218	Wewmedagama	Dehiattekandiya	Dehiattekandiya National School	20.0
	218/006	Maldeniya	Dehiattekandiya	Dehiattekandiya National School	28.0
	248/5	Bambarawana	Dehiattakandiya	Dehiattekandiya National School	13.0
	282/007	Yakkure	Dehiattekandiya	Dehiattekandiya National School	21.7
	282/1	Pussalawinna	Dehiattekandiya	Dehiattekandiya National School	15.7
		Wekanda	Dehiattekandiya	Dehiattekandiya National School	12.8
		Muwapetikewela	Dehiattekandiya	Dehiattekandiya National School	12.4
Eravur Depot	875/4	Eravur - Savkady	Kudyiruppu	Kudiyiruppu Kalaimahal M.V. Eravur	
	875	Siththandy	Batticaloa	St. Michael'sCollege - Batticaloa	
Kalawanchikudy Depot	887/1	Mandoor	Kaluwanchikudy	Kaluwanchikudy Paddiruppu M.M.V.	20.0
	908/4	Kaluwanchikudy	Mandur,Bakkiella	Bakkiella Mandur 35, Kannan Vidyalayam	19.9
	908/4	Kaluwanchikudy	Mandur,Bakkiella	Mandur 37,Navakiri V. Bakkiella	19.9
	908/5	Paliyadivaddai	Kaluwanchikudy	Kaluwanchikudy Paddiruppu M.M.V.	13.8
	938/1	Kalawanchikudy	Munaikkadu	Munaikkadu Vivekananda V. Kokkaddicholai	24.5
	939/1	Kalawanchikudy	Natpathuvaddai	Natpathu Vaddai Vipulanatha V.	25.0
Kalmunai Depot	881/11	Kalawanchikudi	Kalmunai	Wesley High School	14.0
	881/8	Oluwil	Kalmunai	Shanmuga Maha V. Karaitivu	16.1
	887/1	Ampara	Kalmunai	Ramakrishna Maha V. Kalmunai	30.0

	925/1	Kalmunai	Ranamada	Ranamadu Hindu M.V. Central Camp	24.6
	925/4	Weerasole	Samanthurai	Veeramunai R.K.M. V. Samanthurai	17.0
Kantalai Depot	269/003	Suger Factory	Kanthale	Kanthale M.M.V	21.9
	444/1	Ailady	Kanthale	Kanthale M.M.V	26.3
	444/1	Kanthale	Kanthale	Wanela M.V. Kanthale	26.3
	869/002	Janthipura	Kanthale	Agrabodi National School	23.3
	869/003	Kithuluthuwa	Kanthale	Agbopura M.V. Agbopura	16.0
	869/003	Kanthale	Seenipura	Seenipura Bandaranayake Vidyalaya	16.7
	869/004	Saliyapura	Kanthale	Agrabodi National School	13.0
	950/1	Suriyapura	Kanthale	Agrabodi National School	21.0
	45	Kanthalai	Habarana	Habarana M.V.	47.0
		Wan Ela	Kanthale	Kanthale M.M.V	19.1
Kattankudy Depot		Batticaloa -Manmunai	Kokkaddicholai	Kokkaddicholai R.K.M. V.	10.0
		Batticaloa	Palamunai	Palamunai Ashraff V. Arayampathy	13.6
Trincomalee Depot	895	Welgamwehera	Trincomalee	R.K.M. Sri Koneswara Hindu College	16.3
	901/1	Thuwarankadu	Trincomalee	R.K.M. Sri Koneswara Hindu College	15.2
	898	Trincomalee	Trincomalee	R.K.M. Sri Koneswara Hindu College	31.9
	901/1	Konassapuri	Trincomalee	R.K.M. Sri Koneswara Hindu College	14.0
	898/1	Trincomalee	Kuchchaweli	R.K.M. Sri Koneswara Hindu College	6.4
	867	Kappalthurai	Trincomalee	R.K.M. Sri Koneswara Hindu College	18.6
	900	Salli Kovil	Trincomalee	R.K.M. Sri Koneswara Hindu College	13.0
	894	Mayilawewa	Gomarankadawala	Gomarankadawala M.V.	4.8
	894	Padurugaswewa	Gomarankadawala	Gomarankadawala M.V.	12.0
		Kanniya	Trincomalee	R.K.M. Sri Koneswara Hindu College	25.0
Valachchenai Depot	863.	Sivanthiv	Valachchenai	Valaichenai Hindu College	13.5
	875/1	Kinnayadi	Valachchenai	Valaichenai Hindu College	6.0
	875/1	Valachchenai	Chenkaladi	Chenkaladi C.C	18.0
	875/1	Vaddaran -	Valachchenai	Valaichenai Hindu College	13.5
	875/1	Meeravodai	Valaichenai	Valaichenai Hindu College	6.0
	875/2	Kalkuda	Valaichenai	Valaichenai Hindu College	5.6
	875/6	Kawathamunai	Oddamawadi	Fathima B.M.V. Oddamavadi	5.0

Sisu Sariya - SLTB Busses					
North Central Province					
Owner	**Route**	**Service**		**School**	
		From	**To**		**One way Distance**
Anuradhapura Depot	822	Nochchiyagama	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	31.9
	822	Pandulagama	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	10.0
	822/1	Kalaoya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	45.0
	832	Wijayapura	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	12.0
	834/2	Kawarakkulama	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	14.0
	851/5	Rathmalgahawewa	Medawachchiya	Maithripala Senanayaka M.M.V - Madawachchiya	23.0
	852/1	Nachchaduwa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	24.0
	856/1	Wilachchiya	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	49.1
	857	Madawachchiya	Anuradhapura	Swarnapali B. N. School, Anuradhapura	35.6
	857/1	Nawakkulama	Medawachchiya	Maithripala Senanayaka M.M.V - Madawachchiya	20.0
	873/1	Konakumbukwewa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	43.9
	978	Rajanganaya/Yaya 9	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	53.0
	978	Thelhiriyawa	Anuradhapura	Niwaththaka Chethiya M.V Anuradhapura	36.0
	857/6	Thulawelliya	Anuradhapura	Swarnapali B. N. School, Anuradhapura	55.0
Horowpathana Depot	823/3	Padikaramaduwa	Galenbidunuwewa	Galenbindunuwewa Central College	20.0
	825/3	Sippukulama	Galenbidunuwewa	Galenbindunuwewa Central College	16.7
	825/3	Wagollakada	Horowpatana	Horowpathana Ruwanweli M.M.V (Isuru School)	22.7
	826/1	Rathmalgahawewa	Kahatagasdigiliya	Kahatagasdigiliya Muslim M.V.	12.0
	828/2	Yakalla	Galenbidunuwewa	Galenbindunuwewa Central College	10.0
	835/3	Anaolandawa	Horowpatana	Horowpathana Ruwanweli M.M.V (Isuru School)	21.7
	862/1	Ratmalgahawewa	Kahatagasdigiliya	Kahatagasdigiliya M.M.V.	12.7
	923/3	Rasnakawewa	Horowpatana	Horowpathana Ruwanweli M.M.V (Isuru School)	16.3

	928/3	Diyathittawewa	Horowpatana	Horowpathana Ruwanweli M.M.V (Isuru School)	24.5
Kekirawa Depot	541/2	6 Ela	Kekirawa	Kekirawa Central College	27.8
	544	Moragoda	Galenbidunuwewa	Galenbindunuwewa Central College	18.0
	544	Makulewa	Kekirawa	Kekirawa Central College	45.1
	574	Padikaramaduwa	Kekirawa	Kekirawa Central College	41.0
	582	Dikwettagama	Kekirawa	Kekirawa Central College	38.2
	823	Palugaswewa	Kekirawa	Kekirawa Central College	23.0
	823/1	Habarana	Kekirawa	Kekirawa Central College	38.0
	825/2	Galenbidunuwewa	Kekirawa	Kekirawa Central College	36.1
Polonnaruwa Depot	44/1	Nuwaragala	Polonnaruwa	Royal Central College Polonnaruwa	51.0
	581	Bakamuna	Polonnaruwa	Royal Central College Polonnaruwa	55.0
	740	Sooriyawewa	Walikanda	Welikanda M.V. Welikanda	23.3
	740	Katuwanwila	Waikanda	Welikanda M.V. Welikanda	18.0
	740	Walikanda	Polonnaruwa	Royal Central College Polonnaruwa	36.0
	740/1	Galedandugoda	Walikanda	Welikanda M.V. Welikanda	24.0
	740/4	Kurulubedda	Walikanda	Welikanda M.V. Welikanda	18.4
	756	Arunapura	Polonnaruwa	Royal Central College Polonnaruwa	53.0
	756	Kaduruwela	Aralaganwila	Vilayaya M.M.V. Aralaganwila	30.0
	830/7	Sungawila	Polonnaruwa	Royal Central College Polonnaruwa	35.0
	847/1	Gallalla	Polonnaruwa	Royal Central College Polonnaruwa	18.4
	850	Le Farm	Higurakgoda	Ananda B.National School, Higurakgoda	8.0
	850	Budhayaya	Higurakgoda	Ananda B.National School, Higurakgoda	15.6
	850	Hathareskotuwa	Higurakgoda	Ananda B.National School, Higurakgoda	26.0
	850	Higurakgoda, Hattamuna	Polonnaruwa	Royal Central College Polonnaruwa	35.0
	850/3	Kaduruwela	Girithale	Girithalegama M.V. Girithale	22.5
	850/963	Kaduruwela	Higurakgoda	Ananda B.National School, Higurakgoda	20.0
	959	Debarella	Polonnaruwa	Royal Central College Polonnaruwa	28.2
	961	Sjnharajagapura	Polonnaruwa	Royal Central College Polonnaruwa	25.0
	963	Chandana Pokuna	Polonnaruwa	Royal Central College Polonnaruwa	24.5
	963	Higurakgoda	Polonnaruwa	Royal Central College Polonnaruwa	25.0

	994	Gallalla - Kaduruwela, Akkara 500	Polonnaruwa	Royal Central College Polonnaruwa	10.0
	995	Chandanapokuna	Higurakgoda	Ananda B.National School, Higurakgoda	19.0
	995	Wadigawewa, Meegaswewa	Diulankadawala	Diulankadawala Central College	21.1
	995/02	Lankapura	Medirigiriya	Medirigiriya National School	34.2
	996/01	Nawanagaraya	Medirigiriya	Medirigiriya National School	20.5
	996/01	Higurakgoda	Medirigiriya	Medirigiriya National School	25.4

Sisu Sariya - SLTB Busses

Northern Province

Owner	Route	Service		School	
		From	**To**		**One way Distance**
Jaffna Depot	750	Atchuwely	Jaffna	St.Johns College - Jaffna	22.2
	750	Atchuwely	Chundakuly	Chundikuli Girls College - Jaffna	22.2
	750	Neerwali	Jaffna	Jaffna Hindu College	14.4
	764	Puunnalaikuduwan	Chundakuli	Chundikuli Girls College - Jaffna	17.7
	764	Pannalaikakaduwan	Jaffna	Jaffna Central College	14.5
	764	Pannalaikakaduwan	Jaffna	Jaffna Hindu College	17.7
	764	Jaffna	Thelipalai	Union College - Tellippalai	21.3
	769	Jaffna	Chundakuly	Union College - Tellippalai	20.4
	769	Thellaipalai	Chundakuly	Chundikuli Girls College - Jaffna	18.0
	769	Kodikamam	Jaffna	Jaffna Hindu College	27.8
	786	Mavado	Chundakuly	Chundikuli Girls College - Jaffna	16.5
	809	Kokila kandy	Jaffna	Jaffna Hindu College	16.5
	811	Kodikamam	Manipe	Manipe Uduwil B.V	30.1
	811	Chankai	Chawakachcheri	Chavakachcheri Hindu College	34.8
	986	Atchuwely	Chundakuly	Chundikuli Girls College - Jaffna	22.5
	768	Alavedy	Jaffna	Chundikuli Girls College - Jaffna	25.1
	771	Muruthanamadam	Jaffna	Chundikuli Girls College - Jaffna	21.0
	764	Jaffna	Vayavilan	Vayavilan M.M.V.	15.0
Karainagar Depot		Jaffna Bus Stand	Karainagar	Jarlton College	29.0
		Karainagar	Hindu College	Hindu College	23.0
		Jaffna Bus Stand	Jaffna	Jaffna College, Wadukodai	9.5
		Karainagar	Karainagar	Hindu College	6.4
Point Pedro Depot	754/1	Yakkaru	Point Pedro	Vadamaradchy Hindu Girls College - Point Pedro	24.1
	757/1	Kalluvam	Point Pedro	Vadamaradchy Hindu Girls College - Point Pedro	28.1

	759/1	Udawatta	Point Pedro	Vadamaradchy Hindu Girls College - Point Pedro	33.1
	765/1	Point Pedro	Sankththai	Vadamaradchy Hindu Girls College - Point Pedro	50.0
Vavuniyava Depot		MahaKachchakodiya (Kachchakodiya)	Mamaduwa	Agrabodi M.V.	9.6
		Bogaswewa	Madukanda	Madukanda National School Vauniya	29.5
		Vavuniyava	Kanagarayankulam	Kanagarayankulam V.	34.7
		Vavuniyava	Puliyankulam	Puliyankulam V.	25.7
		Vavuniyava	Settikulam	Settikulam V.	28.0
		Vavuniyava	Madarpanikka	Madarpanikka v. Palamotai	32.5
		Vavuniyava	Omanthai	Omanthai V.	13.2
		Vavuniyava	Puwarasankulam	Puwarasankulam V.	
		Vavuniyava	Nagariluppukulam	Nagariluppukulam V.	

Sisu Sariya - SLTB Busses

North Western Province

Owner	**Route**	**Service**		**School**	**One way Distance**
		From	**To**		
Alawwa Depot	513/1	Kasungama	Alawwa	Sri Rahula Central College Alawwa	15.3
	673	Alawwa	Kegalle	Kegalle V.	19.7
CHILOW DEPOT	525/2	Chilaw	Paduwasnuwara	S.W.R.D. Bandaranayaka M.M.V - Hettipola	33.9
	898/1	Wella	Chilaw	St. Marys' V.	2.0
	898/1	Kawatiyawatta	Chilaw	St. Marys' V.	4.0
	898/1	Madawatta	Chilaw	St. Marys' V.	3.2
	927/2	Swarana Railway Station	Chilaw	St. Marys' V.	8.4
	927/2	Bingiriya	Madampe	Senanayake National School Madampe	15.7
Giriulla Depot	953	Giriulla	Pannala	Labbala M.V.	
KURUNEGALA NORTH DEPOT	530	Katupotha	Kurunegala	Srimath John Kothalawala M.V Kurunegala	28.4
	562	Hiripitiya	Kurunegala	Srimath John Kothalawala M.V Kurunegala	29.4
	568/2	Galtangwewa	Ibbagamuwa	Ibbagamuwa Model M.V.	30.1
	568/3	Ranawirugama	Kurunegala	Srimath John Kothalawala M.V Kurunegala	20.5
	562	Ganewatta	Kurunegala	Srimath John Kothalawala M.V Kurunegala	23.2
Kuliyapitiya Depot	998	Madampe	Kuliyapitiya	Saranath M.V.	23.1
		Maviela	Kuliyapitiya		28.6

		Katupotha	Hettipola	No Opration	18.9
		Kuliyapitiya, via Kirindawa	Kuliyapitiya	No Opration	21.7
		Hettipola	Kobeigane	No Opration	11.2
		Narammala	Kuliyapitiya	No Opration	23.3
Maho Depot		Ambanpola	Maho	Vijayaba Nat. Sch	13.7
		Kohombakadawala	Maho	Vijayaba Nat. Sch	13.0
		Thimbiriyagedara	Maho	Vijayaba Nat. Sch	12.4
		Maho	Siyambalangamuwa	Nikawewa V	32.2
		Usgalawatta	Ambanpola	Ambanpola Nat 'Sch.	11.4
		Madagalla	Balalla	Balalla v.	20.0
		Polpithigama	Polpithigama	Polpithigama M.V.	18.2
Puttalam Depot	865/2	Uriyawa	Anamaduwa	Anamaduwa Central College	18.0
	901/3	Daluwa	Narakkalliya	Narakkali R.C.T. V. Nuraicholai	16.0
	906	Kuda Medawachchiya	Puttalam	Puttalama Ananda National School	30.4
	906/1	Thewanuwara	Karuwalagaswewa	Karuwalagaswewa D.S. Senanayake V.	8.7
	906/2	Rajavigama	Puttalam	St. Andrew's Central College Puttalam	34.7
	913	Pahala Puliyankulama	Kalaoya	Kalaoya Mahasen M.V.	22.7
	913/4	Ottupallama	Saliyawewa	Saliya Model M.V. Saliyawewa	19.2
	914/2	Mahakumbukkadawala, Baranankattuwa	Mundalama	Mundalama Sinhala M.V. Mundalama	8.0
	914/4	Kiula	Puttalam	St. Andrew's Central College Puttalam	14.7
	916/3	Moragahawewa	Anamaduwa	Anamaduwa Central College	25.2
	916/8	Galkulama	Anamaduwa	Anamaduwa Kannangara Model School	29.5
	918	Eluwankulama	Puttalam	Zahira College Puttalam	28.8
	918/2	Mailankulama	Puttalam	St. Andrew's Central College Puttalam	22.4
	919	Udappuwa	Puttalam	Puttalama Ananda National School	34.7
	919/2	Konthanthiv	Puttalam	Puttalam Hindu Central College	28.0
	920/1	Thoduwawa	Madurankuliya	Madurankuliya Model School	10.5
	958	Attawilluwa	Puttalam	St. Andrew's Central College Puttalam	15.0
Wariyapola Depott	57/3	Mahao	Kurunagala	Lakdasa De Mel College	47.6
Wennappuwa Depot					
	872	Hettirippuwa	Wennappuwa	Joshep Vaz College Wennappuwa	16.9
	907	Chilaw	Wennappuwa	Joshep Vaz College Wennappuwa	29.6
	926	Kirimatiyana	Nattandiya	Dhammissara M.M.V. Naththandiya	12.0

	928/4	Lunuwila	Wennappuwa	Joshep Vaz College Wennappuwa	9.0
	934/5	Toduwawa	Nattandiya	Dhammissara M.M.V. Naththandiya	15.6
	955	Yakdessawa	Marawila	Xavier's Central College Marawilla	15.8
	988	Watugahamulla	Marawila	Xavier's Central College Marawilla	13.6

Sisu Sariya - SLTB Busses

Sabaragamuwa Province

Owner	Route	Service		School	One way Distance
		From	To		
Balangoda Depot	104	Udakanda	Balangoda	Sri Buddajayanthi M.M.V. Balangoda	20.1
	115/4	Nelliwala	Balangoda	Sri Buddajayanthi M.M.V. Balangoda	15.6
	121	Landewatta	Balangoda	Ananda Maithreya M.M.V. Balangoda	20.0
	121/1	Rukathna	Balangoda	Ananda Maithreya M.M.V. Balangoda	15.8
	226/2	Balangoda	Walhaputhenna	Walhaputenna M.M.V. Haldummulla	35.0
	226/5	Marangahawela	Balangoda	Sri Buddajayanthi M.M.V. Balangoda	27.2
	246	Udagama	Miriswatta (Balangoda)	Sri Buddajayanthi M.M.V. Balangoda	12.2
	469	Kumbalgama	Miriswatta	Ananda Maithreya M.M.V. Balangoda	28.0
	471	Balangoda	Rathnapura	Hidellana Sivali Central College Rathnapura	48.1
	471/2	Pelmadulla	Miriswatta	Ananda Maithreya M.M.V. Balangoda	24.2
	471/6	Galinna	Balangoda	Ananda Maithreya M.M.V. Balangoda	10.5
	486/1	Welioya	Balangoda	Ananda Maithreya M.M.V. Balangoda	33.8
	486/3	16th Mile Post	Thumbagoda	Sri Buddajayanthi M.M.V. Balangoda	27.0
	487/1	Hatangala	Thumbagoda	Sri Buddajayanthi M.M.V. Balangoda	23.6
	487/3	Agalekumbura	Thumbagoda	Sri Buddajayanthi M.M.V. Balangoda	21.6
	488/3	Nelliwala	Pinnawala Balangoda	Udagama M.V. Pinnawala, Balangoda	7.8
	488/3	Nelliwala	Pinnawala Balangoda	Ananda Maithreya M.M.V. Balangoda	18.2
	488/4	Pinnawala	Miriswatta	Ananda Maithreya M.M.V. Balangoda	15.4

	489/2	Rassagala	Miriswatta	Ananda Maithreya M.M.V. Balangoda	11.8
Daraniyagala Depot	470/1	Daraniyagala	Ehaliyagoda	Eheliyagoda National School	35.0
	616/3	Pallebage	Daraniyagala	Sirisaman M.V - Deraniyagala	16.8
	616/4	Wilagama	Daraniyagala	Sirisaman M.V - Deraniyagala	18.2
	617	Udamaliboda	Deraniyagala	Sirisaman M.V - Deraniyagala	18.4
	618	Kandalanda	Daraniyagala	Sirisaman M.V - Deraniyagala	14.0
	618/1	Yatiwala	Daraniyagala	Sirisaman M.V - Deraniyagala	14.0
	618/2	Demada	Daraniyagala	Sirisaman M.V - Deraniyagala	13.2
	618/3	Mawattenna	Daraniyagala	Sirisaman M.V - Deraniyagala	6.2
	618/5	Udahenkanda	Deraniyagala	Sirisaman M.V - Deraniyagala	3.5
	620	Madawala	Daraniyagala	Sirisaman M.V - Deraniyagala	12.0
	620/1	Welikade	Daraniyagala	Sirisaman M.V - Deraniyagala	10.0
	620/2	Kehelwala	Daraniyagala	Sirisaman M.V - Deraniyagala	10.5
	621	Rukshal-	Avissawella	Avissawella St'Mary's College	17.9
	699/1	Deraniyagala	Avissawella	Avissawella St'Mary's College	21.6
	699/4	Warakatenna	Avissawella	Avissawella St'Mary's College	18.1
Embilipitiya Depot	160-2	Middeniya	Embilipitiya	Embilipitiya M.V	15.5
	211/2	Kanabandiara	Embilipitiya	Embilipitiya M.V	10.7
	211/3	Ranchamadama	Embilipitiya	Embilipitiya M.V	18.6
	211/3	Dorapane	Embilipitiya	Embilipitiya M.V	29.7
	493/02	Gangeyaya	Embilipitiya	Embilipitiya M.V	11.6
	493/5	Walawagama-	Embilipitiya	Embilipitiya M.V	23.6
	750/2	Therunnansegama	Embilipitiya	Embilipitiya M.V	9.4
		Kolonna	Embilipitiya	Embilipitiya M.V	27.8
Kalawana Depot	473	Ayagama	Kalawana	Kalawana Gamini M.M.V. Kalawana	24.3
	473/4	Kalawana	Ayagama	Ayagama Sri Rahula M.M.V. Ayagama	24.3
	473/5	Ayagama	Idangoda (Kiriella)	Kiriella M.M.V. Kiriella	15.5
	482	Rathnapura	Karawita	Karavita National School Udakaravita	20.6
	482/2	Nivithigala	Kalawana	Kalawana Gamini M.M.V. Kalawana	22.6
	482/6	Pitigalakanada	Kalawana	Kalawana Gamini M.M.V. Kalawana	15.5
	482/9	Samanpura	Kalawana	Kalawana Gamini M.M.V. Kalawana	6.4
	484	Wattehena	Kalawana	Kalawana M.M.V. Kalawana	20.5
	484/2	Pothupiitya	Kalawana	Kalawana M.M.V. Kalawana	23.2
		Idangoda	Rathnapura	St.Aloysius National College	20.5
Kegalle Depot	672	Alpitiya	Tholangamuwa	Dadly Senanayake Central College	17.2
	828	Dampalgoda	Kegalle	St. Mary's College Kegalle	26.0

	682	Weragoda	Kegalle	Kagalu Balika V. Kegalle	16.0
Mawanella Depot	400/2	Rahala	Ussapitiya	Mawathagoda Rivisanda Central College Ussapitiya	12.0
	401/1	Hemmathagama	Usspitiya	Mawathagoda Rivisanda Central College Ussapitiya	21.6
	659	Aranayaka	Alupotha	Mawathagoda Rivisanda Central College Ussapitiya	17.0
	659/3	Aranayaka	Mawanella	Maurapada M.M.V. Mawanella	14.2
	659/662	Aranayaka	Kegalle	Kagalu Balika V. Kegalle	28.2
	659/662/681	Aranayaka	Pinnawala	Pinnawala Central College Rambukkana	37.0
	660/3	Ambalakanda	Ussapitiya	Mawathagoda Rivisanda Central College Ussapitiya	12.3
	662/1	Pahala Kadugannawa	Kegalle	St. Mary's College Kegalle	22.2
	662/1	Ganethanna	Kegalle	St. Joseph's B.M.V. Kegalle	19.0
	663	Asmadala	Ussapitiya	Mawathagoda Rivisanda Central College Ussapitiya	8.6
	663/3	Millangoda	Ussapitiya	Mawathagoda Rivisanda Central College Ussapitiya	8.0
	664/2	Debathgama	Alupotha Ussapitiya	Mawathagoda Rivisanda Central College Ussapitiya	11.3
	666/662	Hemmathagama	Kegalle	Kagalu Balika V. Kegalle	28.2
	666/662/681	Hemmathagama	Pinnawala	Pinnawala Central College Rambukkana	30.0
	662/2	Mawanella	Kegalle	Swarnajayanthi Vid	14.0
Rambukkana Depot	500	Walgama	Pinnawala	Pinnawala Central College Rambukkana	12.0
	500/1	Natiyapana	Pinnawala	Pinnawala Central College Rambukkana	8.9
	502	Paluwatte	Pinnawala	Pinnawala Central College Rambukkana	12.2
	509	Dombemada -	Pinnawala	Pinnawala Central College Rambukkana	13.3
	539/1	Nilwakka	Pinnawala	Pinnawala Central College Rambukkana	16.1
	566	Mawathagama	Pinnawala	Pinnawala Central College Rambukkana	20.0
	597/1	Hatharaliyadda	Pinnawala	Pinnawala Central College Rambukkana	16.3
	665	Mawanella	Pinnawala	Pinnawala Central College Rambukkana	21.3
	681	Kegalle	Pinnawala	Pinnawala Central College Rambukkana	9.5
	683	Polgahawela	Pinnawala	Pinnawala Central College Rambukkana	20.5
	470/4	Parakaduwa	Rathnapura	Rathnapura Aloseas M.V	22.4
	470/4	Ehaliyagoda	Rathnapura	Rathnapura Fergusan V.	30.1
	470/4	Ehaliyagoda	Rathnapura	Rathnapura Jesus Convent	32.5
	470/4	Ehaliyagoda	Rathnapura	Rathnapura Sumana Balika	32.1

				Vidyalaya	
	471	Kahawatte	Rathnapura	Rathnapura Sumana Balika Vidyalaya	29.0
		Ehaliyagoda	Rathnapura	Hidellana Sivali Central College Rathnapura	25.1
		Kahawatte	Rathnapura	Hidellana Sivali Central College Rathnapura	32.0

Sisu Sariya - SLTB Busses					
Southern Province					
Owner	**Route**	**Service**		**School**	**One way Distance**
		From	**To**		
	549	Ihalagoda	Dikwella	Vijitha Central College Dikwella	15.5
	561	Thelijjawila	Matara	Rahula College - Matara	16.3
	561/1	walipitiya	Matara	St. Thomas' College Matara	22.2
	571/1	Dikwella	Matara	Rahula College - Matara	24.4
Tangalle Depot	291/1	Beliaththa	Tangalle	Tangalle Balika M.V.	11.4
	333/7	Dikwella	Tangalle	Tangalle Balika M.V.	22.2
	338/1	Middeniya	Weeraketiya	Rajapaksha M.M. V. Weeraketiya	27.3
	338/1	Beliaththa	Weeraketiya	Rajapaksha M.M. V. Weeraketiya	24.3
	340/2	Walasmulla	Tangalle	Tangalle Balika M.V.	23.6
	345/3	Hakmana	Tangalle	Tangalle Balika M.V.	20.4
	363/7	Alupothdeniya	Katuwana	Katuwana National School	24.8
	364/1	Kirinda	Tangalle	Tangalle Balika M.V.	23.4
	493/4	Uswewa	Tangalle	Tangalle Balika M.V.	34.3
	515/3	Nathuwala	Walasmulla	Walasmulla National School	12.3
	574/1	Agunukolapelessa	Weeraketiya	Rajapaksha M.M. V. Weeraketiya	35.9
	576	Debokkawa	Weeraketiya	Rajapaksha M.M. V. Weeraketiya	30.8
Udugama Depot	377/1	Aluthwatte	Udugama	Udugama M.V - Udugama	8.0
	567	Dammala	Thawalama	VidyaraJa National School - Thawalama	14.3

Sisu Sariya - SLTB Busses

Uva Province

Owner	Route	Service		School	
		From	**To**		**One way Distance**
Bandarawela Depot	186	Welihelagama	Kinigama	Bandarawela MMV	14.1
	201/2	Hapathgamuwa	Bandarawela	Bandarawela Vishaka V.	8.0
	320	Etampitiya	Kinigama	Bandarawela MMV	20.5
	320/10	Etampitiya - Abeywela	Bandarawela	Bandarawela MMV	24.5
Bibile Depot	239	Ridimaliyadda -	Bibile	Wellassa Central College Bibila	30.6
	241/2	Karadugala	Bibile	Wellassa Central College Bibila	30.9
	241/2	Nelliyadda	Bibile	Mahamathya V. Bibile	47.1
	242/5	Nagahawatte	Bibile	Mahamathya V. Bibile	21.3
	243	Meegahapitiya	Bibile	Wellassa Central College Bibila	39.0
	243/3	Kotabova	Bibile	Wellassa Central College Bibila	16.4
	301/2	Lunugala	Bibile	Mahamathya V. Bibile	17.6
	301/2	Andaulpatha	Bibile	Mahamathya V. Bibile	22.4
	305/4	Kandawinna	Bibile	Wellassa Central College Bibila	26.4
	240	Bibila via Kotagama	Bibile	Mahamathya V. Bibile	25.5
	30/7	Pitakumbura	Bibile	Mahamathya V. Bibile	10.4
		Bibila via Kotabowa	Madagama	Madagama Natinal College	23.0
Kataragama Depot	333/4	Weerawila	Hambanthota	Tzu - Chi National School Hambantota	23.7
	534	Katharagama	Debarawewa	Debarawewa President Primary School	22.7
	535/2	Ranminithenna	Debarawewa	Debarawewa President Primary School	16.2
	535/4	Saliyapura	Debarawewa	Debarawewa President Primary School	17.9
	537	Siriyagama -Thissa	Debarawewa	Debarawewa President Primary School	17.5
	540	Kirinda	Debarawewa	Debarawewa President Primary School	15.2
Keppetipola Depot	134	Haputhale	Welimada	Vijaya V.	28.3
	137	Bambarapana - Rahupola	Welimada	Vijaya V.	19.6
	140	Kirawanagama	Welimada	Vijaya V.	14.6
	991	Imbulgashinna	Welimada	Vijaya V.	13.2
Mahiyanganaya	213/001	Rankinda	Mahiyanganaya	Mahiyanganaya National School	22.5

Depot	214	Keselpotha	Mahiyanganaya	Mahiyanganaya National School	20.0
	214/001	Gamunupura	Mahiyanganaya	Mahiyanganaya National School	17.1
	216	Ethiriyankumbura	Anda Ulpatha	Andaulpotha National College	34.2
	217	Diwlapalessa	Mahiyanganaya	Mahiyanganaya National School	35.0
	247/1	Athiriyankumbura	Mahiyangana	Mahiyanganaya National School	24.3
	247/8	Gurukumbura	Mahiyanganaya	Mahiyanganaya National School	50.0
	314/17	Mahagama	Ridimaliyadda	Ridimaliyadda M.V.	30.0
Monaragala Depot	199	Ethimale	Monaragala	Royal College - Monaragala	43.5
	199/002	Madagama	Monaragala	Obbegoda Vidyalaya-Monaragala	19.2
	232/001	Gamunupura	Monaragala	Mahanama M.M.V.-Monaragala	9.6
	233/005	Medagama , Karawila	Badalkumbura	Nissanka M.M.V. Badalkumbura	9.0
	233/3	Walasella	Badalkumbura	Nissanka M.M.V. Badalkumbura	10.3
	235	Mariarawa	Monaragala	Mahanama M.M.V.-Monaragala	27.4
	236	Maligawila	Monaragala	Mahanama M.M.V.-Monaragala	25.7
	305	Madagama	Monaragala	Mahanama M.M.V.-Monaragala	29.1
	332/1	Kotigalhela	Monaragala	Mahanama M.M.V.-Monaragala	9.0
		Miyanawatta	Monaragala	Mahanama Vid	11.2
Thanamalwila		Balaharuwa Junction	Thanamalwila	Thanamalwila M.M.V.	24.0
Depot		Anandapura	Balaharuwa	Balaharuwa V.	6.0
		Yauwanapura	Thanamalwila	Thanamalwila M.M.V.	17.0
Wellawaya Depot		Niyadella	Buttala	Dutugemunu Central College Buttala	21.8
	207/4	Ken 07 wewa	Malwattawala	Malwattawala Central College Wellawaya	21.8
	233/01	Badalkumbura	Buttala	Dutugemunu Central College Buttala	17.0
	233/06	Kukurampola	Buttala	Dutugemunu Central College Buttala	17.5
	233/1	Buttala	Badalkumbura	Nissanka M.M.V. Badalkumbura	17.0
	233/13	Gedawiligama	Badalkumbura	Nissanka M.M.V. Badalkumbura	20.5
	233/6	Boghapelessa	Badalkumbura	Passara tamil M.V. Passara	24.0
	302/3	Hingurukaduwa	Buttala	Dutugemunu Central College Buttala	17.0
	322/12	Nikapiitya	Wellawaya	Malwattawala Central College Wellawaya	16.0
	998/14	Hingurukaduwa	Buttala	J.M. Kumaradasa M.V. Wellawaya	17.0
	998/6	Kudaoya	Wellawaya	J.M. Kumaradasa M.V.	34.0

			Wellawaya	
	Dambeyaya	Buttala	Okkampitiya V.	10.0
	Badalkumbura	Kalugahawadiya	Nissanka M.M.V. Badalkumbura	8.0
	Kiramanagoda	Badalkumbura	Nissanka M.M.V. Badalkumbura	10.0
	Kosgahawela	Wellawaya	Kumaradasa V.	10.0
	Badalkumbura	Medagama	Medagama National School	18.0
	Palawatta	Passara	Ranugalla Vi	20.0
	Mahaaragama	Wellawaya	Yalabowa V.	18.0

Form for Corrections and Suggestions to National Transport Statistics 2022

I propose following improvements /corrections be included in your next publication.

Proposed Corrections

Clearly mention Page numbers, table and figure numbers and paragraphs to be corrected with the proposed corrections.

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Suggestions / Comments for Improvement

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Kindly send this form to Director (Planning), 241, Park Road Colombo-05 or email to ntcstatistics@gmail.com or fax -**0112585297**