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**ක්‍රියාත්මක වෙමින් පවතින සැහැල්ලු දුම්රිය ව්‍යාපෘතිය
(කොළඹ සිට මාලබේ දක්වා) ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශ්වීය
අවසන් කිරීම පිළිබඳ විශේෂ විගණන වාර්තාව**

நடைமுறைப்படுத்தப்பட்டு வரும் இலகு ரயில் போக்குவரத்து செயற்திட்டம்
(கொழும்பு தொடக்கம் மாலம்பே வரை) இலங்கை அரசாங்கத்தினால்
ஒருதலைப்பட்டசமாக முடிவுறுத்தப்பட்டமை தொடர்பான விசேட கணக்காய்வு அறிக்கை

**Special Audit Report on the Unilateral Termination of the Light Rail Transit
System Project (from Colombo to Malabe) by the Government of Sri Lanka**

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தேசிய கணக்காய்வு அலுவலகம்
NATIONAL AUDIT OFFICE



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විධායක සාරාංශය

කොළඹ අගනගර හා බස්නාහිර පළාත් සංවර්ධන අමාත්‍යාංශය යෝජනා කර තිබුණු කරුණු මත පදනම්ව කොළඹ අගනගරයට වඩාත් උචිත දුම්රිය මාධ්‍ය ලෙස සැහැල්ලු දුම්රිය (LRT) පද්ධතිය හඳුනාගෙන තිබුණු අතර එහිදී හරිත , පීත, රක්ත, දම්, රෝස, ඔලිව් මාර්ගය සහ අලු මාර්ගය ලෙස RTS 1 සිට RTS 7 දක්වා ප්‍රදේශ කිහිපයක් ආවරණය කරමින් මාර්ග 7 ක් හඳුනාගෙන තිබුණි. එම මාර්ග 7 න් RTS 1 (හරිත මාර්ගය) සහ RTS 4 (දම් මාර්ගය) මාර්ග පළමුව ඉදිකිරීමට සැලසුම් කර තිබුණි. කෙසේ වුවද මෙම ව්‍යාපෘතිය සඳහා වූ අවබෝධතා ගිවිසුමට අනුව බොරැල්ල සිට මාලඹේ දක්වා වූ RTS 4 මාර්ගය සඳහා ප්‍රමුඛත්වය ලබා දෙමින් RTS 1 මාර්ගය අනාගත ව්‍යාපෘතියක් ලෙස සැලකීමට තීරණය කර තිබුණි. ඒ අනුව මෙම ඉදිකිරීම පැකේජ 7 ක් යටතේ සිදු කිරීමට සැලසුම් කර තිබුණු අතර මේ සඳහා මූල්‍ය පහසුකම් සහනදායී ණය කොන්දේසි යටතේ ලබා දීමට ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනය එකඟ වී තිබුණු අතර උපදේශණ සේවා සැපයීම ජපානයේ ඔරියන්ටල් කන්සල්ටන් ග්ලෝබල් සීමිත සමාගම තවත් සමාගම් කිහිපයක් සමඟ ඒකාබද්ධව සිදු කිරීමට එකඟ වී තිබුණි.

ජපන් අන්තර් ජාතික සහයෝගිතා ආයතනය විසින් එම ණය මුදල වර්ෂ 12 ක සහන කාලයක් ද ඇතුළුව වර්ෂ 40 ක කාලයක් තුළදී ගෙවීමට අවස්ථාව සලසා දී තිබුණු අතර ඒ සඳහා වාර්ෂික පොළී අනුපාතය සියයට 0.1 ක් විය. ඉහත පළමුව ක්‍රියාත්මක කිරීමට යෝජිත ව්‍යාපෘතිය පැකේජ 7 ක් යටතේ ක්‍රියාත්මක කිරීමට සැලසුම් කර තිබූ අතර යෝජිත ණය මුදලින් ජපන් යෙන් මිලියන 30,040 ක් ඉහත සඳහන් පැකේජ 7 අතරින් හඳුනාගන්නා ලද පැකේජ 1 ව්‍යාපෘතිය සඳහා වෙන්කර තිබුණි.

මෙම ව්‍යාපෘතිය සම්බන්ධයෙන් සිදුකරන ලද පිරිවැය ප්‍රතිලාභ විශ්ලේශණයට අනුව ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය සියයට 20.18 ක් ලෙස හා ආර්ථික ශුද්ධ වර්තමාන අගය රුපියල් බිලියන 174.3 ක් ලෙස හඳුනාගෙන තිබුණි. ඒ අනුව ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය වට්ටම් අනුපාතය ඉක්මවා තිබීම හේතුවෙන් ජාතික ආර්ථිකයට මෙය වාසිදායක ව්‍යාපෘතියක් ලෙස හඳුනාගෙන තිබුණි. තවද ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩු වූ විට, ආර්ථික පිරිවැය සියයට 10 කින් වැඩි වූ විට හා ඉහත අවස්ථා දෙකම එක්ව ගත් විට වැනි වඩාත් අවාසිදායක තත්වයකදී වුවද මෙම ව්‍යාපෘතිය වාසිදායක බවට හඳුනාගෙන තිබුණි. අවස්ථා 4 ක් යටතේ කරන ලද මූල්‍ය විශ්ලේෂණයට අනුව 4 වන අවස්ථාව වඩා වාසිදායක අවස්ථාව ලෙස හඳුනාගෙන ඇති අතර එහි මූල්‍ය අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය(FIRR) සියයට 27 ක් වන අතර එය සියයට 8.87 ක් වූ පිරිවැය ප්‍රතිලාභ අනුපාතය ඉක්මවා ඇති බවට හඳුනාගෙන තිබුණු අතර මෙහි ශුද්ධ මුදල් ප්‍රවාහය රුපියල්

මිලියන 50,185 ක් ගන්නා බවටද හඳුනාගෙන තිබුණි. තවද මෙම ව්‍යාපෘතියෙහි පාරිසරික බලපෑමද අවම මට්ටමක පවතින බව පරිසර බලපෑම් අධ්‍යයන වාර්තාව අනුව ද තහවුරු කර තිබුණි.

තවද මෙම ව්‍යාපෘතිය සඳහා ලබා ගන්නා ණය මුදල අඩු පොළී අනුපාතයක් සහිත හා දිගුකාලීනව ආපසු ගෙවිය යුතු ණය මුදලක් හේතුවෙන් හා මෙම ව්‍යාපෘතිය මගින් පොදු ප්‍රවාහන සේවයේ ධාරිතාව ඉහළ නැංවීම සහ සේවා සැපයීම වැඩිදියුණු කිරීම අපේක්ෂා කෙරෙන බැවින් මහබැංකුවේ මුදල් මණ්ඩලයද මෙම ණය මුදල ලබාගැනීමට නිර්දේශ තිබුණි. කොළඹ නගරය හා තදාසන්න ප්‍රදේශ සම්බන්ධ කරමින් ඵලදායී,කාර්යක්ෂම සහ වේගවත් දුම්රිය ප්‍රවාහන පද්ධතියක් තිබීම මහනගර සංවර්ධන සැලැස්මේ අත්‍යවශ්‍ය අංගයක් බව දක්වමින් මුදල් අමාත්‍යාංශයද නිරීක්ෂණ ඉදිරිපත් කර තිබුණි.තවද ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුව විසින් මෙම ව්‍යාපෘතියට අදාලව ක්‍රමසම්පාදන දෙපාර්තමේන්තුව ද සැහැල්ලු දුම්රිය ව්‍යාපෘතිය මගින් ආර්ථික සංවර්ධනය, ජනතාවගේ ජීවන තත්ත්වය තිරසාර ලෙස වර්ධනය වීම හා ජීවන තත්ත්වයේ ගුණාත්මක වර්ධනයක් ඇති වීම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා නිර්දේශ කර තිබුණි. ජාත්‍යන්තර ආයතනයක් විසින් සකස් කරන ලද මූල්‍ය හා ආර්ථික විශ්ලේෂණයට ද අනුව ඵලදායී බවට හඳුනා ගන්නා ලද මෙම ව්‍යාපෘතිය පිළිගත හැකි පදනමකින් තොරව ඵලදායී නොවන ව්‍යාපෘතියක් ලෙස සලකා අවලංගු කිරීම කුමන පදනමකින් සිදුකලේද යන්න තහවුරු වන ලේඛන විගණනයට ඉදිරිපත් නොකෙරුණි.

කොවිඩ් 19 වසංගත තත්ත්වයන් මත ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට නොහැකි බැවින් ගිවිසුම අවසන් කරන බව ජපන් රජය වෙත දන්වා තිබූ අතර එය රාජ්‍යයන් අතර ගනුදෙනු වලදී පැවතිය යුතු අන්‍යෝන්‍ය විශ්වාසය හා අවංකභාවය පලදු වීමට හේතුවිය හැකි බව නිරීක්ෂණය විය. තවද මෙම ව්‍යාපෘතිය හෝ ණය ගිවිසුම අවසන් කිරීම සම්බන්ධයෙන් අදාල ආයතන අතර හෝ නිවැරදි අවබෝධයක් හා එකභතාවයක් නොමැති බව නිරීක්ෂණය විය.

කෙසේ වුවද සැහැල්ලු දුම්රිය ව්‍යාපෘතියෙහි කටයුතු ආරම්භ කර අනතුරුව ශ්‍රී ලංකා රජය විසින් එවකට සිටි ගරු ජනාධිපතිතුමාගේ නියෝගය මත ව්‍යාපෘතිය ඒකපාර්ශ්වීයව අත්හිටුවීමට තීරණය කර තිබුණු අතර ව්‍යාපෘතිය නැවත ආරම්භ කිරීමක් හෝ එම ව්‍යාපෘතිය වෙනුවෙන් මේ වන විටත් වැය කර ඇති රුපියල් මිලියන 5,977 ක වියදම් වලින් අත්පත් කරගෙන ඇති ප්‍රතිඵලද උපයෝගී කර ගෙන මෙම ව්‍යාපෘතිය හෝ වෙනත් විකල්ප ව්‍යාපෘතියක් ආරම්භ කිරීමට කටයුතු නොකරන්නේ නම් මෙම වියදම ශ්‍රී ලංකා රජය සිදු කළ අනාර්ථික වියදමක් ලෙස නිරීක්ෂණය විය. ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැණි ලිමිටඩ් වන ප්‍රධාන උපදේශක සමාගම විසින් ඉල්ලුම් කරන ලද ලාභ අභිමිච්චේ වන්දිය රුපියල් මිලියන 5,169 ක හිමිකම් මුදල හෝ එම ඉල්ලීම වෙනුවෙන් ගෙවන ලද මුදල මෙන්ම ඉදිරියේ දී ගෙවීමට සිදුවිය හැකි වන්දි ප්‍රමාද පොළී හෝ වෙනයම් ඕනෑම ගෙවීමක් ශ්‍රී ලංකා රජයට නියත ලෙසම සිදුවන අනාර්ථික වියදමක් වේ.

විදේශ සම්පත් දෙපාර්තමේන්තුව විසින් ණය ගිවිසුම අවලංගු කිරීම සඳහා කරන ලද ඉල්ලීම ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් ප්‍රතික්ෂේප කිරීම තුළ මෙම ආයතනය බේරුම්කරණ කාර්යය සඳහා ජාත්‍යන්තර අධිකරණයට යා නොහැකි යැයි කීමට සහ උපදේශන සමාගම වූ ඔරියන්ටල් කන්සල්ටන් ග්ලෝබල් සීමිත සමාගම බේරුම්කරණය සඳහා යොමු විය නොහැකි බවට තහවුරුවක් නොමැති අතර එසේ සිදුවුවහොත් ශ්‍රී ලංකා රජයට අවාසිදායක තත්ත්වයක් ඇතිවීම (ඉහළ පිරිවැයක් දැරීමට සිදුවීම) වැලැක්විය නොහැකි වනු ඇති බවද නිරීක්ෂණය විය.

අමාත්‍ය මණ්ඩලයේ හෝ විධායකයේ තීරණ ක්‍රියාත්මක කරන නිලධාරීන් එම තීරණ වලට අනුගතව ක්‍රියාකරන අතරම එම තීරණයන් හේතුවෙන් යම් ප්‍රබල ගැටළුවක් ඇතිවිය හැකිබවට වෘත්තීමය වශයෙන් නිගමනයකට එළඹිය හැකි අවස්ථා පවතී නම් එම නිගමනයන් විධායකය වෙත වාර්තා කිරීමේ ක්‍රමවේදයක් හඳුන්වාදීමේ හැකියාව පිළිබඳව රජයේ අවධානය යොමුකළ යුතු වීමත්, විධිමත් අධ්‍යයනයකින් පසුව ගෙන ඇති පූර්ව තීරණ නැවත සංශෝධනයට/අවලංගු කිරීමට කටයුතු කිරීමේ දී පූර්ව තීරණය සඳහා වූ අධ්‍යයන වලට දායක වූ පාර්ශවයන් ගෙන් ඒ පිළිබඳව විමසා ලැබෙන තොරතුරු වෘත්තීමය ඇගයීමකට ලක් කළ යුතු වීමත්, මෙම ව්‍යාපෘතිය සඳහා මේ වනවිටත් වැය කර ඇති නිරාකරණය නොවූ බැඳීම් මෙන්ම පවරාගෙන ඇති දේපල විකල්ප වැඩපිලිවෙළක් සඳහා හෝ උපයෝගී කරගෙන මෙම වියදම්වල පවතින අනාර්ථක ස්වරූපය ආර්ථිකමය තත්ත්වයට පත්කිරීම සඳහා උපරිම ප්‍රයත්න දැරිය යුතුය.තවද 2021 දෙසැම්බර් වන විට ලබාගෙන ඇති රු.මිලියන 5,066 ක ණය මුදල (Disbursement) නියමිතව තිබූ සහනදායක කොන්දේසි මත ආපසු පියවීමේ සහනය ණය ගිවිසුම ඒකපාර්ශවීය අවසන් කිරීමෙන් පසුව වුවද එලෙසම පවත්වාගෙන යාමට අවශ්‍යය එකඟතාවයන් ලබාගැනීමත්, අමාත්‍ය මණ්ඩල සංදේශ වලට අදාලව මහාභාණ්ඩාගාරය සිය නිරීක්ෂණය ඉදිරිපත් කිරීමේ දී එම සංදේශය මඟින් අපේක්ෂා කරන තීරණ සඳහා සහයෝගය දැක්වීමෙන් ඔබ්බට සිය ස්වාධීන වෘත්තීමය නිරීක්ෂණ ලබා දීමට උපරිම ප්‍රයත්න දැරිය යුතු වීම ඇතුළුව නිර්දේශයන් කිහිපයන් මෙම වාර්තාවෙන් ඉදිරිපත් කර ඇත.

01. වාර්තාවේ ස්වභාවය හා වාර්තාව නිකුත් කිරීමේ පසුබිම

පොදු ප්‍රවාහනය යටතේ, කොළඹ මහනගර කලාපයේ වර්තමාන සහ පුරෝකථනය කළ (Projected) ප්‍රවාහන ඉල්ලුමට මුහුණදී මේ විසඳුමක් ලෙස වේගවත් ගමනා ගමන පද්ධතියක අවශ්‍යතාවය හඳුනාගෙන සැඟලේලු දුම්රිය සංක්‍රමණ පද්ධතියක් ආරම්භ කිරීමට 2016 වර්ෂයේ දී අමාත්‍ය මණ්ඩලය විසින් තීරණය කර තිබුණි. මෙම ව්‍යාපෘතිය සම්බන්ධව ආර්ථික, මූල්‍ය හා පාරිසරික ඇගයීම් සිදුකර තිබුණු අතර සිදුකර තිබුණු ආර්ථික ඇගයීම් අනුව ව්‍යාපෘතියේ ආයෝජන මගින් ප්‍රතිලාභ ලැබෙන බවත්, පොදු ජන සුභසාධනය ඉහළ යන බවත් සියලුම නිර්ණායකයන් අනුව නිරීක්ෂණය කර තිබුණි. එම හඳුනාගැනීමට අනුව ව්‍යාපෘතියේ හි උපකල්පිතයට වඩා අවාසිදායක පිරිවැය සියයට 10 කින් වැඩි වී එහි ප්‍රතිලාභ සියයට 10 කින් අඩු වේ යැයි යන උපකල්පිත වඩා අවාසිදායක වාතාවරණයකදී පවා පිරිවැය ප්‍රතිලාභ අනුපාතය 1.75 ක වැඩි තත්ත්වයක්ද, ව්‍යාපෘතියෙහි ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය (EIRR) එහි මට්ටමට අනුපාතය ඉක්මවා යන සියයට 17.8 ක අගයක්ද, ආර්ථික ශුද්ධ වර්ථමාන අගය රු. බිලියන 122.7 ක්ද වන බවට ඇස්තමේන්තු කර තිබුණි. මෙම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනය වෙත (JICA) සහ ශක්‍යතා අධ්‍යයනයක් කිරීම සඳහා ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ් නැමති ජපන් ආයතනයක් වෙත 2016 වර්ෂයේ දී භාරදී තිබුණි.

වර්ෂ 12 ක සහන කාලයක් සහ වර්ෂ 40 ක ගෙවීම් කාලයක් සහිත සහන ණය මුදලක් මත ක්‍රියාත්මක කිරීමට යෝජිත මෙම ව්‍යාපෘතිය එලදායී ලෙස හඳුනාගෙන ව්‍යාපෘතියේ ප්‍රධාන උපදේශන කාර්යන් ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ් විසින් සිදුකරමින් පැවතී. එවැනි අවස්ථාවක දී මෙම ව්‍යාපෘතිය මිල අධික හා පිරිවැය එලදායී නොවන ව්‍යාපෘතියක් වශයෙන් හඳුන්වා වහා ක්‍රියාත්මක වන පරිදි ව්‍යාපෘතියේ කටයුතු ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශ්වීය අවසන් කිරීමට එවකට ජනාධිපතිවරයාගේ නියෝගයෙන් සහ 2020 සැප්තැම්බර් 28 දිනැති අමාත්‍ය මණ්ඩල තීරණය මගින් අනුමැතිය ලබාදී තිබුණි.

ඒ අනුව මෙම ව්‍යාපෘතිය ශ්‍රී ලංකා රජය ඒකපාර්ශ්වීයව අවසන් කිරීම හේතුවෙන් එම ව්‍යාපෘතිය නැවත බලගැන්වීමක් නොවන තත්ත්වයක් යටතේ එදින දක්වා ව්‍යාපෘතියට අදාළව වැයකරන ලද රු. මිලියන 5,977.64 ක මුදල අනාර්ථික වියදමක් ලෙස සැලකීමට සිදු වී තිබුණු අතර ගිවිසුම් ගත උපදේශන සේවා සමාගම විසින් එතෙක් උපදේශන සේවා කාර්ය සඳහා වැය කළ වියදම්, ව්‍යාපෘතිය නවතා දැමීමට සම්බන්ධ වියදම් හා ව්‍යාපෘතිය නවතා දැමීම මත උපදේශන සමාගමට සිදුවන ලාභය අහිමිවීම මත වන්දි මුදලක් (loss of profit) ශ්‍රී ලංකා රජයෙන් අයකර ගැනීමට කටයුතු කරමින් සිටී. තවද මේ හේතුවෙන් උපදේශණ සමාගම වෙත ගෙවීමට සිදු විය හැකි වියදම් හා වන්දි මුදල් මෙන්ම එම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමෙන් අනතුරුව රටට ලැබීමට තිබූ ආර්ථික හා සමාජීය වාසි අහිමිවීම රටට දිගුකාලීන අවාසියක් වනු ඇත. එසේම විකල්ප මූල්‍ය

මාර්ගයක් සොයා ගෙන හෝ මෙම ව්‍යාපෘතිය නැවත ක්‍රියාත්මක කිරීමට කටයුතු කිරීමකින් තොරව ව්‍යාපෘතිය අත්හැරීමට කටයුතු කිරීම මතභේදයට තුඩුදෙන කරුණක් ලෙස නිරීක්ෂණය වීම හේතුවෙන් ආණ්ඩුක්‍රම ව්‍යවස්ථාවෙන් හා 2018 අංක 19 දරන විගණන පනතින් ලද බලතල මත මෙම වාර්තාව සකස් කරන ලදී.

2. අනුගමනය කරන ලද ක්‍රමවේදය

2.1 ලේඛන පරීක්ෂාව

- (i) 2019 මාර්තු 13 දිනැති උපදේශන සේවා ගිවිසුම
- (ii) 2019 මාර්තු 11 දිනැති ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනය සමඟ ණය පහසුකම් ගිවිසුම
- (iii) මහනගර සභා සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය, විදේශ සම්පත් දෙපාර්තමේන්තුව සහ ජපන් අන්තර්ජාතික සහයෝගීතා ආයතනය අතර 2019 මාර්තු 11 දින අත්සන් කරන ලද මෙම ව්‍යාපෘති සංදේශය (Project Memorandum)
- (iv) අමාත්‍ය මණ්ඩල පත්‍රිකා හා සංදේශ
 - අංක 16/1175/724/047 හා 2016 ජූනි 21 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 17/0552/724/019 හා 2017 මාර්තු 23 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 17/1654/724/064 හා 2017 අගෝස්තු 09 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 18/0472/724/019 හා 2018 මාර්තු 26 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 18/0390/724/012 හා 2018 ජූනි 12 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 18/1404/819/029 හා 2018 ජූලි 10 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 18/2881/108/007 හා 2019 ජනවාරි 24 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 19/0747/116/037/ටීබීආර් හා 2019 මාර්තු 20 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 19/2480/116/095 හා 2019 සැප්තැම්බර් 18 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 19/2456/116/093 හා 2019 නොවැම්බර් 06 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 20/1450/312/002 හා 2020 ඔක්තෝබර් 06 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
 - අංක 21/0221/306/015 හා 2021 පෙබරවාරි 23 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව
- (v) ශක්‍යතා අධ්‍යයන වාර්තාව
- (vi) ප්‍රතිස්ථාපන ක්‍රියාවලි සැලැස්ම
 (බලපෑමට ලක් වූ පුද්ගලයින්ගේ නියමිත හිමිකම් සුදුසු පරිදි හා නියමිත කාලයේ දී ලබා දීමෙන්ද ඔවුන්ගේ ජීවන තත්ත්වයන් සහ ජීවත්වීමේ මාර්ග යළි නඟාසිටුවීම සඳහා අවස්ථාවන් හඳුනා ගැනීමට උදවු කිරීමෙන්ද, ඔවුන් වඩා දියුණු තත්ත්වයට පත් කිරීම

හෝ අවම වශයෙන් නැවත යථා තත්ත්වයට පත් කිරීමද මෙම සැලැස්මෙහි අරමුණ වේ.)

(vii) විවිධ කමිටු වාර්තා

(viii) පරිසර වාර්තා

2.2 අනෙකුත් ක්‍රමවේදයන්

- (i) කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ නිලධාරීන් සමඟ සාකච්ඡා කිරීම
- (ii) අධ්‍යක්ෂ(ප්‍රතිපත්ති) නාගරික සංවර්ධන අමාත්‍යාංශය සමඟ සාකච්ඡා කිරීම
- (iii) උපදේශන සමාගම මගින් ඉදිරිපත් කර ඇති හිමිකම් මුදල් පිළිබඳ සාකච්ඡා කිරීමට පත් කරන ලද කමිටු සාමාජික අතිරේක (ප්‍රතිපත්ති හා පාලන) නාගරික සංවර්ධන අමාත්‍යාංශය සමඟ සාකච්ඡා කිරීම

03. විගණන විෂය පථය

කොළඹ මහනගර කලාපය තුළ ප්‍රවාහන තත්ත්වය ඉහළ නැංවීම සඳහා ජපන් ජාත්‍යන්තර ආයතනය විසින් මූල්‍ය පහසුකම් සැපයීමට ගිවිසුම් ගතව ආරම්භ කරන ලද මෙම ව්‍යාපෘතියෙහි ඵලදායිතාවය පිළිබඳව විවිධ පාර්ශවයන් ඉදිරිපත් කරන ලද විශ්ලේෂණයන් හා නිරීක්ෂණ පරීක්ෂා කිරීම, ශ්‍රී ලංකා රජය ඒකපාර්ශවීයව සැහැල්ලු දුම්රිය ව්‍යාපෘතිය අවසන් කිරීමේ දී සැලකිල්ලට ගන්නා ලද කරුණු පරීක්ෂා කිරීම, මෙම ඒකපාර්ශවීය අවසන් කිරීම හේතුවෙන් ශ්‍රී ලංකා රජයට දැරීමට සිදුවන ආර්ථික සහ සමාජයීය බලපෑම පරීක්ෂා කිරීම, ව්‍යාපෘතිය ඒකපාර්ශවීය අවසන් කිරීම හේතුවෙන් උපදේශක සමාගම ඉල්ලා සිටි හිමිකම් පෑම සම්බන්ධයෙන් සාකච්ඡා කිරීම සඳහා පත්කල කමිටුවේ කාර්යසාධනය පරීක්ෂා කිරීම මෙම වාර්තාවේ විෂය පථය වේ.

04. විෂය පථය සීමාවීම

ව්‍යාපෘතිය 2016 වර්ෂයේ ආරම්භ කර 2020 වර්ෂය වන විට ඒකපාර්ශවීයව අතරමග නතර කර තිබීම හේතුවෙන් එම ව්‍යාපෘතියට අදාල ව්‍යාපෘති කාර්යාලයද 2021 වර්ෂය වන විට වසා දමා තිබුණු අතර ඒ හේතුවෙන් මෙම වාර්තාවට අදාල තොරතුරු කඩිනමින් හා සෘජුව ලබා ගැනීමට නොහැකි තත්ත්වයක් පැවතීම

05. ක්‍රියාවලිය

5.1 සීඝ්‍රගාමී ප්‍රවාහන සැලැස්මක අවශ්‍යතාවය හඳුනාගැනීම

5.1.1 ශ්‍රී ලංකාවේ පුද්ගලයන් හා භාණ්ඩ ප්‍රවාහන කටයුතු වලින් සියයට 90 ක් පමණ මහාමාර්ග මගින් සිදුවන බව කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා පිළියෙල කරන ලද ප්‍රතිස්ථාපන ක්‍රියාවලි සැලැස්මෙහි සඳහන් වේ (ඇමුණුම 01). තවද දළ දේශීය නිෂ්පදනයෙන් සියයට 42 ක් හා ජනගහනයෙන් සියයට 29 ක් කොළඹ අගනගරය ආශ්‍රිතව

කෝන්ද ගත වී ඇති බවත්, සිවිල් යුද්ධය නිමවීමත් සමඟ ම විශේෂයෙන්ම බස්නාහිර පළාත වැඩි ආර්ථික වර්ධනයක් අත්පත් කරගෙන ඇති බවත් මෙම සැලැස්මෙහි දක්වා තිබුණි.

5.1.2 තවද දිනකට මිලියන 1.2 කට වැඩි ජනසංඛ්‍යාවක් දෛනික කටයුතු සඳහා කොළඹ අගනරය වෙත පැමිණීම කොළඹ අගනගරය තුළ හා ඒ අවට ප්‍රදේශවල වාහන තදබදය ඉහළ යාමට ප්‍රධාන හේතුව වී ඇති බවටද හඳුනා ගෙන තිබුණි. මෙම මාර්ග තදබදය හේතුවෙන් කොළඹ අගනගරය හා තදාසන්න ප්‍රදේශවල වාහන ධාවන වේගය පැයකට කි.මී.10 ත් 20 ත් අතර වේගයකට සීමා වී ඇති බවටද හඳුනාගෙන තිබුණි. පොදු ප්‍රවාහන මාධ්‍ය තුළ පවතින අඩුපාඩු හේතුවෙන් පෞද්ගලික ප්‍රවාහන පහසුකම් සපයා ගැනීමට මහජනයා පෙළඹී තිබීමත්, කොළඹ හා අවට ප්‍රදේශවල මාර්ග ජාලය තවදුරටත් සංවර්ධනය කිරීමට ඇති ඉඩකඩ සීමිත වීමත් හේතුවෙන් විකල්ප මගී ප්‍රවාහන පද්ධතියක අවශ්‍යතාවය බොහෝ කළක සිට හඳුනාගෙන තිබුණි.

5.1.3 මහා නගර කලාපයේ වර්තමාන සහ ප්‍රක්ෂේපිත ප්‍රවාහන ඉල්ලුම සමග අනුගත විය හැකි විසඳුම වශයෙන් පොදු ප්‍රවාහන යටතේ සීඝ්‍ර සංක්‍රමණ පද්ධතියක් (RTS) බිහි කිරීමේ අවශ්‍යතාවය හඳුනාගෙන ඇති බවට අංක 16/11/1175/72/047 දරන 2016 ජූනි 16 දිනැති අමාත්‍ය මණ්ඩල සංදේශයෙහි දක්වා තිබුණි (ඇමුණුම02). තවද තනිපිල්ලේ දුම්රිය (Mono Rail) , සැහැල්ලු දුම්රිය සංක්‍රමණ (LRT) සහ බස් රථ සීඝ්‍ර සංක්‍රමණ පද්ධති (BRT) යන තේරීම් සහ ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනය සහ මොරටුව විශ්ව විද්‍යාලය විසින් කරන ලද අධ්‍යයනයක් සලකා බැලීමෙන් පසුව මහා නගර ප්‍රවාහන සැලසුම් කණ්ඩායම විසින් කරන ලද පූර්ව ශක්‍යතා අධ්‍යයනය මඟින් හඳුනාගෙන ඇති ප්‍රවාහන මංකඩ 07 හි ක්‍රියාත්මක කිරීමට වඩාත්ම සුදුසුම ප්‍රවාහන මාදිලිය වශයෙන් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය හඳුනාගෙන තිබුණි.

5.1.4 2013 වර්ෂයේ ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනය (JICA) විසින් මහ කොළඹ (Com Trans) සඳහා ප්‍රධාන ප්‍රවාහන සැලැස්මක් නිර්මාණය කළ අතර ඉන් අනතුරුව එය ප්‍රවාහන අමාත්‍යාංශය සහ මොරටුව විශ්වවිද්‍යාලය විසින් සමාලෝචනය කරන ලදුව මහ නගර සභා කණ්ඩායම විසින් රජයේ නව ක්‍රමෝපාය සහ බස්නාහිර කලාපය සඳහා මහා නගර ව්‍යුහාත්මක සැලැස්මක් සමඟ අනුගත වන ලෙස මෙම අධ්‍යයනය නැවත සිදු කර ඇති ජනගහන ව්‍යාප්තියේ ප්‍රතික්ෂේපන සංශෝධනය කර ඇති බවට තොරතුරු 5.1.3 ඡේදයෙහි දක්වා ඇති අමාත්‍ය මණ්ඩල සංදේශයෙහි දක්වා තිබුණි.

5.2 කොළඹ නගරය වෙත ළඟාවිය හැකි විකල්ප ප්‍රවාහන මාධ්‍යයන් හඳුනා ගැනීම

5.2.1 කොළඹ නගරය වෙත ළඟාවිය හැකි විකල්ප ප්‍රවාහන මාධ්‍යයන් පිළිබඳව අධ්‍යයනයක් සිදුකර රජය විසින් 2016 වර්ෂයේදී බස්නාහිර පළාත් අගනගර ප්‍රවාහන සැලැස්ම (WRMMP) හඳුන්වා දී තිබූ බව ඉහත 5.1.1 ක ඡේදයෙහි දක්වා ඇති ප්‍රතිස්ථාපන ක්‍රියාවලි සැලැස්මෙහි දක්වා තිබුණි. එම ප්‍රවාහන සැලැස්මට අනුව වේගවත් ප්‍රවාහන මාධ්‍යයක් (Rapid Transits System - RTS) ලෙස සැහැල්ලු දුම්රිය පද්ධතියක් කොළඹ අගනගරය හා අවට ප්‍රදේශවලට හඳුන්වාදීමට යෝජනා කර තිබුණු බවද එම ප්‍රතිස්ථාපන සැලැස්මෙහි වැඩි දුරටත් දක්වා තිබුණි. තවද කොළඹ අගනගරය කළාප 4 කට වෙන්කර දුම්රිය, දුම්රිය මාර්ග පද්ධතියන් (Mono rail or Light rail) හඳුන්වාදීමට සැලසුම්කර තිබුණු බවද පහත සඳහන් ප්‍රදේශ එම සැලැස්ම මගින් ආවරණය කර තිබුණු බවද දක්වා තිබුණි .

වගුව අංක 01 - කොළඹ අගනගරය හා අවට ප්‍රදේශවලට හඳුන්වාදීමට යෝජනා කරන ලද සැහැල්ලු දුම්රිය පද්ධති

		ආවරණය වන ප්‍රදේශ	ආවරණය වන දුර ප්‍රමාණය කි.මී
i.	හරිත මාර්ග (RTS – 1)	කොළඹ කොටුව, කොල්ලුපිටිය, බම්බලපිටිය, බොරැල්ල, යුනියන් පෙදෙස, මරදාන	15
ii.	පීත මාර්ගය (RTS – 2)	කොටුව, මරදාන, මට්ටක්කුලිය, පැලියගොඩ	11.5
iii.	රක්ත මාර්ගය (RTS – 3)	දෙමටගොඩ, බොරැල්ල, කිරුළපන, හැවිලොක් ටවුම, බම්බලපිටිය	10
iv.	දම් මාර්ගය (RTS – 4)	බොරැල්ල - මාලූඹේ	10
v.	රෝස මාර්ගය (RTS – 5)	මාලූඹේ - කොට්ටාව	9.6
vi.	ඔලිව් මාර්ගය (RTS – 6)	මාලූඹේ - කඩුවෙල	6
vii.	අලු මාර්ගය (RTS – 7)	පැලියගොඩ - කඩවත	13

5.2.2 2015 වර්ෂයේ දී එවකට අග්‍රාමාත්‍යවරයා ගේ ජපන් සංචාරය අතරතුරදී ජපාන රජය සමඟ බස්නාහිර කලාපයේ මහනගර ප්‍රවාහන ක්ෂේත්‍රයේ ආයෝජනය සඳහා පසුව මුදල් යෙදවීමේ

හැකියාව පිළිබඳ සාකච්ඡා පවත්වා තිබුණු බව අංක 16/1175/724/047 හා 2016 ජුනි 16 දිනැති සංදේශයෙහිම දක්වා තිබුණි. ඉන් අනතුරුව ජපානය සහ ශ්‍රී ලංකාව අතර ඉහළ පෙළේ රාජ්‍ය තාන්ත්‍රික කටයුතු සිදු වී තිබුණු බවත්, 2016 පෙබරවාරි 5 දින පවත්වන ලද ශ්‍රී ලංකා ජපන් ආර්ථික සහයෝගීතා ප්‍රතිපත්ති සාකච්ඡාවෙන් අනතුරුව, ශ්‍රී ලංකා රජය විසින් ජපාන රජය වෙත සැලසුම් කළ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) සඳහා මූල්‍යාධාර නිල වශයෙන් ඉල්ලා තිබුණි.

5.2.3 ඉන් අනතුරුව ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් JICA මූල්‍යාධාර යටතේ නිල සංවර්ධන අධාර (ODA) හරහා ව්‍යාපෘතිය ඉදිරියට ගෙන යාමටත්, ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා නීතිමය වශයෙන් ස්ථාවර වූ ආයතනයක් හඳුනාගැනීම සඳහාත් ආර්ථික සහයෝගීතාවය සඳහා විශේෂිත කොන්දේසි (STEP) පිළිබඳ සහය ඉල්ලන්නේද යන්න පිළිබඳ ශ්‍රී ලංකා රජයේ තීරණය සඳහාත් අමාත්‍ය මණ්ඩල අනුමැතිය ඉල්ලා තිබුණු බවත් ඉහත 5.2.2 ඡේදයෙහි සඳහන් සංදේශයෙහි දක්වා තිබුණි.

5.2.4 ඒ අනුව 2016 අප්‍රේල් 01 දින අග්‍රාමාත්‍යවරයාගේ උපදේශක වරයකුගේ ප්‍රධානත්වයෙන් ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සහ ශ්‍රී ලංකා රජය අතර වැඩිදුර සාකච්ඡා පවත්වා තිබුණු බව දක්වා තිබුණි. තවද එහිදී සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය තෝරාගෙන ඉදිරි කටයුතු සිදු කිරීමට අමාත්‍ය මණ්ඩල නිල වශයෙන් නියෝගයක් ලැබුණු වහාම ඉදිරි කටයුතු සිදු කිරීමට ප්‍රතිපත්තිමය තීරණයක් ගෙන තිබුණු බවත් දක්වා තිබුණි.

5.2.5 2014 වර්ෂයේදී හා 2016 වර්ෂයේදී ජපන් ජාත්‍යන්තර සහයෝගීතා නියෝජිතායතනයෙහි (JICA) මූල්‍ය අනුග්‍රහය යටතේ සිදුකර තිබුණු සමීක්ෂණයකට අනුව, ඉහත දක්වා ඇති මාර්ග ජාල අතරින් මාලඹේ සිට කොළඹ - කොටුව දක්වා වූ පිවිසුම සඳහා (Corridor) ප්‍රමුඛතාවය දී සංවර්ධනය කළ යුතු පිවිසුමක් ලෙස හඳුනාගෙන තිබුණි. එම පිවිසුමට ප්‍රමුඛතාවය ලබාදීමට පහත කරුණු බලපා තිබුණි.

- i. මෙම පිවිසුමේ අඩුම ගමන් වේගයක් තිබීම
- ii. වැඩිම වාහන තදබදයක් පැවතීම
- iii. වැඩිම පෞද්ගලික වාහන සංඛ්‍යාවක් ගමනාගමනය සඳහා භාවිතා කිරීම
- iv. නව පරිපාලන හා ආර්ථික මධ්‍යස්ථාන මෙකී පිවිසුම හරහා ස්ථානගත වීම
- v. පටු මාර්ග පද්ධති ජාලය
- vi. දුම්රිය සේවාවක් හා සම්බන්ධ නොවීම

5.2.6 ආයතනය 2018 මැයි මස ඉදිරිපත් කරන ලද මූලික සමීක්ෂණ වාර්තාවට අනුව (ඇමුණුම 03) තනි පිල්ලක ගමන් කරන දුම්රිය (Mono rail) හා සැහැල්ලු දුම්රිය යන විකල්ප මාධ්‍ය

දෙකෙන් කොළඹ අගනගරයට වඩාත් උචිත දුම්රිය මාධ්‍ය ලෙස සැහැල්ලු දුම්රිය (LRT) හඳුනාගෙන තිබුණි.

5.2.7 2016 පෙබරවාරි 18 දින එවකට අග්‍රාමාත්‍යවරයාගේ ලේකම් විසින් ජාතික ප්‍රතිපත්ති හා ආර්ථික සංවර්ධන අමාත්‍යාංශයේ ලේකම් වරයාට 5.2.6 ඡේදයෙහි සඳහන් එම තීරණ දැනුම්දීම සඳහා නිකුත් කරන ලද ලිපිය ප්‍රකාරව ද මේ බව තහවුරු කර තිබුණි (ඇමුණුම 04) තවද ප්‍රවාහන අංශය සංවර්ධනය කිරීම සඳහා ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනයෙහි සහනදායී අරමුදල් පවතින බවත්, එම අරමුදල් ලබා ගැනීම සඳහා තනි පිල්ලේ දුම්රිය (Monorail) හෝ සැහැල්ලු දුම්රිය (Light Rail) තෝරාගන්නේ ද යන්න තීරණය කිරීමට ද ඉල්ලුම් කර තිබුණි. මහනගර සංවර්ධන සැලැස්මට අනුව ශක්‍යම ප්‍රවාහන මාධ්‍ය මෙන්ම නඩත්තු කටයුතු තනි පිල්ලේ දුම්රියට වඩා සැහැල්ලු දුම්රිය ව්‍යාපෘතිය නඩත්තු කටයුතු වලදී ලාභදායී බවද එම ලිපියෙන් දන්වා තිබුණි.

5.2.8 ඉන් අනතුරුව ජාතික ප්‍රතිපත්ති හා ආර්ථික කටයුතු අමාත්‍යාංශය 2016 පෙබරවාරි 19 දින මෙම ලිපියට අවධානය යොමු කරවීම සඳහා විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල් වෙත යොමු කර තිබුණි (ඇමුණුම 05).

5.2.9 මෙම කරුණු සලකා බැලීමෙන් අනතුරුව 2016 පෙබරවාරි 25 දින ජාතික ප්‍රතිපත්ති හා ආර්ථික සම්බන්ධතා අමාත්‍යාංශය විසින් බස්නාහිර කලාපීය මහනගර සංවර්ධන වැඩසටහන යටතේ ක්‍රියාත්මක වන සැහැල්ලු දුම්රිය ව්‍යාපෘතිය සඳහා සහනදායී කොන්දේසි යටතේ ණය ලබා ගැනීමට ජපන් තානාපති කාර්යාලයෙන් ඉල්ලුම් කර තිබුණි (ඇමුණුම 06).

5.2.10 2016 ජූනි 22 වන දින ආර්ථික කළමණාකරන අමාත්‍ය කමිටුවේදී ගත් තීරණ 2016 ජූනි 27 දින අග්‍රාමාත්‍ය ලේකම්වරයා විසින් මහනගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම්වරයා වෙත දන්වා තිබුණි (ඇමුණුම 07) . ඒ අනුව ශ්‍රී ලංකාවේ තේවාසික ජපන් තානාපති විසින් ජපානය වෙත යොමු කරන ලද තාක්ෂණික සැසඳීම අනුව තනිපිල්ලේ දුම්රිය වෙනුවට සැහැල්ලු දුම්රිය තෝරා ගැනීම සැසඳීම පිළිබඳව දීර්ඝ වශයෙන් සාකච්ඡා කල බව දන්වා තිබුණි. තවද සැහැල්ලු දුම්රිය ආරම්භ කිරීම සඳහා එම කමිටුවේ දී තීරණය කළ බවත් ඒ සඳහා අරමුදල් පවති ද යන්න පිළිබඳව සහතික කර ගැනීමටත් තීරණය කළ බව ද දක්වා තිබුණි.

5.2.11 තවද 2016 ජූනි 29 දින පැවති ආර්ථික කළමණාකරන කමිටු වාර්ථාව අනුව (ඇමුණුම 08) ජපන් රජය ඔවුන්ට සැපයිය හැකි තාක්ෂණය තනි පිල්ලේ දුම්රිය වන බව නැවත වරක් පවසා තිබුණු බව දක්වා ඇති බවත්, මේ සඳහා දෙමුහුන් (Hybrid) පද්ධතියක් ආරම්භ කරන ලෙස ඉල්ලා ඇති බවත් එම කමිටුව දැනුම් දී තිබුණි. නමුත් තාක්ෂණික හා මූල්‍ය වශයෙන් සලකා

බැලීමේ දී සැහැල්ලු දුම්රිය ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට කමිටුවේ දී තීරණය කල බවත් ජපන් රජය දැනුවත් කිරීමටත් තීරණය කර තිබුණි.

5.2.12 තවද 2016 ජූලි 27 දින පැවති ආර්ථික කළමනාකරන කමිටු වාර්තාවේ දැක්වෙන පරිදි (ඇමුණුම 09) ජපානයේ ආර්ථික, වෙළෙඳ හා කර්මාන්ත අමාත්‍යාංශයේ නියෝජිතයකු විසින් ශ්‍රී ලංකාවේ නාගරික ප්‍රවාහන පද්ධතිය දියුණු කිරීම සඳහා පියවර වශයෙන් ණය ලබා දීමට කැමැත්ත පළ කර තිබුණි. තවද ඒ වන විට තනි පිල්ලේ දුම්රිය ව්‍යාපෘතිය පිළිබඳව ශක්‍යතා අධ්‍යයනය ජපානය විසින් අවසන් කර ඇති බවත්. සැහැල්ලු දුම්රිය හා සසඳා බලන විට (පිරිවැය, බෙදා හැරීමේ කාලය සහ පවත්නා ජපන් යෙන් ණය මුදල) තනි පිල්ලේ දුම්රිය වාසිදායක බවට ඔහු විසින් හඳුනාගෙන ඇති බවත් එම නියෝජිතයා පවසා තිබුණි. නමුත් ශ්‍රී ලංකා රජය සැහැල්ලු දුම්රිය ව්‍යාපෘතිය සඳහා කැමැත්ත දක්වන බැවින් එම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට පෙර එම ව්‍යාපෘතිය වෙනුවෙන් ශක්‍යතා අධ්‍යයනයක් කිරීමට ද එකඟත්වය පල කර ඇති බව දක්වා තිබුණි.

5.2.13 ඉහත කරුණු සියල්ල සැලකීමෙන් අනතුරුව 2016 අගෝස්තු 3 දින අමාත්‍ය මණ්ඩල සටහන මගින් පහත කරුණු ක්‍රියාත්මක කරන බවට අමාත්‍ය මණ්ඩලය දැනුවත් කර තිබුණි (ඇමුණුම 10).

- i. මහානගර ප්‍රවාහන සැලැස්මේ යෝජනා කර තිබෙන පරිදි මාර්ග 7 කින් සමන්විත සැහැල්ලු දුම්රිය ජාලය (RTS 1 – RTS 7) සම්පූර්ණ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) පිළිබඳව ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සමඟ එක්ව කටයුතු කිරීම
- ii. සීඝ්‍ර සංක්‍රමණ පද්ධති 1 (RTS 1) සහ ශීඝ්‍ර සංක්‍රමණ දුම්රිය පද්ධති 4 (RTS 4) සඳහා විස්තරාත්මක ශක්‍යතා, සැලසුම් සහ මිල කැඳවුම් ලිපි ලේඛන සකස් කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සමඟ එක්ව කටයුතු කිරීම.
- iii. විශේෂ කොන්දේසි සහ මූල්‍යනය අවශ්‍යතා සාකච්ඡා සම්මුති මගින් අනුමත කර ගැනීමට යටත්ව සීඝ්‍ර සංක්‍රමණ පද්ධති 1 (RTS 1) සහ ශීඝ්‍ර සංක්‍රමණ පද්ධති 4 (RTS 4) ක්‍රියාත්මක කිරීම සඳහා ජපාන සහයෝගීතා ආයතනයෙන් නිල සංවර්ධන ආධාර මුදල් ලබා ගැනීම
- iv. ප්‍රවාහන හා සිවිල් ගුවන් සේවා අමාත්‍යාංශය සමඟ සම්බන්ධීකරණය වෙමින් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ ශක්‍යතා අධ්‍යයනය සහ ක්‍රියාත්මක කිරීම හා සම්බන්ධ කරුණු පිළිබඳව ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සහ එහි

උපදේශකයන් සමඟ සාකච්ඡා සම්මුතිය සඳහා මූලිකත්වය ගන්නා නියෝජිතයා වශයෙන් මහා නගර සභා ඛණ්ඩාංක සංවර්ධන අමාත්‍යාංශයේ ලේකම් පත් කිරීම.

v. සිසු සංක්‍රමණ පද්ධති 1 (RTS 1) සහ ශිෂ්‍ය සංක්‍රමණ පද්ධතියේ 4 (RTS 4) ක්‍රියාත්මක කිරීම සඳහා අවශ්‍ය ඉඩම් අත්පත් කර ගැනීම ප්‍රමුඛතා පදනමින් සිදු කිරීම.

5.2.14 ඒ අනුව සිසු සංක්‍රමණ පද්ධතිය (RTS 4) දම් මාර්ගය සහ සිසු සංක්‍රමණ පද්ධතිය (RTS 1) හරිත මාර්ගය කොල්ලුපිටිය සම්බන්ධතාවය හැර ඉතිරි කොටස පිළිබඳව ශාක්‍යතා අධ්‍යයනයක් සිදු කිරීමට ජපන් අන්තර්ජාතික සහයෝගීතා ආයතනය තීරණය කර ඇති බව 2016 ඔක්තෝබර් 06 දින වන විට තීරණය කර ඇති බව මේ සම්බන්ධයෙන් එදින ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශයෙහි දක්වා තිබුණි (ඇමුණුම 11)

5.2.15 කෙසේ වුවද මහනගර සභා සහ ඛණ්ඩාංක සංවර්ධන අමාත්‍යාංශය,විදේශ සම්පත් දෙපාර්තමේන්තුව සහ ජපන් අන්තර්ජාතික සහයෝගීතා ආයතනය අතර 2019 මාර්තු 11 දින අත්සන් කරන ලද මෙම ව්‍යාපෘති සංදේශය (Project Memorandum) දැක්වෙන පරිදි (ඇමුණුම 12) මාර්ග තදබදය අවම කිරීම අපේක්ෂාවෙන් මාලඹේ සිට කොටුව දක්වා ඉහළ ප්‍රමුඛත්වය ලබා දී තිබුණි.එහිදී මෙම RTS 1 හා RTS 4 ව්‍යාපෘති දෙක අතුරින් RTS 1 මාර්ගය මාර්ගය දීර්ඝ කිරීමේ අනාගත ව්‍යාපෘතියක් ලෙස සලකා බලා තිබුණි.

5.2.16 එසේම 2018 වර්ෂයේදී ඛණ්ඩාංක සංවර්ධන අමාත්‍යාංශයේ මෙහෙයවීම යටතේ පත්කර තිබුණු “Preparatory survey on the project for Establishment of New Railway Transits System in Colombo” හි අවසන් වාර්තාවෙහි තනි පීල්ලක් සහිත දුම්රිය (Mono Rail) සහ සැහැල්ලු දුම්රිය යන මාධ්‍ය දෙක අතරින් සැහැල්ලු දුම්රිය (LRT) තෝරා ගැනීමට පහත සඳහන් සාධක බලපා තිබුණු බව සඳහන් වී තිබුණි (ඇමුණුම 13).

- i. Mono rail නිෂ්පාදන සමාගම් සීමාසහිත වීම නිසා තරඟකාරී පදනමක් මිළ කැඳවීම් වලදී ඇති නොවීම.
- ii. Mono rail මාර්ග අනාගත අවශ්‍යතාවයන්ට අනුව දීර්ඝ කිරීමට නොහැකිවීම හා අතිරේක මැදිරි සම්බන්ධ කිරීමේ දුෂ්කරතා.
- iii. අගනගරයෙන් බැහැර පළාත්වල Rapid Transit System (RTS) සඳහා Mono Rail හඳුන්වාදීමට නොහැකි වීම .

මේ අනුව වැඩිම වාහන තදබදයක් පවතින කොළඹ කොටුව සිට මාලඹේ දක්වා වන කොරිඩෝව සඳහා Mono Rail සහ සැහැල්ලු දුම්රිය අතරින් සැහැල්ලු දුම්රිය පද්ධතියක් තෝරා ගැනීමට කටයුතු කර තිබුණි.

5.3 තෝරා ගන්නා ලද සැහැල්ලු දුම්රිය පද්ධතිය ව්‍යාපෘතිය

5.3.1 ව්‍යාපෘතියේ පසුබිම හා ස්වභාවය

5.3.1.1 2015 ජනවාරි මස කොළඹ මහනගර (මෙට්‍රොපොලිටන්) කලාපයේ නාගරික සංවර්ධන සැලසුම් කිරීමේ වගකීම මහනගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයට හිමි වූ අතර, ඒ සඳහා “බස්නාහිර කලාපයේ ප්‍රධාන සැලැස්ම 2030” – (Western Region Master Plan – 2030) යනුවෙන් සැලැස්මක් සකස් කල බව ඉහත 5.1.1. ඡේදයෙහි සඳහන් ප්‍රතිස්ථාපන සැලැස්මෙහි දක්වා තිබුණි.. මෙම ප්‍රධාන සැලැස්මෙහි වූ එක් ප්‍රමුඛතාවක් වූයේ, කොළඹ මහනගර කලාපයේ රථ වාහන තදබදයට විසඳුමක් ලෙස මහජනයාට විකල්ප ප්‍රවාහන පද්ධතියක් හඳුන්වා දීම බවද සඳහන් කර තිබුණි.

5.3.1.2 ඒ අනුව විකල්ප ක්‍රමයක් ලෙස හඳුන්වාදෙන ලද යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) කොන්ක්‍රීට් කුළුණු හා වානේ කදම්භ වලින් නිර්මාණය වී ඇති වේදිකාවක් මත ගමන් ගන්නා විදුලි දුම්රිය පද්ධතියකි. මෙම දුම්රිය මාර්ග, පිටකොටුව ප්‍රදේශයේ සිට මාලුගොඩ ප්‍රදේශය දක්වා මාර්ගයේ ඇති වැදගත් ස්ථාන මෙන්ම ප්‍රවාහන කේන්ද්‍ර හා සම්බන්ධ කර තිබුණි. (උදා:- බොරැල්ල හා බත්තරමුල්ල) මෙම දුම්රිය ගමන් ගන්නා වේදිකාව බොහෝ අවස්ථාවලදී ප්‍රධාන මහ මාර්ගයෙහි මධ්‍ය රේඛාවට සමාන්තරව, එයට ඉහළින් ගමන් කරන අයුරින් ඉදිකිරීමට යෝජනාවී තිබුණි. මෙම මාර්ගය හා සම්බන්ධව දුම්රිය ස්ථාන 16 ක් පැවති අතර, මීට අමතරව දුම්රිය නඩත්තු කිරීමට සහ නවතා තැබීම හා අනෙකුත් කටයුතු සඳහා බටහිර මාලුගොඩ දුම්රිය අංගනයක් ඉදිකිරීමට සැලසුම් කර තිබුණි. සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය ක්‍රියාත්මක කරවීමේ නියෝජිතායතනය නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය වූ අතර ව්‍යාපෘතියට අදාළ ප්‍රධාන ගණන් දීමේ නිලධාරියා ද නාගරික සංවර්ධන අමාත්‍යාංශයේ ලේකම්වරයා විය.

5.3.1.3 මහනගර ප්‍රවාහන සැලැස්මේ යෝජනා කර තිබෙන පරිදි මාර්ග 7 කින් සමන්විත සැහැල්ලු දුම්රිය ජාලය (RTS 1 – RTS 7) අතරින් ඉහත 5.2.13 ඡේදයෙහි දැක්වෙන අමාත්‍ය මණ්ඩල සටහනෙහි පරිදි සිසු සංක්‍රමණ පද්ධති 1 (RTS 1 - හරිත) සහ ශිෂ්‍ය සංක්‍රමණ දුම්රිය පද්ධති 4 (RTS 4 - දම්) පළමුව ඉදිකිරීමට සැලසුම් කර තිබුණි. මෙම ඉදිකිරීම පහත පරිදි පැකේජ 7 ක් යටතේ සිදු කිරීමට සැලසුම් කර තිබුණි.

වගුව අංක - 02 හඳුනාගන්නා ලද පැකේජ 07

පැකේජය	අපේක්ෂිත කාර්යය	කාර්යය නිමකිරීමට අපේක්ෂිත දිනය
උපදේශණ සේවා	තෝරා ගැනීම	2018 ජූලි - 2018 නොවැම්බර්
පැකේජ 01	උපදේශණ සේවා දුම්රිය යන්ත්‍ර හා මැදිරි (Rolling Stock) – ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2018 දෙසැම්බර් - 2026 දෙසැම්බර්
පැකේජ 02	ස්ථාපනය කිරීම ධාවන පටයෙහි වැඩ ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2019 දෙසැම්බර් - 2020 නොවැම්බර් 2020 දෙසැම්බර් - 2024 දෙසැම්බර්
පැකේජ 03	ස්ථාපනය කිරීම ඩිපෝවල වැඩ ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2019 දෙසැම්බර් - 2020 නොවැම්බර් 2020 දෙසැම්බර් - 2024 දෙසැම්බර්
පැකේජ 04	ඉදිකිරීම කණු මත ඉදිවෙන නැවතුම් ස්ථාන (නැගෙනහිර) 3.8.Km ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2020 ජූනි - 2021 ජූලි 2021 ජූලි - 2024 දෙසැම්බර්
පැකේජ 05	ඉදිකිරීම කණු මත ඉදිවෙන නැවතුම් ස්ථාන (මධ්‍යම) 5.6 km ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2020 ජූනි - 2021 ජූලි 2021 ජූලි - 2024 දෙසැම්බර්
පැකේජ 06	ඉදිකිරීම කණු මත ඉදිවෙන නැවතුම් ස්ථාන (බටහිර) 6.3 km ටෙන්ඩරකිරීම හා තෝරා ගැනීම	2020 ජූනි - 2021 ජූලි 2021 ජූලි - 2024 දෙසැම්බර්
පැකේජ 07	ඉදිකිරීම උපයෝගීතා නිර්මාණශීලීත්වය සහ (Utility Design & Construction)	2019 දෙසැම්බර් - 2021 නොවැම්බර්
ව්‍යාපෘති අවසන් කිරීම	කටයුතු	2024 දෙසැම්බර්

5.3.2 සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය තෝරා ගැනීමේ අරමුණු

කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියෙහි ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලසුමට අනුව, ඉහත පරිදි තෝරාගත් ව්‍යාපෘතිය මගින් පහත සඳහන් අරමුණු ළඟාකර ගැනීමට අපේක්ෂා කර තිබුණි.

- (අ) ඉහත 5.2.6 ඡේදයේ සඳහන් 2014 වර්ෂයේ දී සිදුකර තිබුණු අධ්‍යයනයට අනුව කොළඹ අගනගරයෙහි ප්‍රවාහන තදබදය අඩු කිරීම
- (ආ) මගීන්ගේ ගමන් කාලය (පොදු ප්‍රවාහන භාවිතා කරන) අවම වශයෙන් විනාඩි 30 කින් අඩු කිරීම (මාළුඹේ සිට කොළඹ කොටුව) සහ ගමන් කාලයෙහි නිශ්චිතතාවය තහවුරු කිරීම
- (ඇ) ප්‍රවාහන කළාප වල සම්බන්ධතා වැඩි දියුණු කිරීම
- (ඈ) ප්‍රධාන මාර්ගවලට ප්‍රවේශ විය හැකි ස්ථාන සංවර්ධනය කිරීම
- (ඉ) පොදු අවශ්‍යතා පද්ධතිය තුළ මගී සංඛ්‍යාව, පහසුව හා විශ්වාසය වැඩිදියුණු කිරීම
- (ඊ) පරිසර දූෂණය අඩුකර අභිතකර වායු විමෝචනය අවම කිරීම

5.3.3 ව්‍යාපෘතිය සම්බන්ධයෙන් මූලික කාර්යයන් ඉටුකිරීම

5.3.3.1 මහා නගර ප්‍රවාහන සැලැස්මේ යෝජනා කර තිබූ පරිදි මාර්ග 7 කින් සමන්විත සම්පූර්ණ සැහැල්ලු දුම්රිය සංක්‍රමණ ජාල පද්ධතිය (RTS1 සිට RTS 7) පිළිබඳව ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහා ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) සමඟ එක්ව කටයුතු කිරීමට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය හඳුන්වා දීම මැයෙන් ඉදිරිපත් කරන ලද ඉහත 5.1.3 ඡේදයෙහි සඳහන් අංක 16/1175/724/047 හා 2016 ජූනි 16 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව සඳහා 2016 ජූනි 21 දින අනුමැතිය (ඇමුණුම 14) ලබා දී තිබුණි. ඒ අනුව සීඝ්‍ර දුම්රිය සංක්‍රමණ පද්ධතිය (හරිත මාර්ගය) RTS 1 හා සීඝ්‍ර දුම්රිය සංක්‍රමණ පද්ධතිය (දම් මාර්ගය) RTS 4 සඳහා විස්තරාත්මක ශක්‍යතා ,නිර්මාණ සහ ටෙන්ඩර් ලේඛණ සකස් කිරීම සඳහා සහයෝගය ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයෙන් ලබා ගැනීමට අනුමැතිය එමගින් හිමි වී තිබුණි.

5.3.3.2 එමෙන්ම විශේෂිත කොන්දේසි සහ මූල්‍යයනය අවශ්‍යතාවය සාකච්ඡාකර අනුමත කර ගැනීමට යටත්ව සීඝ්‍ර දුම්රිය සංක්‍රමණ පද්ධති RTS 1 (හරිත මාර්ගය) සහ සීඝ්‍ර දුම්රිය සංක්‍රමණ පද්ධති RTS 4 (දම් මාර්ගය) ක්‍රියාත්මක කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයෙන් (JICA) නිල සංවර්ධන සහය (ODA) ලබා ගැනීමටත් ඉහත 5.3.3.1 ඡේදයෙහි

සඳහන් අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමැතිය ලබා දී තිබුණු අතර මෙම සංක්‍රමණ පද්ධති ක්‍රියාත්මක කිරීමට අවශ්‍ය ඉඩම් අත්පත් කර ගැනීමේ කටයුතු සිදු කිරීමටත් අනුමැතිය ලබා දී තිබුණි.

5.3.3.3 ශ්‍රී ලංකා රජයේ ඉල්ලීම පරිදි ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයේ සහයෝගය ඇතිව සහනදායී ණය කොන්දේසි යටතේ පියවර කිහිපයකට අනුව මෙම සැහැල්ලු දුම්රිය ව්‍යාපෘතිය හඳුනාගැනීමට ජපන් රජය කටයුතු කරන බවට අංක 17/0552/724/019 හා 2017 මාර්තු 13 වන දිනැති අමාත්‍ය මණ්ඩල සංදේශයේ කරුණු දක්වා තිබුණි (ඇමුණුම 15). තවද මෙම ව්‍යාපෘතිය වර්ෂ 04 ක් ඇතුළත ක්‍රියාත්මක කළ යුතු බවටත්, ශක්‍යතා අධ්‍යයනය වසරක් ඇතුළත සම්පූර්ණ කළ යුතු බවටත් එම සංදේශයෙහි දක්වා තිබුණි. එම තීරණය ප්‍රකාරව විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල් විසින් ජපන් තානාපතිවරයාගෙන් මේ සම්බන්ධයෙන් විධිමත් පරිදි සහයෝගය ඉල්ලා තිබුණු බවද සඳහන් විය.

5.3.3.4 ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ්, ආයතනය 2018 මැයි මස ඉදිරිපත් කරන ලද මූලික සමීක්ෂණ වාර්තාවට අනුව (ඇමුණුම 16) මෙම ව්‍යාපෘතියේ මුළු පිරිවැය ජපන් යෙන් මිලියන 246,641 ක් වන බවට ඇස්තමේන්තු කර තිබූ අතර පහත කරුණු ද හඳුනාගෙන තිබුණි.

- i. මාලඹේ සිට කොටුව පිහිටි බහු මාදිලි ප්‍රවාහන මධ්‍යස්ථානය වෙත කි.මී 17 ක දුරකින් යුතුව නැවතුම්පොළවල් 16 කින් හා ඩිපෝවකින් සමන්විත සැහැල්ලු දුම්රිය සංක්‍රමණ මාර්ගය ශක්‍ය බව,
- ii. මහනගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය විසින් යෝජනා කරන ලද පරිදි සිවිල් ව්‍යුහයන්, ඩිපෝවක්, විදුලි හා යාන්ත්‍රික පද්ධති සහ සංඥා සහ විදුලි සංදේශ පද්ධතිය ඇතුළත් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියක් හඳුන්වාදීම සඳහා තාක්ෂණික, ආර්ථික වශයෙන් සුදුසු සහ ඵලදායී විසඳුමක් ලෙස නිර්මාණය කර ඇත. කොළඹ මෙට්‍රොපොලිටන් ප්‍රදේශය සඳහා නාගරික ප්‍රවාහන ප්‍රධාන සැලැස්ම, කොළඹ නාගරික ප්‍රදේශය තුළ ඇති සීමාවන් යටතේ වැඩිවන මගී ඉල්ලුම ග්‍රහණය කර ගැනීම සඳහා මාර්ගය සහ ස්ථාන තෝරා ගන්නා ලදී. නාගරික ප්‍රදේශයේ සමාජ පරිසරය සැලකිල්ලට ගනිමින් මාර්ග තදබදය අවම කිරීමට ව්‍යාපෘතිය උපකාරී වේ.
- iii. සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ක්‍රියාත්මක කිරීම සඳහා වන ව්‍යාපෘති පිරිවැය සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියෙන් ලැබෙන විශාල ප්‍රතිලාභවලින් ආර්ථික වශයෙන් ආවරණය කෙරේ. ඒ අනුව ව්‍යාපෘතිය ආර්ථික වශයෙන් ශක්‍ය එකක් බව,

- iv. මූල්‍ය තිරසාරභාවය සම්බන්ධයෙන්, සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධති ගාස්තුව දැරිය හැකි මට්ටමකින් (කොටුව සහ මාලඹේ අතර රුපියල් 100 ට අඩු) සකසන විට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය මෙහෙයුම් හා නඩත්තු කිරීමේ (Operation and Maintenance) සමාගමට මූල්‍යමය වශයෙන් ලාභදායී සහ තිරසාර වීමට හැකියාව ඇති බව,
- v. පාරිසරික හා සමාජීය අංශ සම්බන්ධයෙන් ගත් කළ, පාරිසරික බලපෑම් අධ්‍යයනයෙන් (EIA) යෝජිත ව්‍යාපෘතියේ විභව බලපෑම් ප්‍රධාන වශයෙන් ඉදිකිරීම් අදියරේදී සිදුවන බවත්, මෙහෙයුම් අවධියේදී ඇති වන බලපෑම් අවම බවත්ය. ඉදිකිරීම් අදියරේදී ව්‍යාපෘතියේ බලපෑම් සැලකිය යුතු විය හැකි වුවද, විශේෂයෙන් ශබ්දය/කම්පනය, ගමනාගමනය සහ සමාජ යටිතල පහසුකම් සඳහා, පාරිසරික බලපෑම් ඇගයීම් අධ්‍යයනයේ යෝජනා කර ඇති පරිදි සුදුසු අවම කිරීමේ ක්‍රියාමාර්ග ක්‍රියාත්මක කරන්නේ නම්, බලපෑම බොහෝ දුරට අවම කළ හැකි බවත් එසේම, සමීක්ෂණ කණ්ඩායම විසින් යෝජනා කරන ලද ඉදිකිරීම් ක්‍රමය සඳහා නවතම තාක්ෂණික විසඳුම් මෙම බලපෑම් අවම කිරීමට උපකාරී වන බවත්,
- vi. ඩිපෝව ඉදිකිරීම සඳහා මහ පරිමාණයේ කෘෂිකාර්මික ඉඩම් සහ කුඹුරු යායක් අවශ්‍ය බව සමාජ අධ්‍යයනයෙන් අනාවරණය විය. කෙසේ වෙතත්, සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධති මාර්ගය ප්‍රධාන වශයෙන් දැනටමත් පවතින මාර්ග ජාලය හරහා ගමන් කරන බැවින්, ව්‍යාපෘතිය හේතුවෙන් නැවත ස්ථානගත කිරීමට නියමිත නිවාස සහ වාණිජ ආයතන සංඛ්‍යාව සාපේක්ෂව අඩු බවත් ඒවා නිර්දේශ ලබා දී තිබුණි.

5.3.3.5 2018 ජූලි 6 දින ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුව විසින් මෙම ව්‍යාපෘතියට අදාලව විදේශ සම්පත් දෙපාර්තමේන්තුව වෙත ඉදිරිපත් කරන ලද වාර්තාව අනුව (ඇමුණුම 17) සැහැල්ලු දුම්රිය පද්ධතිය සම්බන්ධයෙන් පහත සඳහන් නිර්දේශයන් ලබා දී තිබුණි.

- i. සැහැල්ලු දුම්රිය ව්‍යාපෘතිය මගින් ආර්ථික සංවර්ධනය, ජනතාවගේ ජීවන තත්ත්වය තිරසාර ලෙස වර්ධනය වීම හා ජීවන තත්ත්වයේ ගුණාත්මක වර්ධනයක් ඇති වීම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා නිර්දේශ කෙරේ.
- ii. යෝජිත කොරිඩෝවෙහි වාහන තදබදය අවම කිරීම සඳහා ඒකාබද්ධ ප්‍රවේශයක් අවශ්‍ය බව හඳුනාගන්නා ලද අතර ඒ සඳහා හොඳම විසඳුම සැහැල්ලු දුම්රිය ව්‍යාපෘතිය බව
- iii. සැහැල්ලු දුම්රිය ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට සමගාමීව දුම්රිය විද්‍යුත්කරණයද වර්ධනය වීම.

5.3.3.6 තවද 2018 ජූනි 26 දිනැති සැහැල්ලු දුම්රිය ව්‍යාපෘතිය සම්බන්ධයෙන් මහනගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය විසින් ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශය සඳහා 2018 ජූලි 09 දින මුදල් හා ජනමාධ්‍ය අමාත්‍යාංශය විසින් නිරීක්ෂණ ලබා දී තිබුණි (ඇමුණුම 18). එම නිරීක්ෂණ වලට අනුව කොළඹ නගරය හා තදාසන්න ප්‍රදේශ සම්බන්ධ කරමින් එලදායි,කාර්යක්ෂම සහ වේගවත් දුම්රිය ප්‍රවාහන පද්ධතියක් තිබීම මහනගර සංවර්ධන සැලැස්මේ අත්‍යවශ්‍ය අංගයක් බව ප්‍රකාශ කර තිබුණි.තවද මෙම ව්‍යාපෘතිය සඳහා සහනදායී ණය කොන්දේසි යටතේ ජපන් අන්තර්ජාතික සහයෝගීතා ආයතනය ණය ලබා දීමට එකඟ වූ බවටද නිරීක්ෂණය කර තිබුණි.

5.3.4 උපදේශණය සඳහා ප්‍රසම්පාදන ක්‍රියාවලිය

5.3.4.1 2018 ජනවාරි 11 දින රැස්වන ලද සාමාජිකයින් 6 දෙනෙකුගෙන් සමන්විත තාක්ෂණික ඇගයීම් කමිටුව (TEC) විසින් පිළියෙල කරන ලද කෙටුම්පත් Terms of Reference (TOR), Expression of Interest (EOI) සහ අවසන් තේරීම් කිරීමේ (Short listing) නිර්ණායක පිළිබඳ ලේඛන අමාත්‍ය මණ්ඩලයෙන් පත් කළ උපදේශන ප්‍රසම්පාදන කමිටුව (CPCC) වෙත 2018 ජනවාරි 11 දින වාර්තාවක් ලෙස සකස් කර ඉදිරිපත් කර තිබුණි (ඇමුණුම 19). පසුව එය අධ්‍යයනය කිරීමෙන් අනතුරුව 2018 පෙබරවාරි 09 දින රැස්වූ අමාත්‍ය මණ්ඩල උපදේශන ප්‍රසම්පාදන කමිටුව විසින් ප්‍රසම්පාදන කාර්යයේ නම පමණක් වෙනස් කළ යුතු බව දක්වා අනෙකුත් සියලු ලේඛන ප්‍රසිද්ධ කිරීම සඳහා අනුමැතිය ලබා දී තිබුණි (ඇමුණුම 20).

5.3.4.2 ඒ අනුව ව්‍යාපෘති අධ්‍යක්ෂ විසින් පිළිවෙලින් 2018 පෙබරවාරි 16 සහ 2018 පෙබරවාරි 20 යන දිනයන්හි දී විදේශ සම්පත් දෙපාර්තමේන්තුව සහ JICA ශ්‍රී ලංකා කාර්යාලය වෙත කැමැත්ත ප්‍රකාශ කිරීම (EOI) ප්‍රසිද්ධ කිරීම සඳහා ඉහත පරිදි අනුමැතීන් ලද බව දන්වා යවා තිබුණි (ඇමුණුම 21). ඒ අනුව ප්‍රසිද්ධ කළ එම දැන්වීම් සඳහා ජපානයේ Oriental Consultant Global Company Ltd සහ ජපානයේ PADECO Company Ltd. යන ආයතන 02 තම කැමැත්ත ප්‍රකාශ කිරීම (EOI) එවා තිබුණි.එම ආයතන දෙක පහත සඳහන් පරිදි ඒකාබද්ධ වූ ආයතන වලින් සමන්විත වේ.

- I ප්‍රධාන හවුල්කරු ලෙස ජපානයේ ඔරියන්ටල් කන්සල්ටන්ට් ග්ලෝබල් සීමිත සමාගම (Oriental Consultants Global Co.Ltd (OGC), අනෙකුත් සමාජිකයින් ලෙස ජපානයේ ප්‍රවාහනය සඳහා වූ ජපන් අන්තර්ජාතික උපදේශණ සීමිත සමාගම (Japan International for Transportation Co. Ltd (JIC), ජපානයේ කොහොඩායි සීමිත සමාගම Japan Chodai Co.Ltd (CHODAI), ජපානයේ නිපොන් කොයි සීමිත සමාගම (Japan Nippon Koei Co.Ltd (NK) සහ ශ්‍රී ලංකාවේ කන්සල්ටින්ග් ඉංජිනියර්ස් ඇන්ඩ් ආර්කිටෙක්ට්ස් ඇසෝසියේටඩ් පුද්ගලික සමාගම (Consulting Engineers & Architects Associated Pvt Ltd (CEA) වන ඒකාබද්ධ ව්‍යාපාරය

- ii. ප්‍රධාන හවුල්කරු ලෙස ජපානයේ PADECO Co.Ltd (PADECO), සමාජිකයෙකු ලෙස ශ්‍රී ලංකාවේ Green Tech Consultants (vt) Ltd (Green Thch) සහ උපදේශකයෙකු ලෙස ප්‍රංශයේ EGIS Rail (EGIS) වන ඒකාබද්ධ ව්‍යාපාරය

5.3.4.3 පසුව තාක්ෂණික ඇගයීම් කමිටුව විසින් 2018 ඔක්තෝබර් 05 දින නිකුත් කරන ලද තාක්ෂණික ඇගයීම් කමිටු වාර්තාව අනුව අවසන් තේරීම් කිරීමේ නිර්ණායක (Shortlisting Criteria) පදනම් කරගෙන ඇගයීමෙන් පසුව Oriental Consultant Global Company Ltd සහ PADECO Company Ltd. යන ආයතන 02 අවසන් තේරීම් කිරීම් කළ ආයතන (Short listed) 2 බවත් එම ආයතන සඳහා 2018 අගෝස්තු 16 දින Request for Proposal (RFP) නිකුත් කළ බවත් දක්වා තිබුණි. ඒ අනුව එම සමාගම් දෙකෙන් ලද තාක්ෂණික යෝජනා, තාක්ෂණික ඇගයීම් කමිටුව විසින් ඇගයීම් කර තිබුණු අතර ආයතන 02 ම සියයට 75 ට වඩා ලකුණු ලබා තිබූ බැවින් එම ආයතන 02 හි මූල්‍ය යෝජනා විවෘත කිරීම සඳහා අමාත්‍ය මණ්ඩල උපදේශන ප්‍රසම්පාදන කමිටුවෙන් අනුමැතිය ඉල්ලා තිබුණි (ඇමුණුම 22).

5.3.4.4 ඉන්පසුව අමාත්‍ය මණ්ඩල උපදේශන ප්‍රසම්පාදන කමිටුව විසින් 2018 ඔක්තෝබර් 11 දින ඒ සඳහා අනුමැතිය ලබා දී තිබූ අතර තාක්ෂණික ඇගයීම් කමිටුව විසින් 2018 නොවැම්බර් 01 දින මූල්‍ය යෝජනා විවෘත කර ඇගයීම් කටයුතු සිදු කර තිබුණි. පසුව 2018 නොවැම්බර් 23 තාක්ෂණික ඇගයීම් කමිටු වාර්තාව අනුව Oriental Consultant Global Company Ltd ආයතනය මුළු ලකුණු 85.75 ක් ලබා ගනිමින් පළවෙනි ස්ථානය ලබාගත් බවත් PADECO ආයතනය ලකුණු 83.39 ක් ලබා ගනිමින් දෙවන ස්ථානය ගත් බවත් සඳහන් කර තිබුණි.

5.3.4.5 ඉහත සියළු තොරතුරු සවිස්තරාත්මකව දක්වමින් මහ නගර හා බස්නාහිර අමාත්‍යවරයා විසින් අංක CP/19/0747/116/037/TB සහ 2019 පෙබරවාරි 24 දිනැති අමාත්‍ය මණ්ඩල සංදේශය (ඇමුණුම 23) ඉදිරිපත් කර තිබුණි. ඒ අනුව 2019 මාර්තු 12 දින අමාත්‍ය මණ්ඩලය විසින් ඉහළම ලකුණු ලබාගත් Oriental Consultant Global Company Ltd ආයතනයට උපදේශන කොන්ත්‍රාත්තුව පිරිනැමීමට අනුමැතිය ලබා දී තිබුණි (ඇමුණුම 24).

5.4 ව්‍යාපෘතියෙහි කටයුතු ආරම්භ කිරීම

5.4.1 මූල්‍ය , ආර්ථික හා පරිසර විශ්ලේෂණය

5.4.1.1 2018 වර්ෂයේදී බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ මෙහෙයවීම යටතේ පත්කර තිබුණු කමිටුවක් විසින් සකස් කරන ලද “Preparatory survey on the project for Establishment of New Railway Transits System in Colombo” වාර්තාවෙහි සඳහන් පරිදි ආර්ථික, පිරිවැය ප්‍රතිලාභ විශ්ලේෂණය ක් සිදු කර තිබුණි. මෙම ව්‍යාපෘතියෙහි ආර්ථික විශ්ලේෂණය 2017 වර්ෂය පාදක වර්ෂය ලෙස ගෙන සිදුකර ඇති අතර ඇගයීම් කාලය වර්ෂ 35 ක් ලෙස (2018 – 2052) සලකා බලා තිබුණි. වට්ටම් අනුපාතය (Discount Factor) සියයට 12 ක්

ලෙස ගෙන තිබුණු අතර මෙම තත්ත්වය යටතේ සිදුකරන ලද පිරිවැය ප්‍රතිලාභ විශ්ලේෂණයට (Cost Benefit Analysis) අනුව ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය (EIRR) සියයට 20.18 ක් ලෙස හා ආර්ථික ශුද්ධ වර්තමාන අගය (ENPV) රුපියල් බිලියන 174.3 ක් ලෙස හඳුනාගෙන තිබුණි. ඒ අනුව ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය වට්ටම් අනුපාතය ඉක්මවා තිබීම හේතුවෙන් ජාතික ආර්ථිකයට මෙය වාසිදායක ව්‍යාපෘතියක් ලෙස හඳුනාගෙන තිබුණි. තවද ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩු වූ විට, ආර්ථික පිරිවැය සියයට 10 කින් වැඩි වූ විට හා ඉහත අවස්ථා දෙකම සිදුවන තත්ත්වයන් යටතේ වැනි අවාසිදායක තත්ත්වයන් හිදී වුවද අපේක්ෂිත ප්‍රථිපලයන් පහත පරිදි බව ඇගයීම් වලදී නිරීක්ෂණය කර තිබුණි (ඇමුණුම 25).

වගුව අංක 03 ආර්ථික පිරිවැය ජර්නලාභ විශ්ලේෂණය

මූලික විශ්ලේෂණය	ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩුවීම (සියයට)	ආර්ථික පිරිවැය සියයට 10 කින් වැඩිවීම (සියයට)	ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩුවීම හා ආර්ථික පිරිවැය සියයට 10 කින් අඩුවීම (සියයට)
ආර්ථික අභ්‍යන්තර ඵලදා අනුපාතය (සියයට) 20.18	18.97	19.08	17.91
ආර්ථික ශුද්ධ ප්‍රතිලාභ අනුපාතිකය (රු.බිලියන) 174.3	142.4	159.9	128.0

ඒ අනුව ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩු වී තිබියදීත් ආර්ථික ප්‍රතිලාභ අනුපාතය වට්ටම් අනුපාතය ඉක්මවූ අගයක් වන 18.97 ක් ගෙන ඇති අතර ආර්ථික පිරිවැය සියයට 10 කින් වැඩිවීම මත ආර්ථික ප්‍රතිලාභ අනුපාතය වට්ටම් අනුපාතය ඉක්මවූ අගයක් වන 19.08 ක් ලෙසද අවස්ථා දෙකම එකවර සලකා බැලීමේ දී ද මෙම අනුපාතය සියයට 17.91 ලෙස ද වාසිදායක තත්ත්වයක් ගෙන ඇත.

තවද ආර්ථික ශුද්ධ ප්‍රතිලාභ අනුපාතය (ENPV) ද ඉහත අවස්ථාවන් යටතේ වාසිදායක තත්ත්වයක් ගෙන ඇත.

5.4.1.2 මෙම ව්‍යාපෘතිය සම්බන්ධයෙන් මූල්‍ය විශ්ලේෂණයේ පාදක වර්ෂය ලෙස 2017 වර්ෂය සලකා බලා තිබුණු අතර දුම්රිය මැදිරියක ජීවිත කාලය වර්ෂ 30 ක් ලෙස උපකල්පනය කර ඇති අතර මෙහෙයුම් කටයුතු ආරම්භ කර වර්ෂ 60 ක් දක්වා වූ මෙම ඇගයීම් කාලපරිච්ඡේදය තුළදී (2025 -2084) දුම්රිය මැදිරි දෙවරක් (වසර 30 කදී සහ වසර 60 දී)

ප්‍රතිස්ථාපනය කරන බවට උපකල්පනය කර තිබුණි. මෙම ඇගයීම සඳහා ඇ.ඩො. 1 ක් ජපන් යෙන් 113 ක් ලෙස සහ , රුපියල් 153 ක් ලෙසද රුපියල් 1ක් ජපන් යෙන් 0.739 ක් ලෙසද ගෙන ඇත.

5.4.1.3 මෙම විශ්ලේෂණය සඳහා විකල්ප ක්‍රම 04 ක් යටතේ ආදායම් මෙහෙයුම් සහ නඩත්තු පිරිවැය ප්‍රතිස්ථාපන පිරිවැය, ක්ෂය සහ මූල්‍ය පිරිවැය සලකා බලා තිබුණි. ඒ අනුව මූල්‍ය අභ්‍යන්තර ඵලදායිතා අනුපාතය (FIRR), ශුද්ධ වර්තමාන අගය (NPV) සහ ණය සේවා ආවරණ අනුපාතයේ සාමාන්‍ය ගණනය කිරීමට කටයුතු කර තිබුණි. තවද මෙහිදී 2017 වර්ෂයෙහි අගෝස්තු 11 දිනට දින 91 ක භාණ්ඩාගාර බිල්පත් වල පොළී අනුපාතය එනම් සියයට 8.87 ක් පිරිවැය ප්‍රාග්ධනික අනුපාතය ලෙස ගෙන තිබුණි. මෙම විශ්ලේෂණයේ දී සමාගම පිහිටුවීමේ මූලික අදියර සඳහා, කාරක ප්‍රාග්ධනය හා ප්‍රතිස්ථාපන පිරිවැය ආවරණය කර ගැනීම සඳහා එම කාලපරිච්ඡේදය තුළ පැවති වාණිජ බැංකු පොළී අනුපාතය වූ සියයට 13.90 සලකා බලා තිබුණි.

5.4.1.4 ඒ අනුව අවස්ථා 4 ක් යටතේ කරන ලද විශ්ලේෂණයට අනුව 4 වන අවස්ථාව වඩා වාසිදායක අවස්ථාව ලෙස හඳුනාගෙන ඇති අතර එහි මූල්‍ය අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය (FIRR) සියයට 27 ක් වන අතර එය ඉහත 5.4.1.3 ඡේදයෙහි සඳහන් සියයට 8.87 ක් වූ පිරිවැය ප්‍රතිලාභ අනුපාතය ඉක්මවා ඇති බවට හඳුනාගෙන තිබුණි. තවද මෙහි ශුද්ධ මුදල් ප්‍රවාහය රු. මිලියන 50,185 ක් ගන්නා බව හඳුනාගෙන තිබුණි.

5.4.1.5 යෝජිත ව්‍යාපෘතිය සම්බන්ධ පාරිසරික බලපෑම් ඇගයීම් වාර්තා (EIA) හා ඊට අදාළ අනුමැතීන් මධ්‍යම පරිසර අධිකාරියේ අංක 08/ EIA/TRANS/01/2017 හා 2018 ජූලි 24 දිනැති වාර්තාව (ඇමුණුම 26) මගින් ලබා දී තිබුණි . මෙම වාර්තාවට අනුව ව්‍යාපෘතියෙහි ඉදිකිරීම් කටයුතු සිදුකරන කාලය තුළ යම් පාරිසරික බලපෑමක් ඇතිවිය හැකි බව දන්වා තිබුණද, දුම්රිය ගමනාගමනය ක්‍රියාත්මක කරන විට ඇතිවන පාරිසරික බලපෑම ඉතාම අවම මට්ටමක පවතින බව අවධාරණය කර තිබුණි. ව්‍යාපෘතියෙහි ඉදිකිරීම් කටයුතු සිදුකරන විට අනුගමනය කරනු ලබන තාක්ෂණික ක්‍රමවේදයන් නිසා ඇතිවිය හැකි දෛරුමකුම/වලිතය හා ශබ්ද දූෂණය සැලකිල්ලට නොගත යුතු තරම් අවම මට්ටමක පවතින බව දක්වා තිබුණි. දුම්රිය මගින් සිදුවන වායු දූෂණයන් නොවන නිසාත් අනික් අතට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය මගින් වාහන භාවිතය අවම වන බැවින් වාහන වලින් සිදුවන වායු දූෂණය අඩුකර ගැනීමට හැකි බවද දක්වා තිබුණි.. මේ අනුව සැහැල්ලු දුම්රිය පද්ධතිය නිසා වායු විමෝචන දූෂණය දැනට පවතින තත්ත්වයන්ට වඩා අඩුකර ගත හැකි බව ද නිරීක්ෂණය කර තිබුණි.

5.4.1.6 එසේම දැනට මාළුබේ සිට කොළඹ කොටුව දක්වා පවතින දැඩි වාහන තදබදයට විසඳුමක් ලබාදීමට සැහැල්ලු දුම්රිය පද්ධතිය තුළින් හැකියාව ලැබෙන බැවින් මගීන්ට මානසික

සහනයක් හා සුවපහසුව ගමන් කිරීමට හැකියාව ලැබෙන බැවින් කායික පහසුවක් ලැබීමද මෙකී පාරිසරික බලපෑම් වාර්තාව මගින් ඉස්මතු කර දක්වා තිබුණි.

5.4.2 ව්‍යාපෘතිය මූල්‍යනය කිරීම

5.4.2.1 2018 ජූනි 26 දිනැති අමාත්‍ය මණ්ඩල සංදේශය අනුව මෙම ව්‍යාපෘතිය සඳහා ඇස්තමේන්තුගත මුළු පිරිවැය ජපන් යෙන් මිලියන 253,028 ක් වූ අතර ඉන් ජපන් යෙන් මිලියන 206,106 ක් ජපන් අන්තර් ජාතික සහයෝගිතා ආයතනය ලබා දෙන ණය පහසුකම යටතේද ජපන් යෙන් මිලියන 46,922 ක මුදලක් ශ්‍රී ලංකා රජයේ අරමුදලින් ලබා ගැනීමටද යෝජනා කර තිබුණි (ඇමුණුම 27). කෙසේ වුවද අමාත්‍ය මණ්ඩල සංදේශයෙහි මුළු ව්‍යාපෘති පිරිවැය ලෙස ජපන් යෙන් මිලියන 253,028 ක් හඳුනාගෙන තිබුණ ද ඇමුණුම 12 හි දැක්වෙන මෙම ව්‍යාපෘතිය සඳහා වූ ව්‍යාපෘති සංදේශය (Project Memaraondam) අනුව ව්‍යාපෘතිය සඳහා මුළු පිරිවැය ජපන් යෙන් මිලියන 246,641 ක් ලෙස හඳුනාගෙන තිබුණු අතර ඉන් ජපන් යෙන් මිලියන 200,415 ක් JICA ණය යටතේ ද අනෙකුත් මාර්ගයන්ගෙන් ජපන් යෙන් මිලියන 46,226 කුත් ලබා ගැනීමට සැලසුම් කර තිබුණි. JICA ආයතනය විසින් ලබාගැනීමට යෝජිත ජපන් යෙන් මිලියන 200,415 ක ණය මුදලින් ජපන් යෙන් මිලියන 30,040 ක් පළමු පැකේජය වෙනුවෙන් ඇස්තමේන්තු කර තිබුණි. මෙම ව්‍යාපෘතිය සඳහා වූ ව්‍යාපෘති සංදේශය සඳහා (Project Memaraondam) මහනගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම්, මුදල් අමාත්‍යාංශය වෙනුවෙන් විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල් සහ ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනය 2019 මාර්තු 11 දින අත්සන් තබා තිබුණු අතර SL – P 119 දරන ණය ගිවිසුම සඳහා ද එදිනම එනම් 2019 මාර්තු 11 දින ජපන් අන්තර් ජාතික සහයෝගිතා ආයතනය සමඟ ගිවිසුම් ගත වී තිබුණි.

5.4.2.2 මෙම ණය මුදලින් ජපන් යෙන් මිලියන 30,040 ක් (ඇ.ඩො.මිලියන 265.8/රු.බිලියන 45.9 ක්) ඉහත වගුව අංක 02 හි දැක්වෙන පැකේජ අංක 01 යටතේ (දුම්රිය යන්ත්‍ර හා මැදිරි - Rolling Stock) ලබා ගැනීමට විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්වරයා විසින් ශ්‍රී ලංකා මහ බැංකුවේ මුදල් මණ්ඩලයෙන් උපදෙස් ඉල්ලා ඇති බව 2018 ඔක්තෝබර් 19 දිනැති 35/2018 දරන මුදල් මණ්ඩල සටහනෙහි දැක්වේ (ඇමුණුම 28). තවද මෙම ණය මුදල අඩු පොළී අනුපාතයක් හා දිගුකාලීනව ආපසු ගෙවිය යුතු ණය මුදලක් හේතුවෙන් හා මෙම ව්‍යාපෘතිය මගින් පොදු ප්‍රවාහන සේවයේ ධාරිතාව ඉහළ නැංවීම සහ සේවා සැපයීම වැඩිදියුණු කිරීම අපේක්ෂා කෙරෙන බැවින් මුදල් මණ්ඩලය නිර්දේශ කරන බවද එම සටහනෙහි දක්වා තිබුණි.

මෙම ජපන් යෙන් මිලියන 30,040 ක මුදලින් ජපන් යෙන් මිලියන 24,458 ක් 0.1 ක වාර්ෂික පොළී අනුපාතයක් යටතේ සිවිල් වැඩ සහ උපකරණ මිලදී ගැනීම සඳහා වන බවත් ජපන් යෙන් මිලියන 5,582 ක් 0.01 ක වාර්ෂික පොළී අනුපාතය යටතේ උපදේශන සේවා

සඳහාද වන බවත් සඳහන් කර තිබුණි. තවද මෙම ණය සහ පොළී ගෙවීම ආරම්භ කිරීම සඳහා වර්ෂ 12 ක සහන කාලයකට (Grace period) පසු සිදු කළ යුතු අතර එම කාල පරිච්ඡේදයද ඇතුළත්ව ණය ආපසු ගෙවීමේ කාලය වර්ෂ 40 ක් බවද සඳහන් කර තිබුණි.

- 5.4.2.3 ව්‍යාපෘතිය ආරම්භ කිරීමට පෙර ණය මුදලින් (ජපන් යෙන් මිලියන 30,040) සියයට 0.2 ක් වූ එනම් ජපන් යෙන් 60,080,000 ක මුදල පෙර ගෙවුම් ගාස්තුවක් (Front End Fee) ලෙස ගෙවිය යුතු බවත් සම්පූර්ණ ණය මුදල නියමිත කාලපරිච්ඡේදය තුළදී විසර්ජනය කළ පසු ණය මුදලින් (ජපන් යෙන් මිලියන 30,040) සියයට 0.1 ක මුදලක් ප්‍රතිපූර්ණය කරන බවත් ඉහත 5.4.2.2 හි සඳහන් මුදල් මණ්ඩල සටහනෙහි දැක්වේ.
- 5.4.2.4 ශ්‍රී ලංකා මහ බැංකුවෙහි මුදල් මණ්ඩලය විසින් ගන්නා ලද අදාළ තීරණයන් මුදල් මණ්ඩලයේ ලේකම් විසින් 2018 ඔක්තෝබර් 31 දින විදේශ සම්පත් දෙපාර්තමේන්තුවෙහි අධ්‍යක්ෂ ජනරාල් වෙත දන්වා යවා තිබුණි (ඇමුණුම 29).
- 5.4.2.5 තවදුරටත් ව්‍යාපෘතියේ උපදේශන කාර්ය ඉටු කිරීමට ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ් ආයතනය වෙත පාරිශ්‍රමික, ප්‍රතිපූර්ණ, තාවකාලික මුදල් සහ අවිනිශ්චිතතා ඇතුළුව සහ 15% VAT රහිතව ජපන් යෙන් 6,781,686,975 ක් , ඇ.එ.ජ.ඩො. 43,509,583 ක් හා වැට බදු රහිතව ශ්‍රී ලංකා රු.3,810,017,354 ක් ගෙවීමේ එකඟතාවය ඇතිව කොන්ත්‍රාත්තුව පිරිනමා තිබුණි. අංක 19/0747/116/037/ටීබීආර් හා 2019 පෙබරවාරි 24 දිනැති අමාත්‍ය මණ්ඩල පත්‍රිකාව සඳහා ලබා දුන් තීරණය අනුව (ඇමුණුම 30) එම සමාගම සමඟ 2019 මාර්තු 13 දින ගිවිසුම් ගත වී තිබුණි.
- 5.4.2.6 විදේශ සම්පත් දෙපාර්තමේන්තුව ණය කළමනාකරණය සඳහා පවත්වාගෙන යනු ලබන දත්ත පද්ධතිය මඟින් (CS –DRMS 2000+ Report 854-1) 2022 මැයි 06 දින ජනනය කරන ලද වාර්තාවට අනුව (ඇමුණුම 31) 2021 දෙසැම්බර් 31 දිනට ව්‍යාපෘතිය සඳහා නිකුත් කරන ලද ණය ප්‍රමාණය ජපන් යෙන් මිලියන 2,905 ක් වූ අතර එහි රුපියල් වටිනාකම මිලියන 5,060.47 කි (මේ තුළ විනිමය අනුපාත වෙනස් වීම් ද ඇතුළත් වේ.). එම ප්‍රමාණයෙන් රු.මිලියන 364.52 ක අත්තිකාරම ද ඇතුළත්ව රු. මිලියන 4,782.84 ක මුදලක් උපදේශන ආයතනය වෙත ගෙවා තිබුණි. ඊට අමතරව ශ්‍රී ලංකා රජයේ අරමුදල් ද ඇතුළත්ව ව්‍යාපෘති කළමනාකරණ වියදම් ලෙස රු.මිලියන 918.1 ක් දරා තිබුණි. ඒ අනුව 2021 දෙසැම්බර් 31 දින වන විට ව්‍යාපෘතිය වෙනුවෙන් රු.මිලියන 5,977.64 (විනිමය අනුපාත වෙනස් වීම් ද ඇතුළත්ව) දරා තිබුණි (ඇමුණුම 32).

5.5 ලංකා විදුලිබල මණ්ඩලය සමඟ ගිවිසුම් ගත වීම

5.5.1 ව්‍යාපෘතියේ කටයුතු සඳහා අවශ්‍ය විදුලි බල පහසුකම් ලබා ගැනීම (Initiating Material Processing for the Utility Line Shifting from Malmbe to Battaramulla) සහ Underground Utility Line Shifting & Underground Cable Tracking Within Colombo City වෙනුවෙන් 2020 වර්ෂයේදී ලංකා විදුලි බල මණ්ඩලය සමඟ ඇතිකර ගත් එකඟතාවය මත සවලියකරණ අත්තිකාරම් (Mobilization advance) ලෙස පිළිවෙලින් රු.මිලියන 36 ක් සහ රු. මිලියන 8 ක් ලංකා විදුලිබල මණ්ඩලය වෙත ලබා දී තිබුණි.

5.5.2 නාගරික සංවර්ධන,වෙරළ සංරක්ෂණ,අපද්‍රව්‍ය බැහැරලීම හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශයේ ප්‍රධාන ගණකාධිකාරී විසින් 2021 මාර්තු 15 දින අංක SMUD/F/5/LRT දරන ලිපිය (ඇමුණුම 33) මගින් ලංකා විදුලිබල මණ්ඩලයේ නියෝජ්‍ය සාමාන්‍යාධිකාරී WPS II වෙතින් ඉහත සඳහන් රු.මිලියන 36 ක උපයෝජනය නොකරන ලද මුදලද , එදිනම අංක SMUD/F/5/LRT දරන ලිපිය (ඇමුණුම 34) මගින් ලංකා විදුලිබල මණ්ඩලයේ නියෝජ්‍ය සාමාන්‍යාධිකාරී වෙතින් ඉහත සඳහන් රු.මිලියන 08 ක මුදලින් උපයෝජනය නොකරන ලද ඉතිරි මුදලද නැවත පියවන ලෙස ඉලලා තිබුණි.

5.5.3 ඉහත සඳහන් රු.මිලියන 44 ක අත්තිකාරම් මුදල 2021 දෙසැම්බර් 31 දිනට මූල්‍ය ප්‍රකාශනයන්හි ව්‍යාපෘති වියදමක් ලෙස දක්වා තිබුණි (ඇමුණුම 35)

5.6 ව්‍යාපෘතිය සඳහා ඉඩම් අත්පත් කර ගැනීම

5.6.1 සැහැල්ලු දුම්රිය සංක්‍රමණ මාර්ගය කොළඹ,ශ්‍රී ජයවර්ධනපුර කෝට්ටේ සහ කඩුවෙල මහ නගර සභා බලප්‍රදේශය ආවරණය කරමින් ඉදි කරනු ලබන අතර එම දුම්රිය මාර්ගය ඉදිකිරීමට යෝජිත මාලඹේ සිට කොල්ලුපිටිය දක්වා වූ මහාමාර්ගය දෙපස පිහිටි පෞද්ගලික ඉඩම් හා ගොඩනැගිලි රාශියක් සම්පූර්ණයෙන්ම හෝ අර්ධ වශයෙන් රජයට අත්කර ගැනීමට නියමිත තිබූ බව අංක 2018/CP/11 හා 2018 පෙබරවාරි 22 දිනැති ඉඩම් අත්පත් කර ගැනීමේ ක්රියාවලිය කඩිනමින් කර ගැනීම සඳහා වූ ක්‍රමෝපායක් ක්‍රියාත්මක කිරීම නමින් වූ අමාත්‍ය මණ්ඩල සංදේශයේ (ඇමුණුම 36) දක්වා තිබුණි.

5.6.2 තවද පෞද්ගලික ඉඩම් රජයට අත්පත් කර ගැනීමේ ක්‍රියාවලියේ දී ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය,මිනින්දෝරු දෙපාර්තමේන්තුව,රජයේ මුද්‍රණාලය,තක්සේරු දෙපාර්තමේන්තුව හා අදාල ප්‍රාදේශීය ලේකම් කාර්යාල යන ආයතන සෘජු දායකත්වයක් දරනු ලබන ආයතන වන බවත්,මෙම ආයතන වල කාර්යක්ෂම මැදිහත් වීමකින් තොරව ඉඩමක් අත්කර ගැනීම නිශ්චිත කාලය තුළ අවසන් කිරීමට නොහැකි වනු ඇති බවත් එහි දක්වා තිබුණි.

5.6.3 රටතුල ක්‍රියාත්මක විවිධ සංවර්ධන කාර්යයන් සඳහා වන ඉඩම් අත්කර ගැනීම සිදුකල යුතු වන්නේ ද මෙම ආයතන වල මැදිහත්වීමක් වන බැවින් එකී ආයතන වලට ඉඩම් අත්කර

ගැනීමේ දී විශාල කාර්යය භාරයක් පැවරී ඇති බව ද එම සංදේශයෙහි දක්වා ඇත. මෙලෙස කරුණු දක්වමින් සැහැල්ලු සංක්‍රමණ ව්‍යාපෘතිය සඳහා ඉඩම් අත්කර ගැනීමේ කාර්යය නියමිත කාල සීමාව තුළදී අවසන් කර ගැනීම සඳහා මෙහි නම් සඳහන් කර ඇති ආයතන වල අදාළ විෂය සම්බන්ධයෙන් කටයුතු කරන නිලධාරීන්ට දිරි දීමනා ගෙවීම සඳහා එම සංදේශය මගින් පහත පරිදි නිර්දේශ ලබා දී තිබුණි.

- i. ඉඩම් හා පාර්ලිමේන්තු කටයුතු අමාත්‍යාංශයේ ඉඩම් අත්කර ගැනීමේ අංශයේ විෂයභාර නිලධාරීන්ට මූලික පිඹුරේ සඳහන් එක් ඉඩම් කැබැල්ලකට රු.1,000 බැගින්ද,
- ii. රජයේ මුද්‍රණ දෙපාර්තමේන්තුවට එක් කැබැල්ලකට රු.600 බැගින්ද,
- iii. තක්සේරු දෙපාර්තමේන්තුවේ නිලධාරීන් සඳහා එක් කැබැල්ලකට රු.1,000 බැගින්ද
- iv. ප්‍රාදේශීය ලේකම් කාර්යාල නිලධාරීන් සඳහා එක් කැබැල්ලකට රු.1,500 බැගින්ද
- v. මිනින්දෝරු දෙපාර්තමේන්තුවේ නිලධාරීන් වෙත දෙපාර්තමේන්තුව විසින් නිකුත් කර ඇති අංක 01/2009 වකුලේඛයේ සඳහන් දිරි දීමනාවක් ගෙවීමට ද නිර්දේශ කර තිබුණි.

5.6.4 මෙම නිර්දේශ සඳහා 2018 ජූනි 12 දින අංක 18/0390/72/012 අමාත්‍ය මණ්ඩල තීරණය මගින් අනුමැතිය ලබා දී තිබුණි (ඇමුණුම 37).

5.6.5 බත්තරමුල්ල කොස්වත්ත මං සන්ධියේ සිට වන්දිකා කුමාරතුංග මංසන්ධිය දක්වා මාර්ගය පුලුල් කිරීමේ කාර්යය සඳහා භාණ්ඩාගාරය වෙතින් රු.බිලියන 10.7 ක අයවැය ප්‍රතිපාදනයන් ලබා ගැනීම සඳහා බණිප තෙල් සම්පත් සංවර්ධන අමාත්‍යාංශය සහ මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය ඒකාබද්ධ ඉල්ලීමක් ඉදිරිපත් කිරීමට තීරණය වී තිබුණු බවට අංක 19/2480/116/095 දරන හා 2019 අගෝස්තු 28 දිනැති අමාත්‍ය මණ්ඩල සංදේශයේ දක්වා තිබුණි (ඇමුණුම 38)

වගුව අංක 04 අයවැය ප්‍රතිපාදන බෙදී ගොස් තිබුණු ආකාරය

ක්‍රියාකාරකම්	එක්තුව (රු.බිලියන)	පිරිවැය බෙදීයාම (රු.බි)					
		2020	2021	2022	2023	2024	2025
ඉඩම් අත්පත්කර ගැනීමේ පිරිවැය	8.5	3.5	5.0				
මාර්ගය පුළුල් කිරීමත් සමඟ	2.2				0.5	1.1	0.6
මාර්ගයේ කළ යුතු වැඩි දියුණු කිරීම							
එකතුව	10.7	3.5	5.0		0.5	1.1	0.6

5.6.6 ඉඩම් අත්පත් කර ගැනීමේ ප්‍රගතිය

5.6.6.1 අදියර 58 කින් සමන්විත 1950 අංක 09 දරන රජයේ ඉඩම් අත්කර ගැනීමේ පනත යටතේ වන්දි තක්සේරු කිරීමේ ක්‍රියාවලියේ (ඇමුණුම 39) 3 වන අදියර වන දෙවන වගන්තියේ දැන්වීම, එනම් ප්‍රාදේශීය ලේකම් අත්පත්කරගැනීමට යෝජිත ඉඩම් අවම ප්‍රසිද්ධ කිරීමේ සිට ,13 වන අදියර මත 10 වන වගන්තියේ හිමිකම් තීරණ එනම් ප්‍රාදේශීය ලේකම් හිමිකම් තීරණය කිරීමේ අවස්ථාව දක්වා වූ අදියරයන් සම්පූර්ණ කර තිබුණි.

වගුව අංක 05 ව්‍යාපෘතිය අවසන් කල දින දක්වා ඉඩම් අත්පත්කර ගැනීමේ ප්‍රගතිය

ප්‍රාදේශීය ලේකම් කොට්ඨාශය	පර්චස් ප්‍රමාණය	අත්පත් කර ගැනීමේ ක්‍රියාවලියේ අදියර
කඩුවෙල	9,833.73	අදියර 2 - අදියර 10 දක්වා
ශ්‍රී ජයවර්ධනපුර	684.04	-
තිඹිරිගස්සාය	757.89	-
කොළඹ	39.59	අදියර 2
	395.36	අදියර 2 -අදියර 10 දක්වා

5.7 ව්‍යාපෘතිය අවසන් කිරීමට තීරණය කිරීම

5.7.1 ඉහත 5.4.1.2 ඡේදයෙහි දක්වා ඇති ව්‍යාපෘතියේ පාරිසරක අධ්‍යයන වාර්තාව අනුව සහ ආර්ථික හා සමාජීය අධ්‍යයනය අනුව ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම 2019 මාර්තු 25 දින ආරම්භ කර වර්ෂ දෙකකට පසු ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශවීයව මෙම ව්‍යාපෘතිය අවසන් කිරීමට තීරණය කර තිබුණි. අවසන් කරන ලද මෙම ව්‍යාපෘතිය වෙනුවෙන් ඉහත 5.4.2.6 ඡේදයෙහි පරිදි 2021 දෙසැම්බර් 31 දින වන විට රු.මිලියන 5,977.64 ක් වියදම් ලෙස දරා තිබුණි.

5.7.2 සැහැල්ලු දුම්රිය ව්‍යාපෘතියෙන් ලබා ගත හැකි දේ හා සසඳන විට මුළු ණය මුදල ඉතා ඉහළ අගයක් ගන්නා බවත් මුළු උපදේශන ගාස්තු ජාත්‍යන්තර උපදේශන ආයතනවල පිළිගත හැකි සම්මතයන්ට වඩා වැඩි බවත්, මෙම උපදේශන සේවයේ විදේශීය විශේෂඥයන් සංඛ්‍යාව ඉහළ වන අතර දේශීය විශේෂඥයින් වැඩි වීම රටට ප්‍රතිලාභයක් වන අතර පිරිවැයද අඩු වනු ඇති බවත් ,

දුම්රිය මැදිරි සඳහා පවතින පිරිවැය ලෝක වෙළඳපොළේ පවතින වත්මන් මිලට සාපේක්ෂව ඉහළ පිරිවැයක් ගෙන ඇති බව ඇතුළුව කරුණු 08 ක් දක්වමින් මෙම ව්‍යාපෘතිය සම්බන්ධයෙන් නැවත සලකා බලන ලෙස 2020 ජනවාරි 30 දින එවකට නාගරික සංවර්ධන, ජල සම්පාදන සහ නිවාස පහසුකම් අමාත්‍යාංශ ලේකම් විසින් ව්‍යාපෘති අධ්‍යක්ෂකගෙන් ඉල්ලා තිබුණි (ඇමුණුම 40). තවද ,මෙම ව්‍යාපෘතිය සම්බන්ධයෙන්

විශේෂඥයින් හා පොදු සමාජය තුළ සාකච්ඡා කරන ලද කරුණු ඇසුරින් ඉහතින් සඳහන් කරන ලද නිරීක්ෂණ හඳුනාගත් බවද ලේකම්වරයා එහි දක්වා තිබුණි.

5.7.3 ලේකම්වරයාගේ ඉහත ලිපියට ප්‍රතිචාරව 2020 පෙබරවාරි 10 දින ව්‍යාපෘති අධ්‍යක්ෂ විසින් මෙම ව්‍යාපෘතිය පිලිබඳව දීර්ඝ වශයෙන් කරුණු දක්වමින් ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා නාගරික සංවර්ධන, ජල සම්පාදන සහ නිවාස පහසුකම් අමාත්‍යාංශ ලේකම්ගෙන් සහයෝගය ඉල්ලා ඇති අතර මෙම ව්‍යාපෘතිය ජාතික වැදගත්කමකින් යුක්ත සහ පොදු ප්‍රවාහන සේවයේ වැදගත් සංදිස්ථානයක් බවද එම ලිපියෙන් දක්වා තිබුණි (ඇමුණුම 41).

5.7.4 ඉහත සඳහන් ප්‍රතිචාරයට මාස 7 කට පමණ පසුව එවකට ජනාධිපතිවරයා ගේ නියෝගය මත ව්‍යාපෘතිය අත්හිටුවීමට කටයුතු කරන ලෙසට තමා දැනුවත් කළ බවට දන්වමින් ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්වරයා වෙත ජනාධිපති ලේකම්වරයා විසින් 2020 සැප්තැම්බර් 21 දින ලිපියක් (ඇමුණුම 42) යොමුකර තිබුණි. එම ලිපියට අනුව මෙම ව්‍යාපෘතිය අධික පරිවැයක් සහිත ඵලදායී නොවන ව්‍යාපෘතියක් බවත්, ව්‍යාපෘතිය මගින් එහි අරමුණු වූ නාගරික ප්‍රවාහන යටිතල පහසුකම් සැපයීමට අසමත් ව්‍යාපෘතියක් ලෙස හඳුනාගෙන ඇති බවත් තවදුරටත් දක්වා තිබුණි. තවද මෙම ලිපිය මගින් මෙකී ව්‍යාපෘතිය වෙනුවට විකල්ප ප්‍රවාහන පද්ධති විසඳුමක් (Alternative Transport Solution) නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය, ජාතික සැලසුම් දෙපාර්තමේන්තුව හා මුදල් අමාත්‍යාංශය යන ආයතනවල උපදෙස් මත සකස් කිරීමට කටයුතු කරන ලෙසද ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්වරයා වෙත දන්වා තිබුණි.

5.7.5 2020 වර්ෂයේ අගෝස්තු මාසයේදී ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශ ඉදිරිපත් කිරීමේදී පිළිපැදිය යුතු මාර්ගෝපදේශ සංග්‍රහයේ

3 පරිච්ඡේදයේ (V) සහ (VI) වගන්තිවලට අනුකූලව (ඇමුණුම 43) ව්‍යාපෘතියක් අවසන් කිරීමේ දී පහත සඳහන් පරිදි කටයුතු කළ යුතු බව දැක්වේ.

i. V වන වගන්තියෙහි සඳහන් කරුණු

අමාත්‍ය මණ්ඩල සංදේශයක සඳහන් යෝජනා/නිර්දේශ වෙනත් අමාත්‍යාංශයකට/අමාත්‍යාංශයන්ට අදාළ විෂයන්ට හෝ එම අමාත්‍යාංශය/අමාත්‍යාංශයන් වෙත පවරා ඇති කාර්යයන්ට බලපෑමක් ඇති කරනු ලබන බව පෙනී යන්නේ නම් සංදේශයේ ඇතුළත් කිරීමට අපේක්ෂා කරනු ලබන කරුණු හා යෝජනා සම්බන්ධයෙන් ප්‍රථම කොට අදාළ අමාත්‍යාංශය /අමාත්‍යාංශ සමඟ සාකච්ඡා කළ යුතු වේ.

ii. **VI වන වගන්තියේ සඳහන් කරුණු**

එම සාකච්ඡාවන්හිදී එකඟවන කරුණු මත පදනම්ව අදාළ යෝජනා,ඒකාබද්ධ අමාත්‍ය මණ්ඩල සංදේශයක් වශයෙන් අදාළ අමාත්‍ය මණ්ඩලයේ අමාත්‍යවරුන්ගේ අත්සනින් අමාත්‍ය මණ්ඩලය වෙත ඉදිරිපත් කළ යුතුය.

5.7.6 ඉහත 5.7.4 ඡේදයෙහි සඳහන් ජනාධිපති ලේකම්වරයා ගේ ලිපිය පදනම් කර ගනිමින් ප්‍රවාහන අමාත්‍යවරයා විසින් ව්‍යාපෘතිය අත්හිටුවීමට අනුමැතිය ඉල්ලා 2020 සැප්තැම්බර් 24 දින අමාත්‍ය මණ්ඩලය වෙත ඒකපාර්ශ්වීය සංදේශයක් ඉදිරිපත් කර තිබුණි (ඇමුණුම 44). එම සංදේශයෙහි පහත සඳහන් කරුණු ඇතුළත් කර තිබුණි.

- (i) විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල් වරයා සමඟ 2020 සැප්තැම්බර් 18 දින පැවති සාකච්ඡාවේදී මෙම ව්‍යාපෘතිය පිරිවැය ඵලදායී නොවන බැවින් අවසන් කිරීම සුදුසු බවට නිරීක්ෂණ ඉදිරිපත් වී තිබීම සහ
- (ii) ජනාධිපති ලේකම්වරයා 2020 සැප්තැම්බර් 21 දින ඉදිරිපත් කළ ලිපියට අනුව මෙම LRT ව්‍යාපෘතිය පිරිවැය ඵලදායී නොවන ව්‍යාපෘතියක් ලෙස හා ව්‍යාපෘතිය කොළඹ නාගරික ප්‍රවාහන යටිතල පහසුකම් සැපයීම සඳහා සුදුසු ව්‍යාපෘතියක් නොවන බැවින් ව්‍යාපෘතිය හා ව්‍යාපෘති කාර්යාලය වහාම ක්‍රියාත්මක වන පරිදි වසා දමන ලෙසත්,නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හා ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුවේ උපදේශණය මත සුදුසු ක්‍රමවේදයක් සකස් කිරීමට කටයුතු කරන ලෙසත් දන්වා තිබුණි.

5.7.7 තවද මෙම අමාත්‍ය මණ්ඩල සංදේශය මඟින් පහත කරුණු යෝජනා කර තිබුණි.

- i. මෙම ව්‍යාපෘතිය සතු සියළු වත්කම් හා බැරකම් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හෝ ප්‍රවාහන අමාත්‍යාංශය වෙත පවරා දීම
- ii. ව්‍යාපෘතියට අදාළ ගිවිසුම් ගත වීම හා අනෙකුත් සියළු කටයුතු නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ සිදුවන බැවින් ව්‍යාපෘතිය අවසන් කිරීමට හා ව්‍යාපෘති කාර්යාලය වසා දැමීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියෝග කිරීම
- iii. ව්‍යාපෘති කාර්ය මණ්ඩලයේ සේවය වහාම ක්‍රියාත්මක වන පරිදි අවසන්කිරීමට හා අදාළ චක්‍රලේඛ වලට අනුව ගෙවීම් කිරීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියම කිරීම
- iv. ව්‍යාපෘතිය වෙනුවෙන් මේදක්වා පියවීමට ඇති බිල්පත් ගෙවා නිරවුල් කිරීම

5.7.8 ඉහත 5.7.6 ඡේදයේ දැක්වෙන අමාත්‍යමණ්ඩල තීරණයෙහි දැක්වෙන සාකච්ඡාව සම්බන්ධයෙන් 2022 අගෝස්තු 05 දින විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්වරයාගෙන් කරුණු විමසූ විට “ එම අමාත්‍ය මණ්ඩල සංදේශයෙහි දක්වා ඇති කරුණු විදේශ සම්පත් දෙපාර්තමේන්තුව සමඟ පවත්වා ඇති සාකච්ඡාවේදී සාකච්ඡාවට බඳුන් වූ කරුණු බවත්, එහිදී අතිගරු ජනාධිපතිතුමා විසින් දෙන ලද නියෝගයට අනුව මෙම ව්‍යාපෘතිය පිරිවැය ප්‍රතිඵලදායක නොවන බැවින්, අවසන් කළ යුතු බවට ලද නියෝගය අනුව එසේ අවසන් කළ යුතු ආකාරය සහ ඒ සඳහා ගත යුතු පියවර සාකච්ඡා කළ බව” දක්වා තිබුණි. තවද “ අතිගරු ජනාධිපතිතුමා විසින් කවර වූ හෝ විශ්ලේෂණයක් මත දෙන ලද නියෝගයක් ක්‍රියාත්මක කිරීම සිදුකළ යුතු ආකාරයද සාකච්ඡා “ වූ බව ප්‍රකාශ කර තිබුණි

5.7.9 ඉහත දක්වා තිබුණු කරුණු පදනම් කරගෙන අමාත්‍ය මණ්ඩලය විසින් මුදල් අමාත්‍යාංශයේ නිරීක්ෂණ ඉල්ලා තිබුණු අතර මුදල් අමාත්‍යාංශය විසින් 2020 සැප්තැම්බර් 28 දින ප්‍රවාහන අමාත්‍යවරයා අනුමැතිය ඉල්ලා තිබුණු කරුණු සියල්ලටම වෙනයම් කරුණු සඳහන් කිරීමකින් තොරව එකඟතාවය පළකර තිබුණි (ඇමුණුම 46). මේ අනුව අමාත්‍ය මණ්ඩලය විසින්ම පහත සඳහන් නිරීක්ෂණ ඉදිරිපත් කර ව්‍යාපෘති කාර්යාලය වසා දමා ව්‍යාපෘතිය අවසන් කිරීම ඇතුළුව සංදේශයේ සඳහන් සියළු කරුණු සඳහා 2020 සැප්තැම්බර් 28 දින අනුමැතිය ලබාදී තිබුණි (ඇමුණුම 47).

- (i) ඉහත ව්‍යාපෘතියේ මූලික සැලසුම් අදියරේදී යෝජනා වූයේ රැකියා සහ වෙනත් කාර්යයන් සඳහා පෞද්ගලික රථවලින් කොළඹ නගරය වෙත පැමිණෙන්නන්ට සේවය සැලසීම සඳහා විකල්ප ප්‍රවාහන මාධ්‍යයක් වශයෙන් සාධාරණ පිරිවැයක් සහිත මෙන්ම අවම පාරිසරික බලපෑමක් සහිත සීග්‍ර සංක්‍රමණ පද්ධතියක් හඳුන්වා දීමට බව;
- (ii) කෙසේ වුවද, පසුගිය රජය විසින් අනුමත කරන ලද සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ පිරිවැය ඉතා ඉහළ අගයක් ලෙස පෙනී යන බව ;
- (iii) සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ක්‍රියාත්මක කළහොත් පරිසරයට විශාල බලපෑමක් සිදු විය හැකි බවත්, නිවාස සහ වෙනත් ගොඩනැගිලි විශාල සංඛ්‍යාවක් කඩා ඉවත් කිරීමට සිදු විය හැකි බව හා එම කාර්යය සඳහා අත්කර ගනු ලබන ඉඩම් වෙනුවෙන් වන්දි ගෙවීම සඳහා විශාල මුදලක් දැරීමට සිදුවිය හැකි බව ;
- (iv) සිය පෞද්ගලික රථ භාවිත කරමින් රැකියා සහ වෙනත් කාර්යයන් සඳහා කොළඹ නගරයට පැමිණෙන පුද්ගලයින් ආකර්ශනය කර ගැනීම සඳහා විකල්ප ප්‍රවාහන මාධ්‍යයක් ලෙස යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය මඟින් අපේක්ෂිත පහසුකම් සලසා දීමට නොහැකි බව; සහ

(v) යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ක්‍රියාත්මක කළ හොත් ඒ සඳහා විශාල මෙහෙයුම් පිරිවැයක් දැරීමට සිදු විය හැකි බව.

5.7.10 අනතුරුව 2020 ඔක්තෝබර් 20 දින විදේශ සම්පත් දෙපාර්තමේන්තුව විසින් මෙම ව්‍යාපෘතිය අවසන් කරන බව ජපන් අන්තර්ජාතික සහයෝගතා ආයතනය වෙත දන්වා යවා තිබුණි (ඇමුණුම 48). නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය ලේකම් විසින් ශ්‍රී ලංකා රජය සහ ඔරියන්ටල් කන්සල්ටන්ට් ග්ලෝබල් කම්පැනි ලිමිටඩ් අතර පැවති ගිවිසුම ඉදිරි දින 56 තුළ අවලංගු කරන බව ජපන් අන්තර්ජාතික සහයෝගතා ආයතනය වෙත දන්වන ලෙස විදේශ සම්පත් දෙපාර්තමේන්තුව වෙත 2020 ඔක්තෝබර් 21 දින දන්වා තිබුණි (ඇමුණුම 49) . 2020 ඔක්තෝබර් 23 වන දින මෙම ව්‍යාපෘතිය අවසන් කරන බව මුදල් අමාත්‍යාංශයද ජපන් අන්තර්ජාතික සහයෝගතා ආයතනය වෙත දන්වා යවා තිබුණි (ඇමුණුම 50)

5.7.11 නැවතත් සැහැල්ලු දුම්රිය ව්‍යාපෘතිය අවසන් කරන බව මුදල් අමාත්‍යාංශය විසින් 2020 නොවැම්බර් 05 දින ජපන් අන්තර්ජාතික සහයෝගතා ආයතනය වෙත දන්වා යවා තිබුණි. තවද වත්මන් කොවිඩ් 19 ගෝලීය වසංගතය යටතේ ශ්‍රී ලංකා රජය මුහුණ දෙන මූල්‍ය අභියෝග හේතුවෙන් ශ්‍රී ලංකා අමාත්‍ය මණ්ඩලය විසින් රජයේ අයවැය තුළ මහා පරිමාණ යටිතල පහසුකම් සංවර්ධන ව්‍යාපෘති සඳහා පහසුකම් සැලසීම පිළිබඳව නැවත සලකා බලා ඇති බව සැලකිල්ලට ගෙන දිගුකාලීන ස්ථාවරත්වය සඳහා ආර්ථිකයේ ප්‍රමුඛතා අංශ නංවාලීමට අවශ්‍ය යටිතලපහසුකම් අයවැය තුළින් ඉඩ ප්‍රස්ථාව සැලසීමේ අරමුණින් මෙම ව්‍යාපෘතිය නවතා දමන බව ද එමඟින් දන්වා තිබුණි (ඇමුණුම 51)

5.7.12 ව්‍යාපෘතිය අවසන් කිරීම සම්බන්ධයෙන් විදේශ සම්පත් දෙපාර්තමේන්තුව සමඟ සාකච්ඡා කළ නොහැකි බවත්, රාජ්‍යයන් දෙකක් අතර ඇතිකරගත් ණයගිවිසුමක් මත ක්‍රියාත්මක ව්‍යාපෘතියක් අවසන් කිරීම සඳහා රජයන් දෙක අතර ද්විපාර්ශ්වික එකඟතාවක් තිබිය යුතු බවත් ජපන් අන්තර්ජාතික සහයෝගතා ආයතනය විසින් 2020 නොවැම්බර් 19 දින මුදල් අමාත්‍යාංශය වෙත දන්වා තිබුණි (ඇමුණුම 52) තවද එසේ අවසන් කිරීමකදී JICA වෙතින් පූර්ව එකඟතාව ලබා ගත යුතු බවද එම ලිපියෙන් දන්වා තිබුණි. තවද එලෙස උපදේශණ ගිවිසුම අවසන් කිරීම සඳහා ඉල්ලීමක් කර තිබුණද එම ඉල්ලීමට එකඟ විය නොහැකි බවද එම ආයතනය දන්වා තිබුණි. තවද ශ්‍රී ලංකා රජය පාර්ශ්වයේ අදාළ ආයතන වලට මෙම ණයගිවිසුමට සහ අදාළ පිළිවෙත් වලට අදාළ කොන්දේසි පිළිබඳව පැහැදිලි අවබෝධයක් නොමැති බවද එහිදී සඳහන් කර තිබුණි.

5.7.13 2020 නොවැම්බර් 20 දින JICA ආයතනයේ නව අධ්‍යක්ෂ ජනරාල් සමඟ පවත්වන ලද සාකච්ඡාවේදී සාකච්ඡා කරන ලද කරුණු ජපානයේ ශ්‍රී ලංකා තානාපති කාර්යාලය විසින් විදේශ සම්බන්ධතා අමාත්‍යාංශයේ ලේකම් වෙත දන්වා තිබුණි. ජපානය සෑම විටම ශ්‍රී ලංකාවේ ආර්ථික දියුණුව සම්බන්ධයෙන් යහපත් ප්‍රතිචාරයක් දැක් වූ බවත් සැහැල්ලු දුම්රිය ව්‍යාපෘතිය අවසන් කිරීම සඳහා අවසන් මොහොතේ දී ශ්‍රී ලංකා රජය ගත් තීරණය

සම්බන්ධයෙන් එම අධ්‍යක්ෂ ජනරාල්වරයා කණගාටුව ප්‍රකාශ කර ඇති බව දන්වා තිබුණි. තවද ව්‍යාපෘතිය සාකච්ඡා අදියරේදී අවසන් කිරීම ගැටළු සහගත නොවන බවත්, ගිවිසුම්ගත වීමෙන් අනතුරුව අවලංගු කිරීම ඉතා ප්‍රබල ගැටළුවක් බවත් ඔහු ප්‍රකාශ කර ඇති බව වැඩිදුරටත් ප්‍රකාශ කල බව දන්වා තිබුණි. තවද ශ්‍රී ලංකා රජයට නිල වශයෙන් ජපානය සමඟ හා ව්‍යාපාරික වශයෙන් පැවති විශ්වාසනීයත්වය අහිමි වීම දීර්ඝ කාලීනව හා මධ්‍යකාලීනව අවාසිදායක තත්ත්වයක් බව ද ප්‍රකාශ කර ඇති බව සඳහන් කර තිබුණි. තවද JICA තවදුරටත් ශ්‍රී ලංකාව සමඟ විශ්වසනීය සහ මිත්‍රශීලී සහකරුවකු ලෙස දිගින් දිගටම කටයුතු කරන බව දන්වා තිබුණි. එමෙන්ම ශ්‍රී ලංකාවට වැඩසටහන් ණය හරහා මූල්‍යකරණය ක්ෂේත්‍රයේ සහය දැක්වීමේ හැකියාව පිළිබඳව අවධාරණය කර තිබුණි. තවද ශ්‍රී ලංකා රජය වර්තමානයේ මුහුණ දී ඇති අයවැය සහ අයවැය හිඟය මූල්‍යනය කිරීමේ අභියෝගය සඳහා වැඩසටහන් ණය යටතේ ජපානයට මැදිහත්වීමටත්, "අයවැය සහය" (Budget Support) ලෙස අරමුදල් සැපයීමට මැදිහත් වීමට හැකි බවත් දන්වා තිබුණි. ශ්‍රී ලංකා රජයේ එකඟතාවය මත ජපන් අන්තර්ජාතික සහයෝගීතා අරමුදල සුපුරුදු ලෙස අඩු අනුපාතයන් යටතේ මූල්‍ය පහසුකම් ලබා දීමට කැමැති බවද ප්‍රකාශ කර තිබුණි. (ඇමුණුම 53)

5.7.14 2022 සැප්තැම්බර් 21 දින මෙම වාර්තාවේ කෙටුම්පතට පිළිතුරු ලබා දෙමින් මෙම වාර්තාව සම්බන්ධයෙන් වඩාත් සුදුසුම මූල්‍ය වන ජනාධිපති ලේකම්කාර්යාලයෙන් ලබාගත් තොරතුරු විගණන වාර්තාවේ ඇතුළත් නොවන බව මුදල් අමාත්‍යාංශ ලේකම් විසින් සඳහන් කර තිබුණද ඒ සම්බන්ධයෙන් විගණනය විසින් ජනාධිපති කාර්යාලයෙන් තොරතුරු විමසීමකදී විදේශ ආධාර / ණය සම්බන්ධයෙන් වන ව්‍යාපෘති සම්බන්ධයෙන් අදාළ වන සියළුම කටයුතු සිදු කරනු ලබන්නේ මුදල්, ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශය යටතේ පවතින විදේශ සම්පත් දෙපාර්තමේන්තුව මගින් වන බැවින් විගණනය විසින් විමසා ඇති කරුණු පිළිබඳව නිරීක්ෂණ විදේශ සම්පත් දෙපාර්තමේන්තුව විසින් ලබා දියයුතු බව 2022 ඔක්තෝබර් 11 දින ජනාධිපති ලේකම් කාර්යාලය විසින් දැනුම් දී තිබුණි (ඇමුණුම 54)

5.8 ව්‍යාපෘතිය අවසන් කිරීමෙන් පසු ඇතිවූ තත්වය

5.8.1 අංක OCG/UDH/20-2 හා 2020 දෙසැම්බර් 31 දිනැති ලිපිය මගින් ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ් වන ප්‍රධාන උපදේශක සමාගම විසින් ගිවිසුමෙහි 2.9.5 වගන්තිය අනුව කොන්ත්‍රාත්තුව අවසන් කිරීම මත පැන නගින වියදම් (Payment upon termination) වශයෙන් පහත කාණ්ඩ 3 ක් යටතේ මුළු එකතුව රු. බිලියන 5.169 (ඇ.ඩො. මිලියන 31) ක් වූ හිමිකම් මුදලක් (Claim amount) නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් වෙතින් ඉල්ලුම් කර තිබුණි. (ඇමුණුම 55).

වගුව අංක 06 කොන්ත්‍රාත්තුව අවසන් කිරීම මත පැන නගින වියදම්

	රුපියල්
කාණ්ඩ 1 – හිඟ හිටි ඉන්වොයිසි වටිනාකම හා පොලිය	VAT සඳහා ප්‍රමාද 604,124,639
කාණ්ඩ 2 – ව්‍යාපෘතිය ඉවත් කිරීමේ සහ අවසන් කිරීම ආශ්‍රිත පොදු කාර්ය පිරිවැය (Cost of Demobilization and associated overhead cost due to the termination of the project)	167,073,000
කාණ්ඩ 3 -ලාභ අහිමි වීම වන්දිය (loss of profit)	<u>4,397,446,928</u>
එකතුව	<u>5,168,644,567</u>

5.8.2 එම ඉහත සඳහන් කාණ්ඩ අතුරින් රු. බිලියන 4.4 ක්ම ව්‍යාපෘතිය අවසන් කිරීම මත උපදේශන සමාගමට සිදුවන අලාභය (loss of profit) වෙනුවෙන් ඉල්ලුම් කර තිබූ අතර ඔරියන්ටල් කන්සල්ටන්ට්ස් ග්ලෝබල් කම්පැනි ලිමිටඩ් සමාගම මගින් ඉල්ලුම් කර ඇති මෙම හිමිකම් මුදල අඩු කර ගැනීම සඳහා සාකච්ඡා කිරීමට (Negotiation) නිශ්චිතව සඳහන් කරන ලද නිලධාරීන් 11 දෙනෙකුගෙන් යුතු කමිටුවක් පත් කිරීමට අංක 21/0221/306/015 හා 2021 පෙබරවාරි 01 දින නාගරික සංවර්ධන හා නිවාස අමාත්‍යවරයා විසින් ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශය මගින් අනුමැතිය ඉල්ලුම් කර තිබුණි. (ඇමුණුම 56) ඒ සඳහා 2021 පෙබරවාරි 15 දින අමාත්‍ය මණ්ඩල අනුමැතිය ලබා දී තිබුණි (ඇමුණුම 57).

5.8.3 රාජ්‍ය හා පෞද්ගලික හවුල්කාරි ආයෝජන පදනම මත ක්‍රියාත්මක කිරීමට යෝජිතව මෙට්‍රො දුම්රිය මාර්ග පද්ධතිය ස්ථාපිත කිරීමේ ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම මැයෙන් 2021 මාර්තු 16 දින නාගරික සංවර්ධන හා නිවාස අමාත්‍යවරයා විසින් ඉදිරිපත් කරන ලද අංක 21/0510/306/035 දරන අමාත්‍ය මණ්ඩල සංදේශය ට අනුව (ඇමුණුම 58) මෙලෙස අත්හිටුවීමට තීරණය කරන ලද මෙම ව්‍යාපෘතියට අදාල උපදේශණ ආයතන සමඟ ගිවිසුම්ගත කොන්ත්‍රාත් බැඳීම් පිළිබඳ අවසන් තීරණයකට එළඹී පසුව රාජ්‍ය හා පෞද්ගලික හවුල්කාරි ආයෝජන පදනම මත මෙම ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට අපේක්ෂා කරන බව දක්වා තිබුණි. එසේ වුවද 2021 මාර්තු 29 දින පැවැත්වූ අමාත්‍ය මණ්ඩල රැස්වීමේ දී එම සංදේශය ඉවත්කර ගැනීමට තීරණය කර තිබුණි (ඇමුණුම 59)

5.8.4 ඉහත 5.8.2 ඡේදයේ දැක්වෙන පරිදි 2021 පෙබරවාරි 15 දින ලබාදුන් අනුමැතිය මත එම කමිටුව පත් කල බව විදේශ සම්පත් දෙපාර්තමේන්තුව අංක JP/JICA/L/GT : 09 දරන ලිපිය මගින් 2021 ජූනි 16 දින (ඇමුණුම 60) නගර සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් වෙත දන්වා යවා තිබුණි. උපදේශන සමාගම විසින් අදාල තොරතුරු කමිටුව වෙත සැපයූ පසු

සති දෙකක් ඇතුළත අදාළ අමාත්‍යාංශ නිරීක්ෂණ වාර්තාව අවසන් කර සාකච්ඡා කමිටුව සමඟ කටයුතු අවසන් කරන බව නගර සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් විසින් අංක MUD&H/ADM/01/02/06 හා 2021 ජුනි 21 දිනැති ලිපිය මඟින් විදේශ සම්පත් දෙපාර්තමේන්තුව වෙත දන්වා තිබුණි (ඇමුණුම 61)

5.8.5 ශ්‍රී ලංකා රජය විසින් ගිවිසුම් කාලය සම්පූර්ණ වීමට පෙර ඒකපාර්ශවික ව්‍යාපෘතිය අවලංගු කිරීම හේතුවෙන් උපදේශණ සමාගම හිමිකම් ඉල්ලන ලද කල්ඉකුත් නොවූ කාලයන් (Unexpired period of Contract) සඳහා අලාභයන් සඳහා හිමිකම් ලබා ගැනීමට එනම් **2.9.1 (f)** වගන්තිය අනුව හිමිකම් පෑමට උපදේශන සමාගමට ඇති අයිතිය පිළිබඳව නීතිපතිගෙන් 2021 නොවැම්බර් 15 දින නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය කරුණු විමසා තිබුණි (ඇමුණුම 62).

5.8.6 මේ සම්බන්ධයෙන් 2022 ජනවාරි 19 දින කරුණු දක්වන ලද නීතිපති දෙපාර්තමේන්තුව ඉහත සඳහන් 2.9.1 (f) වගන්තිය ප්‍රකාරව අනාගත ලාභ අහිමිවීම (Future Loss of Profit) සඳහා හිමිකම් පෑමට උපදේශණ සමාගමට හිමිකමක් නොමැති බව සිය මතය ලෙස දන්වා තිබුණි

5.8.7 ඉහත 5.8.2 හි සඳහන් කමිටුවට සහයෝගය ලබා ගැනීම සඳහා නාගරික සංවර්ධන රාජ්‍ය අමාත්‍යාංශය යටතේ ක්‍රියාත්මක වූ බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියට අනුයුක්තව සේවය කල නිලධාරීන් කිහිප දෙනෙකුගේ සහයෝගය ලබා දී තිබුණු බව නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් ගේ අංක MUD&H/F/9/1 හා 2021 ඔක්තෝබර් 16 දිනැති අයවැය අධ්‍යක්ෂ ජනරාල්වරයා ඇමතු ලිපිය අනුව පැහැදිලි වේ (ඇමුණුම 63) තවද එම බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ කාර්යය අවසන් වීම හේතුවෙන් එම නිලධාරීන් ගේ සේවය 2021 ඔක්තෝබර් 15 දින වන විට අවසන් වීමට නියමිතව ඇති බැවින් උපදේශන සමාගම විසින් ඉල්ලා ඇති වන්දි මුදල පිළිබඳ අවසන් තීරණයකට එළඹෙන තෙක් බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියට අනුයුක්තව සේවය කල නිලධාරීන්ගෙන් පස් දෙනෙකුගේ සේවය 2021 දෙසැම්බර් 31 දින දක්වා ලබා ගැනීම අවශ්‍ය බව දන්වා තිබුණි. තවද එම නිලධාරීන් සඳහා වැටුප් ගෙවීම සඳහා රුපියල් මිලියන 5 ක අතිරේක ප්‍රතිපාදනද එම ලිපියෙන් ඉල්ලා තිබුණි.

5.8.8 අංක MUD&H/F/LRT හා 2021 දෙසැම්බර් 09 දිනැති ලිපිය මඟින් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්වරයා විසින් අයවැය අධ්‍යක්ෂ ජනරාල්වරයා ඇමතු ලිපිය අනුව එම නිලධාරීන් පස්දෙනා සඳහා 2021 දෙසැම්බර් 31 දක්වා වැටුප් හා දීමනා ගෙවීම සඳහා නාගරික සංවර්ධන අපද්‍රව්‍ය බැහැරලීමේ හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශයෙන් ප්‍රතිපාදන ලබා ගෙන ඇති බව දන්වා තිබුණු අතර 2021 දෙසැම්බර් 31 දිනෙන් පසු මාස 03

ක් සඳහා වැටුප් හා දීමනා ගෙවීම සඳහා රු.මිලියන 3 ක පමණ මුදලක් වැයවන බවත් එම මුදල කළමනාකරණය සඳහා උපදෙස් ඉල්ලා තිබුණි (ඇමුණුම 64)

5.8.9 අංක MU/D&H/ADM/01/02/06 හා 2022 පෙබරවාරි 08 දිනැති ලිපි මගින් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් විසින් මාස 03 ක කාලයක් සඳහා පිළිවෙලින් මසකට රු. 202,500 ක්, රු.75,000 සහ රු. 225,000 බැගින් දීමනා ගෙවීමේ පදනම මත ඉහත 5.8.2 හි සඳහන් කමිටුවට තාක්ෂණික සහය ලබා දීම සඳහා බස්නාහිර ප්‍රදේශ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ හිටපු අධ්‍යක්ෂවරු තිදෙනෙකු පත් කර තිබුණි (ඇමුණුම 65)

5.8.10 කෙසේ වුවද මෙම කමිටු වාර්තාව 2022 මැයි මස ලබාදීමට කටයුතු කර තිබුණු අතර එම වාර්තාවෙහි පහත සඳහන් නිර්දේශ ලබා දී තිබුණි (ඇමුණුම 66).

- i. වැඩ වටිනාකම වෙනුවෙන් කාණ්ඩ 1 යටතේ ඇ.ඩො. 936,399.97 (ජපන් යන් 161,433,885.85 සහ රු. 81,919,233.08 (එකතුව ඇ.ඩො.2,930,307.48)ක් OCG –JV සමාගම වෙත ගෙවීමට
- ii. එකතුකළ අගය මත බදු ප්‍රතිපූර්ණය කිරීම ප්‍රමාද වීම මත ගෙවිය යුතු පොළී මුදල රු.3,733,128 ගෙවීමට
- iii. ගිවිසුම් කාලය සම්පූර්ණ වීමට පෙර ව්‍යාපෘතිය අවසන් කිරීම හේතුවෙන් demobilization සහ සම්බන්ධිත පොදුකාර්ය වෙනුවෙන් කාණ්ඩ 2 යටතේ ඇ.ඩො. 95,448.87, ජපන් යන් 28,337,710 සහ ශ්‍රී ලංකා රු.23,138,038.74 (එකතුව ඇ.ඩො.492,749.54) ගෙවීමට
- iv. මෙම කමිටු වාර්තාවේ 3.2.13 (ඇමුණුම 66 හි සඳහන්) මගින් කර ඇති යෝජනාවට උපදේශක සමාගම එකඟතාවයෙන් නම් 3 වෙනි කාණ්ඩය යටතේ නීතිපති මතය සලකා බැලීමට අමාත්‍ය මණ්ඩලයෙන් නියෝගයක් ලබා ගැනීම

5.8.11 තවද 3 කාණ්ඩයේ හිමිකම් (ලාභ අහිමිවීමේ වන්දිය) සඳහා උපදේශක සමාගමට වන්දි ගෙවීමට නොහැකි විය හැකි බවත් , අදියර දෙකක් යටතේ උපදේශන සේවා සිදු කිරීමට බලාපොරොත්තු වීමත්, අදියර 2 (ඉදිකිරීම් අධීක්ෂණය) අවශ්‍ය වන්නේ ශ්‍රී ලංකා රජය 1 අදියරේදී උපදේශක සමාගම විසින් සංවර්ධනය කරන ලද සවිස්තරාත්මක සැලසුම අධ්‍යයනය කිරීමෙන් අනතුරුව ව්‍යාපෘතිය ඉදිරියට ගෙන යාමට තීරණය කිරීමෙන් පමණක් බවත් දක්වා තිබුණි. 1 අදියරේ දී ව්‍යාපෘතිය අවසන් වෙමින් තිබූ බැවින් සහ 2 අදියර ඉදිරියට ගෙන යාමට ශ්‍රී ලංකා රජයට දැඩි වගකීමක් නොතිබූ බැවින් එම අදියර 2 යටතට ගනු ලබන

ලාභ අභිමිච්චි සම්බන්ධයෙන් සාධාරණීයකරණයක් කිරීමට නොහැකි බවද එම කමිටු වාර්තාවේ 2.4 ඡේදයෙන් දක්වා තිබුණි.

5.8.12 මෙම කමිටුවෙහි නිර්දේශ සඳහා අනුමැතිය ලබා ගැනීම සඳහා 2022 ජූනි 08 දින ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ව්‍යාපෘතිය අවසන් කිරීම නමින් වූ අමාත්‍ය මණ්ඩල සංදේශයක් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය විසින් ඉදිරිපත් කර තිබුණි (ඇමුණුම 67) මෙම සංදේශයට අනුව මෙම කොන්ත්‍රාත්තුව මාස 91 ක කාල පරිච්ඡේදයට යටත්ව ගිවිසුම්ගත වී තිබුණු අතර එය කාලය පදනම් කර ගත් (Time Based Contract) කොන්ත්‍රාත්තුවක් බවත්, මුල් මාස 23 දී සැහැල්ලු දුම්රිය ව්‍යාපෘතියට අදාළ විස්තරාත්මක නිර්මාණ (Detailed Design) කටයුතු සිදු කිරීම ඊට අදාළ වාර්තා පිළියෙල කිරීම සඳහා විශේෂඥයින් යොදවා ගත යුතු බවද දක්වා තිබුණි.

5.8.13 තවද ඉතිරි මාස 68 දී රජය විසින් ඉදිකිරීම් සඳහා කොන්ත්‍රාත්කරුවකු තෝරා ගැනීමෙන් පසු එම ඉදිකිරීම් අධීක්ෂණය සඳහා විශේෂඥයින් යොදවා ගත යුතුව තිබුණු බවද දක්වා තිබුණි. කෙසේ වෙතත් මාස 21 ක් ගත වූ පසු රජය විසින් කොන්ත්‍රාත්තුව අත්හිටුවන ලද බැවින් කොන්ත්‍රාත් ආයතනයේ ඉදිරි මාස 70 ක් සඳහා ලැබිය යුතු ලාභය උපකල්පනය කොට ගණනය කරන ලද මුදල අලාභ හානි ලෙස OCG –JV සමාගම ඉල්ලා ඇති බවද එසේ සංදේශයෙහි දක්වා ඇත.

5.8.14 මේ පිළිබඳව නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය විසින් නීතිපතිවරයාගෙන් විමසූ විට එම ගෙවීම් (ඉදිරි ලාභ අභිමිච්චි)කිරීම සඳහා කොන්ත්‍රාත්තුවේ ප්‍රතිපාදන නොමැති බැවින් එම මුදල් ගෙවීමේ හැකියාවක් නොමැති බව නීතිපතිවරයා දැනුම් දී ඇති බවත්, ඒ අනුව ඉහත 5.8.1 හි සඳහන් තුන්වන කාණ්ඩය යටතේ ඉල්ලා ඇති මුදල් ගෙවීමට නොහැකි බවත් උපදේශණ සමාගමට කමිටුව විසින් දැනුම් දී ඇති බවත් දක්වා තිබුණි.

5.8.15 නමුත් OCG –JV සමාගම විසින් මෙම අලාභ හා පාඩු ගෙවීම සඳහා FIDIC (The Federation International Des Ingenieurs –Conseils) කොන්ත්‍රාත් කොන්දේසි මාලාව ප්‍රකාරව ප්‍රතිපාදන ඇති බව දන්වා සිටියද ඒ සඳහා කමිටුව එකඟ වී නොමැති බවද එම සංදේශයේ දක්වා තිබුණි. තවද OCG –JV සමාගම මගින් ඉල්ලා ඇති හිමිකම් මුදල සම්බන්ධයෙන් බේරුම්කරණයට (Settlement) නොපැමිණියහොත් එම හිමිකම් මුදල් සම්බන්ධයෙන් බේරුම්කරණය (Arbitration) සඳහා ජාත්‍යන්තර අධිකරණයට යෑමේ හැකියාවක් පවතින බවද කමිටුව නිරීක්ෂණය කර ඇති බවත් එසේ වුවහොත් විශාල පිරිවැයක් දැරීමට සිදුවන බවටද කමිටුවේ අවධානය යොමු වී ඇති බව ද දක්වා තිබුණි.

5.8.16 ඒ අනුව ඉහත 5.8.10 ඡේදයෙහි සඳහන් කමිටුවෙහි නිර්දේශ සඳහා මෙන්ම එම යෝජනා යටතේ ඉදිරිපත් කර ඇති ගෙවීම් සිදු කිරීම සඳහා අවශ්‍ය වන මුදල් ශ්‍රී ලංකා රජය සහ ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය අතර ඇති කර ගත් ගිවිසුම ප්‍රකාරව ලබා දී ඇති ණය

මුදලින් ප්‍රතිපූර්ණය කිරීමට ඇති හැකියාව සොයාබලා ,ඒ අනුව කටයුතු කිරීමට විදේශ සම්පත් දෙපාර්තමේන්තුවට නියෝග කිරීමට ද අනුමැතිය ඉල්ලා තිබුණි.

5.8.17 කෙසේ වුවද ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනය (JICA) සමඟ 2019 මාර්තු 11 දින ඇතිකර ගන්නා ලද SLP -119 (2019011) දරන ණය ගිවිසුම 2022 ඔක්තෝබර් 7 දින දක්වා අවලංගු කර නොමැති බව විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්ගේ අංක PJ/97/B හා 2022 ඔක්තෝබර් 07 දිනැති ලිපිය මඟින් විගණනයට දන්වා ඇත (ඇමුණුම 68).තවද මෙම ව්‍යාපෘතියට අදාළ කොන්ත්‍රාත් ගිවිසුම අවලංගු කිරීම හේතුවෙන් උපදේශන කොන්ත්‍රාත් සමාගම ඉල්ලා ඇති වන්දි මුදල ද ඇතුළුව විදේශ මුදල් මඟින් සිදුකළ යුතු ගෙවීම් මේ මඟින් සිදු කළ හැකි බැවින්, එම කටයුතු අවසන් වනතුරු ණය ගිවිසුම අවලංගු කිරීමේ කටයුතු සිදු නොකරන අතර කැපවීමේ ගාස්තුවක් (Commitment Fee) ද නොගෙවන බව දන්වා තිබුණි.

5.9 2022 ජූනි 09 වැනි දින පැවති විශේෂ ගිණුම් පිළිබඳ කාරක සභා රැස්වීමේ දී මෙම ව්‍යාපෘතිය සම්බන්ධයෙන් හඳුනාගත් කරුණු

5.9.1 වර්තමාන ආර්ථික අර්බුදයට අදාළව විදේශ සම්පත් දෙපාර්තමේන්තුවේ වර්තමාන කාර්ය සාධනය පරීක්ෂා කිරීම සඳහා 2022 ජූනි 09 වැනි දින පැවති විශේෂ ගිණුම් පිළිබඳ කාරක සභා රැස්වීමේ දී කරුණු දක්වා තිබුණි (ඇමුණුම 69). ඇතැම් ව්‍යාපෘති කිසිදු තර්කානුකූල පදනමකින් තොරව අතරමග නවතා දැමීම හේතුවෙන් ද රජයට විශාල පාඩුවක් සිදු වීම පිළිබඳවද එම කාරක සභාවේදී අවධානය යොමු වූ බව අදාළ රැස්වීම් සටහනෙහි දක්වා තිබුණි.තවද රු.බිලියන 5 ක මුදලක් වියදම් කර එලෙස අතරමග නවතා දැමුණු සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය හේතුවෙන් අමතර රු.බිලියන 5 ක දඩමුදලක් සමඟ රු.බිලියන 10 ක පාඩුවක් සිදුව ඇති බවටද කරුණු සාකච්ඡා කල බව එම වාර්තාවේ දැක්වේ.

5.9.2 තවද මෙම ව්‍යාපෘතිය ජනාධිපතිවරයාගේ නියෝගයක් පරිදි නතර කිරීම සඳහා ජනාධිපතිලේකම් කාර්යාලය හරහා රේඛීය අමාත්‍යාංශයට උපදෙස් ලැබී තිබූ බව ගණන්දීමේ නිලධාරි /ප්‍රධාන ගණන්දීමේ නිලධාරි එම කමිටුවේ දී ප්‍රකාශ කර තිබුණු බවද එම වාර්තාවේ දැක්වේ.ජනාධිපතිවරයා ලබා දුන් නියෝගයකට හා අමාත්‍ය මණ්ඩල තීරණයකට රජයේ නිලධාරින්ට විරුද්ධවීමට හැකියාවක් නොමැති බවද ඔහු එහිදී වැඩිදුරටත් ප්‍රකාශ කර තිබුණි.මෙහිදී විධායකයේ නියෝග ඒ ආකාරයෙන්ම පිළිපැදීම වෙනුවට වඩාත් නිවැරදි නිර්දේශ හා මහපෙන්වීමක් ලබා දීමට හැකි නිලධාරින්ගෙන් සමන්විත රාජ්‍ය යාන්ත්‍රණ පද්ධතියක අවශ්‍යතාවය පිළිබඳව කාරක සභාව අවධාරණය කර තිබුණි.

5.9.3 තවද 2017/18 කාලපරිච්ඡේදය වන විට රටේ ණය බර දිගින් දිගටම උග්‍ර වන බව පැහැදිලි වූ හෙයින් විදේශ සම්පත් දෙපාර්තමේන්තුව,මහා බැංකුව හා ලෝක බැංකුව හා එක්ව මධ්‍යම

කාලීන ණය කළමනාකරන උපායමාර්ග සැලැස්මක් සකස් කළ බවත්, ඒ අනුව 2020 මැයි 13 වන දින **Foreign Resource Mobilization 2020 – 2025** නමින් අමාත්‍ය මණ්ඩල සංදේශයක් (ඇමුණුම 70) නිකුත් කළ බව ද උද්ගතව ඇති ආර්ථික අර්බුදය පුරෝකථනය කළ බවද සඳහන් කර තිබුණි. තවද ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම අපහසු බව අමාත්‍ය මණ්ඩලය තීරණය කරන්නට ඇතැයි ප්‍රධාන ගණන් දීමේ නිලධාරී වැඩිදුරටත් ප්‍රකාශ කර තිබුණි.

මෙම වාර්තාවෙහි කෙටුම්පතට පිළිතුරු ලබා දෙමින් මෙම අමාත්‍ය මණ්ඩල සංදේශයක් සම්බන්ධයෙන් විගණන වාර්තාවෙහි විස්තරාත්මක තොරතුරු ඇතුළත් කර නොමැති බව භාණ්ඩාගාර ලේකම් විසින් කරුණු දක්වා තිබුණ ද මෙම ව්‍යාපෘතියට අදාළව එම සංදේශයෙහි කරුණු දක්වා නොතිබුණි. තවද එම සංදේශයෙහි සඳහන් ඇමුණුම අනුව රටේ පවතින ආර්ථික තත්ත්වය හේතුවෙන් නතර කර දැමීම සඳහා විශ්ලේෂණය කිරීමට නියමිත ව්‍යාපෘති අතරද මෙම ව්‍යාපෘතිය නොතිබුණු අතර අමාත්‍ය මණ්ඩල සංදේශය අනුව අදාළ ව්‍යාපෘති විශ්ලේෂණය කිරීමට ආචාර්ය ලලිතසිරි ගුණරුවන් මහතාගේ ප්‍රධානත්වයෙන් පත්කළ කමිටුවේ වාර්තාව විගණනයට ලබා දීමට ද මුදල් අමාත්‍යාංශය අපොහොසත් විය (ඇමුණුම 71). කෙසේ වුවද මෙම ව්‍යාපෘතිය නතර කර දැමීමට ඒ වන විටත් රජය තීරණය කර තිබූ හෙයින් එම ව්‍යාපෘති යෝජනාව විමර්ෂණය කිරීම අවශ්‍යය නොවන බව මෙම කමිටුවට දන්වා තිබූ බවද නිරීක්ෂණය විය. එහෙයින් එම ව්‍යාපෘතිය පිළිබඳව කමිටුව විසින් විමර්ෂණය නොකළද අදාළ ප්‍රවාහන කොරිඩෝව සඳහා ඒ වන විටද අදාළ ආයතන වෙත ඉදිරිපත් ව තිබූ බවට නිරීක්ෂණය වූ විකල්ප ව්‍යාපෘති යෝජනා දෙකක් පිළිබඳව අවධානය යොමු කරවීමට එම කමිටුව සිය වාර්තා මගින් කටයුතු කර තිබූ බවද විගණනයේදී නිරීක්ෂණය විය.

6 නිරීක්ෂණ

- 6.1 සැහැල්ලු දුම්රිය ව්‍යාපෘතියෙහි කටයුතු ආරම්භ කර අනතුරුව ශ්‍රී ලංකා රජය විසින් ව්‍යාපෘතිය ඒකපාර්ශවීයව අවසන් කිරීමට තීරණය කර තිබුණු අතර ඉහත 5.4.2.6 ඡේදයෙහි පරිදි 2021 දෙසැම්බර් 31 දින වන විට ව්‍යාපෘති පිරිවැය ලෙස රු. මිලියන 5,978 ක් දරා තිබුණි. ඊට අමතරව උපදේශක සමාගමට ගෙවිය යුතු හිඟ හිටි ඉන්වොයිස් වටිනාකම ලෙස රුපියල් මිලියන 604 ක් ද මෙතෙක් ගෙවා නොතිබුණි. එයට අමතරව ව්‍යාපෘතිය අවසන් කිරීම ආශ්‍රිත වියදම් ලෙස රුපියල් මිලියන 167 ක් උපදේශන සමාගම විසින් ඉල්ලුම් කර තිබුණි. කෙසේ වුවද ව්‍යාපෘතිය නැවත ආරම්භ කිරීමක් හෝ එම ව්‍යාපෘති වෙනුවෙන් මේ වන විටත් වැය කර ඇති වියදම් වලින් අත්පත් කරගෙන ඇති ප්‍රතිඵලද උපයෝගී කර ගෙන මෙම ව්‍යාපෘතිය නැවත ආරම්භ කර ක්‍රියාත්මක කර නිමා කිරීමට කටයුතු නොකරන්නේ නම් මෙම වියදම ශ්‍රී ලංකා රජයට අනාර්ථික වියදමක් වනු ඇති බව නිරීක්ෂණය විය.
- 6.2 තවද ශ්‍රී ලංකා රජය ඒකපාර්ශවීය ගන්නා ලද මෙම තීරණය හේතුවෙන් ණය ගිවිසුමෙහි 2.9.5 වගන්තිය අනුව 5.8.1 ඡේදයෙහි පරිදි ඔරියන්ටල් කන්සල්ටන්ටස් ග්ලෝබල් කම්පැණි ලිමිටඩ් වන ප්‍රධාන උපදේශක සමාගම විසින් ඉල්ලුම් කරන ලද රු. මිලියන 5,169 ක (ඉහත 6.1 ඡේදයෙහි දැක්වෙන පරිදි උපදේශන සමාගමට ගෙවිය යුතු හිඟහිටි මුදල වූ රු. මිලියන 604 හා ව්‍යාපෘතිය අවසන් කිරීම ආශ්‍රිත වියදම් ලෙස උපදේශක සමාගම ඉල්ලා ඇති රුපියල් මිලියන 167 ක මුදල ද ඇතුළත්ව) හිමිකම් මුදල හෝ එම ඉල්ලීම වෙනුවෙන් ගෙවනු ලැබිය හැකි මුදල මෙන්ම ඉදිරියේ දී ගෙවීමට සිදුවිය හැකි වන්දි ප්‍රමාද පොළී, හෝ වෙනයම් ඕනෑම ගෙවීමක් ශ්‍රී ලංකා රජයට නියත ලෙසම සිදුවන අනාර්ථික වියදමක් වේ.
- 6.3 ඉහත 5.4.2.3 ඡේදයෙහි දැක්වෙන පරිදි ව්‍යාපෘතිය ආරම්භ කිරීමට පෙර ගෙවන ලද පෙර ගෙවුම් ගාස්තුව වූ (Front End Fee) ජපන් යෙන් 60,080,000 ක මුදලින් සියයට 50 ක මුදලක් සම්පූර්ණ ණය මුදල නියමිත කාලපරිච්ඡේදය තුළදී විසර්ජනය කල පසු ප්‍රතිපූර්ණය කිරීමට නියමිතව තිබුණ ද ණය මුදල නිසි පරිදි විසර්ජනය නොකිරීම හේතුවෙන් එලෙස ගෙවන ලද පෙර ගෙවුම් ගාස්තුව ව ද ඉහත 6.1 ඡේදයෙහි සඳහන් මුදලට අමතරව මේ වන විට පවතින තත්ත්වයන් යටතේ අනාර්ථික වියදමක් ලෙස නිරීක්ෂණය විය.
- 6.4 රජය විසින් මෙම ව්‍යාපෘතිය ක්‍රියාත්මක නොකිරීමට ගන්නා ලද ඒකපාර්ශවීය තීරණය හේතුවෙන් ඒ වෙනුවෙන් ගන්නා ලද ණය මුදලටද (ණය ගිවිසුම) එම තීරණය ප්‍රායෝගිකව බලපා ඇති බව නිරීක්ෂණය විය. ජපන් අන්තර් ජාතික සහයෝගිතා ආයතනයෙහි සාමාන්‍ය ණය කොන්දේසි යටතේ හෝ මෙම ව්‍යාපෘතියට අදාල ණය ගිවිසුමෙහි එලෙස ව්‍යාපෘතියක් ඒක පාර්ශවීයව අවසන් කිරීමේ දී ණය පිළිබඳව ගතයුතු ප්‍රතිපාදන දක්වා නොතිබුණි. තවද ව්‍යාපෘතිය ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශවීය අවසන් කිරීම හේතුවෙන් 5.7.12 ඡේදයෙහි පරිදි විදේශ සම්පත් දෙපාර්තමේන්තුව විසින් ණය ගිවිසුම අවලංගු කිරීම සඳහා සාකච්ඡා කිරීමට කරන ලද ඉල්ලීම ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනය (JICA) විසින් ප්‍රතික්ෂේප කර

නිවුණි. එම තත්ත්වය තුළ JICA ආයතනය බේරුම්කරණ කාර්යය සඳහා ජාත්‍යන්තර අධිකරණයට යා නොහැකි යැයි කීමට සාක්ෂි නොමැත. තවද ඉහත 5.8.15 ඡේදයෙහි දක්වා ඇති පරිදි වන්දි මුදල අඩුකර ගැනීමට සාකච්ඡා කිරීම සඳහා පත්කර තිබුණු කමිටුව විසින් ද උපකල්පනය කර ඇති පරිදි එම උපදේශන සමාගම ද බේරුම්කරණය සඳහා ජාත්‍යන්තර අධිකරණයට යාමට තීරණය කල හොත් මේ වෙනුවෙන් අධික පිරිවැයක් ශ්‍රී ලංකාව රජයට දැරීමට සිදුවීම වැලැක්විය නොහැකි බව නිරීක්ෂණය විය.

6.5 ව්‍යාපෘතිය අවසන් කල බව විවිධ අවස්ථාවලදී දක්වා තිබුණ ද මෙම ව්‍යාපෘතිය වෙනුවෙන් ඉහත 5.4.2.1 ඡේදයෙහි සඳහන් ණය ගිවිසුම අවසන් කිරීම සම්බන්ධයෙන් වාර්තාවේ දිනය දක්වා පියවරක් ගෙන නොතිබුණි. තවද ඉහත 5.7.11 ඡේදයෙහි දැක්වෙන පරිදි වත්මන් කොවිඩ් 19 ගෝලීය වසංගත තත්ත්වයන් යටතේ ශ්‍රී ලංකා රජය මුහුණ දෙන මූල්‍ය අභියෝග හේතුවෙන් ශ්‍රී ලංකා අමාත්‍ය මණ්ඩලය විසින් රජයේ අයවැය තුළ මහා පරිමාණ යටිතල පහසුකම් සංවර්ධන ව්‍යාපෘති සඳහා පහසුකම් සැලසීම පිළිබඳව නැවත සලකා බලා ඇති බව සැලකිල්ලට ගෙන දිගුකාලීන ස්ථාවරත්වය සඳහා ආර්ථිකයේ ප්‍රමුඛතා අංශ නංවාලීමට අවශ්‍ය යටිතලපහසුකම් අයවැය තුළින් ඉඩ ප්‍රස්ථාව සැලසීමේ අරමුණින් මෙම ව්‍යාපෘතිය අවසන් කරන බව මුදල් අමාත්‍යාංශය විසින් ජපානය වෙත දන්වා යවා තිබුණි. එසේ තිබියදී මෙම ණය මුදල රජයේ වෙනත් සංවර්ධන කාර්යයක් සඳහා උපයෝජනය කිරීමට බලාපොරොත්තු වන බව විදේශ සම්පත් දෙපාර්තමේන්තුව ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනය වෙත දන්වා යවා තිබුණද මෙම වාර්තාවේ දින දක්වා එවැනි ව්‍යාපෘති හඳුනාගෙන ක්‍රියාත්මක කිරීමට ඒ සම්බන්ධයෙන් ජපානය සමඟ සාකච්ඡා කර තිබුණු බව විගණනයට නිරීක්ෂණය නොවුණි.

6.6 වර්ෂ 12 ක සහන කාලයක් හිමි (Grace period) ණය මුදලක් සම්බන්ධයෙන් වර්ථමානයේ පවතින ආර්ථික අර්බුදය හෝ කොවිඩ් 19 උවදුර ගැටළුවක් බවට තීරණය කර මෙම ව්‍යාපෘතිය ඒකපාර්ශවීයව අවසන් කිරීම තාර්කික නොවන බව නිරීක්ෂණය කරන අතර කැපවීමේ ගාස්තුවක්ද නොමතිව (commitment chargers) සහනදායී පොළී අනුපාතයක් යටතේ (0.1 ක) වර්ෂ 40 ක දී (වසර 12 ක ණය සහන කාලය ද ඇතුළත්ව) ගෙවීමට නියමිතව තිබූ මෙම ණය මුදලින් ක්‍රියාත්මක කිරීමට තිබූ ව්‍යාපෘතිය ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශවීය අවසන් කිරීම ශ්‍රී ලංකාවේ යටිතල පහසුකම් සංවර්ධනයට සහනදායී කොන්දේසි යටතේ ලැබී තිබූ අවස්ථාවක් ප්‍රතික්ෂේප කිරීමක් ලෙස ද නිරීක්ෂණය විය.

6.7 ඉහත වගුව අංක 05 හි දැක්වෙන පරිදි ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය යටතේ ව්‍යාපෘතියෙහි ඩිපෝ (Depot Area) ඉදිකිරීමට අවශ්‍ය හෙක්ටයාර් 21 ක පමණ ඉඩම් අත්පත් කර ගැනීමට ඉඩම් අත්පත්කරගැනීමේ පනතේ 10.1 වගන්තිය අනුව කටයුතු කර තිබුණු ඉඩම් සම්බන්ධයෙන් කිසියම් තීරණයක් ගත් බව හෝ ඒ සම්බන්ධයෙන් ඉදිරි ක්‍රියාමාර්ග ගෙන ඇති බව නිරීක්ෂණය නොවීය.

6.8 මුළු ණය මුදලින් පැකේජ 01 ක සඳහා වෙන් කරන ලද රුපියල් මිලියන 43,037 ක මුළු ණය ප්‍රමාණයෙන් රු.මිලියන 5,060 .47 ක් 2021 දෙසැම්බර් 31 දින වන විට ව්‍යාපෘතිය සඳහා ලබා ගෙන තිබුණු අතර ගිවිසුම අනුව මෙම ණය ආපසු ගෙවීම සඳහා එකඟ වී තිබූ සහනදායී කොන්දේසි , ඒකපාර්ශවීය ව්‍යාපෘතිය අවසන් කිරීමෙන් පසුවද ලබා දීමට ජපන් අන්තර් ජාතික සහයෝගීතා ආයතනය කටයුතු කරනු ඇතැයි කිසිදු තහවුරුවක් පවතින බව නිරීක්ෂණය නොවීය. එලෙස සහන කොන්දේසි සහ සහන පොළී ඉවත් වුවහොත් ලබාගෙන ඇති ණය මුදල කඩිනමින් සහ / හෝ වැඩි පොළී ප්‍රතිශතයකින් පියවීමේ අවදානමක් ඇති විය හැකි බව නිරීක්ෂණය විය.

6.9 ඉහත 5.4.1.1 ඡේදයෙහි සඳහන් පරිදි වර්ෂ 35 ක් සඳහා කරන ලද ආර්ථික විශ්ලේෂණයට අනුව ආර්ථික අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය සියයට 20.18 ක් ලෙස ගණනය කර තිබූ අතර එය වට්ටම් අනුපාතය ඉක්මවා තිබුණු අතර එහි ආර්ථික ශුද්ධ වර්තමාන අගය රුපියල් බිලියන 174.3 ක් ලෙස හඳුනාගෙන ගෙන තිබුණු බව නිරීක්ෂණය විය .තවද ආර්ථික ප්‍රතිලාභ සියයට 10 කින් අඩු වූ විට, ආර්ථික පිරිවැය සියයට 10 කින් වැඩි වූ විට හා ඉහත අවාසිදායක අවස්ථා දෙකම එක්ව ගත් විට වැනි විකල්ප අවස්ථා තුනකදී වුවද ඉහත 5.4.1.1 ඡේදයෙහි දැක්වෙන වගුව අංක 03 හි පරිදි වාසිදායක තත්ත්වයක් ඇති බව නිරීක්ෂණය කර තිබුණි. තවද මෙම ව්‍යාපෘතිය සඳහා වර්ෂ 60 ක් සඳහා කරන ලද (2025 - 2084) මූල්‍ය විශ්ලේෂණය සලකා බැලීමේ දී ඉහත 5.4.1.3 ඡේදයෙහි පරිදි අවස්ථා 4 ක් යටතේ කරන ලද විශ්ලේෂණයට අනුව 4 වන අවස්ථාව වඩා වාසිදායක අවස්ථාව ලෙස හඳුනාගෙන ඇති අතර එහි මූල්‍ය අභ්‍යන්තර ප්‍රතිලාභ අනුපාතය(FIRR) සියයට 27 ක් වන අතර එය ඉහත 5.4.1.3 ඡේදයෙහි සඳහන් සියයට 8.81 ක පිරිවැය ප්‍රතිලාභ අනුපාතය ඉක්මවා ඇති බවට හඳුනාගෙන තිබුණි. තවද මෙහි ශුද්ධ මුදල් ප්‍රවාහය මිලියන 50,185 ක් ගන්නා බවට එනම් ව්‍යාපෘතිය ආර්ථික හා මූල්‍යමය වශයෙන් ඵලදායී ව්‍යාපෘතියක් ලෙසද හඳුනාගෙන තිබුණි. එසේ තිබියදී ව්‍යාපෘතිය ඒකපාර්ශවීයව අවසන් කිරීමේ තීරණයට පාදක වූ විද්‍යාත්මක හා ආර්ථිකමය ඇගයීම් තොරතුරු විගණනය ඉදිරිපත් නොවූයෙන් එම තීරණයේ විවික්ෂණශීලීභාවය තහවුරු කරගත නොහැකි විය..

6.10 රජය විසින් විදේශීය විශේෂඥයින් මගින් ශක්‍යතා අධ්‍යයනයන් ඇතුළු මූලික කාර්යයන් සඳහා විශාල පිරිවැයක් දරමින් පාරිසරික,තාක්ෂණික,ආර්ථික හා මූල්‍යමය ලෙස ඵලදායී ලෙස හා වාසි සහගත ලෙස හඳුනාගන්නා ලද ව්‍යාපෘතියක් විධිමත්, තාර්කික හා පිළිගත හැකි විශ්ලේෂණයකින් තොරව ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශවීය අවසන් කර තිබීම ඉදිරියේ දී මෙවැනි ජාත්‍යන්තර කටයුතු වලදී ශ්‍රී ලංකාවට අහිතකර ලෙස බලපෑ හැකි බව නිරීක්ෂණය විය.

- 6.11 ඉහත 5.3.3.4 සහ 5.3.3.5 ඡේද වල සඳහන් පරිදි මෙම ව්‍යාපෘතිය කාර්යක්ෂම හා ඵලදායී බවට ක්‍රමසම්පාදන දෙපාර්තමේන්තුව මෙන්ම එවකට මුදල් හා ජනමාධ්‍ය අමාත්‍යාංශයද නිරීක්ෂණ ඉදිරිපත් කර තිබියදීත් මුදල් විෂයභාර අමාත්‍යාංශයම පසුකාලීනව අදාල ව්‍යාපෘතිය අධික පිරිවැය සහිත ඵලදායී නොවන ව්‍යාපෘතියක් ලෙස සලකා අවසන් කිරීමට ප්‍රවාහන අමාත්‍යාංශය විසින් ඉදිරිපත් කල සංදේශයෙහි ලබාදුන් නිර්දේශ සඳහා එකඟතාවය පල කර තිබුණි. තවද කොවිඩ් 19 වසංගත තත්ත්වයන් මත ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට නොහැකි බැවින් ගිවිසුම අවසන් කරන බව ජපන් රජය වෙත දන්වා තිබූ එවැනි තත්ත්වයන් රාජ්‍යයන් අතර ගනුදෙනු වලදී පැවතිය යුතු අන්‍යෝන්‍ය විශ්වාසය හා අවංකභාවය පලදු වීමට හේතුවිය හැකි බව නිරීක්ෂණය.
- 6.12 තවද ජපානය වැනි සංවර්ධිත රාජ්‍යයන් ලබා ගැනීමට තිබුණු මූල්‍ය හා තාක්ෂණික සහයෝගය අහිමි වීමත්, ශ්‍රී ලංකාවට හිමි වී තිබුණු කීර්තිනාමයට හානිකර වීමත් රාජ්‍යතාන්ත්‍රික සම්බන්ධතා සම්බන්ධයෙන් පැවති මිත්‍රශීලීත්වයට බලපෑමක් ඇති වීමට ද ඉවහල් වී ඇති බව ඉහත 5.7.13 හි දැක්වෙන පරිදි ණය මුදල භාවිතා නොකිරීම සම්බන්ධයෙන් ජපන් රජය ශ්‍රී ලංකා රජය වෙත සිය කණස්සල්ල පල කර තිබීම තුළින් නිරීක්ෂණය වේ.
- 6.13 මෙම ව්‍යාපෘතිය ඒකපාර්ශ්වීයව අවසන් කිරීම සම්බන්ධයෙන් රාජ්‍ය ත්‍රාන්ත්‍රික මට්ටමෙන් විදේශ අමාත්‍යාංශය හරහා ජපන් රජය දැනුවත් කිරීමට කටයුතු කර නොතිබුණු අතර ව්‍යාපෘතිය ඒකපාර්ශ්වීයව අවසන් කිරීම තීරණය කිරීම හේතුවෙන් ඉදිරියේදී ඇතිවිය හැකි නීත්‍යානුකූල බලපෑම පිළිබඳව නීතිපතිවරයාගෙන් පූර්ව නිරීක්ෂණ ලබා ගැනීමටද කටයුතු කර නොතිබුණි. මේ අනුව දිගු කාලයක පටන් රාජ්‍ය ත්‍රාන්ත්‍රික මට්ටමෙන් ඉතා මිත්‍රශීලී සම්බන්ධතාවයක් පවත්වාගෙන යන රටක් වශයෙන් හා ශ්‍රී ලංකාවට විශාල සංවර්ධන ආධාර ලබා දී ඇති රටක් වශයෙන් ජපානය හා ශ්‍රී ලංකාව අතර පවතින රාජ්‍ය ත්‍රාන්ත්‍රික සම්බන්ධතාවලට මෙන්ම නිල හා ව්‍යාපාරික වශයෙන් පැවති විශ්වාසනීයත්වය අහිමිවීමට වන බලපෑම පිළිබඳව ප්‍රමාණවත් සැලකිල්ලක් නොදක්වා කටයුතු කර ඇති බවද නිරීක්ෂණය වේ.
- 6.14 ඉහත 5.7.4 ඡේදයෙහි සඳහන් පරිදි එවකට සිටි ගරු ජනාධිපතිතුමාගේ නියෝගය මත යැයි දක්වමින් ජනාධිපති ලේකම්වරයා විසින් ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්වරයා වෙත 2020 සැප්තැම්බර් 21 දින යොමුකරන ලිපියට අනුව මෙම ව්‍යාපෘතිය අධික පිරිවැයක් සහිත ඵලදායී නොවන ව්‍යාපෘතියක් බවත්, ව්‍යාපෘතිය මගින් එහි අරමුණු වූ නාගරික ප්‍රවාහන යටිතල පහසුකම් සැපයීමට අසමත් ව්‍යාපෘතියක් ලෙස හඳුනාගත් බව දක්වා තිබුණද එම නිගමනයන් සඳහා තහවුරු කරන ලද විශේෂඥ උපදෙසක් ලබාගත් බව හෝ පිරිවැය හා ප්‍රතිලාභ විශ්ලේෂණයක් සිදුකළ බවට විස්තර විගණනයට ඉදිරිපත් නොකෙරුණු බැවින් එම තීරණය ප්‍රමාණවත් සාධාරණීයකරණයක් සහිත වික්ෂණශීලී තීරණයක් ද යන්න නිශ්චය කිරීමට නොහැකි විය.

- 6.15 ඉහත 5.7.6 ඡේදයෙහි දැක්වෙන පරිදි විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්වරයා සමඟ 2020 සැප්තැම්බර් 18 දින පැවති සාකච්ඡාවේ දී මෙම ව්‍යාපෘතිය පිරිවැය ඵලදායී නොවන බැවින් අවසන් කිරීම සුදුසු බවට නිරීක්ෂණය වූ බව 2020 සැප්තැම්බර් 24 දින අමාත්‍ය මණ්ඩල සංදේශයෙහි දක්වා තිබුණි. එසේ වුවද ගරු ජනාධිපතිතුමා ගේ නියෝගය ක්‍රියාත්මක කරන ආකාරය පිළිබඳව මිස ව්‍යාපෘතිය පිළිබඳ නැවත ඇගයීමක් සිදුකර තිබුණු බවට ඉහත 5.7.8 ඡේදයෙහි දැක්වෙන විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්වරයාගේ පිළිතුරු අනුව නිරීක්ෂණය නොවීය.
- 6.16 තවද 6.11 ඡේදයෙහි සඳහන් එම ලිපිය මගින් මෙකී ව්‍යාපෘතිය වෙනුවට විකල්ප ජරවාහන පද්ධති විසඳුමක් (Alternative Transport Solution) නාගරික සංචර්ධන හා නිවාස අමාත්‍යාංශය, ජාතික සැලසුම් දෙපාර්තමේන්තුව හා මුදල් අමාත්‍යාංශය යන ආයතනවල උපදෙස් මත සකස් කිරීමට කටයුතු කරන ලෙස ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්වරයා වෙත දන්වා තිබුණ ද වාර්තාවේ දින වන විටද එවැනි විකල්ප අවස්ථාවන් හඳුනා ගත් බවට නිරීක්ෂණය නොවීය. තවද ඉහත 5.8.3 ඡේදයෙහි දැක්වෙන අමාත්‍ය මණ්ඩල සංදේශයෙන් මේ සඳහා විකල්ප ඉදිරිපත් කර තිබුණද එම සංදේශය ඉල්ලා අස්කර ගැනීම හේතුවෙන් එම විකල්ප ද ක්‍රියාත්මක කිරීමට නොහැකි වී තිබුණි. තවද කොවිඩ් වසංගතය හා පැවති ඉන්ධන අර්බුද තත්ත්වය යටතේ පසුගිය වසර දෙකක කාලය තුළ රාජ්‍ය යාන්ත්‍රණය ප්‍රශස්ථ ක්‍රියාකාරී මට්ටමක ක්‍රියාත්මක නොවූ හෙයින් විකල්ප ප්‍රවාහන විසඳුමක් ක්‍රියාවට නැංවීම අපහසු වී ඇති බව 2022 ඔක්තෝබර් 10 දින මෙම වාර්තාවේ කෙටුම්පතට පිළිතුරු ලෙස ප්‍රවාහන හා මහාමාර්ග අමාත්‍යාංශයේ ලේකම් දන්වා තිබුණි.
- 6.17 මෙම ව්‍යාපෘතිය අවසන් කිරීම සඳහා අමාත්‍ය මණ්ඩල සංදේශය සකස් කිරීමේ දී ඉහත 5.7.5 ඡේදයෙහි දැක්වෙන අමාත්‍ය මණ්ඩල ලේකම් කාර්යාලය මගින් 2020 වර්ෂයේ අගෝස්තු මාසයේදී නිකුත් කර තිබුණු අමාත්‍ය මණ්ඩල සංදේශයක් ඉදිරිපත් කිරීමේදී පිළිපැදිය යුතු මාර්ගෝපදේශ සංග්‍රහයේ 3 පරිච්ඡේදයේ (V) සහ (VI) වගන්ති වල දක්වා ඇති උපදෙස් වලට අනුකූලව අමාත්‍යාංශ දෙක අතර ව්‍යාපෘතිය අත්හිටුවීම සම්බන්ධව සාකච්ඡා කළ බවට හෝ එකඟතාවයකට පත්වූ බවට තොරතුරු විගණනයට ඉදිරිපත් නොකෙරුණි. එසේම ඉහත මාර්ගෝපදේශයේ 3 පරිච්ඡේදයේ VI වගන්තිය අනුව, මෙසේ අමාත්‍යාංශ දෙකටම බලපාන කරුණු සම්බන්ධව ඒකාබද්ධ (Joint) සංදේශයක් පොදු එකඟතාවයක් මත අමාත්‍ය මණ්ඩලය වෙත ඉදිරිපත් කිරීමට ද කටයුතු කර නොතිබුණි.
- 6.18 තවද 5.9 ඡේදයෙහි දැක්වෙන 2022 ජූනි 09 දින ව්‍යාපෘති සම්බන්ධයෙන් පැවති රජයේ ගිණුම් පිළිබඳ කාරක සභාවේ දී විදේශ සම්පත් දෙපාර්තමේන්තුවට අධීක්ෂණ වගකීම පැවරෙන බව අවධාරණය කර තිබුණ ද මෙම ව්‍යාපෘතියට අදාළව එම දෙපාර්තමේන්තුව එවැනි වගකීමක් දරා ඇති බව නිරීක්ෂණය නොවීය.

6.19 ඉහත 5.8.6 හා 5.8.7 ඡේදයන් හි දැක්වෙන පරිදි උපදේශන සමාගම ඉල්ලුම් කරන ලද හිමිකම් මුදල අඩුකිරීම සම්බන්ධයෙන් සාකච්ඡා කිරීම සඳහා පත්කරන ලද 11 දෙනාගෙන් යුත් කමිටුවට සහය දැක්වීම සඳහා ඉහත 5.8.9 හි සඳහන් නිලධාරීන්ට අමතරව බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියෙහි සේවය කළ වෙනත් නිලධාරීන් පිරිසක් ද අනුයුක්ත කර තිබුණු අතර එම අමතර නිලධාරීන් වෙනුවෙන් මාස 6 ක පමණ කාලයක් සඳහා වැටුප් හා දීමනා ගෙවීමට රු.මිලියන 8 ක පමණ අතිරේක ප්‍රතිපාදන ඉල්ලුම් කර තිබුණි. කෙසේ වුවද ඉහත 5.8.3 ඡේදයෙහි දැක්වෙන පරිදි 2021 ජූනි 16 දින පත්කරන ලද මෙම කමිටුව වර්ෂයක පමණ කාලයක් ගතකිරීමෙන් අනතුරුව වාර්තාවක් 2022 මැයි මස දී ඉදිරිපත් කර තිබුණි. මෙම කමිටුවට තාක්ෂණික සහය ලබා දීම වෙනුවෙන් පමණක් රු.මිලියන 4.8 මුදලක් වැය කර තිබුණු බව නිරීක්ෂණය වූ අතර කමිටුවට යම් පාරිශ්‍රමිකයක් ගෙවා තිබුණේද යන්න විගණනයට තහවුරු නොවීය. තවද එම වාර්තාවේ 3.3 ඡේදය සහ අංක 4 නිර්දේශයට අනුව ලාභ අහිමි වීමේ වන්දිය සම්බන්ධයෙන් උපදේශක සමාගම සමඟ එකඟතාවයකට එළඹීමට අපොහොසත් වී ඇති බව නිරීක්ෂණය විය.

6.20 ඉහත 5.9.2 ඡේදයෙහි දැක්වෙන පරිදි විධායකයේ නියෝග ඒ ආකාරයෙන්ම පිළිපැදීම වෙනුවට වඩාත් නිවැරදි නිර්දේශ හා මඟපෙන්වීමක් ලබා දීමට හැකි නිලධාරීන්ගෙන් සමන්විත රාජ්‍ය යාන්ත්‍රණ පද්ධතියක අවශ්‍යතාවය පිළිබඳව 2022 ජූනි 09 වැනි දින පැවති රජයේ ගිණුම් පිළිබඳ කාරක සභා විශේෂ රැස්වීමේ දී අවධාරණය කිරීම තුළින් මෙම ව්‍යාපෘතිය ශ්‍රී ලංකා රජය විසින් ඒකපාර්ශ්වීය අවසන් කිරීමට සියළු පාර්ශවයන් ගත් තීරණයන් තාර්කිකභාවය තවදුරටත් ප්‍රශ්ණගත වන බව නිරීක්ෂණය විය.

6.21 ඉහත 5.7.2 ඡේදයෙහි සඳහන් පරිදි එවකට නාගරික සංවර්ධන, ජල සම්පාදන සහ නිවාස පහසුකම් අමාත්‍යාංශයේ ලේකම් ගේ 2020 ජනවාරි 30 දිනැති ලිපියට පිළිතුර ලෙස ව්‍යාපෘති අධ්‍යක්ෂ විසින් 2020 පෙබරවාරි 10 දින විස්තරාත්මක පිළිතුරක් ලබා දී තිබුණි. තවද මෙම ව්‍යාපෘතියට අදාළ ක්‍රියාත්මක ආයතනයද එම අමාත්‍යාංශයම විය. එසේ තිබියදී මෙම ව්‍යාපෘතිය අවසන් කිරීමට අදාළ තීරණය වෙනුවෙන් ප්‍රවාහන අමාත්‍යාංශය ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශය සකස් කිරීමේ දී එම විස්තරාත්මක පිළිතුරෙහි සඳහන් කරුණු නාගරික සංවර්ධන විෂයභාර ලේකම්වරයා විසින් ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්වරයා වෙත සන්නිවේදනය කල බවට තහවුරු නොවුණි.

6.22 ඉහත 5.5.1 ඡේදයේ සඳහන් පරිදි ව්‍යාපෘතියේ කටයුතු සඳහා අවශ්‍ය විදුලි බල පහසුකම් ලබා ගැනීම සඳහා ලංකා විදුලිබල මණ්ඩලය වෙත ලබා දුන් රු.මිලියන 44 ක සවලියකරණ අත්තිකාරම් මුදලද 2022 ඔක්තෝබර් 31 දින වන විටද අයකර ගැනීමට කටයුතු කර නොමැති වීම හේතුවෙන් එම මුදලද නිශ්කාර්ය වියදමක් ලෙස නිරීක්ෂණය විය.

6.23 ඉහත 5.3.1.3 ඡේදයෙහි සඳහන් වගුව අංක 02 හි දැක්වෙන පරිදි මෙම ව්‍යාපෘතියෙහි කාර්යයන් නිමකිරීම සඳහා ඉලක්ක ගත කාලපරිච්ඡේදයන් නියම කර තිබුණි. එසේ වුවද දේශීය අරමුදල් රුපියල් මිලියන 917 ක් වැයකරමින් ව්‍යාපෘතිය ක්‍රියාත්මක කරවීම සඳහා ව්‍යාපෘති කළමනාකරන ඒකකයක් නඩත්තු කර තිබුණද ද ඉලක්ක ගත දිනයන්ට එම කාර්යයන් නිමකරවා ගැනීමට කටයුතු කර නොතිබුණි.

6.24 කොළඹ අගනගරය තුළ හා ඒ අවට ප්‍රදේශවල වාහන තදබදය , එම ප්‍රදේශ වල වාහන වල ගමන් කිරීමේ වේගය පහළ මට්ටමක පැවතීම, මහජනතාව පොදු ප්‍රවාහන සේවය සඳහා යොමුවීම පහළ මට්ටමක පැවතීම, කොළඹ හා අවට ප්‍රදේශ වල මාර්ග ජාලය තවදුරටත් සංවර්ධන කිරීම සඳහා ඇති ඉඩකඩ සීමිත වීම වැනි හේතූන් මත මෙම ව්‍යාපෘතිය හඳුන්වා දී තිබුණ ද ශ්‍රී ලංකා රජය විසින් විකල්පයකින් තොරව ඒකපාර්ශවීය මෙම ව්‍යාපෘතිය අවසන් කිරීමට තීරණය කිරීම හේතුවෙන් ඉහත සඳහන් ගැටළු සඳහා විසඳුම් ලබා ගැනීමට තිබූ අවස්ථාද රජයට ආර්ථික වාසි ලබා ගැනීමට තිබූ අවස්ථා මෙන්ම ජනතාවට ප්‍රතිලාභ ලබා දීමේ අවස්ථාවද මහ හැරී ඇති බව නිරීක්ෂණය විය.

7. නිර්දේශ

- 7.1 මෙම ව්‍යාපෘතිය ඒකපාර්ශවීයව අවලංගු කිරීමට ගත් තීරණයේ විවක්ෂණශීලීභාවය තවදුරටත් සමාලෝචනය කර ව්‍යාපෘතිය නැවත ආරම්භ කිරීමේ හෝ මෙම ව්‍යාපෘතිය සඳහා මේ වනවිටත් වැය කර ඇති නිරාකරණය නොවූ බැඳීම් මෙන්ම පවරාගෙන ඇති දේපල විකල්ප වැඩපිලිවෙළක් සඳහා හෝ උපයෝගී කරගෙන මෙම වියදම්වල පවතින අනාර්ථක ස්වරූපය ආර්ථිකමය තත්ත්වයට පත්කිරීම සඳහා උපරිම ප්‍රයත්න දැරිය යුතුය. (යොමුව 6.1, 6.7, 6.14, 6.15, 6.17, 6.18, 6.19, 6.23)
- 7.2 2021 දෙසැම්බර් වන විට ලබාගෙන ඇති රු.මිලියන 5,066 ක ණය මුදල (Disbursement) නියමිතව තිබූ සහනදායක කොන්දේසි මත ආපසු පියවීමේ සහනය ණය ගිවිසුම ඒකපාර්ශවීය අවසන් කිරීමෙන් පසුව වුවද එලෙසම පවත්වාගෙන යාමට අවශ්‍යය එකඟතාවයන් ලබාගැනීම. (යොමුව 6.8)
- 7.3 විවිධ ව්‍යාපෘති ක්‍රියාත්මක කිරීමට පූර්වයෙන් මෙන්ම ක්‍රියාත්මක වන අතරතුර නවතා දැමීමට තීරණය කළ යුතු වන අවස්ථාවලදී ද ඒ සඳහා ප්‍රමාණවත් සහ පිළිගත හැකි පිරිවැය ප්‍රතිලාභ විශ්ලේෂණයකින් අනතුරුව නවතා දැමීමට කටයුතු කළ යුතු වීම. (යොමුව 6.9 , 6.10)
- 7.4 සහනදායී ණය යෝජනා ක්‍රම ඒක පාර්ශවීයව අවසන් කිරීමකින් තොරව හැකිසෑම විටම අනෙක් පාර්ශවය සමඟ පූර්ව එකඟතාවයෙන් යුතුව කටයුතු කර රාජ්‍ය තාන්ත්‍රික සහයෝගය ශක්තිමත්ව පවත්වා ගැනීමට කටයුතු කිරීම. (යොමුව 6.11, 6.12 ,6.13)
- 7.5 විශේෂයෙන් මෙවැනි රාජතාන්ත්‍රික එකඟතාවයන් ඒකපාර්ශවීයව අවසන් කිරීමේ තත්ත්වයන් ඇතිවුවහොත් එම කටයුතු වලට අදාළව නීතිපති මතය පූර්වයෙන් ලබා ගතයුතු වීම (යොමුව 6.13)
- 7.6 අමාත්‍ය මණ්ඩලයට සිය තීරණ ප්‍රසස්ථ ආකාරයෙන් ගැනීමට ප්‍රමාණවත් නිවැරදි තොරතුරු කාලීනව ලබාදීමේ අවශ්‍යතාවය දැඩිව අවධාරණය කළ යුතුය (යොමුව 6.19,6.20)
- 7.7 අමාත්‍ය මණ්ඩලයේ හෝ විධායකයේ තීරණ ක්‍රියාත්මක කරන නිලධාරීන් එම තීරණ වලට අනුගතව ක්‍රියාකරන අතරම එම තීරණයන් හේතුවෙන් යම් ප්‍රබල ගැටළුවක් ඇතිවිය හැකිබවට වෘත්තීමය වශයෙන් නිගමනයකට එළඹිය හැකි අවස්ථා පවතී නම් එම නිගමනයන් විධායකය වෙත වාර්තා කිරීමේ ක්‍රමවේදයක් හඳුන්වාදීමේ හැකියාව පිළිබඳව රජයේ අවධානය යොමුකළ යුතුය. (යොමුව 6.14, 6.22)
- 7.8 අමාත්‍ය මණ්ඩල සංදේශ වලට අදාළව මහාභාණ්ඩාගාරය සිය නිරීක්ෂණය ඉදිරිපත් කිරීමේ දී එම සංදේශය මඟින් අපේක්ෂා කරන තීරණ සඳහා සහයෝගය දැක්වීමෙන් ඔබ්බට සිය ස්වාධීන වෘත්තීමය නිරීක්ෂණ ලබා දීමට උපරිම ප්‍රයත්න දැරිය යුතුය. (යොමුව 6.18)

7.9 විධිමත් අධ්‍යයනයකින් පසුව ගෙන ඇති පූර්ව තීරණ නැවත සංශෝධනයට/අවලංගු කිරීමට කටයුතු කිරීමේ දී පූර්ව තීරණය සඳහා වූ අධ්‍යයන වලට දායක වූ පාර්ශවයන් ගෙන් ඒ පිළිබඳව විමසා ලැබෙන තොරතුරු වෘත්තීමය ඇගයීමකට ලක් කළ යුතුය. (යොමුව 6.9,6.10,6.23)



ඩබ්ලිව්.පී.සී.වික්‍රමරත්න

විගණකාධිපති

2022 නොවැම්බර් 13 දින

நடைமுறைப்படுத்தப்பட்டு வரும் இலகு ரயில் போக்குவரத்து செயற்திட்டம் (கொழும்பு தொடக்கம் மாலம்பே வரை) இலங்கை அரசாங்கத்தினால் ஒருதலைப்பட்சமாக முடிவுறுத்தப்பட்டமை தொடர்பான விசேட கணக்காய்வு அறிக்கை

நிறைவேற்றுப் பொழிப்புரை

கொழும்பு மாநகர மற்றும் மேல் மாகாண அபிவிருத்தி அமைச்சு முன்மொழிந்திருந்த விடயங்களின் அடிப்படையில் கொழும்பு தலைநகரிற்கு மிகவும் பொருத்தமான புகையிரத ஊடகமாக இலகு புகையிரத (LRT) கட்டமைப்பு இனங்காணப்பட்டிருந்ததுடன், அதன் போது பச்சை, மஞ்சள், சிவப்பு, ஊதா, இளஞ்சிவப்பு, ஆலிவ் பாதை மற்றும் சாம்பல் பாதை என RTS 1 முதல் RTS 7 வரையிலுமான சில பிரதேசங்களை உள்ளடக்கி 7 வீதிகள் இனங்காணப்பட்டிருந்தன. அந்த 7 வீதிகளில் RTS 1 (பசுமை வீதி) மற்றும் RTS 4 (ஊதா வீதி) வீதிகள் முதலாவதாக நிர்மாணப்பதற்கு திட்டமிடப்பட்டிருந்தது. எவ்வாறான போதிலும், இந்த செயற்திட்டத்திற்கான புரிந்துணர்வு உடன்படிக்கையின் பிரகாரம் பொரளை முதல் மாலம்பே வரையிலுமான RTS 4 வீதிக்கு முன்னுரிமை வழங்கி RTS 1 வீதி எதிர்கால செயற்திட்டமொன்றாக கருதுவதற்கு தீர்மானிக்கப்பட்டிருந்தது. இந்த நிர்மாணம் 7 பொதிகளின் கீழ் நிர்மாணப்பதற்கு திட்டமிடப்பட்டிருந்ததுடன், இதற்கான நிதி வசதிகள் சலுகை அடிப்படையிலான கடன் நிபந்தனைகளின் கீழ் வழங்குவதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனம் இணங்கியிருந்ததுடன், மதியுரை சேவைகளை வழங்குதல் ஐப்பானின் வரையறுக்கப்பட்ட ஓரியன்டல் கன்சல்டன் க்ளோபல் கம்பனி மேலும் சில கம்பனிகளுடன் இணைந்ததாக மேற்கொள்ள இணங்கியிருந்தது.

ஐப்பானின் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனத்தினால் அந்த கடன் தொகை 12 வருட சலுகைக் காலமும் உள்ளடங்கலாக 40 வருட காலத்தினுள் செலுத்துவதற்கு இடமளிக்கப்பட்டிருந்ததுடன், அதற்கான வருடாந்த வட்டி வீதம் 0.1 சதவீதம் ஆகும். மேலே முதலாவதாக நடைமுறைப்படுத்த உத்தேசிக்கப்பட்ட செயற்திட்டம் 7 பொதிகளின் கீழ் நடைமுறைப்படுத்த திட்டமிடப்பட்டிருந்ததுடன், உத்தேச கடன் தொகையில் ஐப்பான் யென் 30,040 மில்லியன் மேற்குறிப்பிடப்பட்ட 07 பொதிகளிடையே இனங்காணப்பட்ட பொதி 1 செயற்திட்டம் (புகையிரத என்ஜின்கள் மற்றும் மேடைகள்) ஆகியவற்றுக்கு ஒதுக்கப்பட்டிருந்தது.

இந்த செயற்திட்டத்திற்காக மேற்கொள்ளப்பட்ட கிரய நலன் பகுப்பாய்வின் பிரகாரம் பொருளாதார உள்ளக விளைவு வீதம் 20.18 சதவீதமாகவும், பொருளாதார தேறிய இற்றைப் பெறுமதி ரூபா 174.3 பில்லியனாகவும் இனங்காணப்பட்டிருந்தது. அதற்கமைய பொருளாதார நலன் விகிதமானது கழிவு வீதத்தினை விஞ்சியிருந்த காரணத்தால் தேசிய பொருளாதாரத்திற்கு இது நலனளிக்கும் செயற்திட்டமொன்றாக இனங்காணப்பட்டிருந்தது.

மேலும், பொருளாதார நலன்கள் 10 சதவீதத்தினால் குறைவடையும் போது, பொருளாதாரக் கிரயம் 10 சதவீதத்தினால் அதிகரிக்கும் போது மற்றும் மேற்படி இரு சம்பவங்களையும் ஒன்றாக கொள்ளுமிடத்து போன்ற மிகவும் பாதகமாக நிலைமையொன்றின் போதும் இந்த செயற்திட்டம் பயனுள்ளதாக இனங்காணப்பட்டிருந்தது. மேலும், பொருளாதார நலன்கள் 10 சதவீதத்தினால் குறைவடையும் போது, பொருளாதாரக் கிரயம் 10 சதவீதத்தினால் அதிகரிக்கும் போது மற்றும் மேற்படி இரு சந்தர்ப்பங்களையும் ஒன்றாக நோக்கும் போது போன்ற மிகவும் பாதகமான நிலைமையொன்றிலும் இந்த செயற்திட்டம் சாதகமானதாக இனங்காணப்பட்டிருந்தது. 4 சந்தர்ப்பங்களின் கீழ் மேற்கொள்ளப்பட்ட நிதி பகுப்பாய்வின் பிரகாரம், 4 ஆவது சந்தர்ப்பம் மிகவும் சாதகமான சந்தர்ப்பமாக இனங்காணப்பட்டுள்ளதுடன், அதன் நிதி உள்ளக விளைவு விகிதம் (FIRR) 27 சதவீதமாவதுடன், அது 8.87 சதவீதமான கிரய விளைவு வீதத்தினை விஞ்சியுள்ளதாக இனங்காணப்பட்டுள்ளதுடன், இதன் தேரிய காசுப்பாய்ச்சல் ரூபா 50,185 மில்லியனாக காணப்படுகின்றமை இனங்காணப்பட்டிருந்தது. மேலும், அந்த செயற்திட்டத்தின் சுற்றாடல் தாக்கமும் குறைவான மட்டத்தில் காணப்படுவதாக சூழல் தாக்க கற்கைகள் அறிக்கையின் பிரகாரமும் உறுதிப்படுத்தப்பட்டது.

மேலும், இந்த செயற்திட்டத்திற்காக பெற்றுக்கொள்ளப்பட்ட கடன் தொகை குறைந்த வட்டி வீதத்துடனான நீண்ட கால அடிப்படையில் மீள செலுத்த வேண்டிய கடன் தொகையொன்று என்பதால் மற்றும் இந்த செயற்திட்டத்தின் ஊடாக பொது போக்குவரத்துச் சேவையின் இயலாவினை அதிகரித்தல் மற்றும் சேவை வழங்குதல் ஆகியவற்றை மேம்படுத்தல் நோக்காக கொள்ளப்பட்டிருந்தமையால் மத்திய வங்கியின் கடன் சபையும் இந்த கடன் தொகையை பெற்றுக்கொள்ள பரிந்துரைத்திருந்தது. கொழும்பு நகரம் மற்றும் அதனை அண்மிய பிரதேசங்களை தொடர்புபடுத்தி ஆக்கபூர்வமானதும், செயற்திறனானதும் வேகமானதுமான புகையிரத போக்குவரத்துக் கட்டமைப்பொன்று காணப்படல் தலைநகர அபிவிருத்தி திட்டத்தின் அத்தியாவசியமான அங்கமொன்று என குறிப்பிட்டு நிதி அமைச்சும் அவதானிப்புகளை முன்வைத்திருந்தது. மேலும், தேசிய திட்டமிடல் திணைக்களத்தினால் அந்த செயற்திட்டத்துடன் தொடர்புடையதாக திட்டமிடல் திணைக்களமும் இலகு புகையிரத செயற்திட்டத்தின் மூலம் பொருளாதார அபிவிருத்தி, மக்களின் வாழ்க்கைத் தரத்தினை நிலைபேறானதாக அபிவிருத்தியடைதல் மற்றும் வாழ்க்கை நிலைமையில் தரம் சார்ந்த வளர்ச்சியொன்று ஏற்படுதல் செயற்திட்டம் நடைமுறைப்படுத்துவதற்காக பரிந்துரைக்கப்பட்டிருந்தது. சர்வதேச நிறுவனம் ஒன்றினால் தயாரிக்கப்பட்ட நிதி மற்றும் பொருளாதார பகுப்பாய்விற்கு இணங்கவும் விளைதிறன் உள்ளதாக இனங்காணப்பட்ட இந்த செயற்திட்டம் ஏற்றுக்கொள்ளக்கூடிய அடிப்படையொன்று இல்லாது ஆக்கபூர்வமான செயற்திட்டமொன்றாக கருத்திற்கொள்ளாது எந்த அடிப்படையில் இரத்துச் செய்யப்பட்டது என்பதை உறுதிப்படுத்தும் ஆவணங்கள் கணக்காய்விற்கு முன்வைக்கப்பட்டிருக்கவில்லை.

கோவிட் 19 தொற்று நிலைமைகள் காரணமாக இந்த திட்டத்தை செயல்படுத்த முடியாததால் ஒப்பந்தம் நிறுத்தப்படுவதாக ஐப்பான் அரசாங்கத்திற்கு

தெரிவிக்கப்பட்டிருந்ததுடன், மேலும் இது அரசாங்கங்களுக்கிடையே மேற்கொள்ளப்படும் பரிவர்த்தனைகளில் இருக்க வேண்டிய பரஸ்பர நம்பிக்கை மற்றும் நேர்மை ஆகியவற்றின் சீரழிவுக்கு வழிவகுக்கும் என்று அவதானிக்கப்பட்டது. மேலும், இந்த செயற்திட்டம் அல்லது கடன் உடன்படிக்கை நிறைவு செய்யப்படுதல் தொடர்பில் உரிய நிறுவனங்களுக்கு இடையே சரியான புரிந்துணர்வொன்று மற்றும் இணக்கப்பாடு இல்லாதிருந்தமை அவதானிக்கப்பட்டது.

எவ்வாறான போதிலும், இலகு புகையிரத செயற்திட்டத்தின் பணிகள் ஆரம்பிக்கப்பட்டதன் பின்னர் இலங்கை அரசினால் அதிமேதகு முன்னாள் சனாதிபதியின் கட்டளையின் அடிப்படையில் செயற்திட்டத்தினை ஒருதலைப்பட்சமாக இடைநிறுத்துவதற்கு தீர்மானித்திருந்ததுடன், செயற்திட்டத்தினை மீள ஆரம்பித்தல் அல்லது அந்த செயற்திட்டத்திற்காக தற்போது செலவிடப்பட்டுள்ள ரூபா 5,977 ஆன செலவினங்களில் பெற்றுக்கொண்டுள்ள நலன்களையும் பயன்படுத்தி இந்த செயற்திட்டத்தை அல்லது மாற்றுச் செயற்திட்டமொன்றை ஆரம்பிப்பதற்கு நடவடிக்கை எடுக்கப்படவில்லை எனின் இந்த செலவினம் இலங்கை அரசினால் மேற்கொள்ளப்பட்ட சிக்கனமற்ற செலவினமொன்றாக மாறும் என்பது அவதானிக்கப்பட்டது. வரையறுக்கப்பட்ட ஓரியன்டல் கன்சல்டன்ஸ் க்ளோபல் கம்பனி லிமிடட் கம்பனி எனும் முக்கியமான மதியுரைக் கம்பனியினால் கோரப்பட்ட இலாபம் இழப்பிற்கான நட்டஈடு ரூபா 5,169 மில்லியனான உரித்துத் தொகை அல்லது அந்த கோரிக்கைக்காக செலுத்தப்பட்ட தொகையை போன்றே எதிர்காலத்தில் செலுத்த நேர்கின்ற நட்டஈடு தாமத வட்டி அல்லது வேறு ஏதேனும் கொடுப்பனவொன்று இலங்கை அரசிற்கு நிச்சயமாக ஏற்படும் சிக்கனமற்ற செலவினம் ஆகும்.

வெளிநாட்டு வளங்கள் திணைக்களத்தினால் கடன் உடன்படிக்கையை இரத்துச் செய்வதற்காக மேற்கொள்ளப்பட்ட கோரிக்கை ஐப்பானின் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனத்தினால் (JICA) மறுதலிக்கப்பட்டமையால், இந்த நிறுவனம் தீர்ப்பளவு பணிக்காக சர்வதேச நீதிமன்றத்திற்கு செல்ல முடியாது என கூறுவதற்கு சான்றொன்று இல்லாதிருந்ததுடன், இவ்வாறு இடம்பெற்றால் இலங்கை அரசிற்கு பாதகமான நிலையொன்று ஏற்படல் (உயர்வான கிரயமொன்றினை மேற்கொள்ள நேரிடல்) தடுக்க முடியாது என்பது அவதானிக்கப்பட்டது.

அமைச்சரவையின் அல்லது நிறைவேற்றாளரின் தீர்மானத்தினை செயற்படுத்தும் உத்தியோகத்தர்கள் அந்த தீர்மானத்திற்கு இணங்க செயற்படுவதுடன், அந்த தீர்மானங்களின் பிரகாரம் செயற்படுவதுடன், அந்த தீர்மானங்கள் காரணமாக ஏதேனும் முக்கியமான சிக்கலொன்று ஏற்படக்கூடும் என தொழில்சார் முறையில் தீர்மானத்திற்கு வரக்கூடிய சந்தர்ப்பங்கள் காணப்படும் எனின், அந்த முடிவுகளை நிறைவேற்றாளருக்கு அறிக்கையிடும் நடைமுறையொன்றினை அறிமுகப்படுத்தும் இயலுமை தொடர்பில் அரசின் கவனம் செலுத்தப்பட வேண்டிய போதிலும், முறையான கற்கையொன்றின் பின்னர் எடுக்கப்பட்டுள்ள முன் தீர்மானங்களை மீள திருத்துவதற்கு/இரத்துச் செய்வதற்கு நடவடிக்கை எடுக்கும் போதுமுன் தீர்மானங்களுக்கு பங்களிப்பு செய்த தரப்பினரிடமிருந்து

அது தொடர்பில் ஆராய்ந்து பெற்றுக்கொள்ளப்படும் தகவல்கள் தொழில்சார் மதிப்பீட்டுக்கு உள்ளாக்கப்பட வேண்டியமையும், இந்த செயற்திட்டத்திற்காக இது வரையிலும் செலவிடப்பட்டுள்ள தீர்க்கப்படாத கடப்பாடுகளை போன்றே சுவீகரிக்கப்பட்டுள்ள ஆதனங்கள் மாற்று திட்டமொன்றுக்காகவேனும் பயன்படுத்தி இந்த செலவினங்களில் காணப்படும் சிக்கனமற்ற தன்மையிலான தன்மையை சிக்கனமான நிலைக்கு உள்ளாக்குவதற்காக அதிக பிரயத்தனம் செய்ய வேண்டும். மேலும், 2021 திசம்பர் மாதமளவில் பெற்றுக்கொள்ளப்பட்டுள்ள ரூபா 5,066 மில்லியனான கடன் தொகை (Disbursement) உத்தேசிக்கப்பட்ட சலுகை அடிப்படையிலான நிபந்தனைகளின் அடிப்படையில் மீள தீர்ப்பளவு செய்யும் நிவாரணம் கடன் உடன்படிக்கை ஒருதலைப்பட்சமாக முடிவுறுத்தப்பட்ட பின்னரும் அவ்வாறே பேணிச் செல்வதற்கு தேவையான இணக்கப்பாடுகளை பெற்றுக்கொள்வதற்கும், அமைச்சரவை விஞ்ஞாபனங்களுக்கு உரியதாக பொது திறைசேரி தமது அவதானிப்பினை முன்வைக்கும் போது அந்த விஞ்ஞாபனத்தின் மூலம் எதிர்பார்க்கப்படும் தீர்மானங்களுக்காக ஒத்துழைப்பு வழங்குவதற்கு மேலாக தமது சுயாதீன தொழில்சார் அவதானிப்புகளை வழங்குவதற்கு உச்ச பிரயத்தனம் மேற்கொள்ளப்பட வேண்டியமை உள்ளடங்கலாக சில பரிந்துரைகள் இந்த அறிக்கையில் சமர்ப்பிக்கப்பட்டுள்ளது.

01. அறிக்கையின் தன்மை மற்றும் அறிக்கையிடலின் பின்புலம்

பொதுப் போக்குவரத்தின் கீழ், கொழும்பு மாநகர வலயத்தில் தற்போதைய மற்றும் முன்னறிவிப்பு செய்யப்பட்ட (Projected) போக்குவரத்துத் தேவைகளுக்கு முகம்கொடுத்து அதன் தீர்வாக விரைவான போக்குவரத்து ஒழுங்கமைப்பின் தேவைப்பாட்டினைக் கண்டறிந்து இலகு ரயில் போக்குவரத்து அமைப்பினை ஆரம்பிப்பதற்கு 2016 ஆம் ஆண்டில் அமைச்சரவை மூலம் தீர்மானிக்கப்பட்டு இருந்தது. இந்த செயற்திட்டம் தொடர்பாகப் பொருளாதாரம், நிதி மற்றும் சுற்றாடல் ஆய்வுகள் மேற்கொள்ளப் பட்டிருந்ததுடன் மேற்கொள்ளப்பட்டிருந்த பொருளாதார ஆய்விற்கு அமைய செயற்திட்டத்தின் முதலீட்டின் மூலம் பலன் கிடைக்கும் என்பதும், பொதுமக்களின் நலன்கள் அதிகரிக்கும் என்பதும் அனைத்து அளவு கோல்களுக்கும் அமைய அவதானிக்கப்பட்டிருந்தது. அவ்வாறு கண்டறியப்பட்டவைக்கு அமைய செயற்திட்டத்தில் உள்ள அனுமானங்களை விட பாதகமான செலவு 10 சதவீதத்தினால் அதிகரித்து அதன் பலன் 10 சதவீதத்தினால் குறைந்து செல்லும் என்பதான அனுமானம் மிகவும் பாதகமான சூழ்நிலையிலும் கூட மொத்த பலன் சதவீதமானது 1.75 கூடிய நிலைமையாகவும், செயற்திட்டத்தில் பொருளாதார உள்ளக விளைவு வீதம் (EIRR) அதன் நிலை வீதத்தை விஞ்சி 17.8 சதவீத பெறுமதியையும், பொருளாதார நிகர தற்போதைய பெறுமதி ரூபா 122.7 பில்லியன் என்பதாகவும் மதிப்பிடப்பட்டிருந்தது. இந்த செயற்திட்டத்தினை நடைமுறைப்படுத்துவதற்காக ஜப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திற்கு (JICA) சாத்தியமான ஆய்வினை மேற்கொள்வதற்கு ஓரியண்டல் கன்சல்டிங் குளோபல் கம்பெனி லிமிடெட் எனும் ஜப்பான் நிறுவனத்திடம் 2016 ஆம் ஆண்டில் ஒப்படைக்கப்பட்டிருந்தது.

12 வருட சலுகைக் காலம் மற்றும் 40 வருட மீளச் செலுத்தும் காலத்தினையும் கொண்ட சலுகைக் கடன் தொகையின் அடிப்படையில் நடைமுறைப்படுத்த உத்தேசித்த இந்த செயல்திட்டத்தினை உற்பத்தித்திறன் கொண்டதாகக் கண்டறிந்து செயற்திட்டத்தின் முக்கியமான ஆலோசனை செயற்பாடுகள் ஓரியண்டல் கன்சல்டன்ஸிஸ் குளோபல் கம்பெனி லிமிடெட்டினால் மேற்கொள்ளப்பட்டிருந்தது. அவ்வாறான சந்தர்ப்பத்தில் இந்த செயற்திட்டம் விலை கூடிய மற்றும் மொத்த உற்பத்தித் திறனற்ற செயற்திட்டமாகக் கண்டறியப்பட்டு உடனடியாக நடைமுறைப்படுத்தப்படும் வகையில் செயற்திட்டத்தின் நடவடிக்கைகள் இலங்கை அரசாங்கத்தினால் ஒருதலைப்பட்சமாக முடிவுறுத்துவதற்கு அப்போது இருந்த ஜனாதிபதியின் கட்டளையின் மூலம் மற்றும் 2020 செப்டம்பர் 28 ஆம் திகதி அமைச்சரவைத் தீர்மானத்தின் மூலம் அனுமதி வழங்கப்பட்டிருந்தது.

அதற்கமைய இந்த செயற்திட்டத்தை இலங்கை அரசாங்கம் ஒருதலைப்பட்சமாக முடிவுறுத்திய காரணத்தால் அந்த செயற்திட்டத்தை மீண்டும் அமுல்படுத்த முடியாத நிலைமையின் கீழ் அன்று தொடக்கம் செயல் திட்டத்திற்காக செலவிடப்பட்ட ரூபா 5,977.64 மில்லியன் தொகை பலனற்ற செலவாக கருதப்பட வேண்டியதாக

உள்ளதுடன் உடன்படிக்கை செய்து கொள்ளப்பட்ட ஆலோசனைச் சேவை நிறுவனத்தினால் அதுவரையிலும் ஆலோசனைச் சேவை செயல்பாடுகளுக்காக செலவிடப்பட்ட செலவு, திட்டத்தினை நிறுத்தியமை தொடர்பான செலவு மற்றும் செயற்திட்டத்தை நிறுத்துவதன் அடிப்படையில் ஆலோசனைச் சேவை நிறுவனத்திற்கு கிடைக்கும் இலாபம் இழக்கப்பட்டதன் அடிப்படையில் நட்ட ஈட்டுத் தொகையினை (loss of profit) இலங்கை அரசாங்கத்திடமிருந்து அறவிட்டுக் கொள்ளுவதற்கு நடவடிக்கை எடுக்கப்பட்டு வருகின்றது. மேலும் இதன் காரணமாக ஆலோசனைச் சேவை நிறுவனத்திற்குச் செலுத்த வேண்டிய செலவுகள் மற்றும் நட்ட ஈட்டுத் தொகை போன்று அந்த செயற்திட்டம் நடைமுறைப்படுத்தப்பட்டதன் பின்னர் நாட்டிற்குக் கிடைக்க இருந்த பொருளாதார மற்றும் சமூக நன்மைகள் இழக்கப்பட்டமை நாட்டிற்கு நீண்ட கால பாதகமாக இருக்கும். அதே போன்று மாற்று நிதி மார்க்கத்தினைக் கண்டறிந்து அல்லது இந்த செயல் திட்டத்தை மீண்டும் செயற்படுத்துவதற்கு நடவடிக்கை மேற்கொள்ளுவதை விடுத்து செயற்திட்டத்தைக் கைவிடுவதற்கு நடவடிக்கை எடுத்தல் கருத்து வேறுபாட்டினைத் தூண்டும் காரணியாக உள்ள காரணத்தால் இவ்வாறான செயற்பாடுகள் காரணமாக நாட்டிற்கு ஏற்படும் தாக்கங்களைக் கண்டறியும் நோக்கிலும் அரசியலமைப்பு மற்றும் 2018 இன் 19 ஆம் இலக்க கணக்காய்வு சட்டத்திலுள்ள அதிகாரங்களின் அடிப்படையிலும் இந்த அறிக்கை தயாரிக்கப்பட்டுள்ளது.

2. பின்பற்றப்பட்ட நடைமுறைகள்

2.1 ஆவணங்களைப் பரீட்சித்தல்

- (i) 2019 மார்ச் 13 ஆம் திகதி மதியுரை சேவை ஒப்பந்தம்
- (ii) 2019 மார்ச் 11 ஆம் திகதி ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்துடன் கடன் வசதி ஒப்பந்தம்
- (iii) மாநகர சபைகள் மற்றும் மேல் மாகாண அபிவிருத்தி அமைச்சு, வெளிநாட்டு வளங்கள் திணைக்களம் மற்றும் ஐப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனம் ஆகியவற்றுக்கிடையே 2019 மார்ச் 11 ஆம் திகதி கைச்சாத்திடப்பட்ட இந்த செயற்திட்ட குறிப்பு (Project Memorandum)
- (iv) அமைச்சரவைப் பத்திரம் மற்றும் குறிப்புகள்
 - இலக்கம் 16/1175/724/047 மற்றும் 2016 ஜூன் 21 திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 17/0552/724/019 மற்றும் 2017 மார்ச் 23 ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 17/1654/724/064 மற்றும் 2017 ஓகஸ்ட் 09 திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 18/0472/724/019 மற்றும் 2018 மார்ச் 26 ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 18/0390/724/012 மற்றும் 2018 ஜூன் 12ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 18/1404/819/029 மற்றும் 2018 ஜூலை 10ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 18/2881/108/007 மற்றும் 2019 ஜனவரி 24ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 19/0747/116/037/ரிபீஆர் மற்றும் 2019 மார்ச் 20ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 19/2480/116/095 மற்றும் 2019 செப்டம்பர் 18ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 19/2456/116/093 மற்றும் 2019 நவம்பர் 6 ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 20/1450/312/002 மற்றும் 2020 ஒக்டோபர் 06 ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
 - இலக்கம் 21/0221/306/015 மற்றும் 2021 பெப்ரவரி 23ஆம் திகதியிலான அமைச்சரவைப் பத்திரம்
- (v) சாத்தியவளக் கற்கைகள் அறிக்கை

(vi) மறுசீரமைப்பு செயல்முறை திட்டம்

(தாக்கத்திற்கு உட்பட்ட நபர்களின் முறையான உரிமைத்துவத்தைப் பொருத்தமான வகையில் மற்றும் குறித்த காலத்திற்குள் பெற்றுக் கொடுப்பதன் மூலம் அவர்களின் வாழ்க்கை நிலை மற்றும் வாழும் வழிகளை மீண்டும் கட்டியெழுப்புவதற்கு சந்தர்ப்பத்தினை அறிந்து கொள்வதற்கு உதவி செய்வதன் மூலம், அவர்களை மேலும் சிறந்த நிலைக்கு உயர்த்துதல் அல்லது ஆகக்குறைந்தது மீண்டும் உண்மை நிலைக்கு மீட்டெடுத்தலே இந்த திட்டத்தின் நோக்கமாகும்.)

(vii) பல்வேறு குழுக்களின் அறிக்கைகள்

(viii) சுற்றாடல் அறிக்கை

2.2 ஏனைய நடைமுறைகைகள்

- i. கொழும்பு இலகு ரயில் போக்குவரத்து செயல்திட்டத்தின் உத்தியோகத்தர்களுடன் கலந்துரையாடல்
- ii. நகர அபிவிருத்தி அமைச்சுப் பணிப்பாளருடன் (கொள்கை) கலந்துரையாடல்
- iii. மதியுரைக் கம்பனியின் மூலம் சமர்ப்பிக்கப்பட்டுள்ள உரிமைத் தொகை தொடர்பாகக் கலந்துரையாடுவதற்கு நியமிக்கப்பட்டுள்ள குழு அங்கத்தவர்கள் நகர அபிவிருத்தி அமைச்சின் மேலதிகப் பணிப்பாளருடன் (கொள்கை மற்றும் நிர்வாகம்) கலந்துரையாடல்

03. கணக்காய்வு விடயப் பரப்பு

கொழும்பு மாநகர வலயத்தினுள் போக்குவரத்து நிலையை மேம்படுத்துவதற்காக ஐப்பான் சர்வதேச நிறுவனத்தினால் நிதி வசதிகள் வழங்குவதற்கு உடன்படிக்கை செய்யப்பட்டு ஆரம்பிக்கப்பட்ட இந்த செயற்திட்டத்தின் உற்பத்தித் திறன் தொடர்பாகப் பல்வேறு தரப்பினர்கள் முன்வைத்த பகுப்பாய்வுகள் மற்றும் அவதானிப்புகளைப் பரீட்சித்தல், இலங்கை அரசாங்கம் ஒருதலைப்பட்சமாக இலகு ரயில் திட்டத்தை முடிவுறுத்தும் போது கவனத்தில் கொள்ளப்பட்ட காரணிகளைப் பரீட்சித்தல், இந்த ஒரு தலைப்பட்சமான முடிவுறுத்தல் காரணமாக இலங்கை அரசாங்கத்திற்கு ஏற்படும் பொருளாதார மற்றும் சமூக தாக்கங்களைப் பரீட்சித்தல், திட்டத்தினை ஒரு தலைப்பட்சமாக முடிவுறுத்திய காரணத்தால் ஆலோசனை நிறுவனத்தினால் கோரப்பட்ட கோரிக்கைகள் தொடர்பாக கலந்துரையாடுவதற்காக நியமிக்கப்பட்ட குழுவின் செயல் திறன்களைப் பரீட்சித்தல் என்பன இந்த அறிக்கையின் விடயப் பரப்பு ஆகும்.

04. விடயப்பரப்பு மட்டுப்படுத்தப்படல்

செயற்திட்டமானது 2016 ஆம் ஆண்டு ஆரம்பிக்கப்பட்டு 2020 ஆம் ஆண்டுக்குள் ஒருதலைப்பட்சமாக இடைநடுவில் நிறுத்தப்பட்ட காரணத்தால் அந்த செயல் திட்டத்திற்கு உரிய செயற்திட்ட அலுவலகமும் 2021 ஆம் ஆண்டுக்குள் மூடப்பட்டு இருந்ததுடன் அதன் காரணமாக இந்த அறிக்கைக்கு உரிய தகவல்களை உடனடியாக மற்றும் நேரடியாக பெற்றுக்கொள்ள முடியாத நிலைமை காணப்பட்டது.

05. செயல்முறை

5.1 துரிதப் போக்குவரத்து திட்டத்தின் தேவைப்பாட்டினை இனங்காணல்

5.1.1 இலங்கையில் பயணிகள் மற்றும் பொருட்களுக்கான போக்குவரத்துகளில் சுமார் 90 சதவீதமானவை பெருந் தெருக்களின் ஊடாக இடம்பெறுகின்றது என கொழும்பு இலகு ரயில் போக்குவரத்து செயற்திட்டத்திற்காகத் தயாரிக்கப்பட்ட மாற்றீட்டு முறைமை திட்டத்தில் குறிப்பிடப்பட்டுள்ளது (இணைப்பு 01). மேலும் மொத்தத் தேசிய உற்பத்தியில் 42 சதவீதமும் மற்றும் சனத்தொகையில் 29 சதவீதமும் தலைநகர் கொழும்பை அண்டியே மையப்படுத்தப்பட்டு உள்ளது எனவும், சிவில் யுத்தம் முடிவுற்றதுடன் விசேடமாக மேல் மாகாணம் அதிக பொருளாதார வளர்ச்சியைக் கைப்பற்றி உள்ளது எனவும் இந்தத் திட்டத்தில் குறிப்பிடப்பட்டுள்ளது.

5.1.2 மேலும் நாளொன்றுக்கு 1.2 மில்லியனுக்கும் அதிகமான சனத்தொகையினர் நாளாந்த நடவடிக்கைகளுக்காக தலைநகர் கொழும்புக்கு வருகை தருதல் தலைநகர் கொழும்பின் மற்றும் அதனைச் சூழவுள்ள பிரதேசங்களில் வாகன நெருக்கடி அதிகரிப்பதற்கு பிரதான காரணமாக உள்ளது என அடையாளம் காணப்பட்டுள்ளது. இந்த போக்குவரத்து நெருக்கடி காரணமாக தலைநகர் கொழும்பு மற்றும் அண்டிய பிரதேசங்களில் வாகனங்களை செலுத்தும் வேகம் மணித்தியாலத்திற்கு 10 கிலோ மீட்டருக்கும் 20 கிலோமீட்டருக்கும் இடைப்பட்ட வேகத்திற்கு மட்டுப்படுத்தப்பட்டுள்ளது எனவும் அடையாளம் காணப்பட்டு இருந்தது. பொதுப் போக்குவரத்து ஊடகங்களில் காணப்படும் குறைபாடுகள் காரணமாகத் தனியார் போக்குவரத்து வசதிகளைப் பெற்றுக் கொள்வதற்கு பொதுமக்கள் நாட்டம் கொண்டிருப்பதும், கொழும்பு மற்றும் அண்டிய பிரதேசங்களில் வீதி ஒழுங்கு அமைப்பினை மேலும் அபிவிருத்தி செய்வதற்கு உள்ள வசதிகள் மட்டுப்படுத்தப்பட்டு உள்ள காரணத்தால் பயணிகளுக்கான மாற்று போக்குவரத்து ஒழுங்கமைப்பின் தேவைப்பாடு நீண்ட காலம் தொடரே அடையாளம் காணப்பட்டு இருந்தது.

5.1.3 மாநகர வலயத்தில் தற்போதைய மற்றும் திட்டமிடப்பட்ட போக்குவரத்திற்கான கோரிக்கையுடன் இணங்கக்கூடிய தீர்வுகளாகப் பொதுப் போக்குவரத்தின் கீழ் விரைவு போக்குவரத்து ஒழுங்கமைப்பு ஒன்றினை (RTS) உருவாக்குவதன் தேவைப்பாடு அடையாளம் காணப்பட்டுள்ளது என இலக்கம் 16/11/1175/72/047 கொண்டதும் 2016 ஜூன் 16 ஆம் திகதி இடப்பட்ட அமைச்சரவைப் பத்திரத்தில் குறிப்பிடப்பட்டிருந்தது. (இணைப்பு 02) மேலும் ஒற்றை ரயில் (Mono Rail), இலகு ரயில் போக்குவரத்து (LRT) மற்றும் விரைவுப் பேருந்து போக்குவரத்து (BRT) ஆகிய தெரிவுகள் மற்றும் ஐப்பான் தேசிய ஒத்துழைப்பு நிறுவனம் மற்றும் மொரட்டுவ பல்கலைக்கழகத்தினால் மேற்கொள்ளப்பட்ட ஆய்வுகள் கருத்தில் கொள்ளப்பட்டதன் பின்னர் மாநகரப் போக்குவரத்துத் திட்டக் குழுவினரினால் செய்யப்பட்ட முன் சாத்திய ஆய்வு என்பவற்றின் மூலம் கண்டறியப்பட்டுள்ள 07 போக்குவரத்துத் தடங்களில் செயற்படுத்துவதற்கு மிகவும் பொருத்தமான போக்குவரத்து முறையாக இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு அடையாளம் காணப்பட்டு இருந்தது.

5.1.4 2013 ஆம் ஆண்டில் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தினால் (JICA) பாரிய கொழும்புக்கான (Com Trans) பிரதான போக்குவரத்து திட்டமொன்று உருவாக்கப்பட்டிருந்ததுடன் அதன் பின்னர் அது போக்குவரத்து அமைச்சு மற்றும் மொரட்டுவை பல்கலைக்கழகத்தில் ஆய்வு செய்யப்பட்டு மாநகரசபை குழுவினால் அரசாங்கத்தின் புதிய வழிமுறைமை மற்றும் மேல் மாகாணத்திற்கான மாநகர அமைப்பு திட்டத்துடன் இணங்கும் வகையில் இந்த ஆய்வு மீளவும் மேற்கொள்ளப்பட்டுள்ள சனத்தொகை பரம்பலின் மாற்றீடு திருத்தப்பட்டுள்ளது என்பதற்கான தகவல்கள் 5.1.3 பந்தியில் குறிப்பிடப்பட்டுள்ள அமைச்சரவைப் பத்திரத்தில் சுட்டிக் காட்டப்பட்டிருந்தது.

5.2 கொழும்பு நகரினை அடைவதற்கான மாற்றுப் போக்குவரத்து ஊடகங்களை இனங்காணல்

5.2.1 கொழும்பு நகரினை அடைவதற்கான மாற்று போக்குவரத்து வழிகள் தொடர்பான ஆய்வினை மேற்கொண்டு அரசாங்கத்தினால் 2016 ஆம் ஆண்டு மேல் மாகாணத்தில் தலைநகர் போக்குவரத்து திட்டம் (WRMMP) அறிமுகப்படுத்தப்பட்டது என மேலே 5.1.1 பந்தியில் குறிப்பிடப்பட்டுள்ள மாற்று முறைகள் திட்டத்தில் குறிப்பிடப்பட்டிருந்தது. அந்த போக்குவரத்து திட்டத்திற்கு அமைய விரைவு போக்குவரத்து வழியாக (Rapid Transits System -RTS) ரயில் போக்குவரத்து ஒழுங்கமைப்பினைத் தலைநகர் கொழும்பு மற்றும் அண்டிய பிரதேசங்களில் அறிமுகப்படுத்துவதற்கு யோசனை தெரிவிக்கப்பட்டிருந்தது எனவும் அந்த மாற்றீட்டுத் திட்டத்தில் மேலும் குறிப்பிடப்பட்டிருந்தது. மேலும் தலைநகர் கொழும்பு 4 வலயங்களாக பிரிக்கப்பட்டு ரயில், ரயில் பாதை ஒழுங்கமைப்பு (Mono rail or

Light rail) அறிமுகப்படுத்துவதற்கு திட்டமிடப்பட்டிருந்தது எனவும் கீழே குறிப்பிடப்பட்டுள்ள பிரதேசங்கள் அந்த திட்டத்தின் மூலம் உள்ளடக்கப்பட்டு இருந்தது எனவும் குறிப்பிடப்பட்டிருந்தது.

அட்டவணை இலக்கம் 01 - தலைநகர் கொழும்பு மற்றும் அண்டிய பிரதேசங்களில் அறிமுகப் படுத்துவதற்காக பிரேரிக்கப்பட்டிருந்த இலகு ரயில் கட்டமைப்புகள்

		உள்ளடக்கப்படும் பிரதேசங்கள்	உள்ளடக்கப்படும் தூரம் கிலோ மீட்டர்
i.	பசுமையான சாலை (RTS- 1)	கொழும்பு கோட்டை, கொள்ளுப்பிட்டி, பம்பலப்பிட்டி, பொரளை, யூனியன் பிளேஸ், மருதாணை	15
ii.	நாடா சாலை (RTS- 2)	கோட்டை, மருதாணை, மட்டக்குளி பேலியகொடை	11.5
iii.	குருதி சாலை (RTS- 3)	தெமட்டகொடை, பொரளை, கிருலப்பனை ஹவ்வொக் டவுன், பம்பலப்பிட்டி	10
iv.	ஊதா சாலை (RTS- 4)	பொரளை - மாலம்பே	10
v.	ரோசா சாலை (RTS- 5)	மாலம்பே - கொட்டாவை	9.6
vi.	ஒலிவ் சாலை (RTS- 6)	மாலம்பே - கடுவெலை	6
vii.	சாம்பல் சாலை (RTS- 7)	பேலியகொடை - கடவத்தை	13

5.2.2 2015 ஆம் ஆண்டில் அப்போதைய பிரதமரின் ஐப்பான் விஜயத்தின் போது ஐப்பான் அரசாங்கத்துடன் மேற்கு வலய மாநகர போக்குவரத்து துறையில் முதலீட்டுக்காக பின்னர் நிதி அளிக்கும் திறன் தொடர்பில் கலந்துரையாடப்பட்டது என இலக்கம் 16/1175/724/047 மற்றும் 2016 ஜூன் 16 ஆம் திகதி இடப்பட்ட பத்திரத்தில் குறிப்பிடப்பட்டிருந்தது. அதன் பின்னர் ஐப்பான் மற்றும் இலங்கைக்கு இடையிலான உயர்மட்ட இராஜதந்திர நடவடிக்கைகள் இடம்பெற்றிருந்தது எனவும், 2016 பெப்ரவரி 5 ஆம் திகதி இடம்பெற்ற இலங்கை ஐப்பான் பொருளாதார ஒத்துழைப்புக் கொள்கை கலந்துரையாடலின் பின்னர், இலங்கை அரசாங்கத்தினால் ஐப்பான் அரசாங்கத்திடம் திட்டமிடப்பட்ட இலகு ரயில் போக்குவரத்து (LRT) ஒழுங்கமைப்பிற்கான நிதி உதவியி உத்தியோகபூர்வ ரீதியில் கோரப்பட்டிருந்தது.

5.2.3 அதன் பின்னர் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் (JICA) இனால் JICA நிதி உதவியின் கீழ் உத்தியோகபூர்வ அபிவிருத்தி உதவியின் (ODA) மூலம் செயல் திட்டத்தினை முன்னோக்கிக் கொண்டு செல்வதற்கும், செயல் திட்டத்தினை நடைமுறைப்படுத்துவதற்கு சட்டரீதியான நிலையான நிறுவனத்தினை அடையாளம் காண்பதற்காகவும் பொருளாதார ஒத்துழைப்பிற்கு விசேட நிபந்தனைகள் (STEP) தொடர்பான உதவியினை கோருவதா என்பது தொடர்பில் இலங்கை அரசாங்கத்தின் தீர்மானத்திற்காகவும் அமைச்சரவை அனுமதி கோரப்பட்டிருந்தது எனவும் மேலே 5.2.2 பந்தியில் குறிப்பிடப்பட்ட பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது.

5.2.4 அதற்கமைய 2016 ஏப்ரல் 01 ஆம் திகதி பிரதமரின் ஆலோசகரின் தலைமையில் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனம் மற்றும் இலங்கை அரசாங்கத்திற்கு இடையிலான மேலதிக கலந்துரையாடல் இடம்பெற்றிருந்தது என தெரிவிக்கப்பட்டிருந்தது. மேலும் அங்கு இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பினைத் தெரிவு செய்து நடவடிக்கைகளை மேற்கொள்வதற்கு அமைச்சரவை உத்தியோகபூர்வமான கட்டளை கிடைக்கப் பெற்றவுடன் நடவடிக்கைகளை மேற்கொள்ளுவதற்கு கொள்கை ரீதியான தீர்மானம் மேற்கொள்ளப்பட்டிருந்தது எனவும் தெரிவிக்கப் பட்டிருந்தது.

5.2.5 2014 ஆம் ஆண்டில் மற்றும் 2016 ஆம் ஆண்டில் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் (JICA) நிதி உதவியின் கீழ் மேற்கொள்ளப்பட்டிருந்த ஆய்வுகளுக்கு அமைய, மேலே குறிப்பிடப்பட்ட வீதி அமைப்புகளில் மாலம்பே தொடக்கம் கொழும்பு - கோட்டை வரையிலான நுழைவிற்காக (Corridor) முன்னுரிமை வழங்கப்பட்டு அபிவிருத்தி செய்யப்பட வேண்டிய நுழைவாக அடையாளம் காணப்பட்டு இருந்தது. அந்த நுழைவுக்கு முன்னுரிமை வழங்குவதற்குக் கீழே குறிப்பிடப்பட்ட காரணிகள் செல்வாக்குச் செலுத்தி இருந்தன.

- i. இந்த நுழைவில் குறைந்த பயண வேகம் இருந்தமை.
- ii. அதிக வாகன நெரிசல் காணப்பட்டமை.
- iii. அதிக அளவிலான தனியார் வாகனங்களின் எண்ணிக்கை போக்குவரத்திற்காக பயன்படுத்தப்படுகின்றமை.
- iv. புதிய நிர்வாகம் மற்றும் பொருளாதார மத்திய நிலையங்கள் இந்த நுழைவின் ஊடாக அமையப் பெற்றிருந்தமை.
- v. ஒடுக்கமான வீதி ஒழுங்கமைப்பு.
- vi. ரயில் சேவை ஒன்றுடனான தொடர்பு இல்லாமை.

5.2.6 நிறுவனம் 2018 மே மாதம் சமர்ப்பித்த அடிப்படை மதிப்பாய்வு அறிக்கையின் பிரகாரம் (இணைப்பு 03) ஒற்றைத் தடத்தில் பயணிக்கும் ரயில் (Mono rail) மற்றும் இலகு ரயில் எனும் மாற்று ஊடகங்கள் இரண்டில் தலைநகர் கொழும்புக்கு

மிகவும் பொருத்தமான ரயில் ஊடகமாக இலகு ரயில் போக்குவரத்து (LRT) இனங்காணப்பட்டிருந்தது.

5.2.7 2016 பிப்ரவரி 18 ஆம் திகதி அப்போதைய பிரதமரின் செயலாளரினால் தேசிய கொள்கை மற்றும் பொருளாதார அபிவிருத்தி அமைச்சு செயலாளருக்கு 5.2.6 ஆம் பந்தியில் குறிப்பிடப்பட்டிருந்த அந்த தீர்மானங்களைத் தெரிவிப்பதற்காக வழங்கப்பட்டிருந்த கடிதத்தின் பிரகாரம் இது உறுதி செய்யப்பட்டிருந்தது. (இணைப்பு 04) மேலும் போக்குவரத்துப் பிரிவினை அபிவிருத்தி செய்வதற்காக ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் நிவாரண நிதி காணப்படுகின்றது எனவும், அந்த நிதியினைப் பெற்றுக் கொள்வதற்காக ஒற்றைத் தட ரயில் (Monorail) அல்லது இலகு ரயிலைத் (Light Rail) தெரிவு செய்வதா என்பதை தீர்மானிப்பதற்காக கோரப்பட்டிருந்தது. மாநகர அபிவிருத்தி திட்டத்திற்கு அமைய சாத்தியமான போக்குவரத்து ஊடகத்தைப் போன்றே பராமரிப்பு நடவடிக்கைகள் ஒற்றைத் தட ரயிலை விட இலகு ரயில் செயற்திட்டத்தின் பராமரிப்பு நடவடிக்கைகள் இலாபகரமானது எனவும் அந்தக் கடிதத்தில் தெரிவிக்கப்பட்டிருந்தது.

5.2.8 அதன் பின்னர் தேசிய கொள்கை மற்றும் பொருளாதார நடவடிக்கைகள் அமைச்சு 2016 பிப்ரவரி 19 ஆம் திகதி இந்த கடிதத்திற்கு கவனம் செலுத்தும் முகமாக வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்திற்கு அனுப்பப்பட்டிருந்தது (இணைப்பு 05).

5.2.9 இந்தக் காரணிகள் கவனத்தில் கொள்ளப்பட்டதன் பின்னர் 2016 பிப்ரவரி 25 ஆம் திகதி தேசிய கொள்கைகள் மற்றும் பொருளாதார நடவடிக்கைகள் அமைச்சினால் மேற்கு வலய மாநகர அபிவிருத்தி வேலைத்திட்டத்தின் கீழ் செயற்படுத்தப்படும் இலகு ரயில் போக்குவரத்துத் திட்டத்திற்காக சலுகை நிபந்தனைகளின் கீழ் கடன் பெற்றுக் கொள்வதற்கு ஐப்பான் தூதரக அலுவலகத்திடம் கோரப்பட்டிருந்தது (இணைப்பு 06) .

5.2.10 2016 ஜூன் 22 ஆம் திகதி பொருளாதார முகாமைத்துவ அமைச்சு குழுவினால் எடுக்கப்பட்ட தீர்மானங்கள் 2016 ஜூன் 27 ஆம் திகதி பிரதமரின் செயலாளரினால் மாநகர மற்றும் மேற்கு அபிவிருத்தி அமைச்சு செயலாளருக்கு தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 07). அதற்கமைய இலங்கையின் வதிவிட ஐப்பான் தூதரினால் ஐப்பானுக்கு அனுப்பப்பட்ட தொழில்நுட்ப ஒப்பீட்டுக்கு அமைய ஒற்றைத் தட ரயிலுக்குப் பதிலாக இலகு ரயிலைத் தெரிவு செய்தலுக்கான ஒப்பீடு தொடர்பில் நீண்ட கலந்துரையாடல் மேற்கொள்ளப்பட்டது என தெரிவிக்கப்பட்டிருந்தது. மேலும் இலகு ரயில் போக்குவரத்தை ஆரம்பிப்பதற்கு அந்தக் குழுவினால் தீர்மானிக்கப்பட்டுள்ளது எனவும் அதற்கான நிதி காணப்படுகின்றதா என்பது தொடர்பில் உறுதி செய்து கொள்வதற்கு தீர்மானிக்கப்பட்டுள்ளது எனவும் தெரிவிக்கப்பட்டிருந்தது.

5.2.11 மேலும் 2016 ஜூன் 29 ஆம் திகதி இடம்பெற்ற பொருளாதார முகாமைத்துவக் குழு அறிக்கைக்கு அமைய (இணைப்பு 08) ஐப்பான் அரசாங்கம் அவர்களுக்கு வழங்கக்கூடிய தொழில்நுட்பம் ஒற்றை தட ரயிலுக்கானது என மீண்டும் ஒரு தடவை தெரிவித்திருந்தது என குறிப்பிடப்பட்டிருந்தது எனவும், இதற்காக கலப்பு (Hybrid) ஒழுங்கமைப்பு ஒன்றை ஆரம்பிக்குமாறு கேட்கப்பட்டிருந்தது எனவும் அந்த குழுவினால் தெரிவிக்கப்பட்டிருந்தது. ஆயினும் தொழில்நுட்பம் மற்றும் நிதி ரீதியாக கருத்தில் கொள்ளும்போது இலகு ரயில் போக்குவரத்து செயற்திட்டத்தை நடைமுறைப்படுத்துவதற்கு குழுவினால் தீர்மானிக்கப்பட்டிருந்தது எனவும் அது தொடர்பாக ஐப்பான் அரசாங்கத்தைத் தெளிவுபடுத்துவதற்கும் தீர்மானிக்கப்பட்டிருந்தது.

5.2.12 மேலும் 2016 ஜூலை 27ஆம் திகதி இடம்பெற்ற பொருளாதார முகாமைத்துவக் குழு அறிக்கையில் தெரிவிக்கப்பட்டிருந்ததன் பிரகாரம் (இணைப்பு 09) ஐப்பானின் பொருளாதார, வியாபார மற்றும் கைத்தொழில் அமைச்சின் பிரதிநிதியினால் இலங்கையின் நகர போக்குவரத்து ஒழுங்கமைப்பை அபிவிருத்தி செய்வதற்கான நடவடிக்கையாகக் கடன் வழங்குவதற்கு விருப்பம் தெரிவிக்கப்பட்டிருந்தது. மேலும் அதுவரையிலும் ஒற்றைத் தட ரயில் செயற்திட்டம் தொடர்பான சாத்தியக்கூறு ஆய்வுகள் ஐப்பானினால் பூர்த்தி செய்யப்பட்டிருந்தது எனவும், இலகு ரயில் போக்குவரத்துடன் ஒப்பிட்டுப் பார்க்குமிடத்து (கிரயம், விநியோகிக்கும் காலம் மற்றும் தற்போது உள்ள ஐப்பான் யென் கடன் தொகை) ஒற்றை தட ரயில் சேவை இலாபகரமானது என அவர்களினால் அடையாளம் காணப்பட்டுள்ளது எனவும் அந்த பிரதிநிதியினால் கூறப்பட்டிருந்தது. ஆயினும் இலங்கை அரசாங்கம் இலகு ரயில் போக்குவரத்து திட்டத்திற்காக விருப்பத்தை தெரிவித்திருந்தது என்பதால் அந்த செயற்திட்டத்தை நடைமுறைப்படுத்துவதற்கு முன்னர் அந்த செயல் திட்டத்திற்கான சாத்தியக்கூறு ஆய்வினை மேற்கொள்வதற்கு இணக்கப்பாட்டை தெரிவித்திருந்தது என குறிப்பிடப்பட்டிருந்தது.

5.2.13 மேலே கூறப்பட்ட காரணிகள் அனைத்தும் கவனத்தில் கொள்ளப்பட்ட பின்னர் 2016 ஓகஸ்ட் 03 ஆம் திகதி அமைச்சரவைக் குறிப்பின் மூலம் கீழே குறிப்பிடப்பட்டுள்ள காரணிகளை நடைமுறைப்படுத்துவது என அமைச்சரவையினால் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 10).

- i. மாநகர போக்குவரத்து திட்டத்தில் பிரேரிக்கப்பட்டிருந்த வகையில் 7 வீதிகளைக் கொண்ட இலகு புகையிரத வலையமைப்பு (RTS 1 –RTS 7) முழுமையான இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு (LRT) தொடர்பான சாத்தியக்கூறு ஆய்வினை மேற்கொள்வதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்துடன் இணைந்து நடவடிக்கை மேற்கொள்ளுதல்.
- ii. விரைவு போக்குவரத்து ஒழுங்கமைப்பு 1 (RTS1) மற்றும் 4 விரைவு போக்குவரத்து ரயில் ஒழுங்கமைப்புக்கான (RTS 4) விரிவான சாத்தியக்கூறு,

மற்றும் விலை கோரல் ஆவணங்கள் தயாரிப்பதற்காக ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்துடன் இணைந்து நடவடிக்கை மேற்கொள்ளுதல்.

- iii. விசேட நிபந்தனைகள் மற்றும் நிதியீட்டல் தேவைப்பாடுகள் கலந்துரையாடல் மாநாட்டின் மூலம் அங்கீகரிக்கப்பட்டமைக்கமைய விரைவு போக்குவரத்து ஒழுங்கமைப்பு 1 (RTS 1) மற்றும் 4 விரைவு ரயில் போக்குவரத்து ஒழுங்கமைப்புகளை (RTS 4) செயல்படுத்துவதற்காக ஐப்பான் ஒத்துழைப்பு நிறுவனத்திடமிருந்து உத்தியோகபூர்வ அபிவிருத்தி நிவாரண நிதியை பெற்றுக் கொள்ளுதல்.
- iv. போக்குவரத்து மற்றும் சிவில் விமான சேவைகள் அமைச்சுடன் இணைந்து இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பின் சாத்தியக்கூறு ஆய்வு மற்றும் நடைமுறைப்படுத்துதல் மற்றும் அது தொடர்பான காரணிகள் தொடர்பில் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனம் மற்றும் அதன் ஆலோசகர்களுடன் பேச்சுவார்த்தை உடன்படிக்கைக்கு தலைமைத்துவம் பெறும் பிரதிநிதியாக மாநகரம் மற்றும் மேற்கு அபிவிருத்தி அமைச்சின் செயலாளரை நியமித்தல்.
- v. விரைவு போக்குவரத்து ஒழுங்கமைப்பு 1 (RTS 1) மற்றும் விரைவு போக்குவரத்து ஒழுங்கமைப்பின் 4 (RTS 4) ஆகியவற்றை நடைமுறைப்படுத்துவதற்குத் தேவையான காணியினைக் கையகப்படுத்துவதை முன்னுரிமை அடிப்படையில் மேற்கொள்ளுதல்.

5.2.14 அதற்கமைய விரைவுப் போக்குவரத்து ஒழுங்கமைப்பு (RTS 4) ஊதா சாலை மற்றும் விரைவு போக்குவரத்து ஒழுங்கமைப்பு (RTS 1) பசுமை சாலை கொள்ளுப்பிட்டி இணைப்பு தவிர்ந்த ஏனைய பகுதிகள் தொடர்பான சாத்தியக்கூறு ஆய்வினை மேற்கொள்வதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனம் தீர்மானித்திருந்தது என 2016 ஒக்டோபர் 06 ஆம் திகதி தீர்மானித்திருந்தது என இது தொடர்பாக அத்தினம் சமர்ப்பிக்கப்பட்டுள்ள அமைச்சரவைப் பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 11).

5.2.15 எவ்வாறான போதிலும், மாநகர சபைகள் மற்றும் மேல் மாகாண அபிவிருத்தி அமைச்சு, வெளிநாட்டு வளங்கள் திணைக்களம் மற்றும் ஐப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனம் ஆகியவற்றுக்கிடையே 2019 மார்ச் 11 ஆந் திகதி கைச்சாத்திடப்பட்ட இந்த செயற்திட்ட குறிப்பு (Project Memarondam) இல் குறிப்பிடப்பட்டுள்ளவாறு (இணைப்பு 12) வீதி நெரிசலைக் குறைக்கும் நோக்கில் மாலம்பே முதல் கோட்டை வரையிலும் அதிக முன்னுரிமை வழங்கப்பட்டிருந்தது. அதன் போது RTS 1 மற்றும் RTS 4 ஆகிய இரு செயற்திட்டங்களிடையே RTS 1 வீதியானது நீடிப்பு செய்யும் எதிர்கால செயற்திட்டமொன்றாக கருத்திற்கொள்ளப்பட்டிருந்தது.

5.2.16 அதே போன்று 2018 ஆம் ஆண்டில் மேற்கு அபிவிருத்தி அமைச்சின் வழிகாட்டுதலின் கீழ் நியமிக்கப்பட்டிருந்த “Preparatory survey on the project for Establishment of New Railway Transits System in Colombo” இன் இறுதி அறிக்கையில் ஒற்றைத் தடம் கொண்ட ரயில் (Mono Rail) மற்றும் இலகு ரயில் ஆகிய இரண்டு ஊடகங்களில் இலகு ரயில் போக்குவரத்தைத் (LRT) தெரிவு செய்ததில் கீழே குறிப்பிடப்பட்டுள்ள காரணிகள் செல்வாக்கு செலுத்தி இருந்தது எனக் குறிப்பிடப்பட்டிருந்தது (இணைப்பு 13).

- i. Mono rail உற்பத்தி கம்பனிகள் மட்டுப்படுத்தப்பட்டு இருந்த காரணத்தால் விலை மனு கோரல்களில் போட்டித்தன்மை இல்லாதிருத்தல்.
- ii. Mono rail சாலைகளை எதிர்காலத் தேவைப்பாட்டிற்கு அமைய நீடிப்பதற்கு முடியாதிருத்தல் மற்றும் மேலதிக மேடைகளை இணைப்பதில் உள்ள குறைபாடுகள்.
- iii. தலை நகருக்கு வெளியே உள்ள பிரதேசங்களில் Rapid Transit System (RTS) இற்கு Mono Rail அறிமுகப்படுத்த முடியாது இருத்தல்.

இதற்கமைய அதிக வாகன நெருக்கடி காணப்படும் கொழும்பு கோட்டை தொடக்கம் மாலம்பே வரையான நுழைவுக்கான Mono Rail மற்றும் இலகு ரயில் என்பவற்றுள் இலகு ரயில் ஒழுங்கமைப்பினைத் தெரிவு செய்வதற்கு நடவடிக்கை மேற்கொள்ளப் பட்டிருந்தது.

5.3 தெரிவுசெய்யப்பட்ட இலகு ரயில் கட்டமைப்பு செயற்திட்டம்

5.3.1 செயற்திட்டத்தின் பின்புலம் மற்றும் தன்மை

5.3.1.1 2015 ஜனவரி மாதம் கொழும்பு மாநகர (மெட்ரோபொலிட்டன்) நகர அபிவிருத்தியைத் திட்டமிடும் பொறுப்பு மாநகர மற்றும் மேற்கு அபிவிருத்தி அமைச்சுக்கு உரித்தாக இருந்ததுடன், அதற்காக “**மேற்கு வலயத்தின் பிரதான திட்டம் 2030– (Western Region Master Plan – 2030)**” எனும் திட்டம் ஒன்று தயாரிக்கப்பட்டிருந்தது என மேலே 5.1.1 பந்தியில் குறிப்பிடப்பட்டிருந்த மாற்றுத் திட்டத்தில் குறிப்பிடப்பட்டிருந்தது. இந்த பிரதான திட்டத்தில் முன்னுரிமைகளில் ஒன்றானது கொழும்பு தலைநகர வலயத்தில் வாகன நெரிசலுக்கான தீர்வொன்றாக பொது மக்களுக்கு மாற்று போக்குவரத்துக் கட்டமைப்பினை அறிமுகப்படுத்தல் என்பது குறிப்பிடப்பட்டிருந்தது.

5.3.1.2 அதற்கமைய மாற்று முறையாக அறிமுகப்படுத்தப்பட்ட முன்மொழியப்பட்ட இலகு ரயில் போக்குவரத்து செயற்திட்டத்தின் முன்மொழியப்பட்ட இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பானது (LRT) கொன்கிரீட் தூண்கள் மற்றும் உருக்கு கற்றைகளினால் உருவாக்கப்பட்டுள்ள மேடையின் மேல் பயணம் செய்யும் மின்சார ரயில் ஒழுங்கமைப்பு ஆகும். இந்த ரயில் மார்க்கமானது, புறக்கோட்டை

பிரதேசம் தொடக்கம் மாலம்பே பிரதேசம் வரையான மார்க்கத்தில் உள்ள முக்கியமான நிலையங்கள் மற்றும் போக்குவரத்து மத்திய நிலையங்கள் என்பவற்றை இணைத்து இருந்தன. (உதாரணம்:- பொரளை மற்றும் பத்தரமுல்ல) இந்த ரயில் பயணம் செய்யும் மேடை அனேகமான சந்தர்ப்பங்களில் பிரதான வீதிகளின் மத்திய கோட்டிற்கு சமாந்தரமாக, அதற்கு மேலாகப் பயணம் செய்யும் வகையில் நிர்மாணிப்பதற்கு முன்மொழியப்பட்டிருந்தது. இந்த சாலைகளுடன் இணைந்த 16 ரயில் நிலையங்கள் காணப்படுவதுடன், அதற்கு மேலதிகமாக ரயிலைப் பராமரிப்பதற்கு மற்றும் நிறுத்தி வைத்தல் மற்றும் ஏனைய நடவடிக்கைகளுக்கு மேற்கு மாலம்பேயில் ரயில் செயற்களம் ஒன்றினை நிர்மாணிப்பதற்குத் திட்டமிடப்பட்டிருந்தது. இலகு ரயில் போக்குவரத்து செயற்திட்டத்தைச் செயற்படுத்துவதற்கான முகவர் நிறுவனமாக நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு இருந்ததுடன் செயல் திட்டத்திற்கு உரிய பிரதான கணக்கீட்டு உத்தியோகத்தர் நகர அபிவிருத்தி அமைச்சின் செயலாளர் ஆவார்.

5.3.1.3 மாநகர போக்குவரத்து திட்டத்தில் முன்மொழியப்பட்டுள்ளவாறு 7 வீதிகளை கொண்டமைந்த இலகு புகையிரத வலையமைப்பு (RTS 1 – RTS 7)இடையே மேற்படி 5.2.13 பந்தியில் குறிப்பிடப்பட்டுள்ள அமைச்சரவை குறிப்பின் பிரகாரம் துரித போக்குவரத்து கட்டமைப்பு 1 (RTS 1 – பசுமை) மற்றும் துரித புகையிரத போக்குவரத்து கட்டமைப்பு 4 (RTS 4 – ஊதா) முதலாவதாக நிர்மாணிப்பதற்கு திட்டமிடப்பட்டிருந்தது. மேற்படி நிர்மாணங்கள் பின்வருமாறு 7 பொதிகளின் கீழ் மேற்கொள்ளத் திட்டமிடப்பட்டிருந்தது.

அட்டவணை இலக்கம் - 02 : இனங்காணப்பட்ட 07 பொதிகள்

பொதி	உத்தேச பணி	பணியை நிறைவு செய்ய எதிர்பார்க்கும் திகதி
மதியுரை சேவைகள்	தெரிவு செய்தல் மதியுரைச் சேவைகள்	2018 யூலை – 2018 நவம்பர் 2018 திசம்பர் - 2026 திசம்பர்
பொதி 01	புகையிரத இயந்திரங்கள் மற்றும் மேடைகள் (Rolling Stock) கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிறுவுதல்	2019 திசம்பர் - 2020 நவம்பர் 2020 திசம்பர் - 2024 திசம்பர்
பொதி 02	தண்டவாளத்தின் பணிகள் கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிறுவுதல்	2019 திசம்பர் - 2020 நவம்பர் 2020 திசம்பர் - 2024 திசம்பர்

பொதி 03	டிப்போக்களின் பணிகள் கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிர்மாணித்தல்	2019 திசெம்பர் - 2020 நவம்பர் 2020 திசெம்பர் - 2024 திசெம்பர்
பொதி 04	தூண்களின் அடிப்படையில் நிர்மாணிக்கப்படும் தரிப்பிடங்கள் (கிழக்கு) 3.8.km கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிர்மாணித்தல்	2020 யூன் - 2021 யூலை 2021 யூலை - 2024 திசெம்பர்
பொதி 05	தூண்களின் அடிப்படையில் நிர்மாணிக்கப்படும் தரிப்பிடங்கள் (மத்திய) 5.6 km கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிர்மாணித்தல்	2020 யூன் - 2021 யூலை 2021 யூலை - 2024 திசெம்பர்
பொதி 06	தூண்களின் அடிப்படையில் நிர்மாணிக்கப்படும் தரிப்பிடங்கள் (மேற்கு) 6.3 km கேள்வி நடைமுறை மற்றும் தெரிவு செய்தல் நிர்மாணித்தல்	2020 யூன் - 2021 யூலை 2021 யூலை - 2024 திசெம்பர்
பொதி 07	பயன்பாட்டு வடிவமைப்பு மற்றும் நிர்மாணம் (Utility Design & Construction)	2019 திசெம்பர் - 2021 நவம்பர்
செயற்திட்டப் பணிகளை நிறைவு செய்தல்		2024 திசெம்பர்

5.3.2 இலகு ரயில் போக்குவரத்து செயற்திட்டத்தினைத் தெரிவு செய்தமைக்கான நோக்கங்கள்

கொழும்பு இலகு ரயில் போக்குவரத்து செயற்திட்டத்தின் மாற்று செயற்பாட்டுத் திட்டத்திற்கு அமைய, மேலே கூறப்பட்ட வகையில் தெரிவு செய்யப்பட்ட செயற்திட்டத்தின் மூலம் கீழே குறிப்பிடப்பட்டுள்ள நோக்கங்களை எட்டுவதற்கு எதிர்பார்க்கப்பட்டு இருந்தது.

(அ) மேலே 5.2.6 பந்தியில் குறிப்பிடப்பட்ட 2014 ஆம் ஆண்டில் மேற்கொள்ளப்பட்டிருந்த ஆய்விற்கு அமைய தலைநகர் கொழும்பில் வாகன நெரிசலை குறைத்தல்

(ஆ) பயணிகளின் பயண காலத்தை (பொதுப் போக்குவரத்தைப் பயன்படுத்தும்) ஆகக் குறைந்தது 30 நிமிடங்களால் குறைத்தல் (மாலபே தொடக்கம்

கொழும்பு கோட்டை) மற்றும் பயணக் காலத்தின் நிச்சய தன்மையை உறுதி செய்தல்

- (இ) போக்குவரத்து வலயங்களின் தொடர்பினை அபிவிருத்தி செய்தல்
- (ஈ) பிரதான வீதிகளுக்கு நுழையக்கூடிய இடங்களை அபிவிருத்தி செய்தல்
- (உ) பொதுத் தேவைப்பாட்டு ஒழுங்கமைப்பினுள் பயணிகளின் எண்ணிக்கை, வசதிகள் மற்றும் நம்பிக்கை என்பவற்றை அபிவிருத்தி செய்தல்
- (ஊ) சுற்றாடல் மாசடைவதைக் குறைத்து தீங்கு விளைவிக்கும் வாயு வெளியேற்றத்தைக் குறைத்தல்

5.3.3 செயற்திட்டம் தொடர்பான ஆரம்ப பணிகளை நிறைவேற்றுவதல்

5.3.3.1 மாநகர போக்குவரத்து திட்டத்தில் முன்மொழியப்பட்டு இருந்த வகையில் 07 சாலைகளைக் கொண்ட முழுமையான இலகு ரயில் போக்குவரத்து வலையமைப்பு (RTS 1 தொடக்கம் RTS 7) சாத்தியக்கூறு ஆய்வினை மேற்கொள்ளுவதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்துடன் (JICA) இணைந்து செயற்படுவதற்கு இலகு ரயில் போக்குவரத்து முறைமையை அறிமுகப்படுத்தல் எனும் தலைப்பில் சமர்ப்பிக்கப்பட்ட மேலே 5.1.3 பந்தியில் குறிப்பிடப்பட்ட இலக்கம் 16/1175/724/047 மற்றும் 2016 ஜூன் 16 ஆம் திகதியிலான அமைச்சரவைப் பத்திரத்திற்கு 2016 ஜூன் 21ஆம் திகதி அனுமதி (இணைப்பு 14) வழங்கப்பட்டிருந்தது . மேலும் விரைவு ரயில் போக்குவரத்து ஒழுங்கமைப்பு (பசுமை சாலை) RTS1 மற்றும் விரைவு ரயில் போக்குவரத்து ஒழுங்கமைப்பு என்பவற்றுக்கான (ஊதா சாலை) RTS 4 விரிவான சாத்தியக்கூறு, உருவாக்கல் மற்றும் விலைமனு ஆவணம் என்பவற்றைத் தயாரிப்பதற்கான ஒத்துழைப்பை ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திடமிருந்து பெற்றுக் கொள்வதற்கு அனுமதி அதனூடாக கிடைக்கப்பெற்றிருந்தது.

5.3.3.2 அதே போன்று விசேட நிபந்தனைகள் மற்றும் நிதி தேவைப்பாடுகளைக் கலந்துரையாடி அனுமதி பெற்றுக் கொள்ளுவதன் கீழ் விரைவு ரயில் போக்குவரத்து ஒழுங்கமைப்பு RTS 1 பசுமை சாலை மற்றும் விரைவு ரயில் போக்குவரத்து ஒழுங்கமைப்பு RTS 4 என்பவற்றை நடைமுறைப்படுத்துவதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் (JICA) உத்தியோகபூர்வ அபிவிருத்தி உதவியினைப் (ODA) பெற்றுக்கொள்வதற்கும் மேலே 5.3.3.1 பந்தியில் குறிப்பிடப்பட்ட அமைச்சரவை தீர்மானத்தின் மூலம் அனுமதி வழங்கப்பட்டிருந்ததுடன் இந்த போக்குவரத்து ஒழுங்கு அமைப்பினை நடைமுறைப்படுத்துவதற்குத் தேவையான காணியினைக் கையகப்படுத்தும் நடவடிக்கைகளை மேற்கொள்வதற்கும் அனுமதி வழங்கப்பட்டிருந்தது.

5.3.3.3 இலங்கை அரசாங்கத்தின் வேண்டுகோளுக்கு அமைய ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் உதவியுடன் சலுகைக் கடன் நிபந்தனைகளின் கீழ் பல படிகளுக்கு அமைய இந்த இலகு ரயில் செயல் திட்டத்தினைக் கண்டறிவதற்கு ஐப்பான் அரசாங்கம் நடவடிக்கை எடுத்துள்ளது என இலக்கம் 17/0552/724/019 மற்றும் 2017 மார்ச் 13ஆம் திகதி இடப்பட்ட அமைச்சரவைப் பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 15). மேலும் இந்த செயற்திட்டம் 04 வருடங்களுக்குள் நடைமுறைப்படுத்தப்பட வேண்டும் எனவும், சாத்தியக்கூறு ஆய்வு ஒரு வருடத்திற்குள் பூரணப்படுத்தப்பட வேண்டும் எனவும் அந்தப் பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது. அந்த தீர்மானத்தின் பிரகாரம் வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்தினால் ஐப்பான் தூதுவரிடம் இதுதொடர்பாக முறையான வகையில் உதவி கோரப்பட்டிருந்தது எனவும் குறிப்பிடப்பட்டிருந்தது.

5.3.3.4 வரையறுக்கப்பட்ட ஓரியண்டல் கன்சல்டன்ட்ஸ் குளோபல் கம்பனி 2018 மே மாதம் சமர்ப்பித்திருந்த அடிப்படை ஆய்வு அறிக்கைக்கு அமைய (இணைப்பு 16) இந்த செயற்திட்டத்தின் மொத்த செலவு ஐப்பான் யென் 246,641 மில்லியன் என மதிப்பிடப்பட்டிருந்ததுடன் பின்வரும் காரணிகள் கண்டறியப்பட்டு இருந்தன.

- i. மாலம்பே தொடக்கம் கோட்டை வரையில் அமைந்துள்ள பல் வகைப் போக்குவரத்து மத்திய நிலையத்திற்கு 17 கிலோ மீட்டர் தூரத்தைக் கொண்ட 16 நிறுத்தும் இடங்கள் மற்றும் டிப்போக்களைக் கொண்ட இலகு ரயில் போக்குவரத்து சாலை சாத்தியம் என்பது,
- ii. மாநகரம் மற்றும் மேற்கு அபிவிருத்தி அமைச்சினால் முன்மொழியப்பட்ட வகையில் சிவில் அமைப்புகள், டிப்போ, மின் மற்றும் இயந்திர ஒழுங்கமைப்பு மற்றும் சமீக்கை மற்றும் தொலைத்தொடர்பு ஒழுங்கமைப்பு உள்ளிட்ட இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பினை அறிமுகப்படுத்துவதற்குத் தொழில்நுட்பம், பொருளாதார ரீதியில் பொருத்தமான மற்றும் உற்பத்தித் திறனான தீர்வாக உருவாக்கப்பட்டுள்ளது. கொழும்பு மெட்ரோபொலிட்டன் பிரதேசத்திற்கான நகர போக்குவரத்து பிரதான திட்டம், கொழும்பு நகர பிரதேசத்தில் உள்ள எல்லைகளுக்கு உட்பட்டு அதிகரிக்கும் பயணிகளின் தேவைகளை கிரகிப்பதற்கு சாலை மற்றும் இடம் தெரிவு செய்யப்பட்டுள்ளது. நகர்ப் புறத்தில் சமூக சூழலை கவனத்தில் கொண்டு வீதி நெருக்கடியைக் குறைப்பதற்கு செயற்திட்டம் உதவி புரிகிறது.
- iii. இலகு ரயில் போக்குவரத்து முறையினை நடைமுறைப்படுத்துவதற்கான செயற்திட்ட மொத்த செலவு இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பில் கிடைக்கும் பாரிய நன்மைகளில் இருந்து பொருளாதார ரீதியில் பாதுகாக்கப்படும். அதற்கமைய செயற்திட்டம் பொருளாதார ரீதியில் சாத்தியமான ஒன்று என,

- iv. நிதி நீடித்திருக்கும் தன்மை தொடர்பாக, இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்புக் கட்டணம் தாங்கக் கூடிய அளவில் (கோட்டை மற்றும் மாலம்பேக்கு இடையில் ரூபா 100 இற்கும் குறைவு) தயாரிக்கப்படும் போது இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு செயற்பாடு மற்றும் பராமரித்தல் (Operation and Maintenance) நிறுவனத்திற்கு நிதி ரீதியாக லாபகரமான மற்றும் நீண்டகாலமாக நிலைத்திருக்கக் கூடியதாக உள்ளது என்பது,
- v. சுற்றாடல் மற்றும் சமூக பிரிவுகள் தொடர்பில் நோக்குமிடத்து, சுற்றாடல் தாக்கங்கள் ஆய்வில் (EIA) முன்மொழியப்பட்ட செயற்திட்டத்தில் சாத்தியமான தாக்கங்கள் பிரதானமாக நிர்மாணக் கட்டத்திலேயே ஏற்படுகின்றன எனவும், செயற்படுத்தப்படும் சந்தர்ப்பங்களில் ஏற்படும் தாக்கங்கள் குறைவு எனவும் ஆகும். நிர்மாணக் கட்டத்தில் செயற்திட்டத்தின் தாக்கங்கள் கருத்தில் கொள்ளக் கூடியதாக உள்ள போதிலும், விசேடமாக சத்தம்/ அதிர்வு, போக்குவரத்து மற்றும் சமூக உட்கட்டமைப்பு வசதிகளுக்காக, சுற்றாடல் தாக்கங்கள் மதிப்பீட்டு ஆய்வில் முன்மொழியப்பட்டுள்ள வகையில் பொருத்தமான குறைத்தல் செயற்பாடுகள் நடைமுறைப்படுத்தப்படுமாயின், தாக்கங்கள் பெரும்பாலும் குறைக்கப்பட முடியும் என்பதும், அதே போன்று ஆய்வு குழுவினால் முன்மொழியப்பட்ட நிர்மாண முறைமைகளுக்குப் புதிய தொழில்நுட்பத் தீர்வுகள் இந்த தாக்கங்களைக் குறைப்பதற்கு உதவி புரிகின்றது எனவும்,
- vi. டிப்போவை நிர்மாணிப்பதற்குப் பாரிய அளவிலான விவசாய நிலம் மற்றும் வயல் வெளிகள் தேவை என சமூக ஆய்வில் வெளிப்படுத்தப்பட்டுள்ளது. எவ்வாறாயினும், இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு மார்க்கமானது பிரதானமாகத் தற்போது காணப்படும் சாலை வலையமைப்பின் ஊடாக பயணம் செய்யும் என்பதுடன், செயற்திட்டத்தின் காரணமாக மீண்டும் அமைப்பதற்கு நியமிக்கப்பட்டுள்ள வீடுகள் மற்றும் வியாபார நிறுவனங்களின் எண்ணிக்கை ஒப்பீட்டளவில் குறைவாகவே உள்ளது எனவும் பரிந்துரை செய்யப்பட்டிருந்தது.

5.3.3.5 2018 ஜூலை 6 ஆம் திகதி தேசிய திட்டமிடல் திணைக்களத்தினால் இந்த செயல் திட்டத்திற்கு உரியதான வெளிநாட்டு வளங்கள் திணைக்களத்திற்கு சமர்ப்பிக்கப்பட்ட அறிக்கைக்கு அமைய (இணைப்பு 17) இலகு ரயில் ஒழுங்கமைப்பு தொடர்பில் கீழே குறிப்பிடப்பட்டுள்ள பரிந்துரைகள் பெற்றுக் கொடுக்கப்பட்டிருந்தன.

- i. இலகு ரயில் திட்டத்தின் மூலம் பொருளாதார அபிவிருத்தி, மக்களின் வாழ்க்கைத் தரம் நிலைத்திருக்கும் வகையில் முன்னேற்றமடைதல் மற்றும் வாழ்க்கைத் தரத்தில் சிறந்த முன்னேற்றத்தை ஏற்படுத்துதல் என்பன

செயற்திட்டத்தை நடைமுறைப்படுத்துவதற்காகப் பரிந்துரை செய்யப்பட்டிருந்தது.

- ii. முன்மொழியப்பட்ட நுழைவில் வாகன நெருக்கடியைக் குறைப்பதற்காக ஒன்றிணைந்த நுழைவுகள் தேவை என கண்டறியப்பட்டுள்ளதுடன் அதற்கான சிறந்த தீர்வு இலகு ரயில் திட்டம் என
- iii. இலகு ரயில் போக்குவரத்து செயற்திட்டத்தை நடைமுறைப்படுத்துவதுடன் இணைந்து செல்லும் ரயில் மின்மயமாக்கலும் அபிவிருத்தி அடைதல்.

5.3.3.6 மேலும் 2018 ஜூன் 26 ஆம் திகதி இலகு ரயில் செயற்திட்டம் தொடர்பில் மாநகரம் மற்றும் மேற்கு அபிவிருத்தி அமைச்சினால் சமர்ப்பிக்கப்பட்ட அமைச்சரவை பத்திரத்திற்கு 2018 ஜூலை 09 ஆம் திகதி நிதி மற்றும் வெகுஜன ஊடக அமைச்சினால் அவதானிப்புகள் வழங்கப்பட்டு இருந்தன (இணைப்பு 18). அந்த அவதானிப்புகளுக்கு அமைய கொழும்பு நகரம் மற்றும் அதனைச் சூழ்ந்த பிரதேசங்களைத் தொடர்புபடுத்தி உற்பத்தித் திறனான, வினைத்திறனான மற்றும் விரைவான ரயில் போக்குவரத்து ஒழுங்கமைப்பு காணப்படுதல் மாநகர அபிவிருத்தி திட்டத்தின் அத்தியாவசியமான ஒரு பகுதி என தெரிவிக்கப்பட்டு இருந்தது. மேலும் இந்த செயல் திட்டத்திற்கு சலுகை ரீதியான கடன் நிபந்தனைகளின் கீழ் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனம் கடன் பெற்றுக் கொடுப்பதற்கு இணங்கி இருந்தது என்பதும் அவதானிக்கப்பட்டது.

5.3.4 மதியுரைக்கான பெறுகை நடைமுறை

5.3.4.1 2018 சனவரி 11 ஆந் திகதி கூட்டப்பட்ட 6 அங்கத்தவர்களை கொண்ட தொழில்நுட்ப மதிப்பீட்டுக் குழுவினால் (TEC) தயாரிக்கப்பட்ட வரைபு Terms of Reference (TOR), Expression of Interest (EOI) மற்றும் இறுதி தெரிவு செய்தல் (Short listing) அளவீடுகள் தொடர்பிலான பதிவேடுகள் அமைச்சரவையினால் நியமிக்கப்பட்ட மதியுரை பெறுகைகள் குழுவிற்கு (CPCC) 2018 சனவரி 11 ஆந் திகதி அறிக்கையொன்றாக தயாரித்து சமர்ப்பிக்கப்பட்டிருந்தது (பின்னிணைப்பு 19). பின்னர், அதனை ஆராயாது, 2018 பெப்ரவரி 09 ஆந் திகதி கூடிய அமைச்சரவை ஆலோசனை பெறுகைகள் குழுவினால் பெறுகைகள் பணியின் பெயர் மாத்திரம் மாற்றப்பட வேண்டும் என குறிப்பிட்டு ஏனைய அனைத்து ஆவணங்களையும் பிரசுரிக்கும் அங்கீகாரம் வழங்கப்பட்டிருந்தது (பின்னிணைப்பு 20).

5.3.4.2 அதற்கமைய செயற்திட்டப் பணிப்பாளரால் முறையே 2018 பெப்ரவரி 16 மற்றும் 2018 பெப்ரவரி 20 ஆகிய திகதிகளில் வெளிநாட்டு வளங்கள் திணைக்களம் மற்றும் JICA இலங்கை அலுவலகம் ஆகியவற்றுக்கு விருப்பினை தெரிவித்தல் (EOI) பிரசுரிப்பதற்காக மேற்படி அங்கீகாரம் கிடைத்துள்ளதாக தெரிவிக்கப்பட்டு அனுப்பப்பட்டுள்ளது (பின்னிணைப்பு 21). அதற்கமைய பிரசுரிக்கப்பட்ட அந்த

அறிவித்தல்களுக்காக ஜப்பானின் Oriental Consultant Global Company Ltd மற்றும் ஜப்பானின் PADECO Company Ltd. கம்பனி ஆகிய 02 கம்பனிகள் தமது விருப்பினை தெரிவித்தல் (EOI) அனுப்பியிருந்தன. அந்த இரு நிறுவனங்களும் பின்வருமாறு ஒருங்கிணைந்த நிறுவனங்களை உள்ளடக்கியிருந்தன.

- i. முதன்மைப் பங்காளராக ஜப்பானின் ஓரியண்டல் கன்சல்டன்ட் குளோபல் வரையறுக்கப்பட்ட நிறுவனம் (Oriental Consultants Global Co.Ltd (OGC), ஏனைய அங்கத்தவர்களாக ஜப்பானின் போக்குவரத்துக்கான ஜப்பான் சர்வதேச ஆலோசனை வரையறுக்கப்பட்ட நிறுவனம் (Japan International for Transportation Co. Ltd (JIC), ஜப்பானின் கொஹோடாய் வரையறுக்கப்பட்ட நிறுவனம் (Japan Chodai Co.Ltd (CHODAI), ஜப்பானின் நிப்பொன் கோய் வரையறுக்கப்பட்ட நிறுவனம் (Japan Nippon Koei Co.Ltd (NK) மற்றும் இலங்கையில் கன்சல்டிங் இன்ஜினியர்ஸ் அண்ட் ஆர்க்கிடெக்ட்ஸ் அசோசியேட்டட் தனியார் நிறுவனம் (Consulting Engineers & Architects Associated Pvt Ltd (CEA) என்பவற்றின் கூட்டு முயற்சியாகும்.
- ii. முதன்மைப் பங்காளராக ஜப்பானின் PADECO Co.Ltd (PADECO), அங்கத்தவராக இலங்கையின் Green Tech Consultants (vt) Ltd (Green Thch) மற்றும் ஆலோசகராக பிரான்சின் EGIS Rail (EGIS) என்பவற்றின் கூட்டு முயற்சியாகும்.

5.3.4.3 பின்னர் தொழில்நுட்ப மதிப்பீட்டு குழுவினால் 2018 ஒக்டோபர் 05 ஆந் திகதி வெளியிடப்பட்ட தொழில்நுட்ப மதிப்பீட்டுக் குழு அறிக்கையின் பிரகாரம் இறுதி தெரிவுக்கான அளவீடுகள் (Shortlisting Criteria) அடிப்படையாக கொண்டு மதிப்பீடு செய்யப்பட்டதன் பின்னர் Oriental Consultant Global Company Ltd மற்றும் PADECO Company Ltd. ஆகிய 02 நிறுவனங்கள் இறுதியாக தெரிவு செய்யப்பட்ட (Short listed) 2 நிறுவனங்களாகவும், அதற்காக 2018 ஆகஸ்ட் 16 ஆந் திகதி Request for Proposal (RFP) வெளியிடப்பட்டதாகவும் தெரிவிக்கப்பட்டிருந்தது. அதன் பிரகாரம், அந்த இரு கம்பனிகளிடமிருந்து கிடைத்த தொழில்நுட்ப முன்மொழிவுகள், தொழில்நுட்ப மதிப்பீட்டுக் குழுவினால் மதிப்பீடு செய்யப்பட்டிருந்ததுடன், 02 நிறுவனங்களும் 75 சதவீதத்தினை விட அதிகமான புள்ளிகளை பெற்றிருந்தமையால் அந்த 02 நிறுவனங்களின் நிதி முன்மொழிவுகளை திறப்பதற்காக அமைச்சரவையிக் மதியுரை பெறுகைகள் குழுவின் அங்கீகாரம் கோரப்பட்டிருந்தது (பின்னிணைப்பு 22).

5.3.4.4 அதன் பின்னர் அமைச்சரவை மதியுரைப் பெறுகைகள் குழுவினால் 2018 ஒக்டோபர் 11 ஆந் திகதி அதற்கான அங்கீகாரம் வழங்கப்பட்டிருந்ததுடன், தொழில்நுட்ப மதிப்பீட்டுக் குழுவினால் 2018 நவம்பர் 01 ஆந் திகதி நிதி முன்மொழிவு திறக்கப்பட்டு மதிப்பீட்டுப் பணிகள் மேற்கொள்ளப்பட்டிருந்தன. பின்னர் 2018 நவம்பர் 23 ஆந் திகதி தொழில்நுட்ப மதிப்பீட்டுக் குழுவின் அறிக்கையின் பிரகாரம் Oriental Consultant Global Company Ltd கம்பனி மொத்தமாக 85.75 புள்ளிகளைப் பெற்று முதலாவது இடத்தினை பெற்றுள்ளதாகவும், PADECO கம்பனி 83.39 புள்ளிகளை பெற்று இரண்டாவது இடத்தினை பெற்றுள்ளதாகவும் குறிப்பிடப்பட்டிருந்தது.

5.3.4.5 மேற்படி அனைத்து தகவல்களையும் விரிவாக தெரிவித்து மாநகர மற்றும் மேல் மாகாண அமைச்சரினால் CP/19/0747/116/037/TBஆம் இலக்க மற்றும் 2019 பெப்ரவரி 24 ஆந் திகதி அமைச்சரவை விஞ்ஞாபனம் சமர்ப்பிக்கப்பட்டிருந்தது. அதன் பிரகாரம், 2019 மார்ச் 12 ஆந் திகதிய அமைச்சரவையினால் உச்ச புள்ளிகளைப் பெற்ற Oriental Consultant Global Company Ltd நிறுவனத்திற்கு மதியுரை ஒப்பந்தத்தினை வழங்குவதற்கு அங்கீகாரம் வழங்கப்பட்டிருந்தது (பின்னிணைப்பு 24).

5.4 செயற்திட்டத்தின் நடவடிக்கைகளை ஆரம்பித்தல்

5.4.1 நிதி, பொருளாதாரம் மற்றும் சுற்றாடல் பகுப்பாய்வு

5.4.1.1 2018 ஆம் ஆண்டின் போது மேல் மாகாண மேலுக்கையின் கீழ் நியமிக்கப்பட்டிருந்த குழுவொன்றினால் தயாரிக்கப்பட்ட “Preparatory survey on the project for Establishment of New Railway Transits System in Colombo” அறிக்கையில் குறிப்பிடப்பட்டுள்ளவாறு, பொருளாதார, கிரய நலன்களின் பகுப்பாய்வொன்று மேற்கொள்ளப்பட்டிருந்தது. இந்த செயற்திட்டத்தின் பொருளாதார பகுப்பாய்வு 2017 ஆம் ஆண்டினை அடிப்படையாக கொண்டு மேற்கொள்ளப்பட்டிருந்ததுடன், மதிப்பீட்டுக் காலமானது 35 வருடங்களாக (2018-2052) கருதப்பட்டிருந்தது. கழிவு வீதம் (Discount Factor) 12 சதவீதமாக கொள்ளப்பட்டிருந்ததுடன், இந்த நிலைமையின் அடிப்படையில் மேற்கொள்ளப்பட்ட கிரய நலன் பகுப்பாய்வுக்கு (Cost Benefit Analysis) இணங்க பொருளாதார உள்ளக கலன் விகிதம் (EIRR) 20.18 ஆகவும் பொருளாதார தேறிய இற்றைப் பெறுமதி (ENPV) ரூபா 174.3 சதவீதமாகவும் இனங்காணப்பட்டிருந்தது. அதன் பிரகாரம், பொருளாதார உள்ளக நலன் விகிதம் கழிவு வீதத்தினை விஞ்சியிருந்த காரணத்தால் தேசிய பொருளாதாரத்திற்கு இது சாதகமானதொரு செயற்திட்டமாக இனங்காணப்பட்டிருந்தது. மேலும், பொருளாதார நலன் 10 சதவீதத்தினால் குறைவடையும் போது, பொருளாதார கிரயம் 10 சதவீதத்தினால் குறைவடையும் போது மற்றும் மேற்படி இரு சந்தர்ப்பங்களும் இடம்பெறும் போது போன்ற

பாதகமான நிலைமையிலும் உத்தேச பெறுபேறுகள் பின்வருமாறு உள்ளமை மதிப்பீடுகளின் போது அவதானிக்கப்பட்டிருந்தது (பின்னிணைப்பு 25).

அட்டவணை இல. 03 – பொருளாதார கிரய நலன் பகுப்பாய்வு

ஆரம்ப பகுப்பாய்வு	பொருளாதார நலன்	10 கிரயம்	பொருளாதாரக் கிரயம்	10	பொருளாதாரக் கிரயம்	10	சதவீதத்தினால் அதிகரித்தல் மற்றும் பொருளாதார நலன்
							10
							சதவீதத்தினால் அதிகரித்தல் மற்றும் பொருளாதார நலன்
							10
							சதவீதத்தினால் அதிகரித்தல்
							சதவீதம்
							சதவீதம்
							சதவீதம்
பொருளாதார விளைவு (சதவீதம்)	உள்ளக விகிதம்	20.18	18.97	19.08	17.91		
பொருளாதார நலன் பில்லியன்)	தேறிய விகிதம் (ரூபா	174.3	142.4	159.9	128.0		

அதற்கமைய பொருளாதார நலன் 10 சதவீதத்தினால் குறைவடைந்துள்ள போது, பொருளாதார நலன் வீதம் கழிவு வீதத்தினை விஞ்சிய பெறுமதியான 18.97 சதவீதத்தினை கொண்டுள்ளதுடன், பொருளாதார கிரயம் 10 சதவீதத்தினால் அதிகரித்தமையின் அடிப்படையில் பொருளாதார நலன் வீதம் கழிவு வீதத்தினை விஞ்சிய பெறுமதியான 19.08 சதவீதமான இரு சந்தர்ப்பங்களையும் கருத்திற்கொள்ளும் போது இந்த வீதம் 17.91 சதவீதம் எனும் சாதகமான நிலையினை கொண்டுள்ளது.

மேலும், பொருளாதார தேறிய பெறுபேற்று வீதமும் (ENPV) மேற்படி சந்தர்ப்பங்களின் கீழ் சாதகமான நிலையினை கொண்டுள்ளது.

5.4.1.2 இந்த செயற்திட்டம் தொடர்பில் நிதிப் பகுப்பாய்வின் அடிப்படை ஆண்டாக 2017 ஆம் ஆண்டு கருத்திற்கொள்ளப்பட்டுள்ளதுடன், புகையிரத பெட்டியொன்றின் ஆயுட்காலம் 30 வருடமாக கருதப்பட்டுள்ளதுடன், செயற்பாட்டு நடவடிக்கைகள் ஆரம்பிக்கப்பட்டு 60 வருட காலமான இந்த பகுப்பாய்வு காலப்பகுதியினுள் (2025-2084) புகையிரத பெட்டிகள் இரு தடவைகள் (30 வருடத்தில் மற்றும் 60 வருடத்தில்) மீளமைக்கப்படும் என எடுகோளாக்கப்பட்டிருந்தது. இந்த மதிப்பீட்டுக்காக ஐ.அ.டொலர் 1 ஐப்பான் யென் 133 ஆக மற்றும் ரூபா 153 ஆகவும், ரூபா 1 ஆனது ஐப்பான் யென் 0.739 ஆகவும் கொள்ளப்பட்டுள்ளது.

5.4.1.3 இந்த பகுப்பாய்விற்காக 04 பகுப்பாய்வு முறைமைகளின் கீழ் வருமான மேவுகை மற்றும் பராமரிப்பு கிரயம், மீளமைப்புக் கிரயம், பெறுமானத்தேய்வு மற்றும் நிதிக் கிரயம் ஆகியவற்றை கருத்திற்கொள்ளப்பட்டிருந்தது. அதன் பிரகாரம், நிதி உள்ளக

விளைவு விகிதம் (FIRR), தேறிய இற்றைப் பெறுமதி (NPV) மற்றும் கடன் மேவுகை விகிதத்தின் பொதுவான கணிப்பீடுகள் மேற்கொள்ளப்பட்டிருந்தன. மேலும், அதன் போது 2017 ஆம் ஆண்டின் ஆகஸ்ட் 11 ஆந் திகதியில் உள்ளபடியாக 91 நாட்கள் கொண்ட திறைசேரி உண்டியல்களின் வட்டி வீதம், அதாவது 8.87 சதவீதம் கிரய மூலதன வீதமாக கொள்ளப்பட்டிருந்தது. இந்த பகுப்பாய்வின் போது கம்பனியை நிறுவும் முதற் கட்டத்திற்காக செயற்படு மூலதனம் மற்றும் மீளமைப்புக் கிரயம் ஆகியவற்றை உள்ளடக்குவதற்காக அந்த காலப்பகுதியினுள் நிலவிய வணிக வங்கிகளுக்கான வட்டி வீதம் 13.90 சதவீதமாக கருத்திற்கொள்ளப்பட்டிருந்தது.

5.4.1.4 அதற்கமைய 4 சந்தர்ப்பங்களின் கீழ் மேற்கொள்ளப்பட்ட பகுப்பாய்வின் அடிப்படையில் 4 ஆவது சந்தர்ப்பத்தினை விட சாதகமான சந்தர்ப்பமாக இனங்காணப்பட்டுள்ளதுடன், அதன் நிதி உள்ளக விளைவு விகிதம் (FIRR) 27 சதவீதமாக காணப்படுவதுடன், மேற்படி 5.4.1.3. ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள 8.87 சதவீதமான கிரய நலன் வீதத்தினை விஞ்சியுள்ளதாக இனங்காணப்பட்டிருந்தது. மேலும், இதன் தேறிய காசுப்பாய்ச்சல் ரூபா 50,185 மில்லியனாக இனங்காணப்பட்டிருந்தது.

5.4.1.5 முன்மொழியப்பட்ட செயற்திட்டம் தொடர்பில் சுற்றாடல் தாக்க மதிப்பீட்டு அறிக்கை (EIA) மற்றும் அதற்குரிய அங்கீகாரங்கள் மத்திய சுற்றாடல் அதிகார சபையின் இலக்கம் 08/EIA/TRANS/01/2017 மற்றும் 2018 ஜூலை 24ஆம் திகதி இடப்பட்ட அறிக்கை (இணைப்பு 26) மூலம் வழங்கப்பட்டிருந்தது. இந்த அறிக்கைக்கு அமைய செயற்திட்டத்தின் நிர்மாண நடவடிக்கைகள் மேற்கொள்ளப்படும் காலத்தினுள் ஏதேனும் சுற்றாடல் தாக்கங்கள் ஏற்படக் கூடும் என்பது தெரிவிக்கப்பட்டிருந்த போதிலும், ரயில் போக்குவரத்து செயற்படுத்தப்படும் போது ஏற்படும் சுற்றாடல் தாக்கங்கள் மிகவும் குறைந்த மட்டத்தில் காணப்படுகின்றன என்பது அவதானிக்கப்பட்டு இருந்தது. செயற்திட்டத்தின் நடவடிக்கைகள் மேற்கொள்ளப்படும் போது பின்பற்றப்படும் தொழில்நுட்பம் முறைமை காரணமாக ஏற்படக்கூடிய அதிர்வு / அசைவு மற்றும் ஒலி மாசு என்பன கருத்தில் கொள்ளத் தேவைப்படாத அளவிலான குறைந்த மட்டத்தில் காணப்படுகின்றது எனக் குறிப்பிடப்பட்டிருந்தது. ரயில் மூலம் ஏற்படக் கூடிய அவ்வாறான வளி மாசு இல்லாத காரணத்தாலும் மறுபக்கம் இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு மூலம் வாகன பாவனை குறைக்கப்படுகின்றது என்பதால் வாகனங்களினால் ஏற்படும் வளி மாசுடைதலைக் குறைத்துக் கொள்ள முடியும் என்பதும் தெரிவிக்கப்பட்டிருந்தது. அதற்கமைய இலகு புகையிரதகட்டமைப்பினால் வளி மாசுடைதல் தற்போது காணப்படும் நிலைமையை விட குறைத்துக் கொள்ள முடியும் என்பதும் அவதானிக்கப்பட்டு இருந்தது.

5.4.1.6 அதே போன்று தற்போது மாலம்பே தொடக்கம் கொழும்பு கோட்டை வரையில் காணப்படும் கடுமையான வாகன நெரிசலுக்குத் தீர்வினைப் பெற்றுக் கொடுப்பதற்கு இலகு புகையிரத கட்டமைப்பின் மூலம் ஆற்றல் கிடைக்கும் என்பதால்

பயணிகளுக்கு மன ஆறுதல் மற்றும் வசதியாக பயணம் செய்வதற்கான ஆற்றல் கிடைக்கும் என்பதால் உடல் வசதியும் கிடைக்கும் என்பது இந்த சுற்றாடல் தாக்க அறிக்கையின் மூலம் சிறப்பித்துக் குறிப்பிடப்பட்டிருந்தது.

5.4.2 செயற்திட்டத்திற்கு நிதியீட்டல்

5.4.2.1 2018 யூன் 26 ஆந் திகதிய அமைச்சரவை குறிப்பின் பிரகாரம், இந்த செயற்திட்டத்திற்காக மதிப்பிடப்பட்ட மொத்தக் கிரயம் ஜப்பானிய யென் 253,028 மில்லியனாக காணப்பட்டதுடன், அவற்றுள் ஜப்பான் யென் 206,106 மில்லியன் ஜப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனத்தினால் வழங்கப்படும் கடன் வசதிகளின் கீழும், ஜப்பான் யென் 46,922 மில்லியனானது இலங்கை அரசின் நிதியின் ஊடாகவும் பெற்றுக்கொள்ள உத்தேசிக்கப்பட்டிருந்தது (இணைப்பு 27). எவ்வாறான போதிலும், அமைச்சரவைக் குறிப்பின் மொத்த செயற்திட்டக் கிரயமாக ஜப்பான் யென் 253,028 மில்லியன் இனங்காணப்பட்டிருந்த போதிலும், இணைப்பு 12 இல் காண்பிக்கப்பட்டுள்ளவாறு இந்த செயற்திட்டத்திற்கான செயற்திட்டக் குறிப்பின் (Project Memaraondam) பிரகாரம் செயற்திட்டத்திற்கான மொத்த கிரயமாக ஜப்பான் யென் 246,641 மில்லியன் இனங்காணப்பட்டிருந்ததுடன், அவற்றுள் ஜப்பான் யென் 200,415 மில்லியன் JICA நிறுவனத்தின் கீழும், வேறு வழிகளின் ஊடாக ஜப்பான் யென் 46,226 மில்லியனையும் பெற்றுக்கொள்ள திட்டமிடப்பட்டிருந்தது. JICA நிறுவனத்தின் ஊடாக பெற்றுக்கொள்ள பிரேரிக்கப்பட்டுள்ள ஜப்பான் யென் 200,415 மில்லியன் கடன் தொகையில், ஜப்பான் யென் 30,040 மில்லியன் முதலாவது தொகுதிக்காக மதிப்பிடப்பட்டிருந்தது. இந்த செயற்திட்டத்திற்கான செயற்திட்டக் குறிப்பிற்காக (Project Memaraondam) மாநகர மற்றும் மேல் மாகாண அபிவிருத்தி அமைச்சின் செயலாளர், நிதி அமைச்சிற்காக வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகம் மற்றும் ஜப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனம் 2019 மார்ச் 11 ஆந் திகதி கைச்சாத்திட்டிருந்ததுடன், SL – P 119 ஆம் இலக்க கடன் உடன்படிக்கைக்காகவும் அத்திகதியிலேயே, அதாவது 2019 மார்ச் 11 ஆந் திகதி ஜப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனத்துடன் உடன்படிக்கை கைச்சாத்திடப்பட்டிருந்தது.

5.4.2.2 இந்த கடன் தொகையில் ஜப்பான் யென் 30.040 மில்லியனை (அமெரிக்க டொலர் 265.8/மில்லியன் ரூபா 45.9 பில்லியன்) மேற்படி அட்டவணை இலக்கம் 02 இன் பொதி இலக்கம் 01 இன் கீழ் (புகையிரத பயணச்சீட்டுக்கள் மற்றும் பெட்டிகள் - Rolling Stock) பெற்றுக் கொடுப்பதற்கு வெளிநாட்டு வளங்கள் திணைக்கள பணிப்பாளர் நாயகத்தினால் இலங்கை மத்திய வங்கியின் நாணயச் சபையின் அறிவுரை கோரப்பட்டுள்ளதாக 2018 அக்டோபர் 19 ஆம் திகதிய 35/2018 ஆம் இலக்க நிதிச் சபையின் குறிப்பில் காணப்படுகின்றது (பின்னிணைப்பு 28). மேலும் இந்த கடன் தொகை குறைந்த வட்டி வீதம் மற்றும் நீண்ட கால மீள் செலுத்த

வேண்டிய கடன் தொகையொன்றானமையால் மற்றும் இந்த செயற்திட்டத்தின் மூலம் பொதுப் போக்குவரத்துச் சேவையின் இயலாவினை அதிகரித்தல் மற்றும் சேவை வழங்கலை அதிகரிக்க எதிர்பார்க்கப்படுவதுடன், நிதிச் சபை பரிந்துரை வழங்கியுள்ளதாக அந்த குறிப்பில் குறிப்பிடப்பட்டுள்ளது.

இந்த ஜப்பான் யென் 30,040 மில்லியன் தொகையில் ஜப்பான் யென் 24,458 மில்லியன் தொகையானது வருடாந்தம் 0.1 சதவீத வட்டி வீதத்தின் கீழ் சிவில் வேலைகள் மற்றும் கருவிகளை கொள்வனவு செய்வதற்கானது எனவும் ஜப்பான் யென் 5,582 மில்லியன் தொகையானது வருடாந்தம் 0.01 சதவீத வட்டி வீதத்தின் கீழ் ஆலோசனை சேவைக்கானது எனவும் குறிப்பிடப்பட்டிருந்தது. மேலும், இந்த கடன் மற்றும் வட்டி செலுத்துதல் ஆரம்பித்தல் 12 வருட சலுகை காலத்தின் (Grace period) பின்னர் மேற்கொள்ளப்பட வேண்டியதுடன் அந்த காலப் பகுதியையும் உள்ளடக்கி கடனைச் செலுத்தும் காலம் 40 வருடங்கள் என்பது குறிப்பிடத்தக்கது.

5.4.2.3 செயற்திட்டத்தினை ஆரம்பிப்பதற்கு முன்னர் கடன் தொகையில் (ஜப்பான் யென் 30,040 மில்லியன்) 0.2 சதவீதமான அதாவது ஜப்பான் யென் 60,080,000 தொகை **முற் கொடுப்பனவுக் கட்டணமாக (Front End Fee)** செலுத்தப்பட வேண்டும் எனக் கடன் ஒப்பந்தத்தில் குறிப்பிடப்பட்டுள்ளது. மேலும் மொத்த கடன் தொகையும் குறித்த காலப்பகுதியினுள் ஒதுக்கீடு செய்யப்பட்ட பின்னர் கடன் தொகையில் (ஜப்பான் யென் 30,040 மில்லியன்) 0.1 சதவீத தொகையினை மீள்நிரப்பப்படுவதாக மேற்படி 5.4.2.2 இல் குறிப்பிடப்பட்டுள்ள நாணயச் சபை குறிப்பில் காணப்படுகின்றது.

5.4.2.4 இலங்கை மத்திய வங்கியின் நாணயச் சபையினால் எடுக்கப்பட்ட தீர்மானங்கள் நாணயச் சபையின் செயலாளரினால் 2018 ஒக்தோபர் 31 ஆந் திகதி வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளருக்கு அறிவிக்கப்பட்டிருந்தது (பின்னிணைப்பு 29).

5.4.2.5 மேலும் செயற்திட்டத்தின் ஆலோசனை சேவைகளை நிறைவேற்றுவதற்கு ஓரியண்டல் கன்சல்டன்ட்ஸ் க்ளோபல் கம்பெனி லிமிடெட் நிறுவனத்திடம் தொழில் சக்தி, மீளச் செலுத்தும், தற்காலிக நிதி மற்றும் நிச்சயமற்றவை உள்ளடங்கலாக 15% VAT அல்லாத ஜப்பான் யென் 6,781,686,975 (ஐக்கிய அமெரிக்கா டொலர் 43,509,583) அதாவது இலங்கை ரூபா 3,810,017,354 (வட் வரி அல்லாத) செலுத்தும் இணக்கப்பாட்டுடன் கூடிய ஒப்பந்தம் வழங்கப்பட்டு இருந்தது. இலக்கம் 19/0747/116/037/18ஆர் மற்றும் 2019 பெப்ரவரி 24 ஆம் திகதியிலான அமைச்சரவைப் பத்திரத்திற்கு வழங்கப்பட்டிருந்த தீர்மானத்திற்கு அமைய (இணைப்பு 30) அந்த நிறுவனத்துடன் 2019 மார்ச் 13 ஆம் தேதி ஒப்பந்தம் செய்யப்பட்டிருந்தது.

5.4.2.6 வெளிநாட்டு வளங்கள் திணைக்களம் கடன் முகாமைத்துவத்திற்கா பராமரித்து வரும் தரவு ஒழுங்கமைப்பின் மூலம் (CS –DRMS 2000+ Report 854-1) 2022 மே 6 ஆம் திகதி தயாரிக்கப்பட்ட அறிக்கைக்கு அமைய (இணைப்பு 31) 2021 டிசம்பர் 31 ஆம் திகதியில் செயல் திட்டத்திற்கு வழங்கப்பட்டிருந்த கடன் தொகை ஐப்பான் யென் 2,905 மில்லியனாக இருந்ததுடன் அதன் ரூபா பெறுமதி 5,060.47 ஆகும் (இதனுள் அந்நிய செலாவணி வீத மாற்றங்களும் உள்ளடங்கும்). இந்தத் தொகையில் ரூபா 364.52 மில்லியன் முற்பணமும் உள்ளடங்கலாக ரூபா 4,782.84 மில்லியன் தொகை ஆலோசனை நிறுவனத்திடம் செலுத்தப்பட்டு இருந்தது. அதற்கு மேலதிகமாக இலங்கை அரசாங்கத்தின் நிதி உள்ளடங்கலாக செயற்திட்ட முகாமைத்துவ செலவாக ரூபா 918.1 மில்லியன் தொகை செலவிடப்பட்டு இருந்தது. அதற்கமைய 2021 டிசம்பர் 31 ஆம் திகதி வரையில் செயற்திட்டத்திற்காக ரூபா 5,977.64 மில்லியன் (செலாவணி மாற்ற வீதத்திலான மாற்றங்களும் உள்ளடங்கலாக) செலவிடப்பட்டிருந்தது (இணைப்பு 32).

5.5 இலங்கை மின்சார சபையுடன் உடன்படிக்கை மேற்கொள்ளல்

5.5.1 செயற்திட்டத்தின் நடவடிக்கைகளுக்குத் தேவையான மின்சார வசதிகளை பெற்றுக் கொள்ளுதல் (Initiating Material Processing for the Utility Line Shifting from Malmbe to Battaramulla) மற்றும் Underground Utility Line Shifting & Underground Cable Tracking Within Colombo City இற்காக 2020 ஆம் ஆண்டில் இலங்கை மின்சார சபையுடன் செய்யப்பட்ட உடன்படிக்கையின் அடிப்படையில் திரட்டல் முற்பணமாக (Mobilization advance) முறையே ரூபா 36 மில்லியன் மற்றும் ரூபா 8 மில்லியன் தொகை இலங்கை மின்சார சபைக்கு வழங்கப்பட்டிருந்தது.

5.5.2 நகர அபிவிருத்தி, கரையோர பாதுகாப்பு, கழிவு அகற்றல் மற்றும் சமூகத் தூய்மை இராஜாங்க அமைச்சின் பிரதான கணக்காளரினால் 2022 மார்ச் 15 திகதி இலக்கம் SMUD/F/5/LRT கொண்ட கடிதத்தின் மூலம் (இணைப்பு 33) இலங்கை மின்சார சபையின் பிரதி முகாமையாளருக்கு WPS II மேலே குறிப்பிடப்பட்ட ரூபா 36 மில்லியன் பயன்படுத்தப்படாத தொகையையும், அதே திகதியில் இலக்கம் SMUD/F/5/LRT கொண்ட கடிதத்தின் மூலம் (இணைப்பு 34) இலங்கை மின்சார சபையின் பிரதி முகாமையாளருக்கு மேலே குறிப்பிடப்பட்ட ரூபா 08 மில்லியன் தொகையில் பயன்படுத்தப்படாத மீதி தொகையையும் மீள்ச் செலுத்துமாறு கேட்கப்பட்டிருந்தது.

5.5.3 மேலே குறிப்பிடப்பட்ட ரூபாய் 44 மில்லியன் முற்பணத் தொகை 2021 டிசம்பர் 31 ஆம் திகதியிலான நிதி கூற்றுக்களில் செயற்திட்ட செலவாகக் குறிப்பிடப்பட்டிருந்தது (இணைப்பு 35).

5.6 செயற்திட்டத்திற்காக காணிகளைக் கையகப்படுத்துதல்

5.6.1 இலகு ரயில் போக்குவரத்துப் பாதை கொழும்பு, ஸ்ரீ ஜயவர்தனபுர கோட்டை மற்றும் கடுவெல மாநகர சபை அதிகார பிரதேசத்தினை உள்ளடக்கி நிர்மாணிக்கப்படுவதுடன் அந்த ரயில் பாதையை நிர்மாணிப்பதற்கு முன்மொழியப்பட்ட மாலம்பே தொடக்கம் கொள்ளுப்பிட்டி வரையில் உள்ள நெடுஞ்சாலையின் இரு பக்கத்திலும் அமைந்துள்ள தனியார் காணிகள் மற்றும் கட்டடங்கள் பலவற்றை முழுமையாகவோ அல்லது பகுதியாகவோ அரசாங்கத்தினால் கையகப்படுத்துவதற்கு திட்டமிடப்பட்டிருந்த 2018/CP/11 ஆம் இலக்க மற்றும் 2018 பெப்ரவரி 22 ஆந் திகதிய காணிகளை சுவீகரிக்கும் செயற்பாட்டினை விரைவில் மேற்கொள்வதற்கான வழிவகைகளை நடைமுறைப்படுத்துதல் எனும் தலைப்பிலான அமைச்சரவைப் பத்திரத்தில் (இணைப்பு 36) தெரிவிக்கப்பட்டிருந்தது.

5.6.2 மேலும் தனியார் காணிகளை அரசாங்கத்தினால் கையகப்படுத்தும் செயற்பாட்டின் போது காணி மற்றும் பாராளுமன்ற மறுசீரமைப்பு அமைச்சு, நில அளவையியல் திணைக்களம், அரச அச்சகம், மதிப்பீட்டுத் திணைக்களம் மற்றும் உரிய பிரதேச செயலாளர் அலுவலகம் ஆகிய நிறுவனங்கள் நேரடியாக பங்களிப்பினை வழங்கும் நிறுவனங்கள் என்பதும், இந்த நிறுவனங்களின் வினைத்திறனான பங்களிப்பு இன்றி காணி கையகப்படுத்துதலைக் குறித்த காலத்தினுள் நிறைவு செய்ய முடியாது இருக்கும் என்பதும் அதில் குறிப்பிடப்பட்டிருந்தது.

5.6.3 நாட்டினுள் இடம்பெறும் பல்வேறு அபிவிருத்தி செயற்பாடுகளுக்காக காணிகளைக் கையகப்படுத்துதல் இந்த நிறுவனங்களின் பங்களிப்புடன் மேற்கொள்ளப்பட வேண்டி இருக்கும் என்பதால் அந்த நிறுவனங்களுக்கு காணி கையகப்படுத்துதலில் பாரிய கடமைப் பொறுப்புகள் ஒப்படைக்கப்பட்டுள்ளது எனவும் அந்தப் பத்திரத்தில் குறிப்பிடப்பட்டுள்ளது. இவ்வாறு காரணிகள் தெரிவிக்கப்பட்டு இலகு ரயில் போக்குவரத்துத் திட்டத்திற்கான காணிகளைக் கையகப்படுத்தும் செயலைக் குறித்த காலப் பகுதியில் பூர்த்தி செய்து கொள்வதற்காக இங்கு பெயர் குறிப்பிடப்பட்டுள்ள நிறுவனங்களில் இருக்கும் உரிய விடயங்கள் தொடர்பில் நடவடிக்கை மேற்கொள்ளும் உத்தியோகத்தர்களுக்கு ஊக்குவிப்புத் தொகை வழங்குவதற்காக அந்த பத்திரத்தின் மூலம் கீழே குறிப்பிடப்பட்டுள்ள பரிந்துரைகள் வழங்கப்பட்டிருந்தது.

- i. காணி மற்றும் பாராளுமன்ற நடவடிக்கைகள் அமைச்சில் காணி கையகப்படுத்தும் பிரிவில் கடமைக்குப் பொறுப்பான உத்தியோகத்தர்களுக்கு அடிப்படை நில அளவைப் படத்தில் குறிப்பிடப்பட்டுள்ள ஒரு காணித் துண்டிற்கு ரூபா 1,000 வீதமும்,
- ii. அரச அச்சுத் திணைக்களத்திற்கு ஒரு காணித் துண்டிற்கு ரூபா 600 வீதமும்,

- iii. விலை மதிப்பீட்டுத் திணைக்கள உத்தியோகத்தர்களுக்கு ஒரு காணித் துண்டிற்கு ரூபா 1,000 வீதமும்,
- iv. பிரதேச செயலாளர் அலுவலக உத்தியோகத்தர்களுக்கு ஒரு காணித் துண்டிற்கு ரூபா 1,500 வீதமும்,
- v. நில அளவையியல் திணைக்கள உத்தியோகத்தர்களுக்கு திணைக்களத்தினால் வழங்கப்பட்டுள்ள இலக்கம் 01/2009 சுற்றறிக்கையில் குறிப்பிடப்பட்டுள்ள வகையில் ஊக்குவிப்புத் தொகை செலுத்துவதற்கும் பரிந்துரை செய்யப்பட்டிருந்தது.

5.6.4 இந்தப் பரிந்துரைகளுக்கு 2018 ஜூன் 12ஆம் திகதி இலக்கம் 18/0390/72/012 கொண்ட அமைச்சரவைத் தீர்மானத்தின் மூலம் அனுமதி வழங்கப்பட்டிருந்தது (இணைப்பு 37).

5.6.5 பத்தரமுல்ல கொஸ்வத்தை வீதிச் சந்தியில் இருந்து சந்திரிக்கா குமாரதுங்க வீதி சந்தி வரையான சாலையை அகலப்படுத்தும் செயற்பாட்டிற்கு திறைசேரியிலிருந்து ரூபா 10.7 பில்லியன் வரவு செலவு ஒதுக்கீட்டைப் பெற்றுக் கொள்வதற்காக பெற்றோலிய வளங்கல் அபிவிருத்தி அமைச்சம் மற்றும் மாநகரம் மற்றும் மேற்கு அபிவிருத்தி அமைச்சம் இணைந்து கோரிக்கை ஒன்று சமர்ப்பிப்பதற்கு தீர்மானித்திருந்தது என இலக்கம் 19/2480/116/095 கொண்டதும் 2019 ஆகஸ்ட் 28 ஆம் திகதியிடப்பட்ட அமைச்சரவைப் பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 38).

அட்டவணை இலக்கம் 04 வரவு-செலவு ஒதுக்கீடு பங்கிடப்பட்டிருந்த விதம்

செயற்பாடு	மொத்தம் (ரூபா. பில்லியன்)	மொத்த செலவு பங்கீடு (ரூபா பில்லியன்)					
		2020	2021	2022	2023	2024	2025
காணி கையகப்படுத்தும் செலவு	8.5	3.5	5.0				
வீதியை அகலப்படுத்துவதுடன் வீதியில் செய்யப்பட வேண்டிய அபிவிருத்திகள் மொத்தம்	2.2				0.5	1.1	0.6
	10.7	3.5	5.0		0.5	1.1	0.6

5.6.6 காணி கையகப்படுத்துவதில் முன்னேற்றம்

5.6.6.1 58 கட்டங்களை கொண்டமைந்த 1950 இன் 09 ஆம் இலக்க காணி கையகப்படுத்தும் சட்டத்தின் கீழ் நட்பு மதிப்பீடு செய்யும் செயற்பாட்டில் (இணைப்பு 39) 3 ஆவது கட்டமான இரண்டாவது பிரிவின் விளம்பரம், அதாவது பிரதேச செயலாளர் கையகப்படுத்துவதற்கு முன்மொழியப்பட்ட காணியின் குறைந்தபட்ச வெளிப்படுத்தல் தொடக்கம், 13 ஆவது கட்டத்தின் அடிப்படையில் 10 ஆவது பிரிவில் உரிமைத்துவம் தீர்மானிக்கப்பட்ட அதாவது பிரதேச செயலாளர் உரிமைத்துவத்தைத் தீர்மானிக்கும் சந்தர்ப்பம் வரையான கட்டங்கள் பூர்த்தி செய்யப்பட்டிருந்தது.

அட்டவணை இலக்கம் 05 செயற்திட்டத்தினைப் பூர்த்தி செய்த திகதி வரையிலும் காணி கையகப்படுத்துதலின் முன்னேற்றம்

பிரதேச செயலாளர் பிரிவு	பேர்ச் அளவு	கையகப்படுத்தும் செயற்பாட்டின் கட்டம்
கடுவெல	9,833.73	கட்டம் 2 - கட்டம் 10 வரை
ஸ்ரீ ஜெயவர்தனபுர	684.04	-
திம்பிரிஸ்யாய	757.89	-
கொழும்பு	39.59	கட்டம் 2
	395.36	கட்டம் 2 - கட்டம் 10 வரை

5.7 செயற்திட்டத்தினை முடிவுறுத்துவதற்கு தீர்மானித்தல்

5.7.1 மேலே 5.4.1.2 பந்தியில் குறிப்பிடப்பட்டுள்ள செயற்திட்டத்தின் சுற்றாடல் ஆய்வு அறிக்கைக்கு அமையவும் மற்றும் பொருளாதார மற்றும் சமூக ஆய்விற்கு அமையவும் செயல் திட்டத்தினை நடைமுறைப்படுத்துதல் 2019 மார்ச் 25 ஆம் திகதி ஆரம்பிக்கப்பட்டு இரண்டு வருடங்களின் பின்னர் இலங்கை அரசாங்கத்தினால் ஒருதலைப்பட்சமாக இந்த செயல் திட்டத்தினை நிறுத்துவதற்கு தீர்மானிக்கப்பட்டிருந்தது. நிறைவு செய்யப்பட்ட இந்த செயற்திட்டத்திற்காக மேலே 5.4.2.6 பந்தியின் பிரகாரம் 2021 டிசம்பர் 31 ஆம் திகதி வரையில் ரூபாய் 5,977.64 மில்லியன் செலவு செய்யப்பட்டிருந்தது.

5.7.2 இலகு ரயில் போக்குவரத்து செயற்திட்டத்தில் இருந்து பெற்றுக் கொள்ளக் கூடியவையுடன் ஒப்பிடும் போது மொத்த கடன் தொகை மிகவும் உயர்ந்த பெறுமதியைக் கொண்டுள்ளது என்பதும் மொத்த ஆலோசனைக் கட்டணம் சர்வதேச ஆலோசனை நிறுவனங்களினால் ஏற்றுக் கொள்ளக்கூடிய தரத்தினை விட அதிகம் என்பதும், இந்த ஆலோசனை சேவையில் வெளிநாட்டு நிபுணர்களின் எண்ணிக்கை அதிகமாக இருப்பதுடன் உள்நாட்டு நிபுணர்களை அதிகரித்தல் நாட்டிற்கு நன்மை பயப்பதாக இருப்பதுடன் செலவும் குறைவாக இருக்கும் என்பதும், புகையிரத பெட்டிகளுக்காக நிலவும் கிரயம் உலக சந்தையில் காணப்படும் தற்கால

விலையுடன் ஒப்பிடும் போது உயர்ந்த செலவினைக் கொண்டுள்ளது என்பது உள்ளிட்ட 08 காரணிகளைக் குறிப்பிட்டு இந்த செயல் திட்டம் தொடர்பாக மீண்டும் பரிசீலனை செய்யுமாறு 2020 ஜனவரி 30 ஆம் திகதி அப்போதைய நகர அபிவிருத்தி, நீர் வழங்கல் மற்றும் வீடமைப்பு வசதிகள் அமைச்சின் செயலாளரினால் செயற்திட்ட பணிப்பாளரிடம் கோரிக்கை செய்யப்பட்டிருந்தது (இணைப்பு 40) . மேலும், இந்த செயற்திட்டம் தொடர்பில் நிபுணர்கள் மற்றும் பொது சமூகத்திடம் கலந்துரையாடப்பட்ட காரணிகளில் மேலே குறிப்பிடப்பட்ட அவதானிப்புகளை அடையாளம் காண முடிந்தது என்பதும் அதில் குறிப்பிடப்பட்டிருந்தது.

5.7.3 செயலாளரின் மேற்படி கடிதத்தின் பிரகாரம் 2020 பெப்ரவரி 10 ஆம் திகதி செயற்திட்ட பணிப்பாளரினால் இந்த செயற்திட்டம் தொடர்பான காரணிகளை விரிவாகத் தெரிவித்து செயற்திட்டத்தினை நடைமுறைப்படுத்துவதற்கு நகர அபிவிருத்தி, நீர் வழங்கல் மற்றும் வீடமைப்பு வசதிகள் அமைச்சின் செயலாளரின் ஒத்துழைப்பைக் கோரியுள்ளதுடன் இந்த செயற்திட்டம் தேசிய முக்கியத்துவம் வாய்ந்ததும் மற்றும் பொதுப் போக்குவரத்து சேவையின் முக்கியமான இடமாக உள்ளது என்பதும் அந்த கடிதத்தில் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 41).

5.7.4 மேலே குறிப்பிடப்பட்டுள்ள பதிலுக்கு சுமார் 7 மாதங்களின் பின்னர் முன்னாள் சனாதிபதியின் கட்டளையின் அடிப்படையில் செயற்திட்டத்தை இடைநிறுத்துவதற்கு நடவடிக்கை எடுக்குமாறு தமக்கு அறிவிக்கப்பட்டதாக அறிவித்து போக்குவரத்து அமைச்சின் செயலாளருக்கு ஜனாதிபதி செயலாளரினால் 2020 செப்டம்பர் 21 ஆம் திகதி கடிதம் ஒன்று (இணைப்பு 42) அனுப்பப்பட்டிருந்தது. அந்தக் கடிதத்திற்கு அமைய இந்த செயற்திட்டம் அதிக செலவுடன் கூடிய நன்மை பயக்காத செயற்திட்டம் எனவும், செயற்திட்டத்தின் மூலம் அதன் நோக்கங்களான நகர போக்குவரத்து உட்கட்டமைப்பு வசதிகளை வழங்குவதற்கு முடியாத செயல் திட்டமாக அடையாளம் காணப்பட்டுள்ளது எனவும் மேலும் தெரிவிக்கப்பட்டு இருந்தது. மேலும் இந்தக் கடிதத்தின் ஊடாக அந்த செயற்திட்டத்திற்காக மாற்று போக்குவரத்து ஒழுங்கமைப்பு தீர்வினை (Alternative Transport Solution) நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு, தேசிய திட்டமிடல் திணைக்களம் மற்றும் நிதி அமைச்சு ஆகிய நிறுவனங்களின் ஆலோசனை அடிப்படையில் தயாரிப்பதற்கு நடவடிக்கை எடுக்கப்படும் எனவும் போக்குவரத்து அமைச்சின் செயலாளருக்குத் தெரிவிக்கப்பட்டிருந்தது.

5.7.5 2020 ஆம் ஆண்டில் ஓகஸ்ட் மாதத்தில் அமைச்சரவைப் பத்திரம் சமர்ப்பிக்கும் போது பின்பற்றப்பட வேண்டிய வழிகாட்டல் கோவையின்

3 ஆம் பந்தியில் (V) மற்றும் (VI) பிரிவிற்கு அமைய (இணைப்பு 43) செயற்திட்டம் ஒன்றினை நிறுத்தும்போது கீழே குறிப்பிடப்பட்டுள்ள வகையில் நடவடிக்கைகள் மேற்கொள்ளப்பட வேண்டும் என குறிப்பிடப்பட்டுள்ளது.

i. V ஆம் பிரிவில் குறிப்பிடப்பட்டுள்ள விடயங்கள்

அமைச்சரவைப் பத்திரத்தில் குறிப்பிடப்பட்டுள்ள முன்மொழிவுகள் /பரிந்துரைகள் வேறு ஒரு அமைச்சுக்கு / அமைச்சுக்களுக்கு உரியதான விடயங்களுக்கு அல்லது அந்த அமைச்சு / அமைச்சுக்களிடம் ஒப்படைக்கப்பட்டுள்ள கடமைகளுக்கு தாக்கத்தினை ஏற்படுத்தக்கூடியது என அறியப்படுமாயின் பத்திரத்தில் உள்ளடக்குவதற்கு எதிர்பார்க்கப்படும் காரணிகள் மற்றும் முன்மொழிவுகள் தொடர்பில் முதலில் குறித்த அமைச்சு / அமைச்சுக்களுடன் கலந்துரையாடப்பட வேண்டும்.

ii. VI ஆம் பிரிவில் குறிப்பிடப்பட்டுள்ள விடயங்கள்

அந்தக் கலந்துரையாடலில் உடன்படும் காரணிகளின் அடிப்படையில் குறித்த முன்மொழிவுகள் ஒன்றிணைந்த அமைச்சரவைப் பத்திரமாக குறித்த அமைச்சரவையில் அமைச்சர்களின் கையெழுத்துடன் அமைச்சரவையிடம் சமர்ப்பிக்கப்பட வேண்டும்.

5.7.6 மேலே 5.7.4 ஆம் பந்தியில் குறிப்பிடப்பட்ட ஜனாதிபதி செயலாளரின் கடிதத்தை அடிப்படையாகக் கொண்டு போக்குவரத்து அமைச்சரினால் செயற்திட்டத்தினை நிறுத்துவதற்கு அனுமதி கோரி 2020 செப்டம்பர் 24 ஆம் திகதி அமைச்சரவையிடம் ஒருதலைப்பட்சமாக பத்திரம் சமர்ப்பிக்கப்பட்டு இருந்தது (இணைப்பு 44). அந்தப் பத்திரத்தில் கீழே குறிப்பிடப்பட்ட காரணிகள் உள்ளடக்கப்பட்டிருந்தன.

i. வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்துடன் 2020 செப்டம்பர் 18 ஆம் திகதி இடம்பெற்ற கலந்துரையாடலில் இந்த செயற்திட்டத்தின் மொத்த செலவு உற்பத்தித் திறனற்ற செலவு என்பதனால் நிறுத்துவதே பொருத்தமானது என அவதானிப்பு முன்வைக்கப்பட்டு இருத்தல் மற்றும்

ii. ஜனாதிபதி செயலாளர் 2020 செப்டம்பர் 21 ஆம் திகதி சமர்ப்பித்திருந்த கடிதத்திற்கு அமைய இந்த LRT செயற்திட்டத்தின் மொத்த செலவு உற்பத்தித் திறனற்ற செயற்திட்டமாகவும் மற்றும் செயற்திட்டம் கொழும்பு நகரப் போக்குவரத்து உட்கட்டமைப்பு வசதிகளை வழங்குவதற்கு பொருத்தமான செயற்திட்டம் அல்ல எனவும் செயற்திட்டம் மற்றும் செயற்திட்ட அலுவலகங்களை உடனடியாக செயல்படுத்தும் வகையில் மூடுமாறும், நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு மற்றும் தேசிய திட்டமிடல் திணைக்களத்தின் ஆலோசனையின் அடிப்படையில் பொருத்தமான வழிமுறைமையினைத் தயாரிப்பதற்கு நடவடிக்கை எடுக்கும்படியும் தெரிவிக்கப்பட்டிருந்தது.

5.7.7 மேலும் இந்த அமைச்சரவைப் பத்திரத்தின் மூலம் பின்வரும் காரணிகள் முன்மொழியப்பட்டு இருந்தன.

- i. இந்த திட்டத்திற்குச் சொந்தமான அனைத்து சொத்துகள் மற்றும் பொறுப்புகளை நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு அல்லது போக்குவரத்து அமைச்சிடம் ஒப்படைத்தல்
- ii. செயற்திட்டத்திற்கு உரியதான உடன்படிக்கையிடல் மற்றும் ஏனைய அனைத்து நடவடிக்கைகளும் நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் கீழ் இடம்பெறும் எனவும் செயற்திட்டத்தினை நிறுத்துவதற்கு அல்லது செயற்திட்ட அலுவலகங்களை மூடுவதற்கு நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளருக்கு கட்டளையிடல்
- iii. செயற்திட்ட பதவி அணியினரின் சேவையினை உடனடியாக செயல்படுத்தும் வகையில் நிறுத்துவதற்கு மற்றும் குறித்த சுற்றறிக்கைகளுக்கு அமைய கொடுப்பனவு செய்வதற்கு நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளருக்கு பரிந்துரை செய்தல்
- iv. செயற்திட்டத்திற்காக இதுவரையிலும் தீர்ப்பதற்காக உள்ள விலைப்பட்டியல்களைச் செலுத்தி தீர்த்தல்

5.7.8 மேலே 5.7.6 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள அமைச்சரவைத் தீர்மானத்தில் குறிப்பிட்டுள்ள கலந்துரையாடல் தொடர்பில் 2022 ஓகஸ்ட் 05 ஆம் திகதி வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்திடம் விசாரணை மேற்கொண்டவிடத்து “அந்த அமைச்சரவைப் பத்திரத்தில் குறிப்பிட்டுள்ள காரணிகள் வெளிநாட்டு வளங்கள் திணைக்களத்துடன் இடம்பெற்ற கலந்துரையாடலில் கலந்துரையாடப்பட்ட விடயங்கள் எனவும், அங்கு கௌரவ ஜனாதிபதி அவர்களினால் வழங்கப்பட்ட கட்டளைக்கு அமைய அந்த செயற்திட்டத்திற்கான செலவானது பிரதிபலன் அற்றது எனவும், நிறுத்தப்பட வேண்டியது என்பதற்கான கட்டளைக்கு அமைய அவ்வாறு நிறுத்தப்பட வேண்டிய முறைமை மற்றும் அதற்காக மேற்கொள்ளப்பட வேண்டிய நடவடிக்கைகள் கலந்துரையாடப்பட்டன எனகுறிப்பிடப்பட்டு இருந்தது. மேலும் கௌரவ ஜனாதிபதி அவர்களினால் எந்த பகுப்பாய்வின் அடிப்படையில் வழங்கப்பட்ட உத்தரவை செயற்படுத்துதல் மேற்கொள்ளப்பட வேண்டிய முறைமையும் கலந்துரையாடப்பட்டது” என தெரிவிக்கப்பட்டு இருந்தது (இணைப்பு 45).

5.7.9 மேலே குறிப்பிடப்பட்டிருந்த விடயங்களை அடிப்படையாகக் கொண்டு அமைச்சரவையினால் நிதி அமைச்சின் அவதானிப்புகளை கோரியிருந்ததுடன் நிதி அமைச்சு 2020 செப்டம்பர் 28 ஆம் திகதி போக்குவரத்து அமைச்சர் அனுமதி கோரி இருந்த விடயங்கள் அனைத்திற்கும் மற்றைய விடயங்களைக் குறிப்பிடாது உடன்பாட்டை தெரிவித்திருந்தது (இணைப்பு 46) . அதற்கமைய அமைச்சரவையினால் கீழே குறிப்பிடப்பட்டுள்ள அவதானிப்புகள் சமர்ப்பிக்கப்பட்டு செயற்திட்ட அலுவலகத்தினை மூடி செயற்திட்டத்தை நிறைவு செய்தல் உள்ளிட்ட

பத்திரத்தில் குறிப்பிடப்பட்ட அனைத்து விடயங்களுக்கும் 2020 செப்டம்பர் 28 ஆம் திகதி அனுமதி வழங்கியிருந்தது (இணைப்பு 47) .

- (i) மேலே குறிப்பிடப்பட்ட செயற்திட்டத்தின் ஆரம்பத் திட்டமிடல் கட்டத்தில் முன்மொழியப்பட்டிருந்தது வேலைவாய்ப்பு மற்றும் வேறு விடயங்களுக்காகத் தனியார் வாகனங்களில் கொழும்பு நகரிற்கு வருகை தருவோருக்கு சேவை வழங்குவதற்கான மாற்றுப் போக்குவரத்து ஊடகமாக நியாயமான செலவுடன் கூடியதைப் போன்றே குறைந்த சுற்றாடல் தாக்கங்களை கொண்ட விரைவு போக்குவரத்து ஒழுங்கமைப்புக் ஒன்றினை அறிமுகப்படுத்துவதற்கு என்பது;
- (ii) எவ்வாறு இருப்பினும், கடந்த அரசாங்கத்தினால் அனுமதி வழங்கப்பட்டிருந்த இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பின் மொத்த செலவு மிக உயர்ந்த பெறுமதியாகக் காணப்படுகின்றது என்பது;
- (iii) இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு நடைமுறைப்படுத்தப்பட்டால் சுற்றாடலுக்கு பாரிய தாக்கம் ஏற்பட கூடும் எனவும், வீடுகள் மற்றும் வேறு கட்டடங்களைப் பெரும் அளவில் தகர்த்து அகற்ற நேரிடும் எனவும் மற்றும் அந்த விடயங்களுக்காக கையகப்படுத்தப்பட்ட காணிகளுக்காக நட்ட ஈடு கொடுப்பதற்குப் பாரிய அளவிலான தொகையை செலவிட வேண்டி ஏற்படும் என்பது;
- (iv) சொந்த தனியார் வாகனங்களைப் பயன்படுத்தி வேலை மற்றும் வேறு விடயங்களுக்காக கொழும்பு நகருக்கு வருகை தரும் நபர்களை ஈர்ப்பதற்கான மாற்று போக்குவரத்து ஊடகமாக முன்மொழியப்பட்டு இருந்த இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பின் மூலம் எதிர்பார்க்கப்பட்ட வசதிகளை ஏற்படுத்திக் கொடுப்பதற்கு இயலாது உள்ளது என மற்றும்
- (v) முன்மொழியப்பட்ட இலகு ரயில் போக்குவரத்து ஒழுங்கமைப்பு நடைமுறைப்படுத்தப்பட்டால் அதற்காக பாரிய நடைமுறை செலவினை ஏற்க நேரிடும் என்பது;

5.7.10 பின்னர் 2020 ஒக்டோபர் 20 ஆம் திகதி வெளிநாட்டு வளங்கள் திணைக்களத்தினால் இந்த செயற்திட்டம் நிறுத்தப்படுவதாக ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திற்கு தெரிவித்து அனுப்பப்பட்டிருந்தது (இணைப்பு 48). நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளரினால் இலங்கை அரசாங்கம் மற்றும் ஓரியண்டல் கன்சல்டன்ட் குளோபல் கம்பெனி லிமிடெட் என்பவற்றுக்கு இடையே காணப்பட்ட உடன்படிக்கை எதிர்வரும் 56 நாட்களில் இரத்துச் செய்யப்படும் என ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திற்கு தெரிவிக்கும்படி வெளிநாட்டு வளங்கள் திணைக்களத்திற்கு 2020 ஒக்டோபர் 21 ஆம் திகதி தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 49). 2020 ஒக்டோபர் 23 ஆம் திகதி இந்த

செயற்திட்டத்தினை நிறுத்துவதாக நிதி அமைச்சு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திடம் தெரிவித்திருந்தது (இணைப்பு 50).

5.7.11 மீண்டும் இலகு ரயில் போக்குவரத்து செயற்திட்டம் நிறுத்தப்படும் என நிதி அமைச்சு 2020 நவம்பர் 05 ஆம் திகதி ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திடம் தெரிவித்து அனுப்பியிருந்தது. மேலும் தற்போதைய கொவிட் 19 உலகலாவிய தொற்றுநோய் நிலைமையின் கீழ் இலங்கை அரசாங்கம் முகம் கொடுக்கும் நிதி சவால்களின் காரணமாக இலங்கை அமைச்சரவையினால் அரசாங்க வரவு செலவில் பாரிய அளவிலான உட்கட்டமைப்பு வசதி அபிவிருத்தி செயற்திட்டத்திற்கு வசதிகளை ஏற்படுத்தல் தொடர்பாக மீண்டும் பரிசீலனை செய்யப்பட்டுள்ளது என்பதனை கருத்தில் கொண்டு நீண்டகால நிலைப்பாட்டிற்குப் பொருளாதாரத்தில் முன்னுரிமை பிரிவுகளை உயர்த்துவதற்கு தேவையான உட்கட்டமைப்பு வசதிகள் வரவு-செலவு மூலம் இடம் அளிக்கும் நோக்கில் இந்த செயல் திட்டம் நிறுத்தப்படுகின்றது என அதன் மூலம் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 51).

5.7.12 ஒப்பந்தத்தினை முடிவுறுத்துதல் தொடர்பில் வெளிநாட்டு வளங்கள் திணைக்களத்துடன் கலந்துரையாட முடியாது எனவும், செயற்திட்டத்தினை நிறுத்துவதற்கு இரண்டு அரசாங்கங்களுக்கு இடையில் இருதரப்பு உடன்பாடு இருத்தல் வேண்டும் எனவும் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தினால் 2020 நவம்பர் 19 ஆம் திகதி நிதி அமைச்சிற்கு தெரிவிக்கப்பட்டு இருந்தது (இணைப்பு 52). மேலும் அவ்வாறு நிறுத்தப்படும் போது JICA இனால் முன் உடன்பாடு பெற்றுக் கொள்ளப்பட்டிருக்க வேண்டும் எனவும் அந்த கடிதத்தில் தெரிவிக்கப்பட்டிருந்தது. மேலும் அவ்வாறு நிறுத்துவதற்கான கோரிக்கை செய்யப்பட்டிருந்த போதிலும் அந்தக் கோரிக்கைக்கு உடன்பட முடியாது எனவும் தெரிவிக்கப்பட்டிருந்தது. மேலும் இலங்கையின் அரசு தரப்பினர் குறித்த நிறுவனங்களுக்கு இந்த கடன் உடன்படிக்கைக்கு மற்றும் உரிய நடைமுறைகளுக்குரிய நிபந்தனைகள் தொடர்பில் தொளிவான புரிந்துணர்வொன்று இல்லாதிருப்பதாக அதில் குறிப்பிடப்பட்டிருந்தது.

5.7.13 2020 நவம்பர் 20 ஆம் திகதி JICA நிறுவனத்தின் புதிய பணிப்பாளர் நாயகத்துடன் நடாத்தப்பட்ட கலந்துரையாடலின்போது கலந்துரையாடப்பட்ட விடயங்கள் ஐப்பானின் இலங்கை தூதரக அலுவலகத்தினால் வெளிநாட்டு அலுவல்கள் அமைச்சின் செயலாளருக்கு தெரிவிக்கப்பட்டு இருந்தது. ஐப்பான் அனைத்து சந்தர்ப்பங்களிலும் இலங்கையின் பொருளாதார முன்னேற்றம் தொடர்பில் சிறந்த போக்கினையே காட்டியிருந்தது எனவும் இலகு ரயில் செயற்திட்டத்தினை நிறுத்துவதற்கு கடைசி நிமிடத்தில் இலங்கை அரசாங்கம் எடுத்த முடிவு தொடர்பில் அந்த பணிப்பாளர் தமது வருத்தத்தைத் தெரிவித்திருந்தார் எனக் குறிப்பிடப்பட்டிருந்தது. மேலும் செயற்திட்டத்தினை விவாத கட்டத்தில் நிறுத்துதல் சிக்கலானது அல்ல எனவும், ஒப்பந்தம் செய்யப்பட்டதன் பின்னர் இரத்துச் செய்தல் மிகவும் வலுவான சிக்கல்

எனவும் அவர் தெரிவித்திருந்ததாக மேலும் தெரிவிக்கப்பட்டிருந்தது. மேலும் இலங்கை அரசாங்கத்திற்கு உத்தியோகபூர்வமாக ஐப்பானுடன் மற்றும் வியாபார ரீதியில் காணப்பட்ட நம்பிக்கை அற்றுப் போதல் நீண்டகால மற்றும் இடைக்கால சாதகமற்ற சூழ்நிலை எனவும் தெரிவிக்கப்பட்டிருந்ததாகக் குறிப்பிடப்பட்டிருந்தது. மேலும், JICA இலங்கையுடன் நம்பகமான மற்றும் நட்புறவான பங்காளியாக தொடர்ந்து பணியாற்றும் என்றும் தெரிவிக்கப்பட்டது. மேலும் இலங்கைக்கு செயற்திட்ட கடன்கள் மூலம் நிதியளிப்புத் துறையில் இலங்கைக்கு ஆதரவளிக்கும் திறன் குறித்தும் வலியுறுத்தப்பட்டது. மேலும், வரவு செலவுத் திட்டம் மற்றும் வரவு செலவுத் திட்டங்களுக்கு நிதியளிப்புது சவாலானது. இலங்கை அரசாங்கம் தற்போது எதிர்நோக்கும் வரவு செலவுத்திட்டம் மற்றும் வரவு செலவுத்திட்ட பற்றாக்குறை நிதியீட்டம் செய்யும் சவாலுக்காக நிகழ்ச்சித்திட்டக் கடனின் கீழ் யப்பானுக்கு தலையிடுவதற்கும், “வரவு செலவுத்திட்ட ஒத்துழைப்பு” (Budget Suort) ஆக நிதியை வழங்குவதில் தலையிட முடியும் என்று தெரிவிக்கப்பட்டது. இலங்கை அரசின் இணக்கப்பாட்டின் அடிப்படையில் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிதியம் வழமை போன்று குறைந்த கட்டணத்தில் நிதி வசதிகளை வழங்க தயாராக இருப்பதாகவும் குறிப்பிட்டுள்ளது. (இணைப்பு 53).

5.7.14 2022 செப்தம்பர் 21 ஆந் திகதி இந்த அறிக்கையின் வரைபிற்கு பதிலை வழங்கி இந்த அறிக்கை தொடர்பில் மிகவும் பொருத்தமான நிதியீட்டமாக சனாதிபதி செயலகத்திலிருந்து பெற்றுக்கொள்ளப்பட்ட தகவல்கள் கணக்காய்வு அறிக்கையில் உள்ளடக்கப்படவில்லை என்பது நிதி அமைச்சின் செயலாளரினால் குறிப்பிடப்பட்டிருந்த போதிலும், அது தொடர்பில் கணக்காய்வினால் சனாதிபதி செயலகத்தினால் தகவல் கோரும் போது வெளிநாட்டு உதவிகள்/கடன் தொடர்பிலான செயற்திட்டங்கள் தொடர்பில் அதற்குரிய அனைத்து பணிகளும் மேற்கொள்ளப்படுவது நிதி, பொருளாதார உறுதிப்பாடு மற்றும் தேசிய கொள்கைகள் அமைச்சின் கீழ் காணப்படும் வெளிநாட்டு வளங்கள் திணைக்களத்தின் ஊடாகவே என்பதால் கணக்காய்வினால் கோரப்பட்டுள்ள விடயங்கள் தொடர்பிலான அவதானிப்புகள் வெளிநாட்டு வளங்கள் திணைக்களத்தினால் வழங்கப்பட வேண்டும் என 2022 ஒக்தோபர் 11 ஆந் திகதி சனாதிபதி செயலகத்தினால் அறிவிக்கப்பட்டிருந்தது (பின்னிணைப்பு 54).

5.8 செயற்திட்டம் இடைநிறுத்தப்பட்ட பின்னர் ஏற்பட்ட நிலைமை

5.8.1 இலக்கம் OCG/UDH/20-2 கொண்டதும் 2020 டிசம்பர் 31 ஆம் திகதி இடப்பட்டதுமான கடிதத்தின் மூலம் ஓரியண்டல் கன்சல்டன்ட்ஸ் குளோபல் கம்பெனி லிமிட்டட் எனும் பிரதான ஆலோசனை நிறுவனத்தினால் அந்த ஒப்பந்தத்தின் 2.9.5 ஆம் பிரிவிற்கு அமைய ஒப்பந்தத்தை நிறுத்துதல் அடிப்படையிலான செலவுகளாக (Payment upon termination) கீழே குறிப்பிடப்பட்ட 3 தொகுதிகளின் கீழ் மொத்தமாக ரூபா 5.169 பில்லியன் (ஐக்கிய அமெரிக்க டொலர் 31 பில்லியன்) உரிமைத்

தொகை (Claim amount) நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளரினால் கோரப்பட்டு இருந்தது (இணைப்பு 55).

அட்டவணை இலக்கம் 06 ஒப்பந்தத்தை நிறுத்துவதன் அடிப்படையில் எழுந்துள்ள செலவுகள்

	ரூபா
தொகுதி 1 - நிலுவையாக இருந்த விலைப்பட்டியல்களின் பெறுமதி மற்றும் VAT இற்கான தாமத வட்டி	604,124,639
தொகுதி 2 - செயற்திட்டத்தினை அகற்றுதல் மற்றும் நிறுத்துதல் தொடர்பான பொது செயல்களுக்கான மொத்த செலவு (Cost of Demobilization and associated overhead cost due to the termination of the project)	167,073,000
தொகுதி 3 - இலாபம் இழந்ததற்கான நட்ட ஈடு (loss of profit)	<u>4,397,446,928</u>
மொத்தம்	<u>5,168,644,567</u>

5.8.2 அந்த மேலே குறிப்பிடப்பட்டுள்ள தொகுதிகளினுள் ரூபா 4.4 பில்லியனும் செயற்திட்டத்தினை நிறுத்துவதன் அடிப்படையில் ஆலோசனை நிறுவனத்திற்கு ஏற்படும் நட்டத்திற்காக (loss of profit) கோரப்பட்டிருந்ததுடன் ஓரியண்டல் கன்சல்டன்ட்ஸ் குளோபல் கம்பெனி லிமிடெட் நிறுவனத்தின் மூலம் கோரப்பட்டிருந்த இந்த உரிமைத் தொகையினைக் குறைத்துக் கொள்வதற்காகக் கலந்துரையாடுவதற்கு (Negotiation) தீர்மானமாகக் குறிப்பிடப்பட்ட 11 உத்தியோகத்தர்களை கொண்ட குழுவொன்றை நியமிப்பதற்கு இலக்கம் 21/0221/306/015 கொண்டதும் 2021 பெப்ரவரி 01 ஆம் திகதி இடப்பட்ட நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சரினால் சமர்ப்பிக்கப்பட்ட அமைச்சரவை பத்திரத்தில் அங்கீகாரம் கோரப்பட்டிருந்தது (இணைப்பு 56). அதற்காக 2021 பெப்ரவரி 15 ஆம் திகதி அமைச்சரவை அனுமதி வழங்கப்பட்டிருந்தது (இணைப்பு 57).

5.8.3 அரச மற்றும் தனியார் பங்குடமை முதலீட்டு அடிப்படையில் நடைமுறைப்படுத்த உத்தேசித்துள்ள மெட்ரோ புகையிரத வீதி கட்டமைப்பினை நிறுவும் செயற்திட்டத்தினை முன்னோக்கி கொண்டு செல்லல் எனும் தலைப்பில் 2021 மார்ச் 16 ஆந் திகதி நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சரால் சமர்ப்பிக்கப்பட்ட 21/0510/306/035 ஆம் இலக்க அமைச்சரவை குறிப்பின் பிரகாரம் (இணைப்பு 58) இவ்வாறு இடைநிறுத்துவதற்கு திட்டமிடப்பட்ட இந்த செயற்திட்டத்திற்குரிய மதியுரை நிறுவனத்துடன் உடன்படிக்கை கைச்சாத்திடப்பட்ட ஒப்பந்த கடப்பாடுகள்

தொடர்பான இறுதித் தீர்மானத்தின் பின்னர் அரசு மற்றும் தனியார் பங்குடமை முதலீட்டின் அடிப்படையில் இந்த செயற்திட்டத்தை நடைமுறைப்படுத்த எதிர்பார்ப்பதாக குறிப்பிடப்பட்டிருந்தது. எவ்வாறான போதிலும், 2021 மார்ச் 29 ஆந்திகதி நடாத்தப்பட்ட அமைச்சரவைக் கூட்டத்தின் போது அந்த குறிப்பினை அகற்றுவதற்கு தீர்மானிக்கப்பட்டிருந்தது (பின்னிணைப்பு 59).

5.8.4 மேற்படி 5.8.2 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ளவாறு 2021 பெப்ரவரி 15 ஆந்திகதி வழங்கப்பட்ட அங்கீகாரத்தின் அடிப்படையில் அந்த குழு நியமிக்கப்பட்டது என வெளிநாட்டு வளங்கள் திணைக்களம் இலக்கம் JP/JICA/L/GT: 09 கொண்ட கடிதத்தின் மூலம் 2021 ஜூன் 16 ஆம் திகதி (இணைப்பு 60) நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளருக்கு தெரிவித்து அனுப்பப்பட்டிருந்தது. ஆலோசனை நிறுவனத்தினால் குறித்த தகவல்கள் குழுவிருக்கு வழங்கப்பட்டதன் பின்னர் இரு வாரங்களினுள் உரிய அமைச்சின் அவதானிப்பு அறிக்கை இரண்டு வாரங்களுக்குள் பூர்த்தி செய்யப்பட்டு கலந்துரையாடல் குழுவுடன் நடவடிக்கைகளை பூர்த்தி செய்வதாக நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளரினால் இலக்கம் MUD&H/ADM/01/02/06 கொண்டதும் 2021 ஜூன் 21 ஆம் திகதி இடப்பட்ட கடிதத்தின் ஊடாக வெளிநாட்டு வளங்கள் திணைக்களத்திற்குத் தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 61).

5.8.5 இலங்கை அரசாங்கத்தினால் ஒப்பந்த காலம் பூர்த்தி அடைவதற்கு முன்னர் ஒருதலைபட்சமாக செயற்திட்டம் ஒப்பந்தத்தினை இரத்துச் செய்யப்பட்ட காரணத்தால் ஆலோசனை நிறுவனம் உரிமை கோரும் காலாவதி ஆகாத காலத்திற்கான (Unexpired period of Contract) நடத்திற்கான உரிமையை பெற்றுக்கொள்வதற்கு அதாவது 2.9.1(f) பிரிவுக்கு அமைய உரிமை கோருவதற்கு ஆலோசனை நிறுவனத்திற்கு உள்ள உரிமை தொடர்பாக சட்டமா அதிபரிடம் 2021 நவம்பர் 15 ஆம் திகதி நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சினால் விடயங்கள் கோரப்பட்டு இருந்தன (இணைப்பு 62).

5.8.6 இது தொடர்பாக 2022 ஜனவரி 19 ஆம் திகதி விடயங்களைத் தெரிவித்திருந்த சட்டமா அதிபர் திணைக்களம் மேலே குறிப்பிடப்பட்ட 2.9.1(f) பிரிவின் பிரகாரம் எதிர்கால நடடம் இழக்கப்பட்டமைக்காக (Future Loss of Profit) நடடத்திற்கான உரிமையைக் கோருவதற்கு ஆலோசனை நிறுவனத்திற்கு உரிமை இல்லை என்பது தமது அபிப்பிராயம் எனத் தெரிவித்திருந்தது.

5.8.7 மேலே 5.8.2 இல் குறிப்பிடப்பட்ட குழுவுக்கு ஒத்துழைப்பைப் பெற்றுக் கொள்வதற்காக நகர அபிவிருத்தி இராஜாங்க அமைச்சின் கீழ் செயற்பட்ட மேல் மாகாணப் போக்குவரத்து அபிவிருத்தி செயற்திட்டத்தில் இணைக்கப்பட்டு சேவையாற்றிய உத்தியோகத்தர்கள் பலரது ஒத்துழைப்பைப் பெற்றுக் கொடுத்து இருந்தது என நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு செயலாளரின் இலக்கம் MUD&H/F/9/1 கொண்டதும் 2021 அக்டோபர் 16 ஆம் திகதி இடப்பட்ட

தேசிய வரவு செலவுத் திட்ட பணிப்பாளர் நாயகத்தை விளித்து அனுப்பப்பட்ட கடிதத்திற்கு அமைய தெளிவாகும் (இணைப்பு 63). மேலும் அந்த மேல் மாகாணப் போக்குவரத்து அபிவிருத்தி செயற்திட்டத்தின் பணிகள் நிறைவடைந்த காரணத்தால் அந்த உத்தியோகத்தர்களின் சேவை 2021 ஓக்டோபர் 15 ஆம் திகதியுடன் நிறைவடைவதற்கு தீர்மானிக்கப்பட்டு இருந்த காரணத்தால் ஆலோசனை நிறுவனத்தினால் கோரப்பட்டிருந்த நட்ட ஈட்டுத் தொகை தொடர்பான இறுதித் தீர்மானத்தினை எட்டும் வரை மேல் மாகாண போக்குவரத்து அபிவிருத்தி செயற்திட்டத்தில் இணைக்கப்பட்டு சேவையாற்றிய உத்தியோகத்தர்கள் ஐந்து பேரின் சேவை 2021 டிசம்பர் 31 ஆம் திகதி வரையிலும் பெற்றுக் கொள்ள வேண்டிய தேவை உள்ளது என தெரிவிக்கப்பட்டிருந்தது. மேலும் அந்த உத்தியோகத்தர்களுக்குச் சம்பளம் வழங்குவதற்காக ரூபா 5 மில்லியன் மேலதிக ஒதுக்கீடும் அந்தக் கடிதத்தில் கோரப்பட்டிருந்தது.

5.8.8 இலக்கம் MUD&H/F/LRT கொண்டதும் 2021 டிசம்பர் 09 ஆம் திகதி இடப்பட்ட கடிதத்தின் மூலம் நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு செயலாளரினால் தேசிய வரவு செலவுத் திட்ட பணிப்பாளர் நாயகத்தினை விளித்த கடிதத்திற்கு அமைய அந்த உத்தியோகத்தர்கள் ஐந்து பேருக்கும் 2021 டிசம்பர் 31 ஆம் திகதி வரையிலும் சம்பளம் மற்றும் படிகள் கொடுப்பதற்காக நகர அபிவிருத்தி கழிவு அகற்றுதல் மற்றும் சமூக சுத்திகரிப்பு நடவடிக்கைகள் இராஜாங்க அமைச்சில் நிதி ஒதுக்கீடு பெற்றுக் கொள்ளப்பட்டுள்ளது எனத் தெரிவித்து இருந்ததுடன் 2021 டிசம்பர் 31 ஆம் திகதியின் பின்னர் 03 மாதங்களுக்கு சம்பளம் மற்றும் படிகள் கொடுப்பனவாக ரூபா 3 மில்லியன் அளவிலான தொகை செலவாகும் எனவும் அந்த தொகையினை முகாமைத்துவம் செய்வதற்கான ஆலோசனைகள் கோரப்பட்டிருந்தது (இணைப்பு 64).

5.8.9 இலக்கம் MU/D&H/ADM/01/02/06 கொண்டதும் 2022 பெப்ரவரி 08 ஆம் திகதி இடப்பட்ட கடிதத்தின் மூலம் நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சின் செயலாளரினால் மூன்று மாத காலங்களுக்கு மாதத்திற்கு ரூபா 202,500, ரூபா 75,000 மற்றும் ரூபா 225,000 வீதம் கொடுப்பனவு செலுத்தும் அடிப்படையில் மேலே 5.8.2 பந்தியில் குறிப்பிட்ட குழுவிற்கு தொழில்நுட்ப ஒத்துழைப்பை வழங்குவதற்காக மேல் மாகாணப் பிரதேச போக்குவரத்து அபிவிருத்தி செயற்திட்டத்தின் முன்னாள் பணிப்பாளர்கள் மூன்று பேர் நியமிக்கப்பட்டிருந்தனர் (இணைப்பு 65).

5.8.10 எவ்வாறு இருப்பினும் இந்த குழுவின் அறிக்கை 2022 மே மாதம் பெற்றுக் கொடுக்கப்பட்டிருந்தது. அந்த அறிக்கையில் கீழே குறிப்பிடப்பட்டுள்ள பரிந்துரைகள் பெற்றுக் கொடுக்கப்பட்டிருந்தது (இணைப்பு 66).

- i. வேலையின் பெறுமதிக்காக தொகுதி 1 இன் கீழ் அமெரிக்க டொலர் 936,399.97 (ஐப்பான் யென் 161,433,885.85 மற்றும் ரூபா 81,919,233.08

மொத்தம் அமெரிக்க டாலர் 2,930,307.48) OCG –JV நிறுவனத்திற்கு வழங்குவதற்கு

- ii. பெறுமதி சேர்க்கப்பட்ட அடிப்படையில் வரி மீள்நிரப்பு செய்தல் தாமதம் அடைந்த காரணத்தால் செலுத்தவேண்டிய வட்டித் தொகை ரூபா. 3,733,128 செலுத்துவதற்கு
- iii. ஒப்பந்த காலம் நிறைவடைவதற்கு முன்னர் செயற்திட்டத்தினை நிறுத்தியதன் காரணமாக demobilization மற்றும் அதனுடன் தொடர்புடைய பொது செயல்களுக்காக தொகுதி 2 இன் கீழ் அமெரிக்க டொலர் 95,448.87, ஐப்பான் யென் 28,337,710 மற்றும் இலங்கை ரூபா 23,138,038.74 (மொத்தம் அமெரிக்க டொலர் 492,749.54) செலுத்துவதற்கு
- iv. இந்த குழுவின் அறிக்கையில் 3.2.13 (இணைப்பு 66 இல் குறிப்பிடப்பட்டுள்ள) மூலம் செய்யப்பட்டுள்ள முன்மொழிவிற்கு ஆலோசனை நிறுவனம் உடன்படுமாயின் 3 ஆவது தொகுதியின் கீழ் சட்டமா அதிபரின் அபிப்பிராயத்தினை கருத்திற்கொள்ள அமைச்சரவையிடம் இருந்து கட்டளையொன்றை பெற்றுக் கொள்ளுதல்

5.8.11 மேலும் 3 ஆவது தொகுதியில் உரிமைக்காக (இலாப இழப்பு நட்டஈடு) ஆலோசனை நிறுவனத்திற்கு நட்ட ஈடு வழங்குவதற்கு முடியாதுள்ளது எனவும், இரண்டு கட்டங்களின் கீழ் ஆலோசனை சேவை இடம் பெறுவதற்கு எதிர்பார்க்கப்படுவதும், 2 ஆம் கட்டம் (நிர்மாண கண்காணிப்பு) தேவைப்படுமாயின் இலங்கை அரசாங்கம் 1 ஆம் கட்டத்தில் ஆலோசனை நிறுவனத்தினால் அபிவிருத்தி செய்யப்பட்ட விரிவான திட்டத்தினை ஆய்வு செய்ததன் பின்னர் செயற்திட்டத்தினை முன்னோக்கி கொண்டு செல்வதற்கு தீர்மானிக்கப்படுவதனால் மட்டுமே எனவும் தெரிவிக்கப்பட்டிருந்தது. 1 ஆம் கட்டத்தில் செயற்திட்டம் நிறுத்தப்பட்டிருந்ததால் மற்றும் 2 ஆம் கட்டத்திற்கு கொண்டு செல்வதற்கு இலங்கை அரசாங்கத்திற்கு அதிக பொறுப்பு இல்லாததால் அந்த 2 ஆம் கட்டத்தில் பெற்றுக் கொள்ளும் இலாப இழப்பு தொடர்பில் நியாயப்படுத்துவதற்கு முடியாது எனவும் அந்த குழு அறிக்கையின் 2.4 ஆம் பந்தியில் தெரிவிக்கப்பட்டிருந்தது.

5.8.12 இந்த குழுவின் பரிந்துரைக்கான அங்கீகாரத்தினை பெற்றுக்கொள்வதற்காக 2022 யூன் 08 ஆந் திகதி ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் (JICA) உதவியின் கீழ் நடைமுறைப்படுத்தப்பட்ட இலகு புகையிரத போக்குவரத்து செயற்திட்டத்தினை நிறைவு செய்தல் எனும் பெயருடைய அமைச்சரவை குறிப்பொன்று நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சினால் முன்வைக்கப்பட்டிருந்தது (பின்னிணைப்பு 67). இந்த குறிப்பின் பிரகாரம், இந்த ஒப்பந்தம் 91 மாத காலப்பகுதிக்கு உரியதாக உடன்படிக்கை

கைச்சாத்திடப்பட்டிருந்ததுடன், அது காலத்தினை அடிப்படையாக கொண்ட (Time Based Contract) ஒப்பந்தமொன்றாகவும், முதல் 23 மாத காலப்பகுதியில் இலகு புகையிரத செயற்திட்டத்திற்கு உரியதாக விரிவான வடிவமைப்பு (Detailed Design) பணிகள் மேற்கொள்வதற்கு அதற்குரிய அறிக்கைகளை தயாரிப்பதற்காக நிபுணர்களை பயன்படுத்த வேண்டும் என குறிப்பிடப்பட்டிருந்தது.

5.8.13 மேலும், எதிர்வரும் 68 மாதங்களினுள், அரசினால் நிர்மாணிப்பதற்கு ஒப்பந்ததாரர் ஒருவரை தெரிவு செய்த பின்னர் அந்த நிர்மாணங்களின் கண்காணிப்பிற்காக நிபுணர்கள் ஈடுபடுத்தப்பட வேண்டும் என குறிப்பிடப்பட்டிருந்தது. எவ்வாறான போதிலும், 21 மாதங்கள் கடந்த பின்னர் அரசாங்கத்தினால் ஒப்பந்தம் இடைநிறுத்தப்பட்டதுடன், ஒப்பந்த நிறுவனம் எதிர்வரும் 70 மாதங்களுக்காக பெற வேண்டிய இலாபத்தினை எடுகோளாக்கி கணிப்பிடப்பட்ட தொகை இழப்பு நட்டமாக OCG –JV கம்பனி கோரியுள்ளதாக அந்த குறிப்பில் குறிப்பிடப்பட்டுள்ளது.

5.8.14 இது தொடர்பில் நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சினால் சட்டமா அதிபரிடம் வினவிய போது அந்த கொடுப்பனவு (எதிர்கால இலாப இழப்பு) மேற்கொண்டமைக்காக ஒப்பந்தத்தில் ஏற்பாடு இல்லாதிருந்தமையால் இந்த பணத்தை செலுத்தும் இயலுமை இல்லை என சட்டமா அதிபர் தெரிவித்துள்ளதாகவும், அதன் பிரகாரம் மேற்படி 5.8.1 இல் குறிப்பிடப்பட்டுள்ள மூன்றாவது தொகுதியின் கீழ் கோரப்பட்டுள்ள தொகையை செலுத்த முடியாதுள்ளதாகவும் மதியுரைக் கம்பனிக்கு குழுவினால் தெரிவிக்கப்பட்டுள்ளதாக அறிவிக்கப்பட்டிருந்தது.

5.8.15 எனினும், OCG –JV கம்பனியினால் இந்த நட்டம் மற்றும் இழப்பினை செலுத்துவதற்காக FIDIC (The Federation International Des Ingenieurs –Conseils) ஒப்பந்த நிபந்தனைக் கோவையின் பிரகாரம் ஏற்பாடு காணப்படுவதாக குறிப்பிடப்பட்டுள்ள போது, அதற்காக குழு இணங்கியிராமை அந்த குறிப்பில் குறிப்பிடப்பட்டிருந்தது. மேலும், OCG –JV கம்பனியினால் கோரப்பட்டுள்ள உரித்து தொகை தொடர்பில் தீர்ப்பளவுக்கு (Settlement) வரவில்லை எனின் அந்த உரித்து தொகை தொடர்பில் தீர்ப்பளவிற்கான (Arbitration) சர்வதேச நீதிமன்றத்திற்கு செல்லும் இயலுமை காணப்படுவதாக குழு அவதானித்துள்ளதாகவும், எவ்வாறான போதிலும், பெருமளவான கிரயம் மேற்கொள்ள நேரிடும் என குழுவின் கவனம் செலுத்தப்பட்டுள்ளதாக குறிப்பிடப்பட்டிருந்தது.

5.8.16 அதற்கமைய மேற்படி 5.8.10 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள குழுவின் பரிந்துரைக்காக போன்றே அந்த முன்மொழிவுகளின் கீழ் முன்வைக்கப்பட்டுள்ள கொடுப்பனவுகளை மேற்கொள்வதற்கு தேவையான நிதி இலங்கை அரசாங்கம் மற்றும் ஐப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனம் ஆகியவற்றுக்கிடையே ஏற்படுத்திக்கொள்ளப்பட்ட உடன்படிக்கையின் அடிப்படையில் வழங்கப்பட்டுள்ள

கடன் தொகையிலிருந்து மீளளிப்பு செய்வதற்குள்ள இயலுமை தொடர்பில் ஆராய்ந்து, அதன் பிரகாரம் செயற்படுவதற்கு வெளிநாட்டு வளங்கள் திணைக்களத்திற்கு கட்டளையிடுவதற்கு அங்கீகாரம் கோரப்பட்டிருந்தது.

5.8.17 எவ்வாறான போதிலும், ஐப்பான் சர்வதேச ஒத்துழைப்பிற்கான நிறுவனத்துடன் 2019 மார்ச் 11 ஆந் திகதி ஏற்படுத்திக்கொள்ளப்பட்ட SLP -119 (2019011) ஆம் இலக்க கடன் உடன்படிக்கை 2022 ஒக்தோபர் 07 ஆந் திகதி வரையிலும் இரத்துச் செய்யப்படவில்லை என வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்தின் PJ/97/B ஆம் இலக்க 2022 ஒக்தோபர் 07 ஆந் திகதிய கடிதத்தின் மூலம் கணக்காயவுக்கு தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 68). மேலும், இந்த செயற்திட்டத்திற்கு உரிய ஒப்பந்த உடன்படிக்கை இரத்துச் செய்யப்பட்டமையின் காரணத்தால் மதியுரை ஒப்பந்தக் கம்பனி கோரியுள்ள நட்டாட்டுத் தொகையும் உள்ளடங்கலாக வெளிநாட்டு நாணயத்தின் ஊடாக மேற்கொள்ளப்பட வேண்டிய கொடுப்பனவுகள் இதன் மூலம் மேற்கொள்ள முடியும் என்பதால், அந்த பணிகள் நிறைவு செய்யப்படும் வரையிலும் கடன் உடன்படிக்கையை இரத்துச் செய்யும் பணிகளை மேற்கொள்ளாதிருப்பதுடன் அர்ப்பணிப்பு கட்டணமொன்றை (Commitment Fee) செலுத்துவதாகவும் குறிப்பிடப்பட்டிருந்தது.

5.9 2022 ஜூன் 09 ஆம் திகதி இடம்பெற்ற விசேட கணக்குகள் தொடர்பான செயற்குழுக் கூட்டத்தில் இந்த செயற்திட்டம் தொடர்பில் அடையாளம் காணப்பட்ட விடயங்கள்

5.9.1 தற்காலத்தில் நிலவும் பொருளாதார நெருக்கடிக்கு அமைய வெளிநாட்டு வளங்கள் திணைக்களத்தின் தற்போதைய செயலாற்றலினை பரிசோதிப்பதற்காக 2022 ஜூன் 09 ஆம் திகதி இடம்பெற்ற விசேட கணக்குகள் தொடர்பான செயற்குழுக் கூட்டத்தில் கருத்து தெரிவிக்கப்பட்டிருந்தது (இணைப்பு 69). ஒருசில செயற்திட்டங்கள் எதுவித தர்க்க ரீதியான அடிப்படையும் இன்றி இடைநடுவில் நிறுத்தப்பட்ட காரணத்தினால் அரசாங்கத்திற்கு பாரிய நட்டம் ஏற்படுதல் தொடர்பாக அந்த செயற்குழுவில் கவனம் செலுத்தப்பட்டிருந்தது எனக் குறித்த கூட்ட அறிக்கையில் குறிப்பிடப்பட்டிருந்தது. மேலும் ரூபா 5 பில்லியன் தொகையினை செலவிட்டு அவ்வாறு இடைநடுவில் நிறுத்தப்பட்டிருந்த இலகு ரயில் போக்குவரத்து செயற்திட்டம் காரணமாக மேலதிகமாக ரூபா 5 பில்லியன் தண்டப் பணத்துடன் ரூபா 10 பில்லியன் நட்டம் ஏற்பட்டுள்ளது என்பதற்கான விடயங்களும் கலந்துரையாடப்பட்டன என அந்த அறிக்கையில் குறிப்பிடப்பட்டிருந்தது.

5.9.2 மேலும் இந்த செயற்திட்டத்தினை ஜனாதிபதியின் கட்டளைக்கு அமைய நிறுத்துவதற்கு ஜனாதிபதி செயலகத்தின் ஊடாக வரிசைப்படுத்தப்பட்ட அமைச்சிற்கு அறிவுரை வழங்கப்பட்டிருந்தது என கணக்கீட்டு உத்தியோகத்தர் / பிரதான கணக்கீட்டு உத்தியோகத்தர் அந்தக் குழுவில் தெரிவித்திருந்ததாக அந்த அறிக்கையில் குறிப்பிடப்பட்டிருந்தது. ஜனாதிபதியினால் வழங்கப்பட்ட கட்டளைக்கு

மற்றும் அமைச்சரவைத் தீர்மானத்திற்கு அரசு உத்தியோகத்தர்களுக்கு எதிர்ப்புத் தெரிவிப்பதற்கு முடியாது என்பதையும் அவர்கள் அங்கு மேலதிகமாக தெரிவித்திருந்தனர். இங்கு நிறைவேற்றுக் கட்டளையை அதே விதத்தில் பின்பற்றுவதற்குப் பதிலாக மிகவும் சரியான பரிந்துரை மற்றும் வழிகாட்டல்களைப் பெற்றுக் கொடுக்கக் கூடிய உத்தியோகத்தர்களைக் கொண்ட அரசு பொறிமுறை ஒழுங்கமைப்பின் தேவைப்பாடு தொடர்பில் செயற்குழு அழுத்தம் தெரிவித்திருந்தது.

5.9.3 மேலும் 2017/18 காலப்பகுதிகளில் நாட்டின் கடன் சுமை தொடர்ச்சியாக தீவிரம் அடைந்தமை தெளிவாகத் தெரிந்த காரணத்தால் வெளிநாட்டு வளங்கள் திணைக்களம், மத்திய வங்கி மற்றும் உலக வங்கி என்பவற்றுடன் இணைந்து இடைக்கால கடன் முகாமைத்துவ வழிமுறைத் திட்டமொன்று தயாரிக்கப்பட்டது எனவும், அதற்கமைய 2020 மே 13ஆம் திகதி **Foreign Resource Mobilization 2020 – 2025** எனும் பெயரில் அமைச்சரவைப் பத்திரம் (இணைப்பு 70) வழங்கப்பட்டது எனவும் தீவிரமடைந்த பொருளாதார நெருக்கடி எதிர்வு கூறப்பட்டது எனவும் குறிப்பிடப்பட்டிருந்தது. மேலும் செயற்திட்டத்தினைத் தொடர்ந்து நடத்திச் செல்லுதல் சிரமமானது என்பதை அமைச்சரவை தீர்மானித்திருக்கும் எனப் பிரதான கணக்கீட்டு உத்தியோகத்தர் மேலும் தெரிவித்திருந்தார்.

இந்த அறிக்கையின் வரைபிற்கு பதில் வழங்கும் வகையில் இந்த அமைச்சரவைப் பத்திரம் தொடர்பில் கணக்காய்வு அறிக்கையில் விரிவான தகவல்கள் உள்ளடக்கப்படவில்லை என்பது திறைசேறி செயலாளரினால் விடயங்கள் குறிப்பிடப்பட்டிருந்த போதிலும், இந்த செயற்திட்டத்திற்கு உரியதாக அந்த குறிப்பில் குறிப்பிடப்பட்டுள்ள நோக்கங்களிற்கமைய நாட்டில் நிலவும் பொருளாதார நிலை காரணமாக நிறுத்துவதற்காக மதிப்பாய்வு செய்வதற்கு திட்டமிடப்பட்ட செயற்திட்டங்களிடையே இந்த செயற்திட்டம் காணப்படாததுடன், அமைச்சரவைப் பத்திரத்தின் பிரகாரம் குறித்த செயற்திட்டத்தை பகுப்பாய்வு செய்வதற்கு பேராசிரியர் திரு. லலிதசிரி குணருவன் அவர்களின் தலைமையில் நியமிக்கப்பட்ட குழுவின் அறிக்கை கணக்காய்வுக்கு வழங்குவதற்கும் நிதி அமைச்சு தவறியிருந்தது (இணைப்பு 71) எவ்வாறான போதிலும், இந்த செயற்திட்டத்தை நிறுத்துவதற்கு அதுவரையிலும் அரசு தீர்மானித்திருந்தமையால் இந்த செயற்திட்ட முன்மொழிவினை ஆராய்தல் அவசியமற்றது என இந்த குழுவின்கு தெரிவிக்கப்பட்டிருந்தமை அவதானிக்கப்பட்டது. அதன் காரணமாக இந்த செயற்திட்டம் தொடர்பில் குழுவினால் விசாரணை செய்யப்படாத போதிலும், குறித்த பயண பாதைக்காக அதுவரையிலும் குறித்த நிறுவனத்திற்கு முன்வைக்கப்பட்டிருந்ததாக அவதானிக்கப்பட்ட மாற்று செயற்திட்ட முன்மொழிவுகள் இரண்டு தொடர்பில் கவனம் செலுத்துவதற்கு அந்த குழுவானது தனது அறிக்கையின் மூலம் நடவடிக்கை எடுத்திருந்தமையும் கணக்காய்வில் அவதானிக்கப்பட்டது.

6. அவதானிப்புகள்

- 6.1 இலகு ரயில் போக்குவரத்து செயற்திட்டத்தின் நடவடிக்கைகள் ஆரம்பிக்கப்பட்டு பின்னர் இலங்கை அரசாங்கத்தினால் செயற்திட்டம் ஒருதலைப்பட்சமாக நிறுத்துவதற்கு தீர்மானிக்கப்பட்டிருந்ததுடன் மேலே 5.4.2.6 ஆம் பந்தியின் பிரகாரம் 2021 திசம்பர் 31 ஆம் திகதி வரையில் செயற்திட்ட மொத்த செலவாக ரூபா 5,978 மில்லியன் செலவிடப்பட்டு இருந்தது. அதற்கு மேலதிகமாக மதியுரைக் கம்பனிக்கு செலுத்த வேநிலுவை பற்றுச்சீட்டுகளின் பெறுமதியாக ரூபா 604 மில்லியன் இதுவரையிலும் செலுத்தப்பட்டிருக்கவில்லை. அதற்கு மேலதிகமாக செயற்திட்டத்தை முடிவுறுத்தும் செலவினமாக ரூபா 167 மில்லியன் மதியுரைக் கம்பனியால் கோரப்பட்டிருந்தது. எவ்வாறு இருப்பினும் செயல் திட்டத்தினை மீண்டும் ஆரம்பிப்பதற்கு அல்லது அந்த செயல் திட்டத்திற்கு பதிலாக இது வரையிலும் செலவிடப்பட்ட தொகையிலிருந்து பெற்றுக் கொள்ளப்பட்ட பலன்களைப் பயன்படுத்தி செயற்திட்டத்தை மீள ஆரம்பித்து செயற்படுத்தி நிறைவு செய்வதற்கு நடவடிக்கை எடுக்கப்படாவிட்டால் இந்த செலவு இலங்கை அரசாங்கத்திற்கு பயனற்ற செலவாக இருக்கும் என அவதானிக்கப்பட்டுள்ளது.
- 6.2 மேலும் இலங்கை அரசாங்கத்தால் ஒருதலைப்பட்சமாக எடுக்கப்பட்ட இந்த தீர்மானத்தின் காரணமாக உடன்படிக்கையின் 2.9.5 ஆம் பிரிவிற்கு அமைய 5.8.1 ஆம் பந்தியின் பிரகாரம் ஓரியண்டல் கன்சல்டன்ட்ஸ் குளோபல் கம்பெனி லிமிடட் எனும் பிரதான ஆலோசனை நிறுவனத்தினால் கோரப்பட்டிருந்த இலாப இழப்பு நட்ட ஈடு ரூபா 5,169 மில்லியன் (மேற்படி 6.1 ஆம் பந்தியில் காண்பிக்கப்பட்டுள்ளவாறு மதியுரைக் கம்பனிக்கு செலுத்த வேண்டிய நிலுவைத் தொகையான ரூபா 604 மில்லியன் மற்றும் செயற்திட்டத்தினை முடிவுறுத்தலுடன் இணைந்த செலவினமாக மதியுரைக் கம்பனி கோரியுள்ள ரூபா 167 மில்லியனான தொகையும் உள்ளடங்கலாக) உரிமைத் தொகை அல்லது அந்தக் கோரிக்கைக்குப் பதிலாக செலுத்தப்படும் தொகையை போன்றே எதிர்காலத்தில் செலுத்துவதற்கு நேரிடக் கூடிய நட்டஈட்டுத் தாமத வட்டி அல்லது வேறு ஏதேனும் கொடுப்பனவு இலங்கை அரசாங்கத்திற்கு நிச்சயமாக ஏற்படக்கூடிய பொருளாதாரப் பயனற்ற செலவாகவே இருக்கும்.
- 6.3 மேலே 5.4.2.3 ஆம் பந்தியில் காண்பிக்கப்பட்டுள்ளவாறு செயல்திட்டத்தினை ஆரம்பிப்பதற்கு முன்னர் செலுத்தப்பட்ட முன்கூட்டியே செலுத்தும் கட்டணமான (Front End Free) ஐப்பான் யென் 60,080,000 தொகையில் 50 சதவீதமான தொகை முழுமையான கடன் தொகை குறித்த காலப் பகுதியினுள் ஒதுக்கீடு செய்யப்பட்டதன் பின்னர் மீள்நிரப்பு செய்வதற்குத் தீர்மானிக்கப்பட்டிருந்த போதிலும் கடன் தொகை சரியான முறையில் ஒதுக்கீடு செய்யப்படாத காரணத்தால் அவ்வாறு செலுத்தப்பட்ட முற் கொடுப்பனவு கட்டணமும் மேற்படி 6.1 ஆம் பந்தியில் குறிப்பிடப்பட்ட தொகைக்கு மேலதிகமாக தற்போதைய நிலைமையின்

அடிப்படையில் பொருளாதார ரீதியில் பயனற்ற செலவினமாகவே அவதானிக்கப்பட்டது.

6.4 அரசினால் இந்த செயற்திட்டத்தை நடைமுறைப்படுத்தாதிருக்க எடுக்கப்பட்ட ஒருதலைப்பட்ச தீர்மானம் காரணமாக அதற்காக எடுக்கப்பட்ட கடன் தொகைக்கும் (கடன் உடன்படிக்கை) அந்த தீர்மானம் நடைமுறையில் தாக்கமளித்துள்ளதாக அவதானிக்கப்பட்டது. ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்தின் பொதுவான கடன் நிபந்தனைகளின் அடிப்படையில் அல்லது இந்த செயற்திட்டத்திற்குரிய கடன் உடன்படிக்கையின் அவ்வாறு செயற்திட்டமொன்றை ஒருதலைப்பட்சமாக முடிவுறுத்தும் போது கடன் தொடர்பில் எடுக்க வேண்டிய ஏற்பாடுகள் குறிப்பிடப்பட்டிருக்கவில்லை. மேலும், செயற்திட்டம் இலங்கை அரசினால் ஒருதலைப்பட்சமாக முடிவுறுத்திய காரணத்தால் 5.7.12 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ளவாறு வெளிநாட்டு வளங்கள் திணைக்களத்தினால் கடன் உடன்படிக்கையை இரத்துச் செய்வதற்காக கலந்துரையாடுவதற்கு மேற்கொள்ளப்பட்ட கோரிக்கை ஐப்பானின் சர்வதேச ஒத்துழைப்பு நிறுவனத்தினால் (JICA) நிராகரிக்கப்பட்டிருந்தது. அந்த நிலைமையினுள் JICA நிறுவனம் தீர்ப்பளவு நடவடிக்கைக்காக சர்வதேச நீதிமன்றத்திற்கு செல்லாது என்பதற்கான சான்றுகள் இல்லை. மேலும், மேற்படி 5.8.15 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ளவாறு நட்புடன் தொகையினை குறைப்பதற்காக கலந்துரையாடுவதற்கு நியமிக்கப்பட்டிருந்த குழுவினால் எடுகோளாக்கப்பட்டுள்ளவாறு அந்த மதியுரை நிறுவனமும் தீர்ப்பளவுக்காக சர்வதேச நீதிமன்றத்திற்கு செல்ல தீர்மானித்தால் அதற்காக அதிக கிரயத்தினை இலங்கை அரசிற்கு மேற்கொள்ள நேரிடுவதை தடுக்க முடியாது என்பது அவதானிக்கப்பட்டது.

6.5 செயற்திட்டம் நிறைவு செய்யப்பட்டதாக பல்வேறு சந்தர்ப்பங்களில் குறிப்பிடப்பட்டிருந்த போதிலும், மேற்படி 5.4.2.1 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள கடன் உடன்படிக்கையை முடிவுறுத்தல் தொடர்பில் அறிக்கையின் திகதி வரையிலும் நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை. மேலும், மேற்படி 5.7.11 ஆம் பந்தியில் காண்பிக்கப்பட்டுள்ளவாறு தற்போதைய கொவிட்-19 உலகளாவிய தொற்றுநோய் நிலைமையின் கீழ் இலங்கை அரசாங்கம் எதிர்கொள்ளும் நிதி சவால்கள் காரணமாக, அரசாங்க வரவு செலவுத் திட்டத்தில் பாரிய அளவிலான உட்கட்டமைப்பு அபிவிருத்தித் திட்டங்களுக்கான வசதிகளை வழங்குவது குறித்து மறுபரிசீலனை செய்துள்ளதாக கருதி நீண்ட கால ஸ்திரத்தன்மைக்காக பொருளாதாரத்தின் முன்னுரிமையான துறைகளை மேம்படுத்த தேவையான உட்கட்டமைப்பு வசதிகளை வரவு செலவுத்திட்டத்தின் ஊடாக வாப்பளிக்கும் நோக்கில் இந்த செயற்திட்டம் நிறைவு செய்யப்படுவதான நிதி அமைச்சினால் ஐப்பானுக்கு அறிவிக்கப்பட்டிருந்தது. அவ்வாறுள்ள போது இந்த கடன் தொகையை அரசாங்கத்தின் மற்றுமொரு அபிவிருத்திப் பணிக்காக பயன்படுத்த எதிர்பார்க்கப்படுவதாக வெளிநாட்டு வளங்கள் திணைக்களம் ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனத்திற்கு அறிவித்திருந்த போதிலும், இந்த அறிக்கையின் திகதி

வரையில் அவ்வாறான செயற்திட்டங்கள் இனங்காணப்பட்டு செயற்படுத்துவதற்கு அது தொடர்பில் ஐப்பான் அரசுடன் கலந்துரையாடப்படுகின்றமையும் கணக்காய்வில் அவதானிக்கப்படவில்லை.

- 6.6 12 வருட கால அவகாசம் கொண்ட (Grace period) கடனுக்கான தற்போதைய பொருளாதார நெருக்கடி அல்லது கோவிட்-19 அச்சுறுத்தல் சிக்கலாக தீர்மானித்து இந்தத் செயற்திட்டத்தை ஒருதலைப்பட்சமாக நிறுத்துவது தர்க்கரீதியானதல்ல என்பது அவதானிக்கப்படுவதுடன், அர்ப்பணிப்புக் கட்டணங்கள் (commitment chargers) சலுகை வட்டி வீதத்தின் கீழ் (0.1 ஆன) 40 வருடங்களில் (12 வருட சலுகைக் காலம் உள்ளடங்கலாக) செலுத்த வேண்டியருந்த இந்த கடன் தொகையில் செயற்படுத்துவதற்கிருந்த இந்த செயற்திட்டம் இலங்கையினால் ஒருதலைப்பட்சமாக நிறுத்தப்பட்டது இலங்கையின் உட்கட்டமைப்பு அபிவிருத்திக்கான சலுகை விதிமுறைகளின் கீழ் ஒரு வாய்ப்பை நிராகரிப்பதாகவும் அவதானிக்கப்பட்டது.
- 6.7 மேலே அட்டவணை இலக்கம் 05 இல் காட்டப்பட்டுள்ள வகையில் காணிகையகப்படுத்தும் செயல்முறையின் கீழ் செயற்திட்டத்தின் டிப்போவை (Depot Area) நிர்மாணிப்பதற்குத் தேவையான 21 ஹெக்டெயர் அளவிலான காணியினை கையகப்படுத்துவதற்குக் காணிகையகப்படுத்தல் சட்டத்தின் 10.1 பிரிவிற்கு அமைய நடவடிக்கை எடுக்கப்பட்டிருந்த காணி தொடர்பாக ஏதேனும் தீர்மானம் எடுக்கப்பட்டிருந்தது எனவோ அல்லது அது தொடர்பில் அடுத்த படிமுறைகள் எடுக்கப்பட்டுள்ளது எனவோ அவதானிக்கப்படவில்லை.
- 6.8 மொத்த கடன் தொகையில் 01 பொதிக்காக ஒதுக்கப்பட்ட ரூபா 43,037 மில்லியன் மொத்த கடன் தொகையில் ரூபா 5,060.47 மில்லியன் 2021 திசெம்பர் 31 ஆம் திகதி வரையில் செயற்திட்டத்திற்காகப் பெற்றுக் கொள்ளப்பட்டிருந்ததுடன் ஆரம்ப ஒப்பந்தத்திற்கு அமைய இந்த கடன் தொகையினை மீளச் செலுத்துவதற்காக உடன்- பட்டிருந்த சலுகை நிபந்தனைகளை ஒருதலைப்பட்சமாக செயற்திட்டம் முடிவுறுத்தப்பட்ட பின்னரும் பெற்றுக் கொடுப்பதற்கு ஐப்பான் சர்வதேச ஒத்துழைப்பு நிறுவனம் செயல்படுவதற்கான காரணிகள் உள்ளது என்பதற்கு எதுவித உறுதிப்பாடும் காணப்படுகின்றது என்பது அவதானிக்கப்படவில்லை. அவ்வாறு நிபந்தனைகள் மற்றும் சலுகை வட்டி அகற்றப்படுமானால் பெற்றுக் கொள்ளப்பட்ட கடன் தொகையை உடனடியாக மற்றும் / அல்லது அதிக வட்டி சதவீதத்துடன் தீர்ப்பதற்கான அழுத்தம் ஏற்படக்கூடும் என்பது அவதானிக்கப்பட்டது.
- 6.9 மேற்படி 5.4.1.1 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ளவாறு 35 வருடங்களுக்காக மேற்கொள்ளப்பட்ட பொருளாதார பகுப்பாய்விய் பிரகாரம், பொருளாதார உள்ளக விளைவு விகிதம் 20.18 சதவீதமாக கணிப்பிடப்பட்டிருந்ததுடன், அது கழிவு வீதத்தினை விஞ்சியிருந்ததுடன், அதன் பொருளாதார நிகர இற்றைப் பெறுமதி ரூபா 174.3 பில்லியனாக இனங்காணப்பட்டிருந்ததாக அவதானிக்கப்பட்டது. மேலும்

பொருளதார பெறுபேறு 10 சதவீதத்தினால் குறைவடையும் போது, பொருளதாரக் கிரயம் 10 சதவீதத்தினால் அதிகரிக்கும் போது மற்றும் மேற்படி பாதகமான இரு சந்தர்ப்பங்களிலும் ஒன்றாக பார்க்கும் போது போன்ற மூன்று மாற்று சந்தர்ப்பங்களில் 5.4.1.1 ஆம் பந்தியில் காணப்படும் அட்டவணை இலக்கம் 03 இஇன் பிரகாரம் நலனான நிலைமையொன்று காணப்படுகின்றமை அவதானிக்கப்பட்டது. மேலும், இந்த செயற்திட்டத்திற்காக 60 வருடங்களுக்காக மேற்கொள்ளப்பட்ட (2025-2084) நிதிப் பகுப்பாய்வினை கருத்திற்கொள்ளும் போது மேற்படி 5.4.1.3. ஆம் பந்தியின் பிரகாரம், 4 சந்தர்ப்பங்களின் கீழ் மேற்கொள்ளப்பட்ட பகுப்பாய்வின் அடிப்படையில் 4 ஆவது சந்தர்ப்பம் மிகவும் இலாபகரமான சந்தர்ப்பமாக இனங்காணப்பட்டுள்ளதுடன், அதன் நிதி உள்ளக விளைவு விகிதம் (FIRR) 27 சதவீதமாக காணப்படுவதுடன், அது மேற்படி 5.4.1.3 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள 8.81 சதவீதமான கிரய நலன் வீதத்தினை விஞ்சியுள்ளதாக இனங்காணப்பட்டிருந்தது. மேலும், அதன் தேறிய காசுப்பாய்ச்சல் ரூபா 50,185 மில்லியனை கொண்டிருப்பதாக, அதாவது செயற்திட்டம் பொருளதார மற்றும் நிதி ரீதியாக ஆக்கபூர்வமான செயற்திட்டமொன்றாக இனங்காணப்பட்டிருந்தது. அவ்வாறு உள்ள போது செயற்திட்டத்தை ஒருதலைப்பட்சமாக முடிவுறுத்தும் தீர்மானத்திற்கு அடிப்படையாக அமைந்த விஞ்ஞான ரீதியான மற்றும் பொருளதார மதிப்பீட்டு தகவல்கள் கணக்காய்வுக்கு சமர்ப்பிக்கப்படாமையால், அந்த தீர்மானத்தின் விவேகத்தினை உறுதிப்படுத்த முடியாதிருந்தது.

- 6.10 அரசாங்கத்தினால் வெளிநாட்டு நிபுணர்களினால் சாத்தியவளக் கற்கையொன்று உள்ளடங்கலாக அடிப்படை பணிகளுக்காக பாரிய கிரயமொன்றினை மேற்கொண்டு, சுற்றாடல், தொழில்நுட்ப மற்றும் நிதி ரீதியான முறையில் ஆக்கபூர்வமானதாக மற்றும் இலாபகரமானதாக இனங்காணப்பட்ட செயற்திட்டமொன்று முறையாகவும், தர்க்கரீதியாகவும் ஏற்றுக்கொள்ளக்கூடிய விசேட கடனொன்று இல்லாது இலங்கை அரசினால் ஒருதலைப்பட்சமாக நிறைவு செய்யப்பட்டமை எதிர்காலத்தில் இவ்வாறான சர்வதேச நடவடிக்கைகளின் போது இலங்கைக்கு பாதகமான முறையில் தாக்கமளிக்கின்றமை அவதானிக்கப்பட்டது.
- 6.11 மேலே 5.3.3.4 மற்றும் 5.3.3.5 ஆம் பந்திகளில் குறிப்பிடப்பட்டுள்ள வகையில் இந்த செயற்திட்டமானது செயற்திறன் மற்றும் விளைதிறன் உடையது எனத் திட்டமிடல் திணைக்களத்தைப் போன்றே, முன்னாள் நிதி மற்றும் வெகுஜன ஊடக அமைச்சினதும் அவதானிப்புகள் முன்வைக்கப்பட்டுள்ள போது, நிதி விடயப்பொறுப்பு அமைச்சே பிற்காலத்தில் குறித்த செயற்திட்டம் அதிக கிரயமுடைய ஆக்கபூர்வமற்ற செயற்திட்டமொன்றாக கருதி முடிவுறுத்துவதற்கு போக்குவரத்து அமைச்சினால் முன்வைக்கப்பட்ட குறிப்பில் வழங்கப்பட்ட பரிந்துரைகளுக்கு இணக்கப்பாடு வெளியிடப்பட்டிருந்தது. மேலும், கொவிட் 19 தொற்றுநோய் நிலைமையின் அடிப்படையில் செயற்திட்டத்தினை நடைமுறைப்படுத்துவதற்கு முடியாது என்பதால் ஒப்பந்தம் முடிவுறுத்தப்படுவதாக ஜப்பான் அரசாங்கத்திடம் தெரிவித்து இருந்ததுடன்

அவ்வாறான நிலைமைகள் அரசாங்கங்களுக்கு இடையிலான கொடுக்கல் வாங்கல்களில் இருக்க வேண்டிய பரஸ்பர நம்பிக்கை மற்றும் நேர்மை சிதைவடைவதற்குக் காரணமாகக் கூடும் என்பது அவதானிக்கப்பட்டது.

- 6.12 மேலும் ஜப்பான் போன்ற அபிவிருத்தி அடைந்த அரசாங்கத்திடமிருந்து பெற்றுக் கொள்வதற்கு இருந்த நிதி மற்றும் தொழில்நுட்ப ஒத்துழைப்பு இழக்கப்படுதலும், இலங்கைக்கு இருந்த நற்பெயர் இழக்கப்படுதலும் இராஜதந்திர தொடர்புகள் சம்பந்தமாகக் காணப்பட்ட நட்புறவில் தாக்கம் ஏற்படுவதற்கும் ஏதுவாகும் என மேற்படி 5.7.13 இல் குறிப்பிடப்பட்டுள்ள வகையில் கடன் தொகையை பயன்படுத்தாமை தொடர்பில் ஜப்பான் அரசு இலங்கை அரசாங்கத்திற்குத் தனது கவலையைத் தெரிவித்ததன் மூலம் அவதானிக்கப்படுகின்றது.
- 6.13 இந்த செயற்திட்டத்தினை ஒருதலைப்பட்சமாக நிறைவு செய்யப்பட்டமை தொடர்பில் ராஜதந்திர மட்டத்தில் வெளிநாட்டு அமைச்சினூடாக ஜப்பான் அரசை தெளிவுபடுத்துவதற்கு நடவடிக்கை எடுக்கப்பட்டு இருக்காததுடன் செயற்திட்டத்தினை ஒருதலைப்பட்சமாக முடிவுறுத்துவதற்கு தீர்மானித்தமையால் எதிர்காலத்தில் ஏற்படக்கூடிய சட்டரீதியான தாக்கம் தொடர்பில் சட்டமா அதிபரின் முன் அவதானிப்புகளை பெற்றுக்கொள்வதற்கும் நடவடிக்கை எடுக்கப்பட்டு இருக்கவில்லை. அதற்கமைய நீண்ட காலம் தொட்டு ராஜதந்திர மட்டத்தில் சிறந்த நல்லுறவு தொடர்பினை பேணிச் செல்லும் ஒரு நாடாகவும் மற்றும் இலங்கைக்குப் பாரிய அபிவிருத்தி நிதியினைப் பெற்றுக் கொடுத்துள்ள ஒரு நாடாகவும் ஜப்பான் மற்றும் இலங்கைக்கு இடையில் காணப்படும் இராஜதந்திர தொடர்புகளுக்குப் போன்றே உத்தியோகபூர்வ மற்றும் வியாபார ரீதியாகவும் காணப்படும் நம்பிக்கை இழக்கப்படுவதனால் ஏற்படும் தாக்கங்கள் தொடர்பில் எதுவித விடயங்களையும் கருத்தில் கொள்ளாது நடவடிக்கை மேற்கொண்டு உள்ளது என்பது அவதானிக்கப்பட்டது.
- 6.14 மேலே 5.7.4 ஆம் பந்தியில் குறிப்பிடப்பட்ட வகையில் மாண்புமிகு முன்னாள் ஜனாதிபதியின் அறிவுரைகளின் அடிப்படையில் எனத் தெரிவித்து ஜனாதிபதி செயலாளரினால் போக்குவரத்து அமைச்சு செயலாளருக்கு 2020 செப்டம்பர் 21 ஆம் திகதி அனுப்பப்பட்ட கடிதத்திற்கு அமைய இந்த செயற்திட்டம் அதிக செலவை கொண்ட உற்பத்தி திறன் அற்ற செயற்திட்டம் எனவும், செயற்திட்டத்தின் மூலம் அதன் நோக்கங்களான நகர போக்குவரத்து உட்கட்டமைப்பு வசதிகளை வழங்குவதற்கு இயலாத செயல் திட்டமாக அடையாளம் காணப்பட்டது எனத் தெரிவித்து இருந்த போதிலும் அந்த தீர்மானத்துக்கான உறுதிப்படுத்தப்பட்ட விசேட நிபுணர்களின் ஆலோசனைகள் பெற்றுக் கொள்ளப்பட்டுள்ளமை அல்லது கிரயம் மற்றும் நலன் பகுப்பாய்வொன்று மேற்கொள்ளப்பட்டது என்பதற்கான விபரங்கள் கணக்காய்விற்குச் சமர்ப்பிக்கப்படவில்லை என்பதால் அந்தத் தீர்மானம் போதியளவு நியாயத்துடன் கூடிய விவேகமான தீர்மானமா என்பதை திட்டவட்டமாக நிச்சயிக்க முடியாதிருந்தது.

- 6.15 மேலே 5.7.6 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள வகையில் வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்துடன் 2020 செப்டம்பர் 18 ஆம் திகதி இடம்பெற்ற கலந்துரையாடலில் இந்த செயற்திட்டத்தின் செலவு உற்பத்தித்திறனானது அல்ல என்பதால் முடிவுறுத்துவதற்குப் பொருத்தமானது என 2020 செப்டம்பர் 24 ஆம் திகதி அமைச்சரவைப் பத்திரத்தில் தெரிவிக்கப்பட்டிருந்தது. எவ்வாறான போதிலும், அதிமேதகு சனாதிபதி அவர்களின் கட்டளையை நடைமுறைப்படுத்தும் விதம் தொடர்பில் அல்லாது செயற்திட்டத்தை மீள மதிப்பீடு செய்யப்பட்டதாக மேற்படி 5.7.8 ஆம் பந்தியில் குறிப்பிடப்பட்ட வெளிநாட்டு வளங்கள் திணைக்களத்தின் பணிப்பாளர் நாயகத்தின் பதிலின் அடிப்படையில் அவதானிக்கப்படவில்லை.
- 6.16 மேலும் 6.11 ஆம் பந்தியில் குறிப்பிடப்பட்ட அந்தக் கடிதத்தின் மூலம் இந்த செயற்திட்டத்திற்குப் பதிலாக மாற்று போக்குவரத்து ஒழுங்கமைப்பு தீர்வினை (Alternative Transport Solution) நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு, தேசிய திட்டமிடல் திணைக்களம் மற்றும் நிதி அமைச்சு ஆகிய நிறுவனங்களின் ஆலோசனைகளின் அடிப்படையில் தயாரிப்பதற்கு நடவடிக்கை எடுக்கப்படும் எனப் போக்குவரத்து அமைச்சின் செயலாளருக்கு தெரிவிக்கப்பட்டிருந்த போதிலும் அறிக்கையின் திகதி வரையிலும் அவ்வாறான மாற்று திட்டங்கள் அடையாளம் காணப்பட்டது என்பது அவதானிக்கப்படவில்லை. மேலும், மேற்குறிப்பிட்ட 5.8.3 ஆம் பந்தியில் காணப்படும் அமைச்சரவைக் குறிப்பில் இதற்கான மாற்றுத் திட்டங்களையும் நடைமுறைப்படுத்த முடியாதிருந்தது. மேலும், கொவிட் தொற்றுநோய் மற்றும் நிலவும் எரிபொருள் தட்டுப்பாட்டு நிலைமையின் அடிப்படையில் கட்டந்த இரு வருட காலப்பகுதியினுள் அரசு பொறிமுறையானது உயர்வான மட்டத்தில் செயற்படுத்தப்படாத காரணத்தால் மாற்று போக்குவரத்து தீர்வொன்றினை நடைமுறைப்படுத்தல் சிரமமாக காணப்பட்டமை 2022 ஒக்டோபர் 10 ஆந் திகதி இந்த அறிக்கையின் வரையு பதிலாக போக்குவரத்து மற்றும் பெருந்தெருக்கள் அமைச்சின் செயலாளர் தெரிவித்திருந்தார்.
- 6.17 இந்த செயற்திட்டத்தை முடிவுறுத்துவதற்காக அமைச்சரவையின் விஞ்ஞாபனத்தை தயாரிக்கும் போது மேற்படி 5.7.5 ஆம் பந்தியில் காண்பிக்கப்படுகின்றவாறு அமைச்சரவையின் செயலகத்தின் மூலம் 2020 ஆம் ஆண்டின் ஆகஸ்ட் மாதத்தில் வெளியிடப்பட்டிருந்த அமைச்சரவை விஞ்ஞாபனமொன்றை வெளியிடுதல் தொடர்பில் வழங்கப்பட்டிருந்த அமைச்சரவைப் பத்திரம் ஒன்று சமர்ப்பிக்கப்படும் போது பின்பற்றப்பட வேண்டிய வழிகாட்டல் தொகுப்பின் 3 ஆம் அத்தியாயத்தின் (V) மற்றும் (VI) ஆம் பிரிவுகளில் குறிப்பிடப்பட்டுள்ள அறிவுரைகளின் பிரகாரம் இரண்டு அமைச்சகங்களுக்கு இடையே செயல்திட்டத்தினை இடைநிறுத்தல் தொடர்பாக கலந்துரையாடப்பட்டது என்பதற்கான அல்லது உடன்பாடு செய்யப்பட்டது என்பதற்கான தகவல்கள் கணக்காய்விற்குச் சமர்ப்பிக்கப்பட்டு இருக்கவில்லை. அதே போன்று மேலே வழிகாட்டலின் 3 ஆம் அத்தியாயத்தில் VI ஆம் பிரிவிற்கு அமைய

இவ்வாறு இரண்டு அமைச்சகங்களுக்கும் தாக்கத்தினை ஏற்படுத்தும் காரணிகள் தொடர்பாக ஒன்றிணைந்த (Joint) பத்திரம் ஒன்றைப் பொதுவான உடன்பாட்டின் அடிப்படையில் அமைச்சரவைக்கு சமர்ப்பிப்பதற்கு நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை.

6.18 மேலும், 5.9 ஆம் பந்தியில் காணப்படும் 2022 ஜூன் 09 ஆம் திகதி செயற்திட்டம் தொடர்பாக இடம்பெற்ற அரசாங்க கணக்குகள் குழுக் கூட்டத்தில் வெளிநாட்டு வளங்கள் திணைக்களத்திற்கு கண்காணிப்பு பொறுப்பு ஒப்படைக்க வேண்டும் என வலியுறுத்தப்பட்டிருந்த போதிலும், இந்த செயற்திட்டத்திற்கு உரியதாக அந்த திணைக்களம் அவ்வாறானதொரு பொறுப்பினை வகித்துள்ளதாக அவதானிக்கப்படவில்லை.

6.19 மேலே 5.8.6 மற்றும் 5.8.7 ஆம் பந்திகளில் குறிப்பிடப்பட்டுள்ள வகையில் ஆலோசனை நிறுவனம் கோரியிருந்த உரிமைத் தொகையை குறைத்தல் தொடர்பில் கலந்துரையாடுவதற்கு நியமிக்கப்பட்ட 11 பேரைக் கொண்ட குழுவிற்கு ஒத்துழைப்பு வழங்குவதற்காக மேலே 5.8.9 இல் குறிப்பிடப்பட்ட உத்தியோகத்தர்களுக்கு மேலதிகமாக மேல் மாகாண போக்குவரத்து அபிவிருத்தி செயற்திட்டத்தில் சேவையாற்றிய வேறு தரப்பு உத்தியோகத்தர்களும் இணைக்கப்பட்டிருந்ததுடன் அந்த மேலதிக உத்தியோகத்தர்களுக்கு 6 மாத அளவிலான காலத்திற்கு சம்பளம் மற்றும் கொடுப்பனவுகள் செலுத்துவதற்காக ரூபா 8 மில்லியன் அளவிலான மேலதிக நிதி கோரப்பட்டு இருந்தது. எவ்வாறு இருப்பினும் மேலே 5.8.3 ஆம் பந்தியில் குறிப்பிடப்பட்ட வகையில் 2021 ஜூன் 16 ஆம் திகதி நியமிக்கப்பட்ட இந்த குழு சுமார் ஒரு வருட காலம் கடந்த பின்னர் அறிக்கை ஒன்றினை 2022 மே மாதத்தில் சமர்ப்பிக்கப்பட்டிருந்தது. இந்த குழுவிற்கு தொழில்நுட்ப ஒத்துழைப்பு வழங்குவதற்காக மட்டும் ரூபா 4.8 மில்லியன் தொகை செலவிடப்பட்டு இருந்தது என்பது அவதானிக்கப்பட்டு இருந்ததுடன் குழுவிற்கு ஏதேனும் கொடுப்பனவு செலுத்தப்பட்டு இருந்ததா என்பது கணக்காய்விற்கு உறுதிப்படுத்தப்படவில்லை. அந்த அறிக்கையில் 3.3 ஆம் பந்தி மற்றும் இலக்கம் 4 பரிந்துரைக்கு அமைய இலாப இழப்பிற்கான நட்டஈடு தொடர்பாக மதியுரைக் கம்பனியுடன் இணக்கப்பாடொன்றிற்கு வருவதற்கு தவறியுள்ளமை அவதானிக்கப்பட்டது.

6.20 மேலே 5.9.2 ஆம் பந்தியில் காட்டப்பட்டுள்ள வகையில் நிறைவேற்றுநரின் கட்டளையை அதே வகையில் பின்பற்றுவதற்குப் பதிலாக மிகவும் சரியான பரிந்துரைகள் மற்றும் வழிகாட்டல்களைப் பெற்றுக் கொடுக்கக் கூடிய உத்தியோகத்தர்களைக் கொண்ட அரசு பொறிமுறை ஒழுங்கமைப்பின் தேவைப்பாடு தொடர்பாக 2022 ஜூன் 09 ஆம் திகதி இடம் பெற்ற விசேட கணக்கீடு தொடர்பான செயற்குழு கூட்டத்தில் அழுத்தம் அறிவிக்கப்பட்டதன் மூலம் இந்த செயற்திட்டம் இலங்கை அரசாங்கத்தினால் ஒருதலைப்பட்சமாக நிறுத்தப்படுவதற்காக அனைத்துத்

தரப்பினரும் எடுத்த தீர்மானம் தர்க்கரீதியானது அல்ல என்பது கணக்காய்வில் அவதானிக்கப்பட்டது.

- 6.21 மேற்படி 5.7.2 ஆம் பந்தியில் காண்பிக்கப்படும் முன்னாள் நகர அபிவிருத்தி, நீர் வழங்கல் மற்றும் வீடமைப்பு வசதிகள் அமைச்சின் செயலாளரின் 2020 சனவரி 30 ஆந் திகதிய கடிதத்திற்கான பதிலளிக்கும் விதமாக செயற்திட்டப் பணிப்பாளரினால் 2020 பெப்ரவரி 10 ஆந் திகதி விரிவான பதிலொன்று வழங்கப்பட்டிருந்தது. மேலும், இந்த செயற்திட்டத்திற்கு உரியதாக செயற்படும் நிறுவனமும் அந்த அமைச்சே ஆகும். அவ்வாறு உள்ள போது இந்த செயற்திட்டத்தினை முடிவுறுத்துவதற்கு உரிய தீர்மானத்திற்காக போக்குவரத்து அமைச்சினால் முன்வைக்கப்பட்ட அமைச்சரவைக் குறிப்பொன்றை தயாரிக்கும் போது அந்த விரிவான பதிலில் குறிப்பிடப்பட்டுள்ள விடயங்கள் நகர அபிவிருத்தி விடயத்திற்கு பொறுப்பான செயலாளரினால் போக்குவரத்து அமைச்சின் செயலாளருக்கு தெரிவிக்கப்பட்டதாக உறுதிப்படுத்தப்படவில்லை.
- 6.22 மேலே 5.5.1 ஆம் பந்தியில் குறிப்பிடப்பட்டுள்ள வகையில் செயற்திட்டத்தின் நடவடிக்கைகளுக்குத் தேவையான மின்சார வசதிகளைப் பெற்றுக் கொள்வதற்காக இலங்கை மின்சார சபையிடம் வழங்கப்பட்ட ரூபா 44 மில்லியன் திரட்டிய முற்பணத் தொகையினை 2022 ஒக்தோபர் 31 ஆந் திகதி வரையிலும் அறிவுருவதற்கு நடவடிக்கை எடுக்காதிருந்த காரணத்தால் அந்ரத செலவினம் விளைவற்ற செலவினமொன்றாக அவதானிக்கப்பட்டது.
- 6.23 மேற்படி 5.3.1.3 பந்தியில் குறிப்பிடப்பட்டுள்ள அட்டவணை இலக்கம் 02 இல் காண்பிக்கப்பட்டுள்ளவாறு இந்த செயற்திட்டத்தின் பணிகளை நிறைவு செய்வதற்காக இலக்கிடப்பட்ட காலப்பகுதியொன்று தீர்மானிக்கப்பட்டிருந்தது. எவ்வாறான போதிலும், உள்நாட்டு நிதியங்கள் ரூபா 917 மில்லியன் செலவிடப்பட்டு செயற்திட்டத்தை நடைமுறைப்படுத்துவதற்காக செயற்திட்ட முகாமைத்துவ அலகொன்று நடாத்தப்பட்டிருந்த போதிலும், இலக்கிடப்பட்ட திகதிகளில் அந்த பணிகளை நிறைவு செய்ய நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை.
- 6.24 கொழும்பு மாநகரப் பகுதியிலும் அதனைச் சூழவுள்ள பகுதிகளிலும் போக்குவரத்து நெரிசல், அப்பகுதிகளில் வாகனங்களின் வேகம் குறைவான மட்டத்தில் பேணுதல், பொதுப் போக்குவரத்துச் சேவைகளைப் பயன்படுத்தும் மக்களின் குறைந்த மட்டம், கொழும்பிலும் அதனைச் சூழவுள்ள வீதி வலையமைப்பை மேலும் அபிவிருத்தி செய்வதற்கான மட்டுப்படுத்தப்பட்ட வாய்ப்புகள் போன்ற காரணங்களால். இத்திட்டம் அறிமுகப்படுத்தப்பட்ட போதிலும், இத்திட்டத்தை முடிவுக்கு கொண்டு வர இலங்கை

அரசாங்கத்தினால் மாற்றீடொன்று இல்லாது ஒருதலைப்பட்சமாக இந்த செயற்திட்டத்தை முடிவுறுத்துவதற்கு தீர்மானித்த காரணத்தால் மேற்குறிப்பிட்ட பிரச்சினைகளுக்கான தீர்வுகளைப் பெறுவதற்கான வாய்ப்புகள், அரசாங்கத்திற்கு பொருளாதார நன்மைகளைப் பெறுவதற்கான வாய்ப்புகள் மற்றும் மக்களுக்கு நன்மைகளை வழங்கும் வாய்ப்பும் தவறவிடப்பட்டுள்ளமை அவதானிக்கப்பட்டுள்ளது.

7. பரிந்துரைகள்

- 7.1 இந்த செயற்திட்டத்தை ஒருதலைப்பட்சமாக இரத்துச் செய்வதற்கு எடுத்த தீர்மானத்தின் விவேகத்திழன மேலும் மீளாய்வு செய்து, செயற்திட்டத்தை மீள ஆரம்பிப்பதற்கு அல்லது செயற்திட்டத்திற்காக இதுவரையிலும் செலவிடப்பட்டுள்ள தீர்ப்பனவு செய்யப்பட்டாத கடப்பாடுகளைப் போன்றே, கையகப்படுத்தப்பட்டுள்ள ஆதனங்களை மாற்று வேலைத்திட்டமொன்றிலேனும் பயன்படுத்தி இந்த செலவினங்களில் நிலவும் விளைவற்ற தன்மையை பொருளதார ரீதியில் பயனுள்ள தன்மைக்கு உள்ளாக்க அதிகபட்ச முயற்சிகள் மேற்கொள்ளப்பட வேண்டும். (தொடர்பு – 6.1, 6.7, 6.14, 6.15, 6.17, 6.18, 6.19, 6.23)
- 7.2 2021 திசெம்பர் மாதமளவில் பெற்றுக்கொள்ளப்பட்டுள்ள ரூபா 5,066 ஆன கடன் தொகை (Disbursement) நிமித்தமாக காணப்பட்ட நிவாரண அடிப்படையிலான நிபந்தனைகளின் அடிப்படையில் மீள தீர்ப்பனவு செய்யும் கடன் உடடன்படிக்கை ஒருதலைப்பட்சமாக நிறைவு செய்யப்பட்ட பின்னரும், அவ்வாறே பேணுவதற்கு உரிய இணக்கப்பாடுகளை பெற்றுக்கொள்ளல். (தொடர்பு – 6.8)
- 7.3 பல்வேறு செயற்திட்டங்களை செயல்படுத்துவதற்கு முன்னர் செயல்படுத்தும் போதும் நிறுத்துவது அவசியமான சந்தர்ப்பங்களில், அது நியாயமான மற்றும் ஏற்றுக்கொள்ளக்கூடிய கிரய நலன் பகுப்பாய்வுக்குப் பிறகு செய்யப்பட வேண்டும். (தொடர்பு - 6.9, 6.10)
- 7.4 நிவாரண கடன் உத்தேச முறைகள் ஒருதலைப்பட்சமாக முடிவுறுத்தப்படாது, இயலும் எல்லா சந்தர்ப்பங்களிலும் மற்றைய தரப்பினருடன் முன் இணக்கப்பாட்டுடன் செயற்பட்டு இராஜதந்திர ஒத்துழைப்புகளை உறுதியாக பேணுவதற்கு நடவடிக்கை எடுத்தல். (தொடர்பு - 6.11, 6.12, 6.13)
- 7.5 விசேடமாக இவ்வாறான இராஜதந்திர ரீதியான இணக்கப்பாடுகள் ஒருதலைப்பட்சமாக நிறுத்த வேண்டிய நிலைமை ஏற்பட்டால், அந்த நடவடிக்கைகள் தொடர்பாக சட்டமா அதிபரின் அபிப்பிராயத்தினை முன்கூட்டியே பெற வேண்டும். (தொடர்பு - 6.13)
- 7.6 அமைச்சரவை தனது தீர்மானங்களை உச்ச அளவில் எடுப்பதற்கு போதிளவானதும் சரியானதுமான தகவல்கள் கால அடிப்படையில் வழங்கும் தேவைப்பாடு கடுமையாக உள்ளடக்கப்பட வேண்டும். (தொடர்பு – 6.19, 6.20)
- 7.7 அமைச்சரவையின் அல்லது செயற்குழுவின் முடிவுகளை அமுல்படுத்தும் அதிகாரிகள் அந்த முடிவுகளின்படி செயல்படும் சந்தர்ப்பங்கள் இருந்தால், அந்த முடிவுகளால் சில கடுமையான சிக்கல்கள் வரலாம் என்று தொழில் ரீதியாக முடிவெடுக்கக்கூடிய சந்தர்ப்பங்கள் இருந்தால், அரசு அந்த முடிவுகளை

நிர்வாகத்திடம் அறிக்கையிடும் ஒரு வழிமுறையை அறிமுகப்படுத்துவதற்கான சாத்தியக்கூறுகளில் கவனம் செலுத்த வேண்டும். (தொடர்பு – 6.14, 6.22)

7.8 அமைச்சரவைத் தீர்மானங்களுக்கு பொது திறைசேரி தனது அவதானிப்புகளை வழங்கும் போது அந்த குறிப்பின் மூலம் எதிர்பார்க்கப்படும் தீர்மானங்களுக்காக ஒத்துழைப்பு வழங்குவதிலும் மேலாக தமது சுயாதீனமான தொழில்சார் அவதானிப்புகளை வழங்குவதற்கு உச்ச அளவில் முயற்சி செய்ய வேண்டும். (தொடர்பு – 6.18)

7.9 முறையான ஆய்வுக்குப் பிறகு எடுக்கப்பட்ட முந்தைய முடிவுகளை மறுபரிசீலனை செய்ய/ரத்துசெய்ய, முந்தைய முடிவுக்கான ஆய்வுகளில் பங்களித்த தரப்பினரிடமிருந்து பெறப்பட்ட தகவல்கள் தொழில்முறை மதிப்பீட்டிற்கு உட்படுத்தப்பட வேண்டும். (தொடர்பு – 6.9, 6.10, 6.23)

**ஒப்பக்/டபிள்யூ.பி.சி. விக்கிரமரத்ன
கணக்களாய்வாளர் தலைமை அலுவலர்**

டபிள்யூ.பி.சி. விக்கிரமரத்ன
கணக்களாய்வாளர் தலைமை அதிபதி
2022 நவம்பர் 23 ஆந் திகதி

Special Audit Report on the Unilateral Termination of the Light Rail Transit System Project (from Colombo to Malabe) by the Government of Sri Lanka

Executive Summary

The Light Rail Transit System had been identified as the feasible rail based transport mode for the Colombo city based on the matters proposed by the Ministry of Megapolis and Western Development and seven lines had been identified, covering several areas from RTS 1 to RTS 7 as Green, Yellow, Red, Purple, Pink, Olive and Grey. Out of those seven lines, RTS 1 (Green Line) and RTS 4 (Purple Line) had been planned to be constructed first. However, according to the Memorandum of Understanding relating to this project, it had been decided to consider RTS 1 line as a future project, by giving priority to the RTS 4 line from Borella to Malabe. These two lines had been planned to be constructed under six construction packages and the Japan International Cooperation Agency had agreed to provide financial facilities under concessionary credit conditions and the Oriental Consultants Global Company Limited of Japan had agreed to provide consultancy services in collaboration with several other companies.

The Japan International Cooperation Agency had provided the facility of paying the said loan during a period of 40 years including a grace period of 12 years and the annual interest rate thereon was 0.1 per cent. Moreover, the aforesaid proposed project was planned to be implemented first under 7 packages and a sum of Japanese Yen 30,040 million had been allocated out of the proposed loan for the Package 1 Project (Rolling Stock) identified from among the aforesaid 7 packages.

According to the cost benefit analysis carried out relating to this project, economic internal rate of return and economic net present value had been identified as 20.18 per cent and Rs.174.3 billion respectively. Accordingly, the economic internal rate of return has exceeded the discount ratio and as such, this had been identified as a beneficial project for the national economy. Moreover, it had been identified that this project is beneficial when the economic benefit decreases by 10 per cent and the cost benefit decreases by 10 per cent and even in a more disadvantageous position such as when taking both the above situations together. According to the financial analysis carried out under 4 cases, case 4 had been identified as the more beneficial situation and the Financial Internal Rate of Return thereof is 27 per cent and it had been identified that it had exceeded the cost benefit ratio of 8.87 per cent and the net

cash flow thereof had been identified as Rs.50,185 million. Further, according to the environmental report, it was confirmed that the environmental impact of this project was at a minimum level.

The Monetary Board of the Central Bank as well had recommended obtaining this loan due to the low interest rate and long term repayment and the expectation of improving the capacity of the public transport service and supply of services from the project. The Ministry of Finance as well had made observations indicating that availability of an effective, efficient and rapid railway transport system connecting the Colombo city and suburbs is an essential feature of the Megapolis Development Plan. Moreover, the Department of National Planning as well had recommended the implementation of this project due to the economic development and sustainable and qualitative improvement of lifestyle of the people which could be achieved therefrom. Documentary evidence was not made available to Audit to confirm on what basis this project, which was identified as effective according to the financial and economic analysis prepared by an international institution, was cancelled considering as an ineffective project.

The Government of Japan had been informed that the agreement is terminated due to the inability of implementing the project owing to Covid – 19 pandemic and it was observed that it could result in damaging the mutual trust and confidence in transactions between states. It was further observed that there was no proper understanding and agreement amongst relevant institutions relating to termination of this project or the loan agreement.

Nevertheless, works of the Light Rail Project were commenced and subsequently, the Government of Sri Lanka had made a decision on the Directive of the then Honourable President for unilateral termination of the project. Moreover, if action is not taken either to recommence the project by utilizing the results achieved from expenditure of Rs.5,977 million already incurred or to commence an alternative project, it was observed as an uneconomic expenditure incurred by the Government of Sri Lanka. The claim of Rs.5,169 million relating to loss of profit, requested by the Oriental Consultants Global Company Limited which is the main consultancy company or the sum paid for the said request as well as the interest to be paid in future on delay of compensation or any other payment made, is definitely an uneconomic expenditure for the Government of Sri Lanka.

In the backdrop of Japan International Cooperation Agency (JICA) rejecting the request made by the Department of External Resources for terminating the loan agreement, there was no

confirmation that this institution has refused to present itself in international courts for arbitration and Oriental Consultants Global Company Limited which is the consultancy company has refused to go to arbitration and it was observed that if such a situation arises, a disadvantage (incurring a high cost) to the Government of Sri Lanka is inevitable.

While adhering to decisions of the Cabinet and the Executive by officers who implement those decisions, in case of instances for which conclusions, that a certain serious issue could arise due to the said decisions, the attention of the Government should be drawn towards the ability of introducing a methodology of reporting to the Executive of conclusions, in taking action to revise/cancel prior decisions taken after a formal study, parties who participated in studies for prior decisions should be consulted and information received from them should be professionally evaluated. Maximum effort should be made to convert the uneconomic nature of expenditure into economic nature by utilizing the unsettled commitments incurred and property vested already for the project or for an alternative programme. Further, effort should be made to reach an agreement necessary for maintaining the repayment of the disbursement of Rs.5,066 million obtained by December 2021 on prescribed concessionary rates even after terminating the loan agreement unilaterally and in making observations by the General Treasury relating to Cabinet Memoranda, maximum effort should be made to give independent professional observations beyond extending support for decisions expected through said Memoranda, are several recommendations presented by this report.

01. Nature and Background of issuing the Report

The Cabinet, by identifying the necessity of efficient public transportation system, had decided in the year 2016 to introduce a Light Rail Transit System to address the present and projected transport issue of the Colombo Megapolis Region. Economic, financial and environmental assessments had been performed on this Project and it had been observed according to all criteria that benefits could be reaped from the investments of the Project and raise the welfare of the public depending on economic assessments performed. According to the said identification, the increase in the detrimental cost by 10 per cent over the assumption of the Project and decrease in benefits thereof by 10 per cent even in an assumed unfavourable atmosphere, an increase in the cost benefit ratio by 1.75 per cent, a value of 17.8 per cent exceeding the level of discount rate of the Economic Internal Rate of Return (EIRR) and Economic Net Present Value of Rs.122.7 billion of the Project had been estimated. This project had been assigned in the year 2016 to the Japan International Cooperation Agency (JICA) for implementation and to the Oriental Consultants Global Company Limited for conducting a feasibility study.

The main consultation activities of this Project proposed to be implemented on a concessionary loan with a grace period of 12 years and a repayment period of 40 years, were being carried out by the Oriental Consultants Global Company Limited on effective identification. Approval had been granted by the Directive of the then President and the Cabinet Decision dated 28 September 2020 for unilateral termination of the activities of the Project with immediate effect by the Government of Sri Lanka by identifying this Project as a costly and not a cost-effective project.

Accordingly, due to unilateral termination of this Project by the Government of Sri Lanka, the sum of Rs.5,977.64 million had to be considered as an uneconomic expenditure incurred relating to the Project up to the date of termination as the said Project will not be re-implemented and the contractual consultant company is taking action to recover expenditure incurred on consultancy services up to then, expenditure incurred on termination of the Project and a loss of profit occurred to the consultant company due to termination of the Project, from the Government of Sri Lanka. Furthermore, as a result, expenditure and loss of profit that may have to be paid to the

consultant company as well as loss of economic and social benefits which could be reaped after implementation of the said Project by the Government, would prove to be a long term disadvantage to the country. Moreover, termination of the Project without taking action to re-implement it by finding an alternative financial source is a contentious matter. As such, this report was prepared on the powers vested by the Constitution and the National Audit Act, No.19 of 2018 with the intention of identifying the impact on the country resulting from such activities.

2. The Method followed

2.1 Examination of Documents

- (i) Consultancy Service Agreement of 13 March 2019
- (ii) Credit Facility Agreement with the Japan International Cooperation Agency of 11 March 2019
- (iii) The Project Memorandum signed on 11 March 2019 by the Ministry of Megapolis and Western Development, Department of External Resources and the Japan International Cooperation Agency
- (iv) Cabinet Papers and Memoranda
 - Cabinet Paper No.16/1175/724/047 of 21 June 2016
 - Cabinet Paper No.17/0552/724/019 of 23 March 2017
 - Cabinet Paper No.17/1654/724/064 of 09 August 2017
 - Cabinet Paper No.18/0472/724/019 of 26 March 2018
 - Cabinet Paper No.18/0390/724/012 of 12 June 2018
 - Cabinet Paper No.18/1404/819/029 of 10 July 2018
 - Cabinet Paper No.18/2881/108/007 of 24 January 2019
 - Cabinet Paper No.19/0747/116/037/TBR of 20 March 2019
 - Cabinet Paper No.19/2480/116/095 of 18 September 2019
 - Cabinet Paper No.19/2456/116/093 of 06 November 2019
 - Cabinet Paper No.20/1450/312/002 of 06 October 2020
 - Cabinet Paper No.21/0221/306/015 of 23 February 2021

- (v) Feasibility Study Report
- (vi) Resettlement Process Plan

(The objective of this Plan is to provide the affected persons with entitlements as appropriate and on due time, assisting them to identify opportunities to re-establish their living conditions and livelihoods, to improve them or to re-normalize at least.)

- (vii) Various Committee Reports
- (viii) Environmental Reports

2.2 Other Methodologies

- (i) Holding discussions with the officers of the Colombo Light Rail Transit Project
- (ii) Holding discussions with the Director (Policies) of the Ministry of Urban Development
- (iii) Holding discussions with the Additional Committee member (Policies and Control) of the Ministry of Urban Development appointed for holding discussions on claims submitted through the Consultant Company

03. Scope of Audit

The scope of this report consists of examination of analyses and observations presented by various parties on the effectiveness of this project, examination of matters considered at the unilateral termination of the Light rail Project by the Government of Sri Lanka, on the economic and social impact on the Government of Sri Lanka due to the unilateral termination, on the performance of the Committee appointed for holding discussions relating to claims of the Consultant company due to the unilateral termination of this Project which was commenced by entering into agreements for supplying financial facilities by the Japan International Cooperation Agency for improvement of transport in the Colombo Metropolitan region.

04. Limitation of Scope

The Project has been commenced in the year 2016 and terminated unilateral by the year 2020 and accordingly, the Project Office relating to the said Project too had been closed by the year 2021. As such, information relating to this Report could not be obtained directly and promptly.

05. Process

5.1 Identification of the Necessity of a Rapid Transport Plan

5.1.1 The Resettlement Process Plan prepared on the Colombo Light Rail Transit Project indicates that over 90 per cent of people and cargo transport of Sri Lanka depends on road networks. (**Annexure 01**) Moreover, around 42 per cent of Gross Domestic Product and 29 per cent of the population are concentrated in the capital Colombo, especially in the Western Province that has achieved solid economic growth since the end of civil war.

5.1.2 Furthermore, it had been identified that a population over 1.2 million are flowing into the centre of Colombo every day resulting in severe traffic congestion in the city and its surroundings. As a result of this traffic congestion, it had been identified that the travel speed of vehicles in the Colombo city and its surroundings had been limited to a speed between 10 and 20 km. An alternative passenger transport system was a long awaited need due to the inclination of the public towards making use of private transport facilities as a result of shortcomings in the public transport mode and the restrictions of the possibility of further development of the road network in Colombo and suburbs.

5.1.3 It had been indicated in the Cabinet Memorandum No.16/11/1175/72/047 of 16 June 2016 that the necessity of a Rapid Transit System (RTS) under public transport had been identified as the solution to cope with present and projected transport demand in the Megapolis region (**Annexure 02**). The pre-feasibility study conducted by the Megapolis Transport Planning Team, after considering the options of Monorail, Light Rail Transit (LRT) and Bus Rapid Transit (BRT) systems, and with due regard to studies conducted by Japan International Cooperation Agency (JICA) and University

of Moratuwa, has recommended LRT as the most appropriate mode of transport along the identified 7 corridors.

5.1.4 It had been indicated in the Cabinet Memorandum mentioned in paragraph 5.1.3 that in the year 2013, The Japan International Cooperation Agency (JICA) developed a Transportation Master Plan for Greater Colombo (Com Trans) which was subsequently reviewed by the Ministry of Transport and University of Moratuwa. As mentioned above, the Megapolis team has revisited this study in line of the new economic strategy of the Government, the Megapolis structure plan for the Western Region, and revised projections of population distribution.

5.2 Identification of Optional Transport Modes to reach Colombo City

5.2.1 A study had been carried out on the options in reaching the Colombo city and it had been indicated in the Resettlement Process Plan mentioned in paragraph 5.1.1 above that the Government had introduced the Western Region Megapolis Master Plan (WRMMP) in the year 2016. According to the Transport Plan, it had been further mentioned in the said Resettlement Process Plan that a proposal was made to introduce a Rapid Transits System (RTS) as a Light Rail Transit System in the Colombo metropolis and suburbs. Furthermore, it had been indicated that it had been planned to introduce a Mono rail or Light rail system by separating the Colombo metropolis into 4 regions.

Table No. 01 – Light Rail Systems proposed to be introduced to Colombo Metropolis and Suburbs

		Areas covered	Distance covered km
i.	Green Line (RTS – 1)	Colombo Fort, Colpetty, Bambalapitiya, Borella, Union Place, Maradana	15
ii.	Yellow Line (RTS – 2)	Fort, Maradana, Mattakkuliya, Peliyagoda	11.5
iii.	Red Line (RTS – 3)	Dematagoda, Borella, Kirulapone, Havelock Town, Bambalapitiya	10
iv.	Purple Line (RTS – 4)	Borella - Malabe	10
v.	Pink Line	Malabe - Kottawa	9.6

vi.	(RTS – 5) Olive Line (RTS – 6)	Malabe - Kaduwela	6
vii.	Grey Line (RTS – 7)	Peliyagoda - Kadawatha	13

- 5.2.2 As mentioned in the Cabinet Memorandum No.16/1175/724/047 dated 16 June 2016, the then Hon. Prime Minister during his visit to Japan in 2015 had discussions with the Government of Japan on the possibility of the latter financing transport sector investments in the Western Region Megapolis. This was followed by high-level diplomatic engagement between the Government of Japan and Sri Lanka and following the Sri Lanka Japan Economic Cooperation Policy Dialogue which was conducted on February 05th, 2016, the Government of Sri Lanka sent a request officially to the Government of Japan requesting financial support for the planned Light Rail Transit System (LRT).
- 5.2.3 As per the Memorandum mentioned in the above 5.2.2 paragraph, Japan International Cooperation Agency (JICA) in turn has requested Cabinet Approval to proceed with the Project through Official Development Aid (ODA) financing from JICA, identification of the legally mandated implementing entity for the Project, and GOSL's decision on whether assistance is requested on Special Terms for Economic Partnership (STEP).
- 5.2.4 Accordingly, a further discussion between Japan International Cooperation Agency (JICA) and GOSL under the Chairmanship of Advisor to the Prime Minister was held on April 1, 2016 where an agreement in- principle was reached to move forward as soon as a formal directive to proceed with the LRT was received from the Cabinet of Ministers.
- 5.2.5 According to a preparatory survey conducted under financial support from Japan International Cooperation Agency (JICA) in the year 2014 and 2016, out of the above road networks, the corridor from Malabe to Colombo Fort had been identified as a highest priority development corridor. The following characteristics have attributed to giving priority to the said corridor.

- i. Lowest travel speed
- ii. Highest traffic volume
- iii. Highest private car mode share
- iv. Envisioned new administrative and commercial capitals along the corridor
- v. Narrow road section
- vi. Absence of railway service

5.2.6 According to the preliminary survey report submitted in May 2018 by the Institute (**Annexure 03**), out of the two options of Monorail and Light Rail (LRT), the Light Rail had been identified as the feasible rail based transport mode for the Colombo city.

5.2.7 This had been confirmed as well in terms of the Letter dated 18 February 2016 issued by the then Secretary to the Prime Minister to the Secretary to the Ministry of National Planning and Economic Affairs for notifying the decisions mentioned in paragraph 5.2.6 (**Annexure 04**). Furthermore, concessional funds are available with the Japan Economic Cooperation Agency for development of the transport sector, it had been requested to decide whether to select Monorail or Light Rail for obtaining those funds. The Light Rail had been indicated by the said letter as the feasible transport mode for the Colombo city and it is cheaper in maintenance aspect when compared with Monorail according to the Megapolis Development Plan.

5.2.8 This letter had been forwarded on 19 February 2016 to the Director General of the Department of External Resources by the Ministry of National Planning and Economic Affairs for drawing attention. (**Annexure 05**)

5.2.9 After taking these matters into consideration, the Ministry of National Planning and Economic Affairs had requested the Embassy of Japan on 25 February 2016 to obtain loans under concessionary conditions for the Light Rail Project operated under the Western Region Megapolis Development Programme. (**Annexure 06**).

5.2.10 Decisions taken on 22 June 2016 at the Cabinet Committee on Economic Management had been notified to the Secretary to the Ministry of Megapolis and Western Development by the Secretary to the Prime Minister on 27 June 2016 (**Annexure 07**). Accordingly, it had been informed that detailed discussions were held on a technical comparison submitted by the Sri Lankan Ambassador to Japan on

selecting the LRT technology over Monorail system. Moreover, it had been indicated that a decision had been taken at the said Committee to implement the Light Rail and to confirm whether concessional funding will be available.

5.2.11 Moreover, according to the report (**Annexure 08**) of the Cabinet Committee on Economic Management held on 29 June 2016, it is indicated that the Japanese Government has again mentioned that the only technology they can export is Monorail and the said Committee has informed that a request has been made to adopt a Hybrid system. However, the Committee was of the view that since the LRT system was decided considering all the technical aspects and also the financial aspects, it is prudent to stick to the decision on implementing the LRT system and it had been decided to brief the Japanese Government thereon.

5.2.12 Moreover, as indicated in the report (**Annexure 09**) of the Cabinet Committee on Economic Management held on 27 July 2016, a representative of the Japanese Ministry of Economy, Trade and Industry had expressed interest to assist to improve Sri Lankan urban transport system through the provision of step loan. The said representative had further explained that the Feasibility Study for the implementation of the Monorail Project has been completed and the Monorail option is the most appropriate solution in comparison to the LRT (considering cost, the delivery time and availability of a Yen loan). However, it had been indicated that it was agreed to undertake a complete feasibility study before implementing the LRT system as the Government of Sri Lanka is interested in implementing the LRT system.

5.2.13 After considering all above matters, the Cabinet had been briefed by Note to the Cabinet of 3 August 2016 that the following matters will be implemented. (**Annexure 10**)

- i. Engage with Japan International Cooperation Agency for conducting a feasibility study for the entire LRT network which included 7 sectors RTS 1 – RTS 7 as proposed in the Megapolis Transport Plan
- ii. Engage with Japan International Cooperation Agency to develop detailed feasibility, design and tender documentation for the sectors Rapid Transit System 1 (RTS 1) and Rapid Transit System 4 (RTS 4)

- iii. Seek Official Development Aid (ODA) from the Japan International Cooperation Agency for the implementation of Rapid Transit System 1 (RTS 1) and Rapid Transit System 4 (RTS 4), subject to the approval for special terms and financial requirements through negotiations.
- iv. Appoint the Secretary, Ministry of Megapolis and Western Development to be the lead counterpart to negotiate with the Japan International Cooperation Agency and its consultants on the matters related to feasibility study and implementation of the Light Rail System, liaising with the Ministry of Transport and Civil Aviation
- v. Proceed with land acquisition required for the implementation of Rapid Transit System 1 (RTS 1) and Rapid Transit System 4 (RTS 4) on a priority basis

5.2.14 Accordingly, it had been indicated in the Cabinet Memorandum which was submitted on 06 October 2016 that the Japan International Cooperation Agency has taken a decision by that date to undertake a feasibility study on the remaining section except for the Rapid Transit System (RTS 4) Purple Line and Rapid Transit System (RTS 1) Green Line connection - Colpetty (**Annexure 11**).

5.2.15 However, as per the Project Memorandum signed on 11 March 2019 by the Ministry of Megapolis and Western Development, Department of External Resources and the Japan International Cooperation Agency (**Annexure 12**), the line from Malabe to Fort had been given priority to minimize traffic congestion. Out of the two lines RTS 1 and RTS 4, the RTS 1 line had been considered for extension as a future project.

5.2.16 It had been mentioned that the following factors had effected the selection of Light Rail (LRT) out of the two modes of Monorail and Light Rail in the final report of “Preparatory survey on the project for Establishment of New Railway Transits System in Colombo” appointed under the direction of the Ministry of Western Development in the year 2018. (**Annexure 13**)

- i. There are only a limited number of monorail manufacturers, which constrains the competitiveness of the bidding process
- ii. With the monorail, it is difficult to expand the lines in the future and it is also difficult to increase the number of cars for the monorail

- iii. Certain sections of other Rapid Transit System (RTS) lines in the suburban area will operate at-grade, which is impossible to introduce the monorail

Accordingly, action had been taken to select the **Light Rail Transit System** out of the two modes of Monorail and Light Rail for the corridor from Colombo Fort to Malabe with severe traffic congestion.

5.3 The selected Light Rail System Project

5.3.1 Background and Nature of the Project

5.3.1.1 The responsibility of planning urban development of the Colombo Metropolitan Region was assigned to the Ministry of Megapolis and Western Development in the year 2015 and it had been indicated in the Resettlement Process Plan mentioned in paragraph 5.1.1 that a plan named **Western Region Master Plan – 2030** was prepared therefor. It had also been mentioned that introducing an alternative transport system for the public as a solution to the traffic congestion in the Colombo Metropolitan Region was one of the priorities in this Master Plan.

5.3.1.2 Accordingly, the proposed Light Rail Transit system (LRT) of the proposed Light Rail Transit Project introduced as an alternative system, is an electric rail system which travels on a platform created by concrete columns and steel beams. These railway lines had been connected with important places as well as transport centres located on the route from Pettah to Malabe (Eg:- Borella and Battaramulla). It had been proposed to construct this platform parallel to and above the centre line of the main road in many occasions. There were 16 railway stations connecting to this route and in addition, it had been planned to construct a railway yard in Malabe West for maintenance, parking and other purposes. The agency for executing the Light Rail Transit Project is the Ministry of Urban Development and Housing and the Chief Accounting Officer relating to the Project was the Secretary to the Ministry of Urban Development as well.

5.3.1.3 It had been planned to construct the Rapid Transit System 1 (RTS 1- Green) and Rapid Transit System 4 (RTS 4- Purple) at first as per the Note to the Cabinet specified in paragraph 5.2.13 above, amongst the Light Rail Transit network which included 7 sectors RTS 1 – RTS 7 as proposed in the Megapolis Transport Plan. This construction had been planned to be carried out under 7 packages as follows.

Table No. 02 – Seven (07) Packages identified

Package	Intended Purpose	Due Date of completion of the Purpose
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Consultancy Service	Selection Consultancy Service	From July – November 2018 From December 2018 – December 2026
Package 01	Rolling Stock – Tender and selection Installation	December 2019 – November 2020 December 2020 – December 2024
Package 02	Works of Railway Lines Tender and selection Installation	December 2019 – November 2020 December 2020 – December 2024
Package 03	Works of Depots Tender and selection Construction	December 2019 – November 2020 December 2020 – December 2024
Package 04	Stations constructed on Columns (East) 3.8 Km Tender and selection Construction	June 2020 – July 2021 July 2021 – December 2024
Package 05	Stations constructed on Columns (Central) 5.6 Km Tender and selection Construction	June 2020 – July 2021 July 2021 – December 2024
Package 06	Stations constructed on Columns (West) 6.3 Km Tender and selection Construction	June 2020 – July 2021 July 2021 – December 2024
Package 07	Utility Design and Construction	December 2019 – November 2021
Completion of project activities	December 2024	

5.3.2 Objectives of selecting the Light Trail Transit Project

According to the Resettlement Process Plan of the Colombo Light Rail Transit Project, the following objectives were expected to be achieved by the Project selected as above.

- (a) A solution to the traffic congestion in the Colombo Metropolitan according to the study conducted in the year 2014 as mentioned in paragraph 5.2.6 above.
- (b) Decreasing the travel time of passengers (using public transport service) by at least 30 minutes (from Malabe to Colombo Fort) and confirming the certitude of the travel time
- (c) Improvement of connections in transport regions
- (d) Development of corridors to main roads
- (e) Improvement of number of passengers, convenience and trust in the public necessity system
- (f) Reduction of environment pollution and minimizing emission of harmful gases

5.3.3 Performance of Key Functions of the Project

5.3.3.1 Approval had been granted on 21 June 2016 (**Annexure 14**) for the Cabinet Paper No.16/1175/724/047 dated 16 June 2016 as mentioned in paragraph 5.1.3 above submitted under the topic, Introducing the Light Rail Transit system, in amalgamation with the Japan International Cooperation Agency (JICA) for conducting a feasibility study on the Light Rail Transit system network comprising 7 lines as proposed in the Megapolis Transport Plan. Furthermore, approval had been received as well to obtain assistance from the Japan International Cooperation Agency for **conducting comprehensive feasibility study and design and preparation of tender documents relating to Rapid Transit System (Green line) RTS 1 and Rapid Transit System (Purple line) RTS 4.**

5.3.3.2 Moreover, approval had been granted by the Cabinet decision specified in paragraph 5.3.3.1, for obtaining the Official Development Assistance (ODA) from the Japan International Cooperation Agency (JICA) for the implementation of Rapid Rail

Transit System- RTS 1 (Green Line) and Rapid Rail Transit System –RTS 4 (Purple Line) subject to the approval by holding discussions pertaining to special conditions and financing requirements and further, approval had been granted to carry out land acquisition activities to implement the said Transit System.

5.3.3.3 The Cabinet Memorandum No.17/0552/724/019 dated 13 March 2017 pointed out that as per the request of the Government of Sri Lanka, action is taken by the Government of Japan to recognize the said Light Rail Transit Project under concessional loan conditions according to several steps with the assistance of the Japan International Cooperation Agency. (**Annexure 15**) Further, the said Memorandum pointed out that the said Project should be implemented within time frame of 4 years and the feasibility study be completed within one year. Moreover, it was further stated that in terms of the above decision, Director General of the Department of External Resources has made a formal request to the Embassy of Japan for the assistance of the Government of Japan.

5.3.3.4 According to the initial survey report submitted in May 2018 by the Oriental Consultants Global Co., Ltd. (**Annexure 16**), the total cost of this Project had been estimated as Japanese Yen 246,641 million and the following points were the findings of the Project.

- i. The Light Rail Transit Route consisting of 16 stations and a depot with a length of 17 km from Malabe to the multi modal transport hub at Fort, is viable;
- ii The said system, which includes civil structures, a depot, electrical and mechanical systems and signal and telecommunication system, has been designed as technically and economically suitable and as an effective solution for the introduction of a new transit system as proposed by the Ministry of Megapolis and Western Development. The route and stations were selected to capture increasing passenger demand under the constraints within the urban area of Colombo. The Project helps to alleviate traffic congestion, considering the social environment of the urban area;

- iii The project costs for the implementation of the Light Rail Transit System will be economically covered by the large amount of benefits from the Light Rail Transit System. This means the Project is an economically viable one;
- iv In terms of financial sustainability, the Operation and Maintenance Company has the possibility to be financially profitable and sustainable when the Light Rail Transit fare is set at an affordable level (less than 100 SLR between Fort and Malabe);
- v In terms of environmental and social impacts, the Environmental Impact Assessment (EIA) revealed that the potential impacts of the proposed project take place mainly during the construction stage, and that impacts during operational stage are minimal. Although impacts from the project during construction stage could be significant, particularly for noise/vibration, traffic and social infrastructure, the impact could be minimized and mitigated to a great extent if appropriate mitigation measures are implemented as suggested in the Environmental Impact Assessment (EIA). Moreover, the latest technical solutions for construction method proposed by the Survey Team will help to mitigate these impacts;
- vi The social study revealed that a certain scale of agricultural land and paddy field is necessary for construction of the depot. It had been recommended that the number of houses and commercial establishments to be relocated due to the project is relatively low, since the LRT route traverses mainly through the already existing road network.

5.3.3.5 According to the report submitted to the Department of External Resources relating to this Project by the Department of National Planning on 06 July 2018 (**Annexure 17**), the following recommendations had been made on the Light Rail System.

- i It is recommended to implement the said project to facilitate the economic development, promote sustainable lifestyles and provide a higher quality of life.

- ii. It was identified that an integrated approach is required to ease the traffic congestion along the proposed corridor and that the LRT Project is the best solution therefor.
- iii. In parallel to LRT implementation, the electrification of railway will also be in progress.

5.3.3.6 Further, observations were made by the Ministry of Finance and Mass Media on 09 July 2018 for the Cabinet Memorandum dated 26 June 2018 submitted by the Ministry of Megapolis and Western Development with regard to the LRT Project. **(Annexure 18)** According to the said observations, it had been stated that the availability of an effective, efficient and speedy rail transport system connecting the Colombo City and its suburbs is an essential component in the Megapolis Development Master Plan. It was further observed that the Japan International Cooperation Agency has agreed to provide the requested loan to this Project under concessionary loan conditions.

5.3.4 Procurement Process for Consultation

5.3.4.1 Draft reports on Terms of Reference (TOR), Expression of Interest (EOI) and Short Listing Criteria prepared by the Technical Evaluation Committee (TEC) consisting of 6 members, held on 11 January 2018, had been presented to the Cabinet Appointed Procurement Consultancy Committee (CPCC) on 11 January 2018 **(Annexure 19)**. After studying thereon, the Cabinet Appointed Procurement Consultancy Committee (CPCC) had notified to change only the name of the procurement purpose and granted its approval to publish all other documents **(Annexure 20)**.

5.3.4.2 Accordingly, the Project Director had informed the Department of External Resources and JICA Sri Lanka Office on 16 and 20 February 2018 respectively that the approval was received for publishing the Expression of Interest (EOI) **(Annexure 21)**. Accordingly, the EOI of 02 institutes namely, Oriental Consultant Global Company Ltd. and PADECO Company Ltd. in Japan had been sent for the said published advertisement. The said two Institutes consist of following amalgamated institutions.

- I Oriental Consultants Global Co, Ltd. (OGC) of Japan as the lead partner of the Joint Venture, Japan International Consultants for Transportation Co., Ltd. of

Japan (JIC), Chodai Co., Ltd. of Japan (CHODAI), Nippon Koei Co., Ltd. of Japan (NK) and Consulting Engineers & Architects Associated (Pvt) Ltd. of Sri Lanka (CEA) as other members.

- ii PADECO Co. Ltd. of Japan (PADECO) as the lead partner of the Joint Venture, Green Tech Consultants (Pvt) Ltd. of Sri Lanka (Green Tech) as a JV member and EGIS Rail of France (EGIS) as a Consultant.

5.3.4.3 According to the Technical Evaluation Report issued on 05 October 2018 after the evaluation carried out based on Short Listing criteria, the Technical Evaluation Committee had informed that the 02 short listed institutions are the Oriental Consultants Global Company Ltd and PADECO Company Ltd. and that Request for Proposals (RFP) had been issued on 16 August 2018 to those institutions. Accordingly, technical proposals received from the said two companies had been evaluated by the Technical Evaluation Committee and as the said 02 Companies had scored marks above 75 per cent, the approval was sought from the Cabinet Appointed Procurement Consultancy Committee to open financial proposals of those 02 Companies (**Annexure 22**).

5.3.4.4 Subsequently, the Cabinet Appointed Procurement Consultancy Committee had granted approval therefor on 11 October 2018 and the Technical Evaluation Committee had opened and evaluated the financial proposals on 01 November 2018. Later, according to the Technical Evaluation Committee report dated 23 November 2018, it had been mentioned that the Oriental Consultants Global Company Ltd had won the first place by scoring marks totalling 85.75 and the PADECO Co. Ltd. had won second place scoring 83.39 marks.

5.3.4.5 The Cabinet Memorandum No. CP/19/0747/116/037/TB dated 24 February 2019 (Annexure 23) had been submitted by the Minister of Megapolis and Western Development by stipulating all above information in detail. Accordingly, the Cabinet had granted approval on 12 March 2019 to award the consultancy contract to the Oriental Consultants Global Company Ltd who scored highest marks (**Annexure 24**).

5.4 Commencement of the Project

5.4.1 Financial, Economic and Environmental Analysis

5.4.1.1 As per the Report on “Preparatory survey on the project for Establishment of New Railway Transit System in Colombo” prepared by a Committee appointed under the purview of the Ministry of Western Development, an economic cost benefit analysis was carried out. This economic analysis of the Project has been carried out considering the year 2017 as the base year and the evaluation period as 35 years (2018-2052). The discount factor had been used as 12 per cent and according to the Cost Benefit Analysis carried out under such circumstance, the Economic Internal Rate of Return (EIRR) and the Economic Net Present Value (ENPV) had been identified as 20.18 per cent and Rs.174.3 billion respectively. Accordingly, the Economic Internal Rate of Return (EIRR) had exceeded the discount factor, thus observing this Project as a beneficial project to the national economy. Even under an unfavourable condition, that is, 10 per cent increase in the cost benefit and 10 per cent decrease in the economic cost or under both conditions, it was observed in evaluations that the expected results were as follows (**Annexure 25**).

Table No. 03 Economic Cost Benefit Analysis

	Basic Analysis	10 per cent Decrease in Economic Benefit (Per Cent)	10 per cent Increase in Economic Cost (Per Cent)	10 per cent Increase in Economic Benefit and 10 per cent Decrease in Economic Cost (Per Cent)
Economic Internal Rate of Return (Per Cent)	20.18	18.97	19.08	17.91
Economic Net Benefit Rate (Rs. Billion)	174.3	142.4	159.9	128.0

Accordingly, despite having 10 per cent decrease in economic benefit, the economic benefit rate had shown 18.97 which exceeded the discount factor whilst having 10 per cent increase in economic cost, the economic benefit rate had shown 19.08 which exceeded the discount factor and when considering both cases at once, this rate had shown a favourable value of 17.91 per cent.

Further, the Economic Net Present Value (ENPV) as well had shown a favourable value under the said cases.

- 5.4.1.2 This financial analysis of the Project has been carried out considering the year 2017 as the base year and the rolling stock lifetime has been assumed as 30 years. Moreover, the two rounds of rolling stock replacement (in 30 years and 60 years) are assumed for this evaluation period (2025-2084) up to 60 years after starting operations. The exchange rate for this evaluation has been set as 1 USD equivalent to 113 JPY and 153 LKR and 1LKR equivalent to 0.739 JPY.
- 5.4.1.3 This analysis was conducted under 04 alternative cases, namely, revenue, operation and maintenance costs, replacement costs, depreciation costs and finance costs. Accordingly, action had been taken to calculate the Financial Internal Rate of Return (FIRR), Net Present Value (NPV) and Average Debt Service Coverage Ratio (ADSCR). Further, the interest rate of Treasury Bills of 91 days representing 8.87 per cent had been taken as the cost capitalized ratio as at 11 August 2017. In this analysis, the commercial bank interest rate of 13.90 per cent, set during the said period, had been utilized for working capital and replacement cost coverage during the initial stage of company establishment.
- 5.4.1.4 As such, according to the analysis conducted under 04 cases, the case 4 has been identified as the more benefited case and its Financial Internal Rate of Return (FIRR) stands at 27 per cent exceeding the cost benefit ratio of 8.87 per cent mentioned in paragraph 5.4.1.3 above. Moreover, the net cash flow thereof has been identified as Rs.50,185 million.
- 5.4.1.5 Environmental Impact Assessment reports on the proposed project and approvals relating thereto had been enclosed with the report No. 08/EIA/TRANS/01/2017 dated 24 July 2018 of the Central Environmental Authority (**Annexure 26**). Even though it had been informed according to this report that any environmental impact may occur during the period in which project constructions are carried out, it had been emphasized that the environmental impact occurred when operation of rails, is at a very minimum level. It had been further indicated that vibrations/movement and noise pollution that may occur due to technical methodologies followed in carrying out project constructions, is at an insignificant level. It had been further indicated that as such air pollution is not caused by trains and on the other hand, minimum use of motor vehicles due to LRT system, air pollution caused by motor vehicles can be

reduced. Accordingly, it was observed that the current level of pollution from emission can be reduced due to the LRT system.

5.4.1.6 As there is a possibility of providing a solution for the traffic congestion existing from Malabe to Colombo Fort corridor, the said Environmental Impact Assessment Report highlighted that it provides mental relief as well as physical relief due to travel comfort.

5.4.2 Project Financing

5.4.2.1 According to the Cabinet Memorandum of 26 June 2018, the total estimated cost for this Project was Japanese Yen 253,028 million, it had been proposed to obtain Japanese Yen 200,106 million under the credit facility provided by Japan International Cooperation Agency and Japanese Yen 46,922 million from the Government of Sri Lanka out of said total cost (**Annexure 27**). Even though a sum of Japanese Yen 253,028 million had been identified in the Cabinet Memorandum as the total cost of the Project, according to the Project Memorandum for this project indicated in Annexure 12, the total cost for the Project had been identified as Japanese Yen 246,641 million and out of that, it had been planned to obtain Japanese Yen 200,415 million and Japanese Yen 46,226 million from JICA and other sources respectively. Of the loan of Japanese Yen 200,415 million proposed to be obtained from JICA, a sum of Japanese Yen 30,040 million had been estimated for Package 01. The Secretary to the Ministry of Megapolis and Western Development, Director General of the Department of External Resources on behalf of the Ministry of Finance and the Japan International Cooperation Agency had signed the Project Memorandum relating to this Project on 11 March 2019 and agreements had been entered into with Japan International Cooperation Agency on the same day, that is, 11 March 2019 for the Loan Agreement No. SL-P 119.

5.4.2.2 It had been specified in the Monetary Board Minute No.35/2018 dated 19 October 2018 that the Director General of the Department of External Resources had sought advice of the Monetary Board of Sri Lanka to obtain a loan of Japanese Yen 30,040 million (USD 265.8 Million/Rs.45.9 billion) of the said loan amount under the Package 01 (Rolling Stock) mentioned in paragraph 02 above (**Annexure 28**). It had been further specified in the said Minute that the Monetary Board recommends the

said loan amount as it is a long-term loan payable at a low interest rate and as it is expected to enhance the capacity of public transport service and to improve the supply of services.

Moreover, it had been further mentioned that out of the said amount of Japanese yen 30,040 million, Japanese Yen 24,458 million at an annual interest rate of 0.1 per cent will be utilized for civil works and purchase of equipment and Japanese Yen 5,582 million at an annual interest rate of 0.01 per cent for consultancy services. Further, payment of this loan amount and interest thereon should be commenced after a grace period of 12 years and it is mentioned that the loan repayment period including the said period is 40 years.

5.4.2.3 It is specified in the Monetary Board Minute indicated in paragraph 5.4.2.2 above that a sum of Japanese Yen 60,080,000 representing 0.2 per cent of the said loan amount (Japanese yen 30,040 million) should be paid as a Front End Fee before commencing the project and after appropriating the entire loan amount during the due period, 0.1 per cent of the said loan amount (Japanese Yen 30,040 million) will be reimbursed.

5.4.2.4 Decisions taken by the Monetary Board of the Central Bank of Sri Lanka had been forwarded to the Director General of the Department of External Resources on 31 October 2018 by the Secretary of the Monetary Board (**Annexure 29**).

5.4.2.5 The contract for the consultancy service of the project had been awarded to the Oriental Consultants Global Co. Ltd. with the concurrence of paying Japanese Yen 6,781,686,975 (USD 43,509,583) representing SL Rs.3,810,017,354 (Excluding VAT) including remunerations, reimbursements, temporary funds and uncertainties and excluding 15 % VAT. As per the decision given for the Cabinet Paper No.19/0747/116/037/TBR dated 24 February 2019 (**Annexure 30**), agreements had been entered into with the said Company on 13 March 2019.

5.4.2.6 According to the report generated on 06 May 2022 through the database (CS-DRMS 2000+Report 854-1) maintained by the Department of External Resources for loan management (**Annexure 31**), the loan amount granted for the project as at 31 December 2021 amounted to Japanese Yen 2,905 million equivalent to Rs.5,060.47 million (Including changes in exchange rates). Out of the said amount, a sum of

Rs.4,782,.84 million including the advance of Rs.364.52 million had been paid to the consultant company. In addition to that, a sum of Rs.918.1 million had been spent as project management expenditure including funds of the Government of Sri Lanka. Accordingly, a sum of Rs.5,977.64 million (with exchange differences) had been spent for the Project by 31 December 2021. (**Annexure 32**)

5.5. Entering into Agreements with Ceylon Electricity Board

- 5.5.1 Sums of Rs.36 million and Rs.8 million had been paid to the Ceylon Electricity Board as mobilization advances on the agreement entered into with the Ceylon Electricity Board in the year 2020 for initiating material processing for the utility line shifting from Malabe to Battaramulla and underground utility line shifting & underground cable tracking within Colombo city.
- 5.5.2 The Chief Accountant of the State Ministry of Urban Development, Coast Conservation, Waste Disposal and Community Cleanliness had made a request to the Deputy General Manager WPS II of the Ceylon Electricity Board through the letter No. SMUD/F/5/LRT dated 15 March 2021 (**Annexure 33**) to resettle the aforesaid unutilized amount of Rs.36 million and to the Deputy General Manager of the Ceylon Electricity Board through the letter No. SMUD/F/5/LRT on the same day (**Annexure 34**) to resettle the unutilized savings of the aforesaid amount of Rs.08 million.
- 5.5.3 The aforesaid advance amount of Rs.44 million had been indicated as project expenditure in the financial statements as at 31 December 2021. (**Annexure 35**)

5.6 Acquisition of Lands for the Project

- 5.6.1 The Light Rail Transit Route will be constructed covering the area of authority of Colombo, Sri Jayawardenepura Kotte and Kaduwela Municipal Council and it had been stipulated in the Cabinet Memorandum No.2018/CP/11 dated 22 February 2018 named, “Implementation of a strategy to expedite the process of acquiring lands” that many private lands and buildings located along both sides of the road on which the said railway line from Malabe to Kollupitya proposed to be constructed, should have been acquired fully or partially to the Government. (**Annexure 36**)
- 5.6.2 It had been further stated that institutions such as Ministry of Land and Parliamentary Reforms, Survey Department, Government Press, Valuation Department and relevant

Divisional Secretariats are the institutions which directly make their contribution in the process of acquiring private lands to the Government and completion of acquiring a land would fail without efficient intervention of those institutions.

5.6.3 The said Memorandum further pointed out that acquisition of lands for various development activities implemented in the country should be carried out with intervention of these institutions and as such, a significant role has been vested in those institutions in acquiring lands. Moreover, following recommendations had been given by the said Memorandum for the payment of incentive to officers in charge of the relevant subject, in the institutions mentioned below, with a view to completing the land acquisition activity within a due period for the Light Rail Transit Project. It had been recommended to pay;

- i. At a rate of Rs.1,000 per plot of land depicted in the Preliminary Plan for officers in charge of the subject in the Land Acquisition Division of the Ministry of Land and Parliamentary Affairs,
- ii. At a rate of Rs.600 per plot of land for the Department of Government Printing,
- iii. At a rate of Rs.1,000 per plot of land for officers in the Valuation Department
- iv. At a rate of Rs.1,500 per plot of land for officers in Divisional Secretariats
- v. Incentive for officers of the Survey Department as per the Circular No.01/2009 issued by the Department.

5.6.4 Approval for these recommendations had been granted by the Cabinet decision No. 18/0390/72/012 dated 12 June 2018. (**Annexure 37**)

5.6.5 It had been decided by the Cabinet Memorandum No. 19/2480/116/095 dated 28 August 2019 to submit a joint request by the Ministry of Petroleum Resources Development and the Ministry of Megapolis and Western Development to obtain budget provision of Rs.10.7 billion from the Treasury for the purpose of widening of road from Koswatta junction to Chandrika Kumaranatunga junction. (**Annexure 38**)

Table No. 04 Manner of allocating Budget Provision

Activities	Total (Rs. Billions)	Allocation of Provision (Rs. Billions)					
		2020	2021	2022	2023	2024	2025
Cost of acquisition of lands	8.5	3.5	5.0				
Improvements to be made to the road with widening	2.2				0.5	1.1	0.6
total	10.7	3.5	5.0		0.5	1.1	0.6

5.6.6 Progress on Acquisition of Lands

5.6.6.1 Stages from stage 3 of the process of assessment of compensation, comprised of 58 stages (**Annexure 39**), that is, exhibition of Notice on lands proposed to be acquired by the Divisional Secretary as per Section 2, to the Stage 13, that is, make a decision on the Title by the Divisional Secretary as per Section 10 of the Land Acquisition Act, No.9 of 1950, had been completed.

Table No. 05 Progress on Acquisition of Lands up to the date of Termination of the Project

Divisional Secretariat Division	Perches	Stage of the Process of Acquiring Lands
Kaduwela	9,833.73	Stage 2 – Stage 10
Sri Jayawardenepura	684.04	-
Thimbirigasyaya	757.89	-
Colombo	39.59	Stage 2
	395.36	Stage 2 – Stage 10

5.7 Decision on Termination of the Project

- 5.7.1 According to the Environmental Study Report and Economic and Social Study relating to this Project indicated in paragraph 5.4.1.2 above, the Government of Sri Lanka had decided unilaterally to terminate this project after two years from the date of commencement, 25 March 2019 and as per paragraph 5.4.2.6 above, a sum of Rs.5,977.64 million had been spent as expenses by 31 December 2021 for the said terminated Project.
- 5.7.2 The then Secretary to the Ministry of Urban Development, Water Supply and Housing Facilities had made a request to the Project Director on 30 January 2020 to revisit this project by pointing out 08 matters such as compare to the total trace of the LRT, the total loan amount seems very high, total consultancy fee is higher than the acceptable norms of the international consultancies, number of foreign experts in this consultancy is high and increasing local experts will be beneficial to the country and reduce the cost as well, and unit cost of the rolling stock is higher compared to the current world market (**Annexure 40**). The Secretary had further stated that the aforesaid observations were made regarding matters subjected to discussions held by expert panels and public societies.
- 5.7.3 The Project Director had sought the assistance from the Secretary to the Ministry of Urban Development, Water Supply and Housing Facilities to implement this project by pointing out matters on this project in detail on 10 February 2020, responding to the said letter of the Secretary and it had been further specified in the said letter that this project is nationally important and the benchmark of the public transport system. (**Annexure 41**)
- 5.7.4 After about 07 months of the said response, the Secretary to the President had forwarded a letter dated 21 September 2020 to the Secretary of the Ministry of Transport stating that the then President had directed him to make request to terminate the project (**Annexure 42**). It had been further stated in the said letter that this project is very costly and not the appropriate cost effective transport solution for the urban transportation infrastructure. Further, the Secretary of the Ministry of Transport had been informed by the said letter to prepare an alternative transport solution in

consultation with the Ministry of Urban Development and Housing, the Department of National Planning and the Ministry of Finance instead of this Project.

5.7.5 Action should be taken as follows in terminating a project in compliance with Sections (V) and (VI) of Chapter 3 of the Guidelines on Submission of Cabinet Memoranda dated August 2020. (**Annexure 43**)

i. **Matters specified in Section V**

If it appears that the proposals/recommendations stated in a Cabinet Memorandum have an impact on the relevant subjects of any other Ministry/Ministries or functions assigned to the said Ministry/Ministries, such matters and proposals to be included in the Memorandum should be discussed with the relevant Ministry/ Ministries in the first instance.

ii. **Matters specified in Section VI**

Based on the outcome of the said discussions, the relevant proposals should be submitted to the Cabinet as a Joint Memorandum under the hands of the relevant Cabinet Ministers.

5.7.6 A unilateral Memorandum had been submitted to the Cabinet on 24 September 2020 seeking approval to suspend the project by the Minister of Transport based on the letter of the Secretary to the President mentioned in paragraph 5.7.4 above. (**Annexure 44**) The following matters had been included in the said Memorandum.

i. In the discussion held with Director General of the Department of External Resources on 18 September 2020, observations have been made to the effect that it is suitable to terminate this project due to not being cost-effective.

ii. According to the letter dated 21 September 2020 issued by the Secretary to the President, it has been informed that this LRT Project is very costly and not cost-effective and since it is not an appropriate project for provision of Urban Colombo Urban transportation infrastructure facilities, the project be terminated and the project office be closed with immediate effect and action be taken to work out a suitable solution in consultation with the Ministry of Urban Development and Housing and the Department of National Planning.

5.7.7 Further, the following proposals had been made by the said Memorandum.

- i. Transferring all assets and liabilities of this project to the Ministry of Urban Development and Housing or the Ministry of Transport.
- ii. Entering into agreement and all other matters related to the project are performed under the Ministry of Urban Development and Housing. Therefore, directing Secretary to the Ministry of Urban Development and Housing to terminate the project and close the project office.
- iii. Directing Secretary to the Ministry of Urban Development and Housing to terminate the service of the project staff with immediate effect and making payments as per the relevant circulars.
- iv. Settling the bills due to be paid up to now relating to the project

5.7.8 When enquiring into matters from the Director General of the Department of External Resources on 05 August 2022 pertaining to the discussion specified in the Cabinet Memorandum indicated in paragraph 5.7.6 above, it had been stated that “matters highlighted in the said Cabinet Memorandum were the matters negotiated at the discussion held with the Department of External Resources and that according to the Order given by His Excellency the President to terminate this project as this project is not cost-effective, the manner of terminating and steps to be taken therefor, had been discussed.” Further, it had been stated that “the manner of implementation of an Order given by His Excellency the President on any analysis whatsoever, had been discussed.” (**Annexure 45**)

5.7.9 The Cabinet had sought observations of the Ministry of Finance based on matters pointed out above and the Ministry of Finance had expressed its concurrence on 28 September 2020 with all matters for which approval was sought by the Minister of Transport, without mentioning any matters whatsoever. (**Annexure 46**) Accordingly, the Cabinet of Ministers itself had submitted following observations and granted approval on 28 September 2020 for all matters specified in the Memorandum, including close down of the project office and termination of the project. (**Annexure 47**)

- (i) that, at the initial planning stage of the above project, the proposal was to introduce a Rapid Transit System with moderate cost and with minimum environmental impact, as an alternative mode of transport to cater to those who travel to Colombo in private vehicles for employment and other purposes;
- (ii) that, however, the cost of the Light Rail Transit (LRT) System approved by the previous Government appears to be much higher;
- (iii) that, the LRT System if implemented, could cause a serious impact to the environment and a large number of houses and other buildings would have to be demolished and a huge cost would have to be borne for the payment of compensation for the lands to be acquired for the purpose.
- (iv) That, the proposed LRT System would not provide the expected comfortable facilities to attract people as an alternative mode of transport for travelling to Colombo for employment and other purposes using their own private vehicles; and
- (v) That, if the proposed LRT System is implemented, a heavy operational cost would have to be incurred for the same.

5.7.10 Subsequently, the Department of External Resources had informed the Japan International Cooperation Agency on 20 October 2020 regarding the termination of this Project. **(Annexure 48)** The Secretary to the Ministry of Urban Development and Housing had notified the Department of External Resources on 21 October 2020 to inform the Japan International Cooperation Agency that the agreement between the Government of Sri Lanka and the Oriental Consultants Global Co. Ltd. will be terminated within the next 56 days. **(Annexure 49)** Moreover, the Ministry of Finance as well had informed the Japan International Cooperation Agency that this Project will be terminated on 23 October 2020. **(Annexure 50)**

5.7.11 The Ministry of Finance had informed the Japan International Cooperation Agency on 05 November 2020 on the decision taken to terminate the Light Rail Transit Project. It had been further informed that this Project is terminated with a view to allocate required budgetary space to boost the priority sectors of the economy for long term stability by taking into consideration that the Cabinet of Ministers of Sri Lanka has

reconsidered the accommodation of large scale infrastructure development projects in the Government budget due to the fiscal challenge faced by the Government of Sri Lanka under the present COVID 19 global pandemic. (**Annexure 51**)

5.7.12 The Japan International Cooperation Agency had informed the Ministry of Finance on 19 November 2020 that it is unable to hold discussion with the Department of External Resources on the termination of the Project and there should be bilateral agreement between both Governments to terminate a Project which executed on a loan agreement entered into between two Governments (**Annexure 52**). It was further informed by the said Letter that prior concurrence from the JICA must be obtained in such termination. Moreover, even in case the request is made to terminate the consultancy agreement, the said Institute had informed that the said request could not be accepted. It had been further specified that the institutions relating to the Party, Government of Sri Lanka have no clear understanding on conditions relating to the said loan agreement and rules.

5.7.13 Matters discussed at the meeting held on 20 November 2020 with the new Director General of JICA had been forwarded to the Secretary to the Ministry of Foreign Affairs by the Sri Lanka's Embassy in Japan. It had been informed that Japan has always been in favour of Sri Lanka of its economic development and the said Director showed his disappointment over GOSL's recent decision to terminate the LRT Project at the last minute. It had been further informed that he further said that, any termination is comfortable during negotiation stages and termination of a project after signing agreement, becomes a serious issue. As per the said Letter, he further elaborated that as a country Sri Lanka loses credibility among Japanese officials and business giants which has many disadvantages in the medium and long term. Further, it had been informed that the JICA will continue to assist Sri Lanka as a reliable and friendly partner. Moreover, it had been emphasized on the possibility of assisting Sri Lanka in the financing field through programme loans. Moreover, it had been informed that the Japan has the capability to intervene through programme loans, in facing the challenge of financing the budget and the budget deficit faced by the current Government of Sri Lanka and to intervene in raising funds as the "**Budget Support**". Further, the Japan International Cooperation Agency had expressed its interest to provide financial facilities at low rates on the concurrence of the Government of Sri Lanka. (**Annexure 53**)

5.7.14 The Secretary to the Ministry of Finance had mentioned making replies to the draft of this report on 21 September 2022 that the information obtained from the Presidential Secretariat which is the most suitable source regarding this report, was not included in the audit report. However, in calling information from the President’s Office in that connection by the Audit, the said Office had informed on 11 October 2022 that since all affairs relating to projects on foreign aid /loans are carried out by the Department of External Resources functioning under the Ministry of Finance, Economic Stabilization and National Policies, the observations on matters enquired into by the Audit should be made available by the Department of External Resources.

(Annexure 54)

5.8 Position resulting from Termination of the Project

5.8.1 The Oriental Consultants Global Co. Ltd, which is the main consulting company, had claimed by the Letter No. OCG/UDH/20-2 dated 31 December 2020 from the Secretary to the Ministry of Urban Development and Housing, a claim amount totalling Rs. 5.169 billion (USD 31 million) under following 3 categories as payment upon termination of the contract as per Section 2.9.5 of the Agreement. **(Annexure 55)**

Table No. 06 Payment upon Termination of the Contract

	Rs.
Category 1 – Arrears of value of invoice and interest on late VAT payment	604,124,639
Category 2 – Cost of Demobilization and associated overhead cost due to the termination of the project	167,073,000
Category 3 - Loss of profit	<u>4,397,446,928</u>
Total	<u>5,168,644,567</u>

5.8.2 Out of those categories, even Rs.4.4 billion had been claimed for loss of profit incurred by the consulting company due to termination of the project and the approval was sought by the Cabinet Memorandum No.21/0221/306/015 dated 01 February 2021 submitted by the Minister of Urban Development and Housing to appoint a

- committee comprising 11 officers specifically mentioned for negotiation to reduce the claim amount claimed by the Oriental Consultants Global Co. Ltd. (**Annexure 56**) The Cabinet approval had been granted therefor on 15 February 2021. (**Annexure 57**)
- 5.8.3 According to the Cabinet Memorandum No. 21/0510/306/035 (**Annexure 58**) submitted by the Minister of Urban Development and Housing on 16 March 2021 titled on the continuation of the project of establishment of the Metro Rail System proposed to be implemented on Public and Private Partnership Investment Basis, it had been specified that this Project will be expected to be implemented on Public and Private Partnership Investment Basis after reaching a final decision on contractual obligations entered into with consulting firms relating to this Project which was decided to be suspended. However, the Cabinet had decided at its meeting held on 29 March 2021 to withdraw the said Memorandum. (**Annexure 59**)
- 5.8.4 Accordingly, the Department of External Resources had notified by the Letter No. JP/JICA/L/GT/:09 dated 16 June 2021 to the Secretary of the Ministry of Urban Development and Housing that the said committee has been appointed on the approval granted on 15 February 2021 as per paragraph 5.8.2 above. (**Annexure 60**) The Secretary to the Ministry of Urban Development and Housing had notified by the Letter No. MUD&H/ADM/01/02/06 dated 21 June 2021 to the Department of External Resources that once submitting the necessary information by the consulting company to the Committee, this Ministry will finalize the Ministry Observation Report within next two weeks and finalized with the negotiating committee. (**Annexure 61**)
- 5.8.5 The Ministry of Urban Development and Housing had sought the opinion of the Attorney General on 15 November 2021 on whether the consultant company is entitled to claim loss of profit for the unexpired period of the contract as per Clause 2.9.1 (f) due to the unilateral termination of the Project by the Government of Sri Lanka prior to the expiry of the agreement. (**Annexure 62**)
- 5.8.6 The Attorney General's Department had expressed its opinion on 19 January 2022 that the consultant company is not entitled to claim loss of profit in terms of Clause 2.9.1(f).

- 5.8.7 It is obvious as per the Letter No. MUD & H/F/9/1 dated 16 October 2021 addressed to the Director General of Budget by the Secretary to the Ministry of the Urban Development and Housing that the said committee as per paragraph 5.8.2 above, was assisted by several officers who had been attached to the Western Region Transport Development Project which was executed under purview of the State Ministry of Urban Development. **(Annexure 63)** Further, the service of said officers is scheduled to be terminated by 15 October 2021 due to termination of the said Western Region Transport Development Project. As such, it had been informed that the service of five officers who had been attached to the Western Region Transport Development Project is essential up to 31 December 2021 until reaching a final decision on the claim amount claimed by the consulting company. Moreover, an additional provision of Rs.5 million as well had been requested through the said letter for the payment of salaries to those officers.
- 5.8.8 It had been informed by the Letter No. MUD & H/F/LRT dated 09 December 2021 addressed to the Director General of Budget by the Secretary to the Ministry of the Urban Development and Housing that, provision had been obtained from the State Ministry of Urban Development, Waste Disposal and Community Cleanliness for the payment of salaries and allowances to those five officers up to 31 December 2021 and a sum of approximately Rs.3 million will be incurred for the payment of salaries and allowances for a period of 03 months after 31 December 2021 and instructions for the management of the said amount are sought. **(Annexure 64)**
- 5.8.9 The Secretary to the Ministry of the Urban Development and Housing had appointed three former Directors of the Western Region Development Project by the Letter No. MU/D&H/ADM/01/02/06 dated 08 February 2022 to provide technical assistance with the committee mentioned in paragraph 5.8.3 above on the basis of payment of allowances at a rate of Rs.202,500, Rs.75,000 and Rs.225,000 per month respectively for a period of 03 months. **(Annexure 65)**
- 5.8.10 However, action had been taken to submit this Committee report in May 2022 and the following recommendations had been made in this report. **(Annexure 66)**
- i. Payment of USD 936,399.97, Japanese Yen 161,433,855.85 and SLR 81,919,233.08 (Altogether equivalent to USD 2,930,307.48) for the work done by the OCG-JV company under Category 1.

- ii. Payment of SLR 3,733,128.00 as the interest due to delay in reimbursing VAT payment
- iii. Payment of USD 95,448.87, JPY 28,337,710.00 and SLR 23,138,038.74 (Equivalent to USD 492,749.54) as the demobilization and associated overhead costs due to the premature termination of the project under Category 2.
- iv. In case, the Consultant Company does not agree on the suggestion made by 3.2.13 (mentioned in Annexure 66) of this Committee report, obtaining a directive from the Cabinet of Ministers on the claim made under Category 3 considering the Hon. Attorney General's Opinion.

5.8.11 It had been stated that it may not be possible to compensate the consultant company for the Category 3 claim (Loss of profit), the services to be provided by the consultant company were of two-fold (two phased) and phase II of the services (construction supervision) would only be required pursuant to the Government of Sri Lanka deciding to proceed with the project after studying the detailed designs developed by the consultant company in the phase I. Moreover, it had been stated in paragraph 2.4 of the said committee report that as the Project was terminated during phase I, and as there was no strict obligation on the part of Government of Sri Lanka to proceed with Phase II, no justification could be made for loss of profit relating to the period of contract falling within the said Phase 2.

5.8.12 The Ministry of Urban Development and Housing had submitted a Cabinet Memorandum on 08 June 2022 under the topic, "Termination of the Light Rail Transit System Project implemented under Aid from the Japan International Cooperation Agency (JICA)" for obtaining approval for recommendations of this Committee. (**Annexure 67**) According to this Memorandum, this contract had been agreed subjected to a period of 91 months and it had been indicated that it was a Time Based Contract and that specialists should be engaged during the first 23 months for carrying out Detailed Design of the Light Rail Project and preparation of reports relating thereto.

5.8.13 Furthermore, once selecting a contractor for constructions by the Government, it had been indicated that specialists should have been engaged for the supervision thereof

for the remaining 68 months. However, as the contract was suspended by the Government after 21 months, it has been indicated in the Memorandum that the OCG - JV Company has requested the sum computed after assuming the profit receivable for the 70 ensuing months of the contractor, as damages.

- 5.8.14 In consulting the Attorney General in this regard by the Ministry of Urban Development and Housing, the Attorney General has notified that those sums could not be paid as provisions were not made in the contract for making the said payments (Loss of profit) and accordingly, the Committee had informed the consultant company that the sums requested under Category Three mentioned in 5.8.1 above, cannot be paid.
- 5.8.15 Even though the OCG - JV Company had informed of the availability of provisions in terms of contract conditions of The Federation International Des Ingenieurs – Conseils (FIDIC) for payment of these losses and damages, it had been indicated in the said Memorandum that the Committee had not agreed therefor. Moreover, it had been also observed by the Committee that in case of failure to come to settlement relating to the said sum claimed by the OCG - JV Company, there is a possibility of going for arbitration to international courts and if so, a large cost could be incurred therefor and the attention of the Committee had been drawn towards the said matter.
- 5.8.16 Accordingly, approval had been sought for directing the Department of External Resources to look into the possibility of reimbursement of monies required for making payments submitted relating to recommendations of the Committee and proposals relating thereto indicated in paragraph 5.8.10 above, from the loan provided in terms of the agreement entered into between the Government of Sri Lanka and the Japan International Cooperation Agency.
- 5.8.17 However, the Director General of the Department of External Resources had informed the Audit through his letter No. PJ/97/B of 07 October 2022 that the loan agreement No. SLP – 119 (2019011) entered into with the Japan International Cooperation Agency (JICA) on 11 March 2019 had not been cancelled up to 07 October 2022 (Annexure 68). Moreover, as the payment to be made from foreign exchange including the compensation claimed by the consultant company due to cancellation of the contract agreement relating to this project can be made through the said loan, the

loan agreement will not be cancelled until the said activities are completed and a commitment fee will not be paid.

5.9 Matters Identified on This Project at the Meeting of the Committee on Public Accounts Held on 09 June 2022.

5.9.1 Matters were brought for discussion at the special meeting of the Committee on Public Accounts held on 09 June 2022 for examining the current performance of the Department of External Resources in the wake of economic crisis prevailing at present (**Annexure 69**). It was mentioned in the Minutes of the meeting that the Government had sustained extensive losses due to certain projects being terminated unreasonably. It was further stated that a loss of Rs. 10 billion with a penalty of Rs. 05 billion had occurred as the Light Rail Transit System Project had been so terminated after spending a sum of Rs. 05 billion.

5.9.2 It is also stated in the report that the Accounting Officer/ Chief Accounting Officer had expressed at the meeting of the Committee that instructions had been received by the Line Ministry through the Presidential Secretariat in order to suspend the project as per an order of the President. He further stated that it was not possible for the Government officers to oppose an order of the President and a Cabinet Decision. In this context, the Committee emphasized the necessity of a Government mechanism comprising of officers capable of providing accurate recommendations and guidance rather than following the directives of the Executive indisputably.

5.9.3 It was mentioned that a middle term debt management strategy had been prepared by the Department of External Resources in partnership with the Central Bank and World Bank as the burden of debt of the country had further aggravated by 2017/18, and a Cabinet Paper titled “Foreign Resource Mobilization 2020-2025” (Annexure 68) had been issued accordingly on 13 May 2020, thereby forecasting the looming economic crisis. Moreover, the Chief Accounting Officer further stated that the Cabinet may have decided that proceeding with the project would be difficult.

Responding to the draft of this report, the Secretary of the Treasury informed that detailed information had not been given in the audit report relating to the said Cabinet Paper. However, this report had not been mentioned in that Memorandum. According to the Annexure to that Memorandum, this project had not been among the projects to

be evaluated for termination considering the economic situation of the country, and the Ministry of Finance was not able to provide the Audit with the report of the Committee appointed to evaluate those projects, headed by Dr. Lalithasiri Gunaruwan appointed in accordance with the Cabinet Memorandum (**Annexure 71**). However, as the Government had decided to terminate this Project even by then, it was observed that this Committee had been informed that investigating the said project proposal was unnecessary. As such, even though the Committee had not investigated the said project, it was observed in Audit that the Committee had not taken action through its reports to pay attention on two alternative project proposals observed as submitted to the relevant institution even by then for the relevant transport corridor.

Further, the said Committee had not been entrusted with the responsibility of evaluating this project. Nevertheless, that Committee made proposals for alternative projects in the wake of this project being cancelled.

06. Observations

- 6.1 Despite having commenced the implementation process of the Light Rail Transit System Project, the Government of Sri Lanka had decided to terminate the project unilaterally. As mentioned in Paragraph 5.4.2.6 above, a sum of Rs. 5,978 million had been incurred as cost on the project whereas a sum of Rs. 604 million remained payable as outstanding invoice value by 31 December 2021, and that sum has not yet been settled. Additionally, a sum of Rs. 167 million had been claimed by the consultancy firm as expenses relating to the termination of project. This sum would be observed as an uneconomic expenditure incurred by the Government of Sri Lanka in case of failing to recommence and complete the implementation of the project by utilizing the results already gained through the expenditure so incurred.
- 6.2 According to Section 2.9.5 of the agreement as mentioned in Paragraph 5.8.1 relating to the decision taken by the Government of Sri Lanka unilaterally, the claim of Rs. 5,169 million (inclusive of the outstanding amount of Rs. 604 million payable to the consultancy firm as mentioned in Paragraph 6.1 above and the sum of Rs. 167 million demanded by the consultancy firm as expenses relating to the termination of project) demanded by main consultant- Oriental Consultants Global Company Limited, or the sum paid in favor of that request as well as interest on delay of compensation likely to be paid in due course along with any other payment, would certainly become an uneconomic expenditure for the Government of Sri Lanka.
- 6.3 Once the loan amount is appropriated in full within the specified period, it was scheduled to reimburse 50 per cent of the front end fee amounting to 60,080,000 Japanese Yens paid prior to implementation of the project as mentioned in Paragraph 5.4.2.3 above. Nevertheless, the front end fee, so incurred in addition to the amount mentioned in Paragraph 6.1 above, was observed to have been an uneconomic expenditure under the prevailing situation due to failure in properly appropriating the loan amount.
- 6.4 Following the decision taken unilaterally by the Government not to implement the project, it was observed that the said decision had affected the loan amount (loan agreement) obtained in that connection. Provisions governing the loans relating to the unilateral termination of a project, had not been mentioned either in the general terms

and conditions of the JICA or the loan agreement of this project. As such, following the unilateral termination of project by the Government of Sri Lanka, the JICA had turned down the request made by the Department of External Resources to discuss on the termination of agreement as mentioned in Paragraph 5.7.12. Hence, there existed no evidence that the JICA would not seek justice from the International Court of Justice in view of arbitration. Had the consultancy firm too decided to seek justice from the International Court of Justice. As had been assumed by the Committee appointed to decrease the compensation mentioned in Paragraph 5.8.15 above, it is observed that incurring a higher cost by the Government of Sri Lanka would be unavoidable in case of the consultancy firm too deciding to seek justice from the International Court of Justice.

- 6.5 Despite being mentioned in many instances that the project had been terminated, no action had been taken up to the date of the report on the termination of loan agreement mentioned in Paragraph 5.4.2.1 above. Considering that the Cabinet had reconsidered facilitating large scale development projects through the budget due to financial difficulties faced by the Government in the wake of Covid-19 pandemic as mentioned in Paragraph 5.7.11 above, it was informed to the Government of Japan by the Ministry of Finance that this project would be terminated with the objective of providing infrastructure through the budget to uplift priority areas of the economy for long term stability. However, the Department of External Resources had informed JICA that the loan amount would be utilized on another development project, but it was not observed by the Audit that discussions had been held with the Government of Japan in order to identify and implement alternative projects.
- 6.6 The unilateral termination of the project based on present economic crisis and Covid-19 pandemic is observed illogical given the grace period of the loan being 12 years. As the project had been unilaterally terminated by the Government of Sri Lanka that would have been implemented by utilizing the loan without commitment charges under a lower interest rate (0.1 per cent) and a 40 year (including the 12 year grace period) repayment period, it was also observed as a denial of an opportunity to develop infrastructure facilities of Sri Lanka under concessional terms.
- 6.7 As shown in Table 05 above, it was not observed that a certain decision had been taken in terms of Section 10.1 of the Land Acquisition Act, relating to taking over of

the land in extent of 21 hectares to be used for constructing depot area of the project, or further action had been taken in that connection.

- 6.8 A sum of Rs. 5,060.47 million had been obtained as at 31 December 2021 in respect of the project from the loan of Rs. 43,037 billion allocated on package 01 out of the total loan amount. It was observed that, after unilateral termination of the project, there existed no verification whatsoever to the fact that the Japan International Cooperation Agency would proceed with the concessional conditions on settlement of the loan stipulated in the initial agreement. In case of such conditions of convenience or concessionary rates on interest being disregarded, there would be a risk for the loan to be settled expeditiously /at a higher rate of interest.
- 6.9 According to the economic analysis conducted for 35 years as mentioned in Paragraph 5.4.1.1 above, the financial internal rate of return was computed as 20.18 per cent thus exceeding the discount rate and the net present value thereof was observed to be Rs. 174.3 billion. As for 03 alternative scenarios such as, 10 per cent decrease in economic benefits, 10 per cent increase in economic cost, and considering both of those unfavorable scenarios, it was observed to be still favorable as mentioned in Table 03 in Paragraph 5.4.1.1 above. As per the financial analysis on the project for 60 years (2025-2084), the 4th scenario in the analysis done for 04 scenarios as mentioned in Paragraph 5.4.1.3 above, was identified as being most favorable, and the financial internal rate of return (FIRR) thereof was 27 per cent which exceeded the cost benefit ratio of 8.81 per cent mentioned in Paragraph 5.4.1.3 above. Furthermore, the net cash flow was identified as Rs. 50,185 million which meant that the project was economically and financially feasible; however, Information on scientific and economic evaluations based on which the decision had been taken to unilaterally terminate the project, was not made available to the Audit. Hence, prudence of that decision could not be verified in audit.
- 6.10 The fact that the Government of Sri Lanka, without formal, logical and justifiable grounds, has unilaterally terminated a project proved to be environmentally, technically, economically and financially productive after incurring heavy costs on preliminary activities including feasibility studies conducted by foreign experts, was observed to adversely affect international affairs of Sri Lanka in the future.

- 6.11 As mentioned in Paragraphs 5.3.3.4 and 5.3.3.5 above, observations had been given by the Department of Planning as well as the then Ministry of Finance and Mass Media that the project would be efficient and productive. Nevertheless, The Ministry of Finance itself had later given consent to the recommendations in the Memorandum presented by the Ministry of Transport for terminating the project considering that it would be costly and non-productive. The Government of Japan had been informed that the project would not be implemented due to Covid-19 pandemic thus terminating the agreement. This was observed to have harmed the diplomatic ties between the countries.
- 6.12 As for 5.7.13 above in which the Government of Japan had expressed their displeasure on the non-utilization of loan, it becomes clear that the diplomatic liaisons with Japan would be affected in the wake of losing the financial and technological assistance from a developed country like Japan whilst the reputation of Sri Lanka being marred.
- 6.13 Action had not been taken in a diplomatic manner to inform the Government of Japan through the Ministry of Foreign Affairs on the unilateral termination of the agreement. Action had not been taken to obtain preliminary observations from the Attorney General relating to the legal effect of terminating the agreement unilaterally. Accordingly, it is observed that action had been taken with no concern whatsoever about the deprivation of entrepreneurial integrity and long-standing diplomatic ties with Japan which had provided Sri Lanka with extensive development assistance.
- 6.14 According to the letter sent by the Presidential Secretary to the Secretary to the Ministry of Transport on 21 September 2020 saying that the letter was based on instructions given by the then President as mentioned in 5.7.4 above, it was stated that the project was costlier and non-productive, and the project would not meet its objective of providing infrastructure for urban transport. Nevertheless, the Audit was not provided with any information as to whether any expert opinion had been sought or a cost/ benefit analysis had been carried out before reaching those conclusions. As such, it could not be verified as to whether that decision was adequately justifiable and prudent.
- 6.15 The Cabinet Memorandum dated 24 September 2020 stated that the project should be terminated due to not being cost-effective following the discussion held on 18

September 2020 with the Director General of the Department of External Affairs as mentioned in Paragraph 5.7.6 above. Nevertheless, it was observed as per the reply of the Director General of the Department of External Resources mentioned in Paragraph 5.7.8 that no formal evaluation had been carried out on the project rather than executing the directives of the Honorable President.

- 6.16 Furthermore, the letter mentioned in Paragraph 6.11 had informed the Secretary to the Ministry of Transport that action be taken to prepare an alternative transport solution in place of this project under instructions of Ministry of Urban Development and Housing, Department of National Planning, and Ministry of Finance. Nevertheless, it was observed that no such alternative solutions had been identified up to the date of the report. Although alternative solutions had been provided through Cabinet Memorandum mentioned in Paragraph 5.8.3 above, those alternatives could not be implemented as well due to that Memorandum being withdrawn. Furthermore, responding to the draft of this report, the Secretary to the Ministry of Transport and Highways informed on 10 October 2022 that implementation of an alternative solution for transportation was difficult as the functionality of the Government had not been optimal during the 02 preceding years owing to Covid-19 pandemic and fuel crisis.
- 6.17 As for the preparation of this Cabinet Memorandum on the termination of the project, , the Audit was not provided with information as to whether discussions were held between the two Ministries relating to termination of the project or an agreement was reached in accordance with instructions given in Sections (v) and (vi) of Chapter 03 of the Guidelines issued by the Office of the Cabinet in August 2020 to be followed in presenting a Cabinet Memorandum as mentioned in Paragraph 5.7.5 above. Moreover, action had not been taken to present a joint Memorandum to the Cabinet under a common consensus in respect of the matters relevant to both Ministries in terms of Section (vi) of Chapter 02 in the said Guidelines.
- 6.18 Furthermore, it had been stressed at the meeting of the COPA held on 09 June 2022 as mentioned in Paragraph 5.9 that the Department of External Resource be entrusted with the supervision. However, it was not observed that the said Department had exercised such a responsibility with respect to this project.

- 6.19 In order to assist the 11 member Committee appointed to hold discussions for reducing the claim requested by the consultancy firm as mentioned in 5.8.6 and 5.8.7 above, another group of officers attached to the Western transport development project had also been appointed thereto in addition to the officers mentioned in Paragraph 5.8.9. Additional provision of Rs.08 million had been requested to pay salaries and allowances to those additional officers for a period of 06 months. However, as mentioned in Paragraph 5.8.3, this Committee appointed on 16 June 2021, had presented a report in May 2022 after a period of one year. According to the information made available as at the date of audit, it was observed that a sum of Rs.4.8 million had been spent on this Committee only for providing technical assistance, and it was not verified in audit as to whether any remuneration had been paid to the Committee. Furthermore, it was observed that an agreement could not be reached with the consultancy firm on the compensation for the loss of profits as per Paragraph 3.3 and Recommendation No. 04 of that report.
- 6.20 Provided the fact as mentioned in Paragraph 5.9.2 that the Committee on Public Accounts emphasized at the meeting held on 09 June 2022 the necessity of a Government mechanism comprising of officers capable of providing accurate recommendations and guidance rather than following the directives of the Executive indisputably, it was observed in audit that unilateral termination of the project by the Government of Sri Lanka was illogical.
- 6.21 As mentioned in Paragraph 5.7.2 above, a detailed reply had been given by the Project Director on 10 February 2020 to the letter of the Secretary to the Ministry of Urban Development, Water Supply and Housing Facilities dated 30 January 2020. Furthermore, the implementing agency for the project was the said Ministry itself. Nevertheless, it was not verified that, when the Cabinet Memorandum presented by the Ministry of Transport relating to the termination of this project, was prepared, the matters in the said detailed letter had been communicated to the Secretary to the Ministry of Finance by his counterpart in charge of urban development.
- 6.22 The mobilization advance of Rs. 44 million given to the Ceylon Electricity Board for the supply of electricity to the project as mentioned in Paragraph 5.5.1, had not been recovered even by 31 October 2022. As such, this amount was also observed to have been uneconomic.

- 6.23 Timeframes had been set for completion of tasks under this project as mentioned in Table 02 in Paragraph 5.3.1.3. However, a project management unit had been maintained for implementation of the project by incurring a sum of Rs. 917 million from local funds though, action had not been taken to complete the relevant tasks within the targeted dates.
- 6.24 This project had been introduced due to reasons such as, traffic congestion in Colombo and suburbs, speed of vehicles in those areas becoming low, lack of interest of the people in public transport, and lack of space for further improvement of road network in Colombo and suburbs. However, following the decision taken by the Government of Sri Lanka to unilaterally terminate this project with no alternative solutions, it was observed that the opportunity to solve those issues, possibility for the Government to reap economic benefits, and the opportunity for the general public to be benefitted through the project, had been lost.

7. Recommendations

- 7.1 It is necessary to further review the prudence of the decision taken to unilaterally terminate the project thereby reimplementing the project, or unsettled commitments already incurred on the project along with the properties acquired should be utilized on an alternative solution thus transforming the uneconomic expenses into being economic. **(Reference 6.1, 6.7, 6.14, 6.15, 6.17, 6.18, 6.19, 6.23)**
- 7.2 To reach an agreement to proceed with the concessionary terms and conditions on the settlement of loan relating to the loan disbursement of Rs. 5,066 million obtained as at 31 December 2021, after the unilateral termination of the project. **(Reference 6.8)**
- 7.3 In instances where decisions should be taken to terminate projects prior to implementation or while in progress, action should be taken to do so after an adequate and acceptable cost benefit analysis. **(Reference 6.9, 6.10)**
- 7.4 Diplomatic cooperation should be maintained at a strong level with prior concurrence in coordinating with other party in every possibility without terminating concessionary loan schemes unilaterally. **(Reference 6.11, 6.12, 6.13)**
- 7.5 Specifically, in case of the unilateral termination of diplomatic agreements, preliminary observations should be obtained from the Attorney General relating to those matters. **(Reference 6.13)**
- 7.6 The necessity for providing correct information for enabling the Cabinet to take their decisions in an optimum manner, should be stressed. **(Reference 6.19, 6.20)**
- 7.7 While adhering to decisions of the Cabinet and the Executive by officers who implement those decisions, in case of instances for which conclusions, that a certain serious issue could arise due to the said decisions, the attention of the Government should be drawn towards the ability of introducing a methodology of reporting to the Executive of conclusions. **(Reference 6.14, 6.22)**
- 7.8 In making observations by the General Treasury relating to Cabinet Memoranda, effort should be made to give independent professional observations beyond extending support for decisions expected through said Memoranda. **(Reference 6.18)**

7.9 In taking action to revise/cancel prior decisions taken after a formal study, parties who participated in studies for prior decisions should be consulted and information received from them should be professionally evaluated. **(Reference 6.9, 6.10, 6.23)**

Sgd./W.P.C. Wickramaratne
Auditor General

W.P.C. Wickramaratne

Auditor General

23 November 2022

පරිච්ඡේදය 1 හැඳින්වීම

1.1 ව්‍යාපෘතියේ පසුබිම

යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය, (LRT) මහනගර හා බස්නාහිර පළාත් සංවර්ධන අමාත්‍යාංශය යටතේ ක්‍රියාත්මක කිරීමට යෝජිත ව්‍යාපෘතියක් ලෙස දැක්විය හැක. මෙම යෝජිත සැහැල්ලු දුම්රිය පද්ධතිය (LRT) කොන්ක්‍රීට් කුළුණු හා වාහේ කදම්භ වලින් නිර්මාණය වී ඇති වේදිකාවක් මත ගමන් ගන්නා විදුලි දුම්රිය පද්ධතියකි. මෙම දුම්රිය මාර්ග, පිටකොටුව ප්‍රදේශයේ සිට මාලුඹේ ප්‍රදේශය දක්වා මාර්ගයේ ඇති වැදගත් ස්ථාන මෙන්ම ප්‍රවාහන කේන්ද්‍ර හා සම්බන්ධ වේ (උදා:- බොරැල්ල හා බත්තරමුල්ල). මෙම දුම්රිය ගමන් ගන්නා වේදිකාව බොහෝ අවස්ථාවලදී ප්‍රධාන මහ මාර්ගයෙහි මධ්‍ය රේඛාවට සමාන්තරව, වියට ඉහළින් ගමන් කරන අයුරින් ඉදිවනු ඇත.

සැහැල්ලු දුම්රිය මාර්ගය හා සම්බන්ධව දුම්රිය ස්ථාන 16 ක් පවතින අතර, මීට අමතරව දුම්රිය නඩත්තු කිරීමට සහ නවතා තැබීම හා අනෙකුත් කටයුතු සඳහා බටහිර මාලුඹේ දුම්රිය අංගනයක් ඉදිකිරීමට සැලසුම් කර ඇත.

1.1.1 ව්‍යාපෘතියෙහි පසුබිම

2015 ජනවාරි මස ශ්‍රී ලංකාවේ නව රජය පිහිටුවීමත් සමඟ කොළඹ මහනගර (මෙට්‍රොපොලිටන්) කලාපයේ ¹ නාගරික සංවර්ධන සැලසුම් කිරීමේ වගකීම මහනගර හා බස්නාහිර සංවර්ධනය අමාත්‍යාංශයට හිමි වූ අතර, ඒ සඳහා "බස්නාහිර කලාපයේ ප්‍රධාන සැලැස්ම 2030" - (Western Region Master Plan – 2030) සකස් කරන ලදී. මෙම ප්‍රධාන සැලැස්මෙහි වූ එක් ප්‍රමුඛතාවක් වූයේ, කොළඹ මහනගර කලාපයේ රථ වාහන තදබදයට විසඳුමක් ලෙස මහජනයාට විකල්ප ප්‍රවාහන පද්ධතියක් හඳුන්වා දීමයි.

කොළඹ මහනගර සීමා කලාපය සහ තදාසන්න නගර සඳහා වන නාගරික ප්‍රවාහන පද්ධතිය සංවර්ධන කිරීමේ ව්‍යාපෘතියට අනුව (CoMTrans) ප්‍රධාන නගරය කේන්ද්‍ර කොට දිවෙන ප්‍රධාන මාර්ග කොර්ඩෝ හත අතුරින් මාලුඹේ කොර්ඩෝව කාර්ය බහුලතාවය උච්ඡතම වේලාවකි, වැඩිම රථ වාහන ඝනත්වයක් සහ අඩුම ගමනාගමන වේගයක් සහිත කොර්ඩෝව වශයෙන් හඳුනාගෙන ඇත.

කොළඹ පුරවර ප්‍රදේශය හා අවට නාගරික කලාපයන් සඳහා වන නාගරික ප්‍රවාහන පද්ධතිය සංවර්ධනය කිරීමේ ව්‍යාපෘතියට අනුව (CoMTrans) කටයුතු කිරීම සහ මහනගර ප්‍රවාහන ප්‍රධාන සැලසුම් යෝජනා මත පදනම්ව, සීඝ්‍ර සංක්‍රමණ පද්ධතිය (RTS), පොදු ප්‍රවාහන වැඩි දියුණු කිරීම විකල්පයක් ලෙස හඳුනාගෙන ඇත. සීඝ්‍ර සංක්‍රමණ පද්ධතිය (RTS) මාර්ග හතකින් යුතුව, කොළඹ අග නගරයේ සිට උප නගර කරා දිවෙයි. (රූපය 1 බලන්න). රටේ ආර්ථික සංවර්ධනය, ජනගහනය වර්ධනය, අපේක්ෂිත ප්‍රවාහන තත්වයන් වැනි කරුණු කිහිපයක් පිළිබඳ සැලකිලිමත් වෙමින් මෙම ජාලය සකස් කොට ඇත. (උදාහරණයක් ලෙස ප්‍රධාන මංමාවත් වල රථ වාහන පරිමාව, අනෙකුත් පොදු ප්‍රවාහන මාර්ගයන් සමඟ ඇති සම්බන්ධතා යනාදිය).

සීඝ්‍ර සංක්‍රමණ පද්ධති (RTS) ජාලය තුළ, මාලුඹේ මංපෙත හරහා ගමන් කරන සීඝ්‍ර සංක්‍රමණ පද්ධති - 1 (RTS-1) සහ සීඝ්‍ර සංක්‍රමණ පද්ධතියේ - 4 (RTS-4) වටරවුම් මාවතයෙහි උතුරු කොටස සංවර්ධනය කිරීමට, ශ්‍රී ලංකා රජය විසින් පපන් රජය වෙත සංවර්ධන ණය මුදලක් සඳහා නිල ඉල්ලීමක් කරන ලදී.

¹ කොළඹ මහ නගර සභා ප්‍රදේශය පහත පරිදි වේ. කොළඹ , තිඹිරිගස්සාය , ශ්‍රී ජයවර්ධනපුර කොට්ඨේ , කඩුවෙල දෙහිවල - ගල්කිස්ස සහ මොරටුව ආවරණය වන ප්‍රදේශයක් වේ.

විවිධයන් යෝජිත කොළඹ සැහැල්ලු සංක්‍රමණ පද්ධතියේ (RTS-1) සහ (RTS-4) යන කොටස්, මෙම රාජ්‍යයන් දෙක අතර පවතින ආර්ථික සහයෝගීතාව සඳහා විශේෂ නියමයන් (Special Terms for Economic Partnership - STEP)

මෙම සංවර්ධන මෙම යෝජිත ව්‍යාපෘතිය වී ඇති ප්‍රදේශයේ සිටින අයට වේ (උදා: වැඩි ප්‍රමාණ මහ

මතර දුම්රිය රිය දා නගයක්

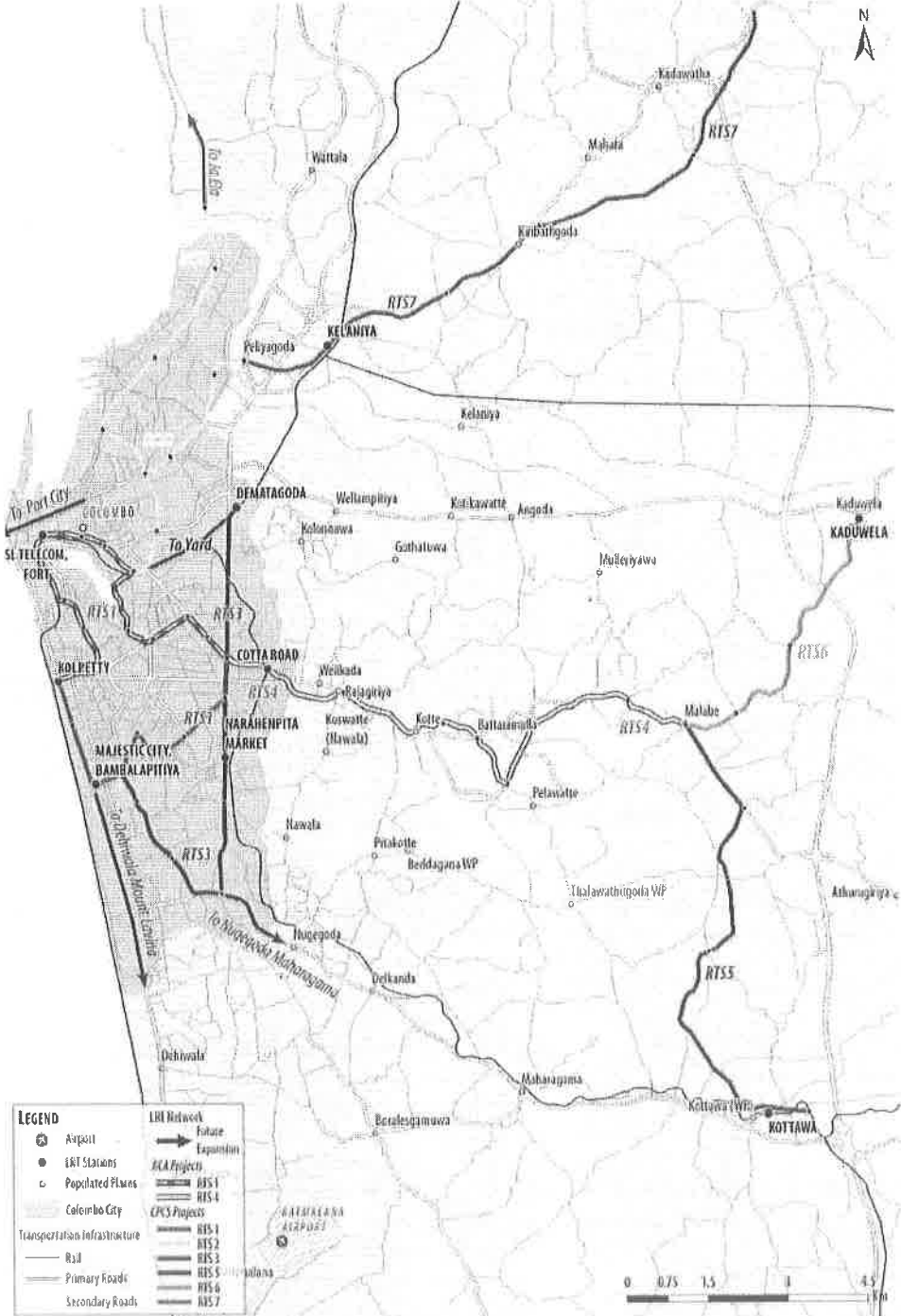
වෛපෛලිවත් සංවර්ධනය Eastern Region වුයේ, කොළඹ න පද්ධතියක්

විය සංවර්ධන රට කොරිඩෝ රට වාහන ව.

න විය වාහන ප්‍රධාන දියුණු කිරීම කොළඹ අග ජනගහනය මෙම ජාලය නකුත් පොදු

මුණ පද්ධති - සංවර්ධනය වී කරන ලදී.

වල - ගල්කිස්ස



රූප සටහන 1.1 යෝජිත සිඳු සංක්‍රමණ පද්ධති ජාලය

මූලාශ්‍ර: ප්‍රවාහන මූලික සැලැස්ම (මහනගර හා බස්නාහිර පළාත් සංවර්ධන අමාත්‍යාංශය-MMWD)

1.2 ව්‍යාපෘතිය සාධාරණීකරනය කිරීම

ශ්‍රී ලංකාවේ, පුද්ගලයන් හා භාණ්ඩ ප්‍රවාහන කටයුතු වලින් 90 %ක් සිදුකෙරෙන්නේ මහමාර්ග ඔස්සේය. දළ දේශීය නිෂ්පාදනයෙන් 42% ක් හා ජනගහනයෙන් 29% ක්ම කොළඹ අගනගරය ආශ්‍රිතව කේන්ද්‍ර ගත වී ඇති අතර, සිවිල් යුද්ධය නිමවීමත් සමඟ ම විශේෂයෙන්ම බස්නාහිර පළාත වැඩි ආර්ථික වර්ධනයක් අත්පත් කරගෙන ඇත.

දෛනිකව කොළඹ නගරය කරා පැමිණෙන මෝටර් රථ, බස් රථ සහ යතුරු පැදි, ත්‍රී වීල් යනාදි වාහන ප්‍රමාණය සීඝ්‍ර ලෙස වර්ධනය වී ඇති අතර ලක්ෂයක් පමණ මිනිසුන්ද ඒ අතර වෙති. එහි ප්‍රච්චලනය ලෙස කොළඹ සහ තදාසන්න ප්‍රදේශවල දැඩි රථවාහන තදබදයක් ඇති වේ. උදෑසන හා සවස් කාලය වලදී ගමනා ගමන වේගය පැයට කිලෝ මීටර් 20 ක් පමණ වේ. මෙය රථ වාහන තදබද තත්වයක් ලෙස සලකයි. ඇතැම් මාර්ග වල ගමනාගමන වේගය පැයකට කිලෝමීටර් 10 ක් පමණ දක්වා අඩුවන අතර, පවත්නා නාගරික ප්‍රවාහන ජාලය එහි උපරිම සීමාවන් කරා ලඟා කර ඇති බව මින් පෙනී යයි. කොළඹ මාළුඹේ කොර්ඩෝවද විශාල රථවාහන තදබදයක් පවත්නා මාර්ගයන්ගෙන් එකකි.

එමෙන්ම කොළඹ පුරවර ප්‍රදේශය හා අවට නාගරික කලාපයන් සඳහා වන නාගරික ප්‍රවාහන පද්ධතිය සංවර්ධනය කිරීමේ ව්‍යාපෘති (CoMTrans) අධ්‍යයනයේ සොයා ගැනීම් වලට අනුව, කාර්ය බහුල වේලාවන්හිදී කොටුව ලේක් හවුස් හන්දියේ සිට බත්තරමුල්ල හන්දිය අතර ගමන් කාලය විනාඩි 40 - 50 ක් වන අතර, කාර්ය බහුල නොවන වේලාවන්හිදී එම දුර ගමන් කිරීමට ගත වන්නේ විනාඩි 15 පමණ කාලයකි. එයින් අදහස් වන්නේ කාර්ය බහුල වේලාවන්හිදී ගමන් කාලය දෙතුන් ගුණයකින් වැඩි වන බවයි. මෙම තත්වය කොළඹ මහනගර (මෙට්‍රොපොලිටන්) කලාපයේ ආර්ථික ක්‍රියාකාරකම් වලට අහිතකර ලෙස බලපාන අතර, එම වාහන තදබදය ජාතික ආර්ථිකයටද අහිතකර බලපෑම්ද ඇති කරයි.

මාර්ග සංවර්ධන ක්‍රියාවලියෙන් මගින් පමණක් රථවාහන තදබදය පිළිබඳ ගැටළුව විසඳිය නොහැක. කොළඹ නගරයේ ප්‍රධාන මාර්ගවල පවතින ගමනාගමනය තත්වය මත පදනම්ව, පෞද්ගලික වාහන වෙනුවට කාර්යක්ෂම, (එක් කාල සීමාවක් තුළ වැඩි පිරිසක් ප්‍රවාහනය කිරීම) විශේෂයෙන්ම දුම්රිය මාර්ග පදනම් කරගත් පොදු ප්‍රවාහන ක්‍රමයක් ස්ථාපිත කිරීම ඒ අතර වැදගත් වේ.

1.3 යෝජිත ව්‍යාපෘතියෙහි අරමුණු

යෝජිත ව්‍යාපෘතියෙහි ප්‍රධාන අරමුණ වන්නේ, සුවපහසු, ආරක්ෂක, විශ්වසනීය සහ වඩා යහපත් ප්‍රවාහන මාදිලියක් ඇති කිරීම තුළින් කොළඹ මහනගර (මෙට්‍රොපොලිටන්) කලාපය තුළ ප්‍රවාහන තත්වය ඉහළ නැංවීමයි. මෙම යෝජිත සැහැල්ලු දුම්රිය මාර්ගයේ විශේෂයෙන්ම ඉලක්ක කරනු ලබන්නේ උපාය මාර්ගික වැදගත් ස්ථානයන් වන කොටුව, ටවුන්හෝල්, ජාතික රෝහල, බොරැල්ල, සෙන්සිරිපාය, බත්තරමුල්ල සහ මාළුඹේ වැනි ගමනාගමන කේන්ද්‍රයන් සම්බන්ධ කිරීමය. මේ තුළින් ව්‍යාපාරික මධ්‍යස්ථාන, පාසල්, රෝහල් සහ රජයේ කාර්යාල වෙත ප්‍රවේශයද පහසුවනු ඇති අතර (උදා:- පුද්ගලයන් ලියාපදිංචි කිරීමේ දෙපාර්තමේන්තුව සහ ආගමන හා විගමන දෙපාර්තමේන්තුව වැනි) වෙනත් ප්‍රවාහන ක්‍රම වලට මාරුවීමට ඇති අවස්ථාද පහසුවනු ඇත. (උදා:- පළාත් බස් රථ හා දුම්රිය සේවය)

මෙම සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය නිසා මාළුඹේ සිට කොටුව දක්වා ගමන් කාලය විනාඩි 30 කින් පමණ අඩු වනු ඇතැයි අපේක්ෂා කෙරෙන අතර , ගමන්කාලය පිළිබඳ විශ්වාසනීයත්වය තහවුරු කෙරේ. (රථ වාහන තදබදය මගින් බලපෑමක් සිදු නොවීම), ගමන් පහසුව, සැපපහසු ගමනාන්තයක් මෙමගින් තහවුරු කෙරේ. මෙම යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති පද්ධතිය මගින්ගේ ප්‍රවාහන අවශ්‍යතා සපුරාලීමට සමත් වනු ඇති අතර විශේෂයෙන්ම එය මාළුඹේ කොර්ඩෝව හරහා කොළඹ සිට මාළුඹේ දක්වා ගමන් කරන්නන් හට පහසුවක් වනු ඇත. සමඟ

මෙයට අමතරව යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය අනුගත වීමත් සමඟ එකී මාර්ගයේ මාර්ග තදබදය අඩුවනු ඇති අතර පුද්ගලික වාහන භාවිතා කරන්නන් මෙම විකල්ප ප්‍රවාහන පද්ධතියට මාරුවීමටද අවකාශයක් ඇත. තවද, අවට වාතයේ ඇති පිරිසිදු බව වැඩිවීම, වාහන තදබදය තුළින්

සිදුවන ආර්ථිකමය පාඩු අවම වීම ආදී ප්‍රතිඵල සඳහා මෙම යෝජිත ව්‍යාපෘතිය හේතුවනු ඇත. (උදාහරණ ලෙස ඉන්ධන පරිභෝජනය හා වාහන නඩත්තුව අඩුවීම)

කෙටියෙන් දැක්වුවහොත් ව්‍යාපෘතියේ අරමුණ වන්නේ:

- කොළඹ හා ඒ අවට ප්‍රදේශ වල වාහන තදබදය අඩු කිරීම;
- මගීන්ගේ ගමන් කාලය අඩු කිරීම;
- වැදගත් කලාපයන් සහ ප්‍රවාහන කේන්ද්‍රස්ථාන සම්බන්ධතාවය වැඩි දියුණු කර ගැනීම;
- ප්‍රධාන මාර්ගය අතරතුර ප්‍රවේශ විය හැකි ස්ථාන වර්ධනය වීම;
- පොදු ප්‍රවාහන ජාලය තුළ සැපයුණු විශ්වාසනීය සහ ආරක්ෂාකාරී විකල්ප මාර්ග සැපයීම; සහ
- ප්‍රවාහනය කටයුතු නිසා සිදුවන අහිතකර වායු විමෝචනය අඩු වීම මගින් වායුවේ ගුණාත්මක භාවය ඉහළ යාම.

1.4 ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මෙහි අරමුණු (RAP)

බලපෑමට ලක්වූ පුද්ගලයන්ගේ නියමිත හිමිකම් සුදුසු පරිදි හා නියමිත කාලයේදී ලබා දීමෙන්ද, ඔවුන්ගේ ජීවන තත්ත්වයන් සහ ජීවත්වීමේ මාර්ග යළි නගාසිටුවීම සඳහා අවස්ථාවන් සඳහා ගැනීමට උදවු කිරීමෙන්ද, ඔවුන් වඩා දියුණු තත්ත්වයට පත්කිරීම හෝ අවම වශයෙන් නැවත යථා තත්ත්වයට පත්කිරීමද ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මෙහි අරමුණු වේ. 'මෙම බලපෑම් සඳහා වන්දි ගෙවීම් වලට අමතරව, හිමිකම් ආකෘතිය ක්‍රියාත්මක කිරීමේ සැලැස්මට, මැදිහත් වීමේ ක්‍රම වේදය හා මැසිවීම් සහන ක්‍රමවේදය ද අන්තර්ගතය. ඊට අමතරව ව්‍යාපෘතියේ මුළු පිරිවැය සඳහා අන්තර්ගත කල යුතු වන්දි ගෙවීමේ පිරිවැයද වහි සඳහන් වේ.

මෙම ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම සැකසීම සඳහා ගෙන ඇති ක්‍රියාවලිය උපදේශනාත්මක වේ. එය විවිධ පාර්ශවයන් සහ උපදේශකවරුන්ගේ අදහස් සැලකිල්ලට ගනිමින් නිර්මාණය වුවකි. මෙම විවිධ පාර්ශවයන්ගේ අදහස් හා ආකල්පද සැලකිල්ලට ගන්නා ලදී. ප්‍රතිස්ථාපනය ක්‍රියාකාරී සැලැස්ම යනු තහවුරු වූ එකඟතාවයන් හා වන්දි හිමිකම් යලි තහවුරු කිරීමේ ක්‍රම වේදයකි. (උදා:- සුදුසුකම්, වන්දි පැකේජය වන්දි ගණනය කරන ක්‍රමවේදයන් සහ සහභාගිවීමේ ප්‍රවේශයන්) එමෙන්ම ව්‍යාපෘතියේ බලපෑමට ලක්වන ප්‍රජාව වෙත, ව්‍යාපෘතියේ ක්‍රියාත්මක කරන ආයතනයේ කැපවීම පිළිබඳ ප්‍රකාශනයක් ලෙසද ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) හැඳින්විය හැක.

1.5 ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මෙහි සංශෝධනය, අනුමත කිරීම සහ ක්‍රියාත්මක කිරීම

ව්‍යාපෘතිය හේතුවෙන් සිදුවිය හැකි බලපෑම් මත, අවශ්‍ය දේපළ අත්පත් කර ගැනීම, ව්‍යාපෘතියේ සවිස්තරාත්මක සැලසුම් මත රඳා පවතී. කෙසේ වෙතත් මේ සඳහා පමණක් ඉහත ප්‍රතිපාදන, මෙම අවධියේදී හඳුනාගත් බලපෑම් සඳහා පමණක් සීමා නොවේ. එමෙන්ම ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) යනු ගතික ලියවිල්ලක් ලෙසද හඳුනා ගැනීම අවශ්‍ය වේ. ව්‍යාපෘති සවිස්තරාත්මක අවදියේදී විය හැකි වෙනස්කම් හා මගහැරී තිබූ බලපෑම් අන්තර්ගත කිරීම මගින්, ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) යාවත්කාලීන කිරීම හෝ සංශෝධනය කිරීම සිදු වේ. එමෙන්ම ව්‍යාපෘතියේ බලපෑමට හසුවන්නන්ගේ හා අනෙක් පාර්ශවකරුවන්ගේ අදහස් හා සංජානනය මතද මෙය වෙනස් වීමේ හැකියාව පවතියි. නමුත්, වන්දි ගෙවීමේ ක්‍රමවේදයට අදාල හිමිකම් ආකෘතිය ගතික ලියවිල්ලක් ලෙස සැලකිය යුතුය.

කෙසේ වෙතත් සංශෝධනයක් සිදු වූ විට ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමේ ආයතනයක මහනගර හා

බස්නාහිර පළාත් සංවර්ධන අමාත්‍යාංශය හා ජයිකා කණ්ඩායම ඇතුළුව මූල්‍ය ප්‍රතිපාදන සැපයීම
හිඳිවීමෙන් විසින්, ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) විමර්ශනය කර අනුමත කරනු ඇත. අදාළ
අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපනය කිරීමේ (Resettlement) කටයුතු යාවත්කාලීන කරන
ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) අනුව සිදු කරනු ඇත.

පරිච්ඡේද

2.1 ව

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2.2

2.2.1

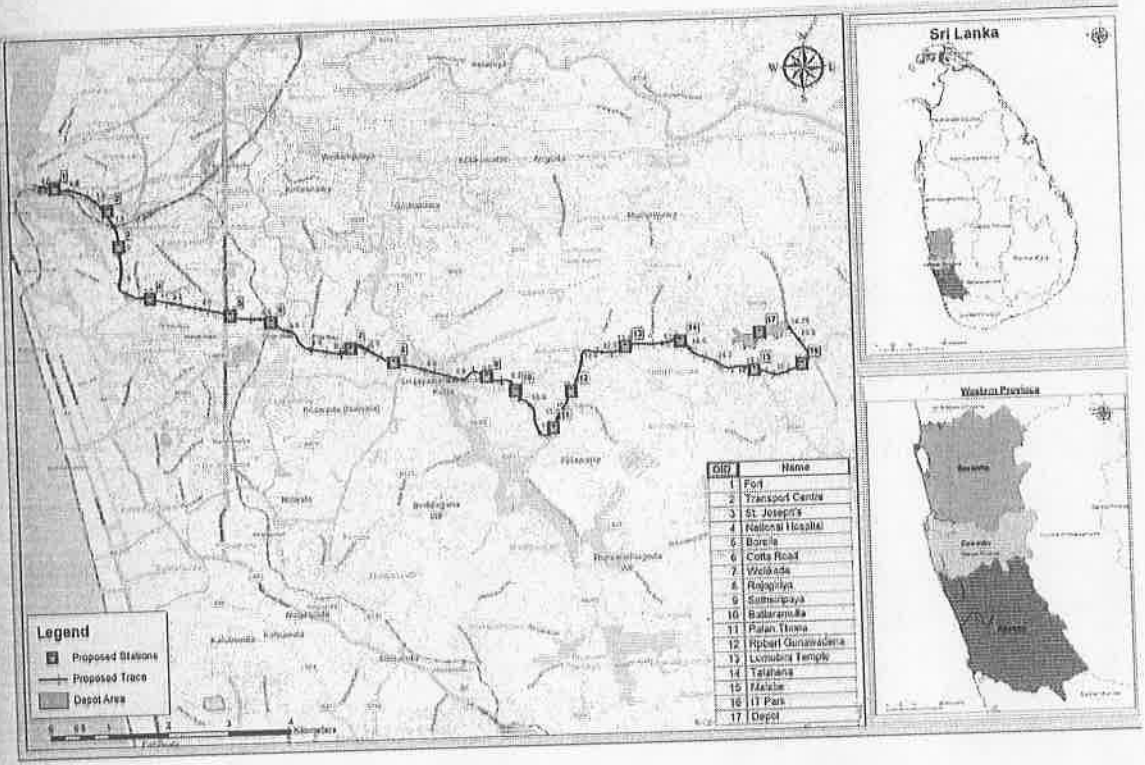
සංක්‍රමණ ව්‍යාපෘතිය
මැයි 2018

දැන සැපයීම
අනු ඇත. ඉඩ
න කරන

පරිච්ඡේදය 2 ව්‍යාපෘතිය පිළිබඳ විස්තර

2.1 ව්‍යාපෘතියේ පිහිටීම

මෙම සැහැල්ලු දුම්රිය පද්ධතිය මාලුගේ, ඩත්තරමුල්ල, බොරැල්ල, කොටුව වැනි උපාය මාර්ගික කලාපයන් සහ ප්‍රවාහන කේන්ද්‍රයන් සම්බන්ධ කරනු ඇත. යෝජිත සැහැල්ලු දුම්රිය මාර්ග ගමන් මග පහත රූප සටහන් අංක 2.1 න් පෙන්නුම් කෙරේ. සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති මාර්ගය මගින් කොළඹ, හිඹිරගස්සාය , ශ්‍රී ජයවර්ධනපුර කෝට්ටේ, කඩුවෙල යන ප්‍රාදේශීය ලේකම් කොට්ඨාශ හතරක් ආවරණය කෙරෙන අතර එය ඇමුණුම A හි දැක්වා ඇත.



මූලාශ්‍ර : ජයකා අධ්‍යයන කණ්ඩායම

රූප සටහන 2.1 සැහැල්ලු දුම්රිය පද්ධති ව්‍යුහයේ සංරචක

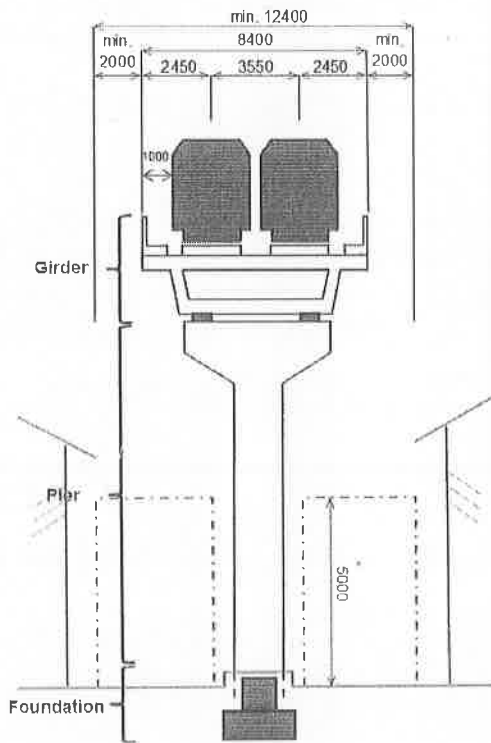
2.2 ව්‍යාපෘතියේ සංරචක

2.2.1 සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ ව්‍යුහය සහ දුම්රිය මැදිරි හැඩතැටි ස්ථාන

කිලෝමීටර 16 කින් සමන්විත යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ ව්‍යුහය, කුළුණු මත ඉදිවන අතර, එය පවතින මහා මාර්ගයට ඉහළින් ගමන් කෙරේ. යෝජිත ව්‍යාපෘති මාර්ගය මගින් දුම්රිය මාර්ගයේ හරස්කඩ රූප සටහනක් 2.2 හි රූපයෙහි දැක්වේ. සැහැල්ලු දුම්රිය සංක්‍රමණ මාර්ගය කුළුණු

මගින් ඉදිවෙන මාර්ගයක් ඔස්සේ ගමන් කරන LRT හි සැකිල්ල නිමවන්නේ අත්තිවාරම මත කුඩා යොදා, එයට ඉහළින් දුම්රිය පේළි (Rail Track) සහිත කොටස ඉදිවීමෙනි. සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති ව්‍යුහයේ පළල මීටර 8.4 ක් වන අතර, දෙපසින් මීටර 2 බැගින් මාර්ග අයිතිය ලෙස වෙන්කො ඇත. ඒ අනුව මීටර 12.4 ක මුළු මාර්ග අයිතියක් සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති මාර්ගය ව්‍යුහ සඳහා හිමිවනු ඇත.

මෙහි ආසන්න වශයෙන් දුම්රිය 25 ක් පමණ භාවිතා කරනු ඇති අතර මැදිරි 4 - 6 කින් සමන්විත වන විය මෙහෙයුම් අවධිය මත පදනම් වේ. පහත 2.2 රූප සටහන මගින් යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ දුම්රියක් දක්වා ඇත.



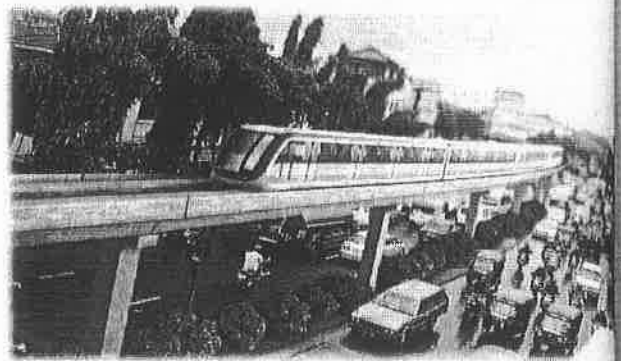
සටහන: මිනුම් මිලි මීටර වලිනි.
මූලාශ්‍ර : ජයකා අධ්‍යයන කණ්ඩායම

රූප සටහන 2.2 සැහැල්ලු දුම්රිය ව්‍යාපෘති ව්‍යුහයේ සංරචක

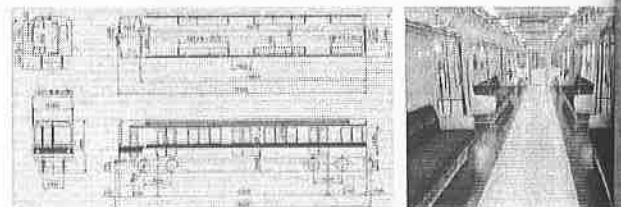
2.2.2 දුම්රිය ස්ථාන

යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති පද්ධතිය සඳහා කොටුවේ සිට මාලුඹේ දක්වා දුම්රිය ස්ථාන 16 ක් ඇතුළත් වේ. කුඩා මත දිවෙන දුම්රිය මගට අයත් දුම්රිය ස්ථානයක හරස්කඩක් පහත 2.2 රූප සටහන මගින් දැක්වේ.

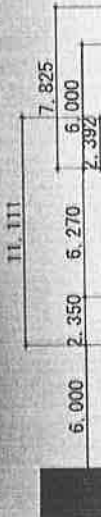
දුම්රිය වේදිකාවේ පළල මීටර 4 ක් පමණ වන අතර දුම්රිය ස්ථාන සඳහා අවශ්‍ය පළල ආසන්න වශයෙන් මීටර 14.5 පමණ වේ. ප්‍රවේශපත් කවුළුව සඳහා වන අවකාශය, ප්‍රවේශපත් පිවිසුම් පියගැටපෙළ දක්වා වන අවකාශයන්ද මෙම පරිමාණය සඳහා අත්හරින කර ඇති අතර මාර්ග අවම උස මීටර 5 ක ප්‍රමාණයක් වේ.



*Conceptual images of the proposed LRT in Colombo



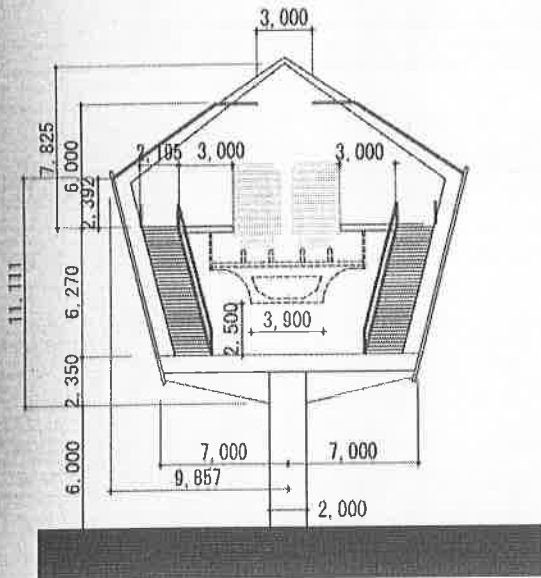
*Proposed LRT train (rolling stock)



2.2.3 දුම්රිය

දුම්රිය
දුම්රිය
බල
පවි

මෙම යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ, දුම්රිය ස්ථානය සඳහා වන සංකල්පීය ඛාහිර හා අභ්‍යන්තර රූප පහත 2.3 රූප සටහනෙහි දැක්වේ.



*Conceptual images of the proposed LRT in Colombo

සටහන: මිනුම් මිලි මීටර් වලිනි.

රූප සටහන 2.3 සැහැල්ලු දුම්රිය පද්ධතියේ දුම්රිය ස්ථානයක සංකල්පීය ඛාහිර හා අභ්‍යන්තර රූප

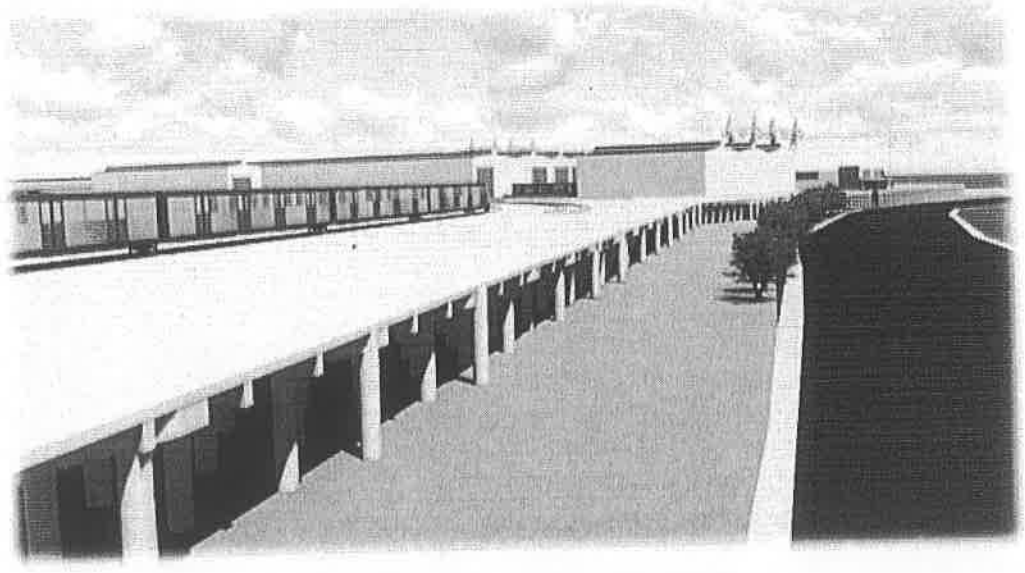
2.2.3 දුම්රිය අංගනය

දුම්රිය අංගන කලාපය දුම්රිය මැදිරි නවත්වන ප්‍රදේශයක් ලෙසත්, නඩත්තු සඳහා පරීක්ෂණ කලාපයක් ලෙසත්, මෙහෙයුම් කටයුතු සුදානම් කිරීමේ කලාපයක් ලෙසත් ක්‍රියාත්මක වනු ඇත. යෝජිත දුම්රිය අංගනය (ඩීපෝව්) මාලුඹේ ප්‍රදේශයේ පිහිටා ඇත. මෙම දුම්රිය අංගනය සඳහා හෙක්ටයාර් 15 ක පමණ භූමි ප්‍රදේශයක් අයත් වන අතර එය ප්‍රධාන වශයෙන් කුඹුරු සහ අත්හරන ලද කුඹුරු ඉඩම් වලින් සමන්විතය. මෙම ප්‍රදේශය ජල පෝෂක ප්‍රදේශයක් වන බැවින් දුම්රිය අංගනය කුළුණු මත ඉඳිවු අධාරකයන් සහිත නිර්මිත වලින් සමන්විතය. සැලසුම්ගත දුම්රිය අංගනය හා වේදිකාවේ සංකල්පීය රූප සටහන් 2.4 රූප සටහන මගින් දැක්වේ.

දුම්රිය අංගනය සඳහායෝජිත ස්ථානය සහ පිරිසැලසුම් රූප, පහත 2.5 රූප සටහනෙහි දැක්වේ. එය දුම්රිය ගාල් කිරීම සඳහා ද සැහැල්ලු සහ දුෂ්කර නඩත්තු කටයුතු සඳහාද අපජල පවිත්‍රාගාරයකින්ද, බලාගාරයකින් හා පරිපාලන ගොඩනැගිල්ලකින්ද සමන්විත වේ. නඩත්තු සඳහා පරිශ්‍රයක්ද, අපජල පවිත්‍රාගාරයක්ද, බලාගාරයක් හා පරිපාලන ගොඩනැගිල්ලකින්ද සමන්විත වෙයි.



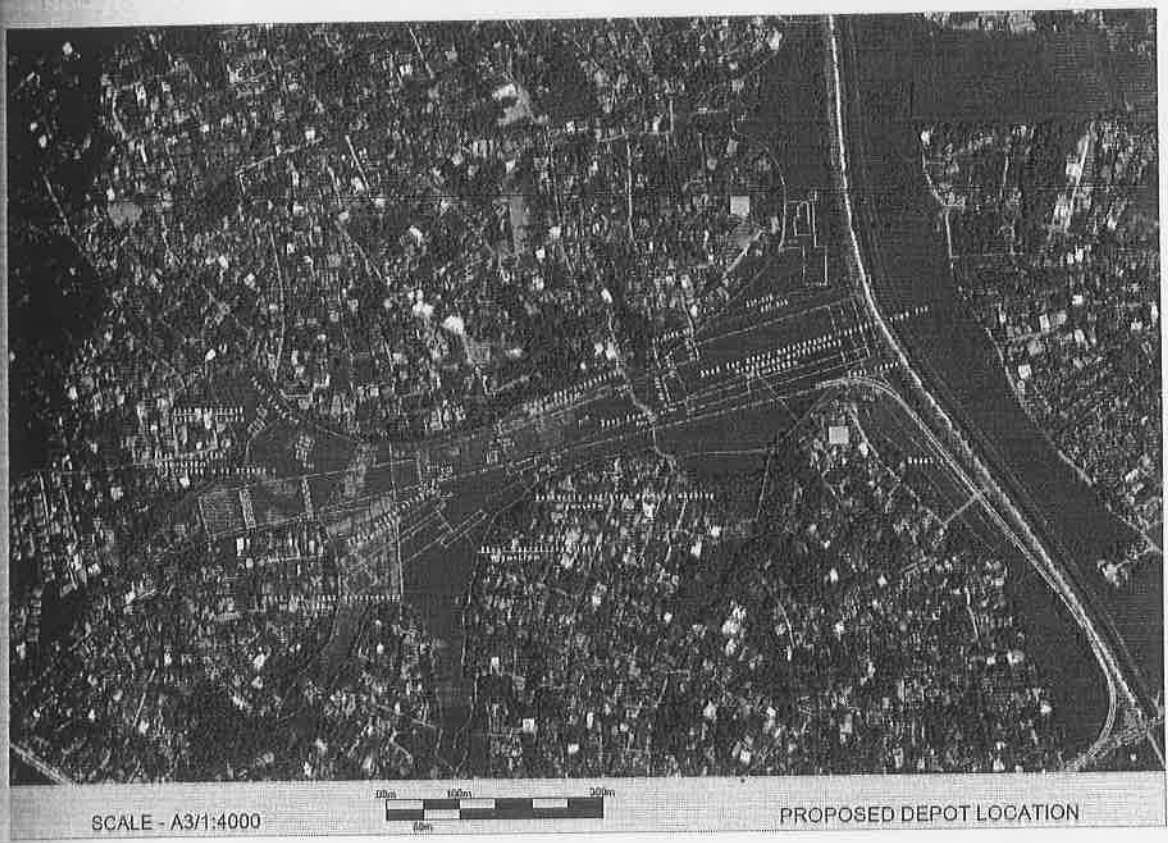
(a) දුම්රිය අංගන පෙදෙසෙහි ඉහළ දර්ශනය



(b) දුම්රිය අංගන පටයේ පැති පෙනුම

රූප සටහන 2.4 දුම්රිය අංගනයේ සංකල්පිත රූප

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මූලාශ්‍ර: ජයිකා අධ්‍යයන කණ්ඩායම

රූප සටහන 2.5 දුම්රිය අංගන ප්‍රදේශය සඳහා යෝජිත සැලැස්ම

පරිච්ඡේදය 3 ඉඩම් අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපනය පිළිබඳව නීතිමය හා ප්‍රතිපත්ති රාමුව

3.1 ශ්‍රී ලංකාවේ ඉඩම් අත්පත් කර ගැනීමේ නීති සහ රෙගුලාසි

3.1.1 ඉඩම් අත්පත් කරගැනීමේ පනත (LAA) 1950 සහ එහි පසු සංශෝධන

1950 ඉඩම් අත්පත් කර ගැනීමේ පනත ශ්‍රී ලංකාව තුළ ඉඩම් අත්පත් කිරීමේ ක්‍රියා පටිපාටියේ පොදු විධිවිධානය වේ. කාලයත් සමඟ ම එය සංශෝධනය කර ඇත. එමඟින් අභිමි වූ ඉඩම්, ගොඩනැගිලි වත්කම් සහ බෝග වලට පමණක් වන්දි ගෙවීම් සිදුකරයි. ව්‍යාපෘතිය ක්‍රියාත්මක ආයතන වලට එමඟින් ප්‍රතිස්ථාපන කිරීමේ ප්‍රධාන ගැටළු ආමන්ත්‍රණය කිරීම අවශ්‍ය නොවේ. එනම්,

- a) විකල්ප ව්‍යාපෘති වර්ණයන් ගවේෂණය කිරීම තුළින් ජනතාවට විය හැකි බලපෑම් මඟහැරීම හෝ අවම කිරීම;
- b) ඉඩම් වලට හිමිකම් ඔප්පු නොමැතිවූත් සඳහා වන්දි ගෙවීම;
- c) බලපෑමට ලක්වූවන් සඳහා ප්‍රතිස්ථාපන වර්ණයන් පිළිබඳව උපදෙස් සාකච්ඡා පැවැත්වීම;
- d) ප්‍රතිස්ථාපන භූමියෙහි සිටින ආගන්තුක ප්‍රජාව සහ බලපෑමට ලක්වන ප්‍රජාව අතර සාර්ථක සමාජ ආර්ථික ඒකාබද්ධතාවය ඇති කිරීම;
- e) බලපෑමට ලක්වන ප්‍රජාව සඳහා පූර්ණ වශයෙන් සමාජ ආර්ථික පුනර්ස්ථාපන කටයුතු සිදුකිරීම.

2008 ඉඩම් අත්පත් කර ගැනීමේ රෙගුලාසි මඟින් ඉඩම් සහ ගොඩනැගිලි වලට වෙළෙඳපොළ අනුපාතය යටතේ වන්දි ගෙවීම් සිදු කරයි. ඉඩම්වල සංවර්ධන විභවතාවය සහ එමෙන්ම කුලීකරුවන් වන්දි ගෙවීම් පිළිබඳ 2008 රෙගුලාසි මඟින් සලකා බලා ඇත. එමෙන්ම විතැන්වීමේ පිරිවැය හා අවතැන් වීම් හේතුවෙන් සිදුවන බාධා වීම් සහ වෙනත් වියදම් සඳහා වන්දි ලබාදීම ද සිදුකරනු ලැබේ.

3.1.2 ඉඩම් අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපනය කිරීමේ කමිටු (LARC) ක්‍රමය

ඉඩම් අත්පත් කර ගැනීමේ හා ප්‍රතිස්ථාපනය කිරීමේ කමිටුව (LARC) පසුගිය කාලයේ රජයේ ව්‍යාපෘති කිහිපයක් සඳහාම භාවිතා කරන ලද අතර, දක්ෂිණ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතිය එයට හිඳසුනකි. ඉඩම් අත්පත් කර ගැනීමේ පනත (LAA) යටතේ ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය තුළ ප්‍රධාන තක්සේරුකරු විසින් තීරණය කරන ලද ව්‍යවස්ථාපිත වන්දි වලට අමතරව මෙම ක්‍රමය මඟින් අතිරේක දීමනාවන් ලබාදෙන ලදී. ව්‍යාපෘතියේ බලපෑමට ලක් වූ පුද්ගලයින්ගේ සහභාගිත්වය ඇතිව උපදේශන ක්‍රියාවලියක් මඟින් ඔවුන්ගේ අතිරේක දීමනාව තීරණය කරනු ලැබේ. ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන කිරීමේ කමිටුවේ ප්‍රධාන කාර්යයන් වන්නේ ප්‍රතිස්ථාපනය කිරීමේ වියදම ලෙස වන්දි මුදලක් ගෙවීමයි. කෙසේ වුවත් 2009 ජනවාරි 20 වන දින ඉඩම් අත්පත් කර ගැනීමේ පනත අංක 1585/7 දරණ ගැසට් නිවේදනය මඟින් හඳුන්වා දුන් අතර ඉඩම් අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපන කිරීමේ කමිටුව (LARC) විසින් සමාලෝචන ක්‍රමය අහෝසි කරන ලදී.

2008 රෙගුලාසි වලට අනුකූලව වන්දි ගෙවීම් සඳහා වන ප්‍රවේශය ලෙස ප්‍රධාන තක්සේරුකරුගේ තක්සේරුව, වයට අදාල ප්‍රදේශීය ලේකම් කොට්ඨාශවලට ප්‍රමාණවත් නොවේ. එසේම ප්‍රධාන තක්සේරුකරු විසින් ඇගයීමට ලක් කරන ලද වන්දි හා සම්බන්ධ ගැටළු ඇත. 2008 රෙගුලාසි යට වන්දි ගෙවීම් ක්‍රියාවලිය හා සම්බන්ධ ගැටළු තිබේ. 2008 රෙගුලාසි යටතේ ද වන්දි ගෙවීම් ක්‍රියාවලිය සම්බන්ධනයෙන් මතු වූ ඇතැම් ප්‍රායෝගික ගැටළු හේතුවෙන්, 2013 වර්ෂයේ ඉඩම් අත්පත් කර ගැනීමේ රෙගුලාසි 2013 අංක 1864/54 - 2014 යටතේ ඉඩම් අත්පත් කර ගැනීමේ හා

ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටු පද්ධතිය නැවත ආරම්භ කර ඇති නමුත්, එය ක්‍රියාත්මක වන්නේ කැඩිනටි මණ්ඩලය මගින් අනුමත කරන ලද විශේෂිත ව්‍යාපෘති සඳහා පමණි. (ඇමුණුම් B වෙත යොමුවන්න)

ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුව යටතට අදාළ පාර්ශවකරුවන්ගේ සාමාජිකයින්ට එනම් ප්‍රධාන තක්සේරුකරු, ප්‍රදේශීය ලේකම්, ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටු රැස්වීමට සහභාගි වීම සඳහා ඉඩම් අත්පත් කර ගැනීමේ 17 වන වගන්තිය අනුව ප්‍රදේශීය ලේකම් කොට්ඨාශ මගින් බලපෑමට ලක්වන පාර්ශවයන්ට දැනුම් දෙනු ලබයි.

ඉහත සඳහන් කළ කරුණු වලට අනුව 2008 වසරේ නීති රෙගුලාසි වලට අනුව බලපෑමට ලක්වන පාර්ශවයන්ට, ඔවුන්ගේ මැසිවිලි ඉදිරිපත් කිරීමට ලබා දී ඇති අවස්ථාවට වඩා ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන කිරීමේ කමිටුව (LARC) හරහා සිදු කෙරෙන ක්‍රියා වලිය ප්‍රතිඵලදායක බව (හොඳබව) පිළිගැනේ. මෙම ව්‍යාපෘතියට ඉඩම් අත්පත් කරගැනීමේ හා ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුව - ක්‍රියාත්මක කිරීම සඳහා මහනගර සභා බස්නාහිර පළාත් සංවර්ධන අමාත්‍යාංශය මගින් අයදුම් කරන ලදී. කැඩිනටි පත්‍රිකාව මගින් කැඩිනටි අනුමැතිය 17/1654/724/064 සහ 2017.07.09 දිනැති සංදේශයෙන් මෙම ව්‍යාපෘතිය සඳහා ලබාගෙන ඇත. (ඇමුණුම් B වෙත යොමු වන්න)

(1) ඉඩම් අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුව - LARC (කොට්ඨාශ මට්ටමින්)

ඉඩම් අත්පත් කර ගැනීම හා ප්‍රතිස්ථාපනය කිරීමේ කමිටුව (LARC) පත්කරනු ලබන්නේ අදාළ ප්‍රාදේශීය ලේකම් කොට්ඨාශය තුළ ඉඩම් අත්පත් කර ගැනීමටය. මෙම කමිටුවේ පහත සඳහන් නිලධාරීන්ගෙන් සමන්විත වේ.

- අදාළ ප්‍රාදේශීය ලේකම් කොට්ඨාශයේ ප්‍රාදේශීය ලේකම්වරයා හෝ සහකාර ප්‍රාදේශීය ලේකම්වරයා,
- මිනින්දෝරු පනරාල්වරයා හෝ ඔහු විසින් නම් කරන තැනැත්තකු,
- ප්‍රධාන තක්සේරුකරු හෝ ඔහු විසින් නම් කරන තැනැත්තකු සහ
- අදාළ නිශ්චිත ව්‍යාපෘතිය අයත් විෂයය භාර අමාත්‍යවරයා විසින් නම් කරනු ලැබූ සහකාර ලේකම් ධුරයට වඩා පහළ නොවන ධුරයක් දරන නිලධාරියෙකු.

ව්‍යාපෘතිය මගින් බලපෑමට ලක්වන පුද්ගලයන්ට ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුවේ (LARC) ඉදිරියේ ඔවුන්ගේ ගැටළු ඉදිරිපත් කිරීමට අවකාශය සලසා දී ඇත.

(2) ඉඩම් අත්පත් කර ගැනීමේ හා ප්‍රතිස්ථාපනය කිරීමේ විශේෂ කමිටුව (SLARC) (අමාත්‍ය වන්දි අභියාචනා මණ්ඩලය)

ව්‍යාපෘතියෙහි බලපෑමට ලක්වූ පුද්ගලයා ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුවේ තීරණයට සෑහීමකට පත් නොවී ඇත්නම්, ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී විශේෂ කමිටුව (“Super LARC”) වෙත අභියාචනා ඉදිරිපත් කළ හැකිය. ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී කමිටුව විසින් කරන ලද ඇගයීම සංශෝධනය කිරීමට ඉඩම් අත්පත් කර ගැනීමේ සහ ප්‍රතිස්ථාපන ක්‍රියාකාරී විශේෂ කමිටුවට බලය ඇත. එම කමිටුව පහත නිලධාරීන්ගෙන් සමන්විත වේ.

- මහ නගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම්වරයා හෝ ඔහුගේ නියෝජිතයෙකු
- ඉඩම් හා ඉඩම් සංවර්ධන විෂයය භාරව සිටින අමාත්‍යවරයාගේ අමාත්‍යාංශයේ ලේකම්වරයා හෝ ඔහුගේ නියෝජිතයෙකු
- මුදල් අමාත්‍යාංශයේ ලේකම් හෝ ඔහුගේ නියෝජිතයෙකු
- ප්‍රධාන තක්සේරුකරු හෝ ඔහුගේ නියෝජිතයෙකු

- මිනිස්දෝරු ජනරාල්වරයා හෝ ඔහුගේ නියෝජිතයෙකු
- අදාල නිශ්චිත ව්‍යාපෘතියේ සභාපති හෝ ව්‍යාපෘතියේ ප්‍රධාන විධායක නිලධාරී හෝ ඔහු විසින් නම් කරන ලද නියෝජිතයකු

3.1.3 1980 අංක 47 දරණ ජාතික පාරිසරික පනත (NEA)

1980 අංක 47 දරණ ජාතික පාරිසරික පනත, 1988 අංක 56 දරණ සංශෝධන පනත මගින් සංශෝධනය කිරීමෙන් අනිවිච්ඡාලන ප්‍රතිස්ථාපනය සම්බන්ධව ප්‍රතිපාදන ලබා දී ඇත. 1995. 03. 23 දිනැති අංක 859/14 දරණ ගැසට් නිවේදනය මගින් මධ්‍යම පරිසර අධිකාරියේ අනුමැතිය අවශ්‍ය වන ව්‍යාපෘති වර්ග, ජාතික පරිසර නීතිරීති IV C ඛණ්ඩය යටතේ විස්තර කර ඇත. උපලේඛන අයිතම 12 අනුව අනිවිච්ඡාලන ප්‍රතිස්ථාපනය වීමට අදාල පවුල් ප්‍රමාණය 100 ඉක්මවන්නේ නම් පාරිසරික බලපෑම් තක්සේරු වාර්තාවක් අවශ්‍ය බව සඳහන් වේ.

3.1.4 ජාතික අනිවිච්ඡාලන ප්‍රතිස්ථාපන ප්‍රතිපත්තිය (NIRP) 2001

ඉහතින් විස්තර කළ පරිදි ඉඩම් අත්පත් කර ගැනීමේ පනත (LAA) යටතේ ඉඩම්, ඉදිකිරීම් සහ වගාව සඳහා වන්දි ගෙවීමේ ප්‍රතිපාදන ඇතත්, ඉඩම් අත්පත්කර ගැනීම නිසා ජනතාවට සිදුවන ප්‍රධාන ප්‍රතිස්ථාපන ගැටළු සලකා, බලපෑම් මග හැරවීමට හෝ අවම කිරීම සඳහා ප්‍රතිපාදන සකසා නැත. තවද, ඉඩම් හිමිකම් ඔප්පු නැති පුද්ගලයන්ට සහ ඉඩම් මත යැපෙන පුද්ගලයන් හට ඉඩම් අත්පත් කර ගැනීමේ පනත (LAA) යටතේ සහාය දැක්විය නොහැකිය.

එම නිසා සංවර්ධන ව්‍යාපෘති හේතුවෙන් ජනතාවට සිදුවන බලපෑම් මග හැරවීමට හෝ අවම කිරීමට විකල්ප ව්‍යාපෘති ක්‍රියා විමසා බැලීමද, ප්‍රධාන ප්‍රතිස්ථාපන ගැටළු හා සම්බන්ධ ඉඩම් අත්පත් කර ගැනීමේ පනතේ පවත්නා හිඬැස් සලකා බැලීමද, ශ්‍රී ලංකා රජය (අමාත්‍ය මණ්ඩලය හරහා) 2001 මැයි මස 24 වන දින, ජාතික අනිවිච්ඡාලන ප්‍රතිස්ථාපන ප්‍රතිපත්තිය (NIRP) පිළිගන්නා ලදී. මෙම ප්‍රතිපත්තිය, ප්‍රතිස්ථාපන කටයුතු වලදී බලපෑමට ලක්වූ පුද්ගලයන් විමසීමේ සහ ඔවුන්ගේ සහභාගිත්වය ලබා ගැනීමේ අවශ්‍යතාවය ඉස්මතු කරයි. මෙම ප්‍රතිපත්තිය ජපාන (JICA) ආයතනයේ මූලධර්ම වලට ගැලපෙන අතර ප්‍රතිස්ථාපන කටයුතු වලදී බලපෑමට ලක්වන්නන්ගේ ක්‍රියාකාරී සහභාගිත්වය ඉස්මතු කර දක්වයි.

ජාතික අනිවිච්ඡාලන ප්‍රතිස්ථාපන ප්‍රතිපත්තියේ (NIRP) ප්‍රධාන මූලධර්ම මෙසේය.

- ව්‍යාපෘතිය සම්බන්ධව විකල්ප මෙන්ම ව්‍යාපෘතිය තුළ විකල්ප සලකා බලමින්, අනිවිච්ඡාලන ප්‍රතිස්ථාපනය හැකි තරම් දුරට මග හැරවීම හෝ අඩු කිරීම කළ යුතුය.
- අනිවිච්ඡාලන ප්‍රතිස්ථාපනය මග හැරවිය නොහැකි අවස්ථාවලදී බලපෑමට ලක් වූ පුද්ගලයන් ස්ව-ස්ථාපනය වීමට සහ ඔවුන්ගේ ජීවන තත්ත්වය දියුණු කර ගැනීමට සහාය දිය යුතුය.
- ප්‍රතිපත්තිය තුළ, ස්ත්‍රී පුරුෂ සමානත්වය සහ සම බව සහතික විය යුතු අතර, ඊට බැඳී සිටිය යුතු ය.
- හැකි මුල්ම අවස්ථාවේදීම, බලපෑමට ලක් වූ පුද්ගලයන්, නැවත ස්ථානගත කරන ස්ථාන, ජීවනෝපාය සඳහා වන්දි ගෙවීම සහ සංවර්ධන විකල්පයන් යනාදිය තෝරා ගැනීමේදී පුර්ණ වශයෙන් සම්බන්ධ කර ගත යුතුය.
- ඉඩම් අහිමි වන අවස්ථාවලදී, බලපෑමට ලක්වන සියළු දෙනාට වී වෙනුවට ඉඩමක් ලබාදීම විකල්පයක් විය යුතුය. එසේ ඉඩමක් නොමැතිවිට, මුදලින් වන්දි ගෙවීමක් කළ යුතුය.

- ඉඩම් හා ඉදි කිරීම්, අනෙකුත් දේපල සහ ආදායම් සඳහා වන්දි ගෙවීමේදී පූර්ණ ප්‍රතිසම්පාදන වියදම දිය යුතු අතර, විය අප්‍රමාදව කළ යුතුය. මෙයට හුවමාරු වියදම් ද ඇතුළත් විය යුතුය.
- ප්‍රතිස්ථාපනය, පළාත් හා ප්‍රාදේශීය බලධාරීන්ගේ පූර්ණ සහභාගිත්වය සහිතව සැලසුම් කිරීම සහ ක්‍රියාත්මක කිරීම කළ යුතුය.
- බලපෑමට ලක් වූ පුද්ගලයන්, ආගන්තුක ප්‍රජාව සහ මහ ජනතාව සමඟ අන්තර්ග්‍රහණය වීමේදී සහභාගිත්ව වැඩපිළිවෙලක් සකස් කළ යුතුය.
- පොදු දේපළ, ප්‍රජා සහ මහජන සේවාවන් බලපෑමට ලක් වූ ප්‍රජාව වෙත ලබා දිය යුතුය.
- බලපෑමට ලක් වූ පුද්ගලයන්හට වන සංවර්ධන ක්‍රියාවක් ලෙස සලකා ප්‍රතිස්ථාපනය සැලසුම් කළ යුතුය.
- ලේඛනගත ඔප්පු නොමැති බලපෑමට ලක් වූ පුද්ගලයන්හට සාධාරණ සහ යුක්ති සහගත සැලකීමක් කළ යුතුය.
- අවදානම් සහගත පුද්ගලයන් හඳුනා ගත යුතු අතර, ඔවුන්ගේ ජීවන තත්ත්වය ප්‍රමාණවත් ලෙස ඉහළ නැංවීමට සහාය දිය යුතු ය.
- වන්දි ගෙවීමේ සහ ප්‍රතිස්ථාපන පූර්ණ වියදම ව්‍යාපෘතිය ක්‍රියාත්මක කරන ආයතනය විසින් දැරිය යුතුය.

ජාතික අනිවිච්චානුගත ප්‍රතිස්ථාපන ප්‍රතිපත්තියට අනුව පවුල් 20 ක් හෝ ඊට වැඩි පිරිසක් අවතැන් වී සිටින විට සවිස්තරාත්මක ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම (RAP) සකස් කළ යුතුය. පවුල් 20 කට අඩු පිරිසක් අවතැන් වී ඇතිවිට, සංක්ෂිප්ත ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මක් (RAP) ප්‍රමාණවත් වේ.

3.1.5 2000 අංක 46 දරණ කෘෂි සංවර්ධන පනත

2000 අංක 46 දරණ ගොවිජන සංවර්ධන පනත මගින් කුඹුරු ඉඩම් හිමියන් සහ කුළු වගාකරුවන් සම්බන්ධ කාරණා හෝ කෘෂිකාර්මික ප්‍රතිපත්ති අනුව කෘෂිකාර්මික ඉඩම් භාවිතා කිරීම, ඉඩම් සඳහා බැංකුව පිහිටුවීම, ගොවිජන සංවර්ධනය සඳහා ස්ථාපිත කිරීම සඳහා කෘෂිකාර්මික විනිශ්චයකරුවන් පත් කිරීම, 1979 අංක 58 දරණ ගොවිජන සේවා පනත අහෝසි කිරීම සඳහා සහ ඒ හා සම්බන්ධව කාරණා සඳහා මෙම පනත විස්තර කර ඇත.

- කුඹුරු ඉඩම් වගා කරන්නන්ගේ අයිතීන්
- කෘෂිකාර්මික ප්‍රතිපත්තිවලට අනුකූලව කෘෂි ඉඩම් උපයෝජනය කිරීම
- කොමසාරිස් ජනරාල්ගේ සහ අනෙකුත් කොමසාරිස්වරු, කෘෂි සංවර්ධන නිලධාරීන් පත් කිරීම්, බලතල හා රාජකාරි පැවරීම්
- කෘෂි විනිශ්චය සභා පිහිටුවීම
- ගොවි සංවිධාන වල ආයතනික ව්‍යුහය
- ගොවිජන සංවර්ධන සභා
- වාරි කටයුතු සහ වාරි ජල කළමනාකරණය

3.1.6 1968 අංක 15 දරණ කොළඹ දිස්ත්‍රික්කය සඳහා (පහත් බිම් ප්‍රදේශ) ඉඩම් ගොඩ කිරීමේ සංවර්ධනය කිරීමේ පනත

මෙම පනත යටතේ ශ්‍රී ලංකා ඉඩම් ගොඩ කිරීමේ හා සංවර්ධනය කිරීමේ සංස්ථාව (SLLRDC) පිහිටුවන ලද අතර කොළඹ දිස්ත්‍රික්කය තුළ ජලගැලීම් ආරක්ෂණ පහත් බිම් ප්‍රදේශ ප්‍රකාශයට සහ කිරීමේ බලය මෙම සංස්ථාව වෙත පවරන ලදී. 1976 අංක 27 දරන පනත, 1982 අංක 52 සහ 2000 අංක 35 දරණ පනත් මගින් මෙම පනත සංශෝධනය කර ඇත.

3.1.7 ශ්‍රී ලංකාවේ ඉඩම් පවරා ගැනීමේ ක්‍රියා පිළිවෙල

1950 ඉඩම් අත්පත් කරගැනීමේ පනත යටතේ ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය පහත වගුව මගින් දක්වා ඇත. යෝජිත ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමේ ආයතන (අයදුම්කරුගේ අමාත්‍යාංශය) ඉඩම් අත්පත් කර ගැනීමේ අයදුම් පත සකස් කර ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශයට ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම සමඟ ඉදිරිපත් කරයි. ඉඩම් අත්පත්කර ගැනීමේ පනත යටතේ ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාකාරීත්වය සඳහා ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය (MLPR) වගකිය යුතු වෙයි. ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය (MLPR) හෝ යෝජිත ව්‍යාපෘතිය යෝජකයා විසින් එක් එක් අදාළ ප්‍රාදේශීය ලේකම්වරයා සමඟ සම්බන්ධීකරණය කළ යුතු අතර, එපසුව පත්වූ පුද්ගලයින් දැනුම් දීම, වන්දි ගෙවීම, මැදිහත්වීම ඇතුළුව සම්බන්ධීකරණය කිරීම සිදුකළ යුතුය.

ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මට අනුව බලපෑමට ලක්වූ ඉඩම් පිළිබඳ සම්බන්ධතා පැවැත්වීම සඳහා මිනිස්දෝරු දෙපාර්තමේන්තුව වගකිව යුතු ආයතනයක් වෙයි. මේ අතර ඉඩම් තක්සේරු කිරීම් වලට අනුව (ඉඩම් සහ ගොඩනැගිලි සඳහා හිමිකම් තිබෙන පුද්ගලයින්ගේ ලැයිස්තුව), යෝජිත ව්‍යාපෘතිය සඳහා අත්පත් කරගත යුතු ඉඩම් තක්සේරු කිරීම සඳහා තක්සේරු දෙපාර්තමේන්තුව කටයුතු කරනු ලබයි. ප්‍රදේශීය ලේකම් විසින් වන්දි ගෙවීමෙන් පසු ප්‍රාදේශීය ලේකම්/ අයදුම් කළ අමාත්‍යාංශය මගින් ඉඩම් පවරා ගනු ලබයි.

ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්මේ සඳහන් පරිදි බලපෑමට ලක්වන ඉඩම් මැනීමේ කටයුතු බැහැර කළුකරුවන්ගේ නාමලේඛනයද සහිතව අදාළමිණුම් පිඹුරුපත් සැකසීම, (හිමිකම් වන්දි ඉල්ලා සිටින ඉඩම්, ගොඩනැගිලි, හිමියන්ගේ නාම ලේඛනය) මිණුම් දෙපාර්තමේන්තුවේ වගකීම වේ. යෝජිත ව්‍යාපෘතිය සඳහා අත්පත් කරගන්නා ඉඩම් තක්සේරු කිරීමේ කාර්යය තක්සේරු දෙපාර්තමේන්තුව විසින් සිදු කරයි. ප්‍රාදේශීය ලේකම් විසින් අදාළ වන්දි ගෙවීම් කිරීමෙන් අනතුරුව අදාළ ප්‍රාදේශීය ලේකම්, අදාළ අමාත්‍යාංශය විසින් ඉඩම් පවරා ගනු ලබයි. මෙම ඉඩම් අත්පත් කරගැනීමේ ක්‍රියාවලිය පහත සඳහන් පරිදි වේ.

ඉඩම් අත්පත් කරගැනීමේ පනත ක්‍රියාත්මකවීමේ ක්‍රමවේදය පහත පරිදි සිදුකෙරෙන අතර, එය 38 (අ) වගන්තිය (හදිසි අත්පත් කර ගැනීම) බලාත්මක කිරීමකින් තොරව සැහැල්ලු දුම්රිය ව්‍යාපෘතිය විසින් පියවරෙන් පියවර අනුගමනය කරනු ඇත.

වගුව 3.1 ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය හා අදාළ ආයතන

අදියර	ආයතනයේ කාර්ය භාර්ය	ක්‍රියාකාරීත්වය
අත්පත් කර ගැනීමේ අයදුම්පත	ක්‍රියාත්මක කරන ආයතන	අදාළ අමාත්‍යාංශය මගින් අයදුම්පත යොමු කිරීම.
2 වන වගන්තියේ නියෝගය	ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය	පොදු අරමුණු සඳහා යොදා ගැනෙන මෙම ඉඩම් තුළට ඇතුළු වීමට ඉඩ ලබාදීම ගරු අමාත්‍යවරයා විසින් සිදු කළ යුතු වීම.
2 වන වගන්තියේ නිවේදනය	ප්‍රාදේශීය ලේකම්	අදාළ ප්‍රදේශය තුළ දැන්වීම් ප්‍රදර්ශනය කිරීම.
ප්‍රගමන අනුරේඛණය	මිනිස්දෝරු අධිකාරී	

ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම : කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය 2018

සැකසීම		
4 වන වගන්තියේ නියෝගය	ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය	ඉඩම් හිමිකරුවන්ගේ විරෝධතා සඳහා ඇරයුම් කිරීමට හා විය විමර්ශනය වෙනුවෙන් ගරු අමාත්‍යවරයාගේ තීරණය ගැනීම.
4 වන වගන්තියේ නිවේදනය	ප්‍රාදේශීය ලේකම්	විරෝධතා ඇරයුම් සඳහා දැන්වීම් ප්‍රදර්ශනය කිරීම.
විරෝධතා විමසීම්	අයදුම්කරන අමාත්‍යාංශය	විරෝධතා පිළිබඳ විමර්ශනය කිරීමෙන් අනතුරුව නිර්දේශ ඉදිරිපත් කිරීම.
5 වන වගන්තියේ ප්‍රකාශනය	ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය	අත්කර ගතයුතු ඉඩම් පිළිබඳ ගරු ඉඩම් පිළිබඳ අමාත්‍යවරයාගේ නියෝගය.
5 වන වගන්තියේ නිවේදනය	ප්‍රාදේශීය ලේකම් /රජයේ මුද්‍රණාලයාධිපති	අත්පත් කර ගතයුතු ඉඩම් පිළිබඳ ඉඩම් පිළිබඳ අමාත්‍යවරයා විසින් ගැසට් නිවේදනය නිකුත් කිරීම.
මූලික පිඹුර	මිනින්දෝරු අධිකාරී	
7 වන වගන්තියේ ගැසට් නිවේදනය	ප්‍රාදේශීය ලේකම් /රජයේ මුද්‍රණාලයාධිපති	ඉඩම් හිමිකම් විමර්ශනය කිරීමට ආරාධනා කිරීම.
9 වන වගන්තියේ හිමිකම් පිළිබඳ විමසුම	ප්‍රාදේශීය ලේකම්	හිමිකම් පරීක්ෂා කිරීම
15 වන වගන්තියේ නිවේදනය	ප්‍රාදේශීය ලේකම්	අවට ප්‍රදේශය තුළ දැන්වීම් ප්‍රදර්ශනය
10 වන වගන්තිය - හිමිකම් පිළිබඳ තීරණය	ප්‍රාදේශීය ලේකම්	හිමිකම් පිළිබඳ නිශ්චය කිරීම.
තක්සේරුකරණය	තක්සේරුකිරීමේ දෙපාර්තමේන්තුව	
17 වන වගන්තිය - වන්දි ප්‍රධානය	ප්‍රාදේශීය ලේකම්	
වන්දි ලබා දීම	ප්‍රාදේශීය ලේකම්	ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය හෝ අදාළ ආයතනයෙන් මූල්‍ය ප්‍රතිපාදන වෙන්කර ඉඩම් හිමියාට ගෙවීම.
38 නියෝගය ගැසට් කිරීම	ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය	ඉඩම් හිමිකම් රජයට පවරා ගැනීම.
නිරවුල් තැක්කිම භාරගැනීම	ප්‍රාදේශීය ලේකම්	අදාළ ලියවිල්ල රැගෙන අයදුම්කරන ආයතනයට භාරදීම.
44 වන වගන්තියේ පැවරුම් සහතිකය /රජයේ හිමිකම් ලියාපදිංචි කිරීම.	ප්‍රාදේශීය ලේකම් /රජයේ මුද්‍රණාලයාධිපති	ඉඩම් හිමියන්ට වන්දි ගෙවීමෙන් පසු අදාළ ආයතනයට පැවරුම් සහතිකය නිකුත් කිරීම.

මූලාශ්‍ර: ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය

3.6 ව්‍යාපෘතිය තුළ ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය

ශ්‍රී ලංකාවේ මූලික වශයෙන් ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාපටිපාටිය තුළ, සැහැල්ලු දුම්රිය ව්‍යාපෘතියේදී ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය තුළ ඇතුළත් විය යුතු ප්‍රවේශයන් පිළිබඳ ඉදිරිපත් කිරීම පහත වගුව 3.3 හි දක්වා ඇත.

වගුව 3.3 සැහැල්ලු දුම්රිය ව්‍යාපෘතියේදී ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාපටිපාටිය තුළ ඇතුළත් විය යුතු ප්‍රවේශයන්

අංකය	ක්‍රියාකාරකම	වගකීම්කාර ආයතන
1	බලපෑමට ලක්වන පුද්ගලයින් සමඟ උපදේශනය සිදු කිරීම.	ව්‍යාපෘති කළමනාකරන ඒකකය/ මහ නගර සභා ධස්නාහිර පළාත් සංවර්ධනය අමාත්‍යාංශය
2	හිමිකම් වගුව සකස් කිරීම.	ව්‍යාපෘති කළමනාකරන ඒකකය/ මහ නගර සභා ධස්නාහිර පළාත් සංවර්ධනය අමාත්‍යාංශය
3	හිමිකම් වගුවට සහ ආදායම් නගාසිටුවීමේ වැඩසටහන් (IRP) හා අයවැය සඳහා කැබිනට් අනුමැතිය ලබාගැනීම.	ව්‍යාපෘති කළමනාකරන ඒකකය/ මහ නගර සභා ධස්නාහිර පළාත් සංවර්ධනය අමාත්‍යාංශය
4	බලපෑමට ලක්වන පුද්ගලයින්ට ඉඩම් ප්‍රතිස්ථාපන කිරීමේ ක්‍රියාවලිය පිළිබඳ තොරතුරු පත්‍රිකා බෙදා හැරීම.	ව්‍යාපෘති කළමනාකරන ඒකකය/ සැහැල්ලු දුම්රිය ව්‍යාපෘතිය
5	අත්පත් කර ගැනීමේ යෝජනාව ඉඩම් හා පාර්ලිමේන්තු කටයුතු පිළිබඳ අමාත්‍යාංශයට (MOL&PA) යොමු කිරීම.	ව්‍යාපෘති කළමනාකරන ඒකකය - සැහැල්ලු දුම්රිය ව්‍යාපෘතිය / මහ නගර සභා ධස්නාහිර පළාත් සංවර්ධනය අමාත්‍යාංශය
6	2 වන නියෝගය නිකුත් කිරීම.	ඉඩම් හා පාර්ලිමේන්තු කටයුතු පිළිබඳ අමාත්‍යාංශය
7	2 වන වගන්තියේ දැන්වීම ප්‍රකාශ කිරීම.	අදාළ ප්‍රාදේශීය ලේකම් කාර්යාලය
8	ව්‍යාපෘතිය ආදායම් ප්‍රතිස්ථාපන වැඩසටහන් ආරම්භ කිරීම.	ව්‍යාපෘති කළමනාකරන ඒකකය - සැහැල්ලු දුම්රිය ව්‍යාපෘතිය
9	ප්‍රගමන අනුරේඛනය සකස් කිරීම.	මිහින්දෝරු අධිකාරී
10	4 වන වගන්තියේ නියෝග නිකුත් කිරීම.	ඉඩම් අමාත්‍යාංශය හා පාර්ලිමේන්තු ක්‍රියාකාරකම් (මැසිවිලි සහන කමිටු ව්‍යාපෘති ප්‍රාදේශයේ ස්ථාපිත කිරීම)
11	4 වන වගන්තියේ දැන්වීම ප්‍රකාශ කිරීම.	අදාළ ප්‍රදේශීය ලේකම් කාර්යාලය
12	එකඟ නොවීම සහ විරෝධතා පිළිබඳ විමසුම	ව්‍යාපෘති කළමනාකරන ඒකකය - සැහැල්ලු දුම්රිය ව්‍යාපෘතිය / මහනගර සභා ධස්නාහිර පළාත් සංවර්ධනය අමාත්‍යාංශය
13	5 වන ගැසට් දැන්වීම් නිකුත් කිරීම.	ප්‍රාදේශීය ලේකම් , රජයේ මුද්‍රණාලයාධිපති , ඉඩම් හා පාර්ලිමේන්තු කටයුතු පිළිබඳ අමාත්‍යාංශය
14	මූලික පිහුර සකස් කිරීම.	මිහින්දෝරු අධිකාරී
15	7 වන ගැසට් දැන්වීම නිකුත් කිරීම.	ප්‍රාදේශීය ලේකම් , රජයේ මුද්‍රණාලයාධිපති

2.1 බලපෑමට ලක් වන පුද්ගලයින්

1) බලපෑමට ලක්වන ජ්‍යෙෂ්ඨතා, ව්‍යාපාර හිමියන්, කුලී කරුවන් සහ ශ්‍රමිකයින්

යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘති මාර්ගය හා දුම්රිය නැවතුම් ස්ථාන අවට ඇති බොහෝ ගොඩනැගිලි වාණිජ ස්ථාන බැවින්, මෙම ව්‍යාපෘතිය මගින් මූලිකවම බලපෑමක් එල්ල කරනු ලබන්නේ ව්‍යාපාර වලටය. බලපෑමට ලක්වූ ව්‍යාපාර හිමියන්, සේවකයන් හා නිවැසියන් , බලපෑමේ ප්‍රමාණය මත (සම්පූර්ණ හෝ අර්ධ වශයෙන්) වර්ගීකරණය කොට පහත 5.1 වගුවේ දැක්වේ. බලපෑමට ලක්වන ජනගහනයේ ලැයිස්තුව ඇමුණුම් D හි දක්වා ඇත.

ඇස්තමේන්තුගත කර ඇති පරිදි, දළ වශයෙන් ව්‍යාපාරක ස්ථාන 100 ක්, දේපළ හිමියන් 37 ක්, කුලී පදිංචිකරුවන් 73 ක් හා සේවකයන් 455 දෙනෙකු ව්‍යාපෘතිය මගින් බලපෑමට ලක් වේ. මුළු මහින්ම බලපෑමට ලක්වන ව්‍යාපාර ප්‍රදේශ පිහිටා ඇත්තේ පිටකොටුව, බත්තරමුල්ල, පාලමී තුන මංසන්ධිය, කොස්වත්ත මංසන්ධිය සහ මාලුමේ බටහිර යන ප්‍රදේශ වලය. හෝටල්, ආපනශාලා, කුඩා පළතුරු ව්‍යාපාර ආදී කුඩා ව්‍යාපාර විශාල ප්‍රමාණයක්, පිටකොටුව දුම්රිය ස්ථානය අසල රජයට අයත් භූමි පෙදෙසක පිහිටා ඇති අතර, එය විශාල වශයෙන් බලපෑමට ලක්වන කුඩා ව්‍යාපාරක ස්ථාන රාශියක් පිහිටා ඇති ප්‍රදේශය වේ.

යෝජිත IT පාර්ක් දුම්රිය අංගනය හේතුවෙන් මාලුමේ බටහිර පිහිටා ඇති එක් නිවසක් පූර්ණ වශයෙන් බලපෑමට ලක්විය හැක.

වගුව 5.1 බලපෑමට ලක්වන පුද්ගලයන්, ව්‍යාපාරකයන් හා ශ්‍රමිකයින්

ප්‍රදේශීය ලේකම් කාර්යාලය	ග්‍රාම නිලධාරී කොට්ඨාශය	ජ්‍යෙෂ්ඨතා		දේපල හිමිකරුවන් (පුද්ගලික)		ව්‍යාපාරකයන්		කුලී/ බදුකරුවන්		ශ්‍රමිකයින්	
		එකතුව	අර්ධ වශයෙන්	එකතුව	අර්ධ වශයෙන්	එකතුව	අර්ධ වශයෙන්	එකතුව	අර්ධ වශයෙන්	එකතුව	අර්ධ වශයෙන්
කොළඹ	කොටුව	0	0	0	0	20	3	19	0	42	0
	ඉඩබන්වල	0	0	1	2	2	3	0	0	21	183
බඩුවෙල	කොටුවේගොඩ	0	0	0	0	0	10	0	10	0	17
	සුභුතිපුර	0	0	1	5	3	10	2	7	34	23
	බත්තරමුල්ල	0	0	1	0	5	1	5	1	9	0
	උඩුමුල්ල	0	0	2	0	6	0	6	0	23	0
	මාලුමේ උතුර	0	0	1	14	1	18	1	8	1	86
	මාලුමේ බටහිර	1	0	4	6	10	8	8	6	8	8
		1	0	10	27	47	53	41	32	138	317
		1		37		100		73		455	

මූලාශ්‍රය: සමාජ ආර්ථික සමීක්ෂණය (2017)

2) බලපෑමට ලක් වන කුඹුරු ඉඩම් හිමියන් සහ අඳ ගොවීන්

අත්පත් කර ගැනීමට අවශ්‍ය විශාලතම ඉඩම් ප්‍රමාණය ලෙස හඳුනාගෙන ඇත්තේ යෝජිත දුම්රිය අංගනය සඳහා වන කුඹුරු ඉඩමකි. කඩුවෙල ගොවිජන සේවා කාර්යාලයෙන් ලබා ගත් ගොවීන්ගේ ලැයිස්තුවට අනුව කුඹුරු ඉඩම් හිමියන් 41 ක් සහ අඳ ගොවීන් 5 ක් ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම අවස්ථාවේදී බලපෑමට ලක් විය හැකි පිරිස ලෙස හඳුනාගෙන ඇත.

සමාජ ආර්ථික සමීක්ෂණයට අනුව කුඹුරු ඉඩම් හිමියන්ගෙන් 60% පමණ වයස අවුරුදු 41-70 අතර වයසැති පිරිමි පාර්ශවය වේ. කුඹුරු ඉඩම් හිමිකරුවන්ගෙන් 55% ක් පමණ අ.පො.සාමාන්‍ය පෙළ සහ උසස් පෙළ සමතුන්ය.

අනෙක් අතට හඳුනාගත් අඳගොවීන්ගෙන් සියළුම දෙනාම ගෘහමුලිකයන් වන අතර වයස අවු 51 හෝ ඊට වඩා වැඩි අයයි. අඳ ගොවීන් විවිධ මට්ටම් වල අධ්‍යාපනය ලබා ඇත. එනම්, ප්‍රාථමික මට්ටම, අධ්‍යාපන පොදු සහතික පත්‍ර සාමාන්‍ය පෙළ හා උසස් පෙළ වශයෙනි.

ප්‍රතිචාර දැක්වුවන්ට අනුව, ඉඩම් හිමියන්ගෙන් 30 % ක් පමණ මසකට රු.60,000/= ක් පමණ හෝ ඊට වැඩි ප්‍රමාණයක් උපයන අතර අඳ ගොවීන්ගේ ආදායම ආසන්න වශයෙන් රු. 20,000/= - 40,000/= ක් අතර වේ. සමීක්ෂණයට අනුව ව්‍යාපාර හිමිකරුවන්ගෙන් 25% මසකට රුපියල් ලක්ෂයක්ට වඩා උපයන අතර, 23% පමණ රුපියල් 20,000/= සිට 60,000/= දක්වා මසකට උපයනු ලබයි. අනෙක් අතට 40% කට වඩා වැඩි පිරිසක් ඔහුන්ගේ ආදායම හෙළි කිරීමට අකමැති විය.

වගුව 5.2 බලපෑමට ලක්වන ජනගහනය

ප්‍රාදේශීය ලේකම් කොට්ඨාශය	මුළු ගොවීන් සංඛ්‍යාව	බලපෑමට ලක්වන කුඹුරු ඉඩම් හිමිකරුවන් සංඛ්‍යාව		බලපෑමට ලක්වන අඳ ගොවීන් සංඛ්‍යාව	
		ඉඩම් හිමිකරුවන් සංඛ්‍යාව	පවුලේ සමාජික සංඛ්‍යාව	ගෘහ මුලික සංඛ්‍යාව	පවුලේ සාමාජික සංඛ්‍යාව
කඩුවෙල	46	41 (37*)	88	5 (4*)	11

* සම්මුඛ පරීක්ෂණය සඳහා යොදාගත් සංඛ්‍යාව ** මුලික සැලසුම් නිර්මාණය මත පදනම් වූ මිනුම් මූලාශ්‍රය: සමාජ ආර්ථික සමීක්ෂණය (2017)

5.2.2 අභිමිච්චි පිළිබඳ ලේඛනය

1) බලපෑමට ලක්වන ඉඩම්

ව්‍යාපෘතිය මගින් අත්පත් කරගත යුතු මුළු භූමි ප්‍රමාණය පහත 5.1 වගුවෙහි දක්වා ඇත. මෙම ව්‍යාපෘතිය සඳහා පුද්ගලික ඉඩම් වර්ග මීටර 208,148 අත්පත් කර ගැනීමට නියමිත අතර ඉන් වැඩි ප්‍රමාණයක් දුම්රිය අංගනය ඉදිකිරීමට යෝජිත මාළුමේ කුඹුරු ඉඩම් වේ. කොළඹ කොටුව අසල ප්‍රදේශය, ශ්‍රී ලංකා දුම්රිය සේවයට අයත් ඉඩම් (මරදාන සහ කොටුව දුම්රිය ස්ථානය අසල) හා නාගරික සංවර්ධන අධිකාරියට අයත් ඉඩම් (උදා:- දියවන්නා වැව සහ සෙත්සිරිපාය) වැනි රාජ්‍ය අංශයට අයත් ඉඩම් වලින්ද සැලකිය යුතු ඉඩම් ප්‍රමාණයක් අත්පත්කර ගැනීම අවශ්‍ය වේ.

වගුව 5.3 බලපෑමට ලක්වන ඉඩම්වල සාරාංශය

ප්‍රාදේශීය ලේකම් කොට්ඨාශය	ප්‍රදේශය	රජයේ ඉඩම්			පෞද්ගලික			සටහන්
		CAD කැඩ් කේතය	බිම් ප්‍රමාණය (වර්ගමීටර)	බිම් ප්‍රමාණය (පර්චස්)	CAD කැඩ් කේතය	බිම් ප්‍රමාණය (වර්ගමීටර)	බිම් ප්‍රමාණය (පර්චස්)	
කොළඹ	කොටුව දුම්රිය ස්ථානය	G1	10,708					
		G2	3,427	135.51				
	ශ්‍රී ලංකා දුම්රිය සේවයට අයත් දේපල	G3	8,837	349.44				

ප්‍රතිස්ථාපන ක්‍රියාකාරී සැලැස්ම : කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය මැයි 2018

2018
දෙසැම්බර්
01,
2018

ප්‍රධාන වර්ග	ප්‍රධාන ක්‍රියාව	ප්‍රධාන කාණ්ඩ	ප්‍රධාන වගකීම්	ප්‍රධාන වටිනාකම	ප්‍රධාන මාත්‍ර	ප්‍රධාන වගකීම්		ප්‍රධාන විස්තර	
						L1A	L1B		
හිඹුරගස් ගෘහ	ජාතික රෝහල	G4	482	19.04	L1A	1,602.86	63.38	ඉෂාර ට්‍රේඩර්ස් , ලාල් සහ නිකාල්	
					L1B	187.10	7.40	කාර්මාර්ථ	
ශ්‍රී ලංකා විදුලි බල සමාගම	වැලිකඩ				L2	102.88	4.07	දුන්ත මධ්‍යස්ථානය අභියාචනා අධිකාරියේ අධිකාරිය	
	දියවන්නාව ඇළ ඉදිරිපස				L3	60.28	2.38	විවෘත අවකාශයක් සහිත රාජගිරියේ ඉහළින් වූ පාලම අභියාචනා	
කඩුවේල	දියවන්නාව ඇළ	G5	5,697	225.28					
	දියවන්නාව ඇළ	G6	3,512	138.87					
	දියවන්නාව ඇළ	G7	8,242	325.89					
	බත්තරමුල්ල		G8	3,089	122.13	L4	542.03	21.43	
						L5	285.41	11.29	
	පාලම තුන හත්දිය		G9	944	37.33	L6	178.84	7.07	
						L7	180.32	7.13	ලක්විල්ල සේවයේ අසල සුළු ව්‍යාපාරික කැවිතැම්පොළ
	කොස්වත්ත හත්දිය					L8	580.37	22.95	
						L9	10.16	0.40	නේවාසික භූමිය (නිවාස වල බිත්ති)
	ලුම්බිණි නැවතුවීමේ පොළ					L10	236.95	9.37	
						L11	239.03	9.45	
	තලාසේන නැවතුවීමේ පොළ					L12	973.12	38.48	
						L13	109.61	4.33	
	මාලුඹේ					L14	481.32	19.03	
						L15	118.90	4.70	
						L16	98.04	3.88	
						L17	224.73	8.89	
	IT පාර්ක් මංසන්ධියේ ඇති දුම්රිය ස්ථානය					L18	355.90	14.07	වෙළඳ ප්‍රදේශය
L19						2,054.52	81.24	IT පාර්ක් මංසන්ධියේ ඇති දුම්රිය ස්ථානය	
L20						1,440.41	56.96	නේවාසික භූමියේ පදිංචි වී සිටින නිවාස වල පිටුපස කොටස)	
L21						198,085.55	7,832.56	ප්‍රධාන වැඩිපොළ දෙසට කුඹුරු ඉඩමේ හා සම්බන්ධ වන පාර	
එකතුව				44,937	1,353	208,148	8,230		

**මූලික සැලැස්ම ඇඳීම මත පදනම් වූ මිනුම් සටහන: මෙම අවධියේදී පවරා ගන්නා භූමියෙහි සීමාවන් නිශ්චිත වශයෙන් දැක්වීමක් කළ නොහැක. ඉඩම් අත්පත් කරගැනීමේ ක්‍රමවේදය ආරම්භ කළ පසු පමණක් තහවුරු කළ හැකිවේ. මූලාශ්‍රය: සමාජ ආර්ථික සමීක්ෂණය (2017)

2) බලපෑමට ලක්වන ඉදිකිරීම්

දළ වශයෙන් ඉදිකිරීම් 66 ක් ව්‍යාපෘතිය නිසා බලපෑමට ලක්වේ. සම්පූර්ණයෙන් හා අර්ධ වශයෙන් බලපෑමට ලක්වන ඉදිකිරීම් පිළිබඳ තොරතුරු පහත වගුවේ දැක්වේ. එක් නිවාසයක් පමණක් බලපෑමට ලක්වන අතර, 80% ක් පමණ බලපෑමට ලක්වන ඉදිකිරීම් ව්‍යාපාරික ගොඩනැගිලි වේ.

වගුව 5.4 බලපෑමට ලක් වූ නිවාස හා ව්‍යාපාරික ගොඩනැගිලි පිළිබඳ සාරාංශය

ප්‍රාදේශීය ලේකම් කොට්ඨාශය	ග්‍රාම නිලධාරී කොට්ඨාශය	නිවාස ගොඩනැගිලි		ව්‍යාපාරික ගොඩනැගිලි		එකතුව	
		මුළු මනින්න	අර්ධ වශයෙන්	මුළු මනින්න	අර්ධ වශයෙන්	මුළු මනින්න	අර්ධ වශයෙන්
කොළඹ	කොටුව	0	0	24	3	24	3
	ඉඩ්බන්වල	0	0	1	3	1	3
කඩුවෙල	කොටුවේගොඩ	0	0	0	1	0	1
	සුභුනිපුර බිත්තරමුල්ල දකුණ	0	0	2	6	2	6
	උඩුමුල්ල	0	0	3	1	3	1
	මාළුගේ උතුර	0	0	2	0	2	0
	මාළුගේ බටහිර	0	0	1	13	1	13
	මාළුගේ බටහිර	1	0	2	3	3	3
එකතුව		1	0	35	30	36	30
						66	

සටහන: ගොඩනැගිලි 27 කින් 15 ක් ශ්‍රී ලංකා දුම්රිය සේවය හා නාගරික සංවර්ධන අධිකාරිය මගින් පෞද්ගලික අංශ වෙත කුලියට දී ඇති අතර, ඉතිරි ගොඩනැගිලි 12 ශ්‍රී ලංකා දුම්රිය සේවය මගින් භාවිතා කෙරේ. අර්ධ වශයෙන් බලපෑමට ලක්වන ගොඩනැගිලි 3 ක් ද ශ්‍රී ලංකා දුම්රිය සේවය සතුවේ.
මූලාශ්‍රය: සමාජ ආර්ථික සමීක්ෂණය (2017)

අර්ධ වශයෙන් බලපෑමට ලක්වන බොහෝ ගොඩනැගිලි (90%) ඇස්බැස්ට් සෙවිලි තහනම්, උළු හෝ කොන්ක්‍රීට් වලින් සමන්විත වහල සහ ගඩොල් හෝ කොන්ක්‍රීට් ගලින් සාදන ලද බිත්ති වේ. මෝටර් රථ අලෙවි ව්‍යාපාර දෙකක් සවිගන්වන ලද කොන්ක්‍රීට් වලින් නිමකොට ඇත. පූර්ණ වශයෙන් බලපෑමට ලක්වන ව්‍යුහයන්ගෙන් අර්ධයක් පමණ ඇස්බැස්ට් හෝ උළු වහලයන්ගෙන් සහ තහනම් හෝ ගඩොලින් නිමකර ඇති අතර, 30% ක් පමණ ව්‍යුහයන් නිමකර ඇත්තේ තහනම්, ඇස්බැස්ට් සෙවිලි තහනම්, උළු හෝ කොන්ක්‍රීට් වලින් සමන්විත වහලකින්ද ගඩොල් හෝ කොන්ක්‍රීට් බිත්තියකි. ගොඩනැගිලි 2 ක් පමණක් (මෝටර් රථ අලෙවි ව්‍යාපාරයක් හා බැංකු ගොඩනැගිලිලක්) සවිගන්වන ලද කොන්ක්‍රීට් වලින් සාදා ඇත.

3) බලපෑමට ලක්වන ද්විතීය ව්‍යුහයන්

මෙම අදියරේදී ව්‍යාපෘතිය මගින් බලපෑමට ලක්වන එක් ද්විතීක ගොඩනැගිල්ලලෙස කොස්වත්ත හන්දියේ බැංකු (HNB) ගොඩනැගිල්ල හඳුනාගෙන ඇති අතර මේ හැරුණු විට කොස්වත්ත හන්දියේ පිහිටි නිවසක තාප්පයක් ව්‍යාපෘතිය මගින් බලපෑමට ලක්වේ.

4) ගස්

වර්තමාන ව්‍යාපෘති සැලැස්මට අනුව කෘෂිකාර්මික හෝ දැවමය වටිනාකමක් සහිත ගස් පෞද්ගලික ඉඩම් තුළ දැකගත නොහැක. ව්‍යාපෘතියේ සවිස්තරාත්මක සැලසුම් අදියරේදී වැඩිදුර පරීක්ෂණය සිදු කරනු ඇති අතර, විය වන්දි ගෙවීම් වලට අයත් වන බැවින් විය තහවුරු කර ගත යුතුය.

වගුව 11.1 ඇස්තමේන්තුගත ඉඩම් අත්පත් කරගැනීමේ හා ප්‍රතිස්ථාපන වියදම්

විෂය අංක	විෂයය	ප්‍රමාණය	ඒකකය	ඒකක මුදා රුපියල්	එකතුව මුදා රුපියල්	එකතුව ඇම. ඩොලර්			
ඉඩම් සඳහා ගෙවන වත්දි	කුඹුරු ඉඩම්				7,913.80	පර්චස්	4,000,000	316,552,106	2,087,524
	නේවාසික භූමි	කුමාරතුංග (Cat 10)	0.40	පර්චස්	4,000,000	1,607,355	10,600		
		කුමාරතුංග (Cat 10)	56.96	පර්චස්	1,500,000	85,433,814	563,399		
	ව්‍යාපාරික භූමි	ඉඩිබන්වල මංසන්දිය (Cat 1)	70.78	පර්චස්	15,000,000	1,061,664,531	7,001,217		
		බොරැල්ල මංසන්දිය (Cat 3)	4.07	පර්චස්	9,000,000	36,610,925	241,433		
		බත්තරමුල්ල (Cat 5)	35.10	පර්චස්	6,000,000	210,609,798	1,388,880		
		පාලම් කුන (Cat 6)	14.20	පර්චස්	4,500,000	63,906,406	421,435		
		කොස්වත්ත (Cat 7)	22.95	පර්චස්	4,000,000	91,794,338	605,344		
		තලාහේන (Cat 8)	61.63	පර්චස්	3,500,000	215,716,016	1,422,554		
		මපුණේ (Cat 9)	27.61	පර්චස්	3,500,000	96,635,429	637,269		
වන්දිකා කුමරතුංග (Cat 10)		22.96	පර්චස්	2,000,000	45,917,628	302,807			
දුර දීමනාවක් (5% ව්‍යවස්ථාපිත වටිනාකම)	5% මුළුමනින්ම වගා ඉඩම් වේ				332,379,712	2,191,900			
ඉඩම් සඳහා ගෙවන වත්දි මුදුල්ලේ එකතුව					2,558,828,058	16,874,361			
ගොඩනැගිලි සඳහා වත්දි	මාදුලිය 1	මුළුමනින්ම බලපෑමට ලක්වන	6,617.26	m ²	40,000	264,690,368	1,745,518		
		අර්ධ වශයෙන් බලපෑමට ලක්වන	2,041.26	m ²	40,000	81,650,308	538,448		
	මාදුලිය 2	මුළුමනින්ම බලපෑමට ලක්වන	1,043.33	m ²	25,000	26,083,183	172,007		
		අර්ධ වශයෙන් බලපෑමට ලක්වන	68.34	m ²	25,000	1,708,490	11,267		
	මාදුලිය 3	මුළුමනින්ම බලපෑමට ලක්වන	2,547.58	m ²	130,000	331,185,114	2,184,022		
		අර්ධ වශයෙන් බලපෑමට ලක්වන	338.59	m ²	130,000	44,017,324	290,275		
දුර දීමනාවක් (25% ව්‍යවස්ථාපිත වටිනාකම)	ගොඩනැගිලි සඳහා මුළු වියදම 25% කි				936,668,483	6,176,922			
ගොඩනැගිලි සඳහා ගෙවන වත්දි මුදුල්ලේ එකතුව					1,686,003,270	11,118,460			
ස්වයං ප්‍රතිස්ථාපනය	මහ නගර සභාව	28	AHH	1,000,000	28,000,000	184,648			
	නගර සභාව	73	AHH	750,000	54,750,000	361,052			
	ප්‍රාදේශීය සභාව	0	AHH	500,000	0	0			
ආදායම අහිමි	ව්‍යාපාර ආදායම අහිමි වීම	100	පුද්ගල	150,000	15,000,000	98,918			

**ප්‍රතික්‍රමණ ක්‍රියාකාරී සැලැස්ම : කොළඹ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය
මැයි 2018**

වීම	වේතන හෝ දෛනික අදායම් අහිමි වීම	455	පුද්ගල	120,000	54,600,000	360,0
දීමනා	කුලී සඳහා දීමනා	73	පුද්ගල	45,000	3,285,000	21,6
	ප්‍රතිස්තාපනය සඳහා දීමනා	101	AHH	75,000	7,575,000	49,9
	තාවකාලික නවාතැන්	101	AHH	75,000	7,575,000	49,9
	විශේෂ පුද්ගලයන් සඳහා වූ දීමනා	21	AP	15,000	315,000	2,0
ආදායම් නගා සිටුවීමේ	සම්පූර්ණ ගෙවීම			20,000,000	20,000,000	131,8
ජීවනෝපායන් අහිමි වීම වෙනුවෙන් ගෙවීමට වෙන් කෙරෙන මුළු වටිනාකම					191,100,000	1,260,2
බාහිර අධීක්ෂණය		18.00	මාස	100,000	1,800,000	11,8
මුළු එකතුව					4,437,731,327	29,264,9
අනපේක්ෂිත වියදම් සඳහා (20%)					887,546,266	5,852,9
				එකතුව	5,325,277,593	35,117,8
හුවමාරු වටිනාකම: ඇ.ඩො.1 = රු. 151.64 (නොවැම්බර් 2017)						
පර්චස් 1 = 25.29285264m ²						
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MINISTRY OF MEGAPOLIS AND WESTERN DEVELOPMENT

CABINET MEMORANDUM

Cabinet Memo No: 2016/CP/42

MIn Ref: 2016/MPD/02

16th June, 2016

INTRODUCTION OF LIGHT RAIL TRANSIT SYSTEM (LRT) IN THE WESTERN REGION OF SRI LANKA WITH JICA ASSISTANCE

1.0 Background

- 1.1 The Western Region Megapolis Master Plan envisions positioning the Western Region of Sri Lanka as the most attractive and cosmopolitan metropolitan hub in the Indian Ocean region. The plan establishes the framework for creating a system of specialized economic clusters (cities) for manufacturing, science and technology, logistics, plantation related activities, forest related activities, tourism, and finance/services which together form an integrated metropolitan region that is the most competitive in the region. Enabling an efficient, reliable and modern transportation network is critical to the overall success of the Megapolis initiative.
- 1.2 The Transport Planning Team of the Western Region Megapolis Planning Project (WRMPP), conducted a careful review of studies conducted on transport issues in Colombo. Based on this assessment and wide consultation, the WRMPP has developed a transportation master plan which aims to address the transportation issues in the Western Region in a comprehensive manner and enable the transformation envisioned for the Megapolis. The transport strategy includes:
- Public Transport Improvement
 - Road Infrastructure Development
 - Transport Demand Management (TDM)
 - Environmentally Sustainable Transportation
- 1.3 Under public transport, the necessity of a Rapid Transit System (RTS) has been identified as the solution to cope with present and projected transport demand in the Megapolis region. The pre-feasibility study conducted by the Megapolis Transport Planning Team, after considering the options of Monorail, Light Rail Transit (LRT) and Bus Rapid Transit

(BRT) systems, and with due regard to studies conducted by Japan International Cooperation Agency (JICA) and University of Moratuwa, has recommended LRT as the most appropriate mode of transport along the identified 7 corridors (See Annex 1):

- 1.4 In 2013, JICA developed a transportation master plan for greater Colombo (ComTrans), which was subsequently reviewed by the Ministry of Transport and University of Moratuwa. As mentioned above, the Megapolis team has revisited this study in line of the new economic strategy of the government, the Megapolis structure plan for the Western Region, and revised projections of population distribution.
- 1.5 The Hon. Prime Minister during his visit to Japan in 2015 had discussions with the Government of Japan on the possibility of the latter financing transport sector investments in the Western Region Megapolis. This was followed by high-level diplomatic engagement between the Governments of Japan and Sri Lanka. Following the Sri Lanka Japan Economic Cooperation Policy Dialogue which was conducted on February 5th, 2016, GoSL sent a formal request to the Government of Japan requesting financial support for the planned LRT system.
- 1.6 JICA, in turn has requested Cabinet Approval to proceed with the Project through ODA financing from JICA, identification of the legally mandated implementing entity for the Project, and GoSL's decision on whether assistance is requested on STEP terms.
- 1.7 A further discussion between JICA and GoSL under the Chairmanship of Mr. R. Paskaralingam, Advisor to the Prime Minister, was held on April 1, 2016 where an agreement in-principle was reached to move forward as soon as a formal directive to proceed with the LRT was received from the Cabinet of Ministers.

2.0 Proposal

- 2.1 In view of the above it is proposed that the GoSL engage with JICA for conducting the feasibility study for the entire LRT network proposed in the Megapolis Transport Plan (as outlined in the 2.4 and the annexures I)
- 2.2 It is also proposed to develop detailed feasibility, design and tender documentation for RTS 1 and RTS 4, in order to have them tender-ready by early 2017.
- 2.3 Detailed analysis of the proposed traces, technical/engineering details, detailed costing and financial/economic analysis, environmental and social assessments and other due diligence need to be performed as part of a detailed feasibility indicated in 2.2 above, prior to moving forward with tendering and physical investments.
- 2.4 The identified LRT routes are as follows;

I.	Green Line (RTS1)	Fort, Kollupitiya, Bambalapitiya, Borella, Union Place, Maradana	15km
II.	Yellow Line (RTS2)	Fort, Maradana, Mattakkuliya, Peliyagoda	11.5km
III.	Red Line (RTS3)	Dematagoda, Borella, Kirulapona, Havelock Town, Bambalapitiya	10km
IV.	Purple Line (RTS4)	Borella – Malabe	10km
V.	Pink Line (RTS5)	Malabe – Kottawa	9.6km
VI.	Olive Line (RTS6)	Malabe – Kaduwela	6km
VII.	Grey Line (RTS7)	Peliyagoda-Kadawatha	13km

2.5 It is recommended that the scope of the feasibility assessment includes the entire proposed LRT network, with detailed engineering and tender documentation being prepared for the roll-out of the Green Line, (RTS 1) and Purple Line (RTS 4) on urgent basis. These two lines for immediate investment, run a length of approximately 25km and are expected to cost approximately US \$1.25 billion. Necessary land acquisitions in this connection will have to be commenced on priority basis.

2.6 Appointment of the suitable authorized personnel to deal with JICA and its consultants for the LRT feasibility study and getting other relevant stakeholders involved in the process of implementation. Subcomponents of the project from time to time may be delegated to other institutions such as Sri Lanka Railways, UDA etc. as appropriate for implementation.

2.7 The two likely financing options for any potential financing from JICA would be

- a) A Special Terms for Economic Partnership (STEP) Loan, which is a 40 year loan with 0.1% interest and a 10 year grace period,
- b) A General Fixed Rate Loan which is 25 year loan at 1.4% with 7 year grace period.

Both loan products are offered in Japanese Yen. STEP loans require 30% of capital goods to be procured from Japan and the prime contractor to be a Japanese Company or JV with a Japanese entity. A STEP loan is recommended given the favorable terms of the loan indicated above.

3.0 Approval Sought:

In consideration of the above, the approval of the Cabinet of Ministers is hereby sought to:

3.1 Engage with JICA for conducting the feasibility study for the entire LRT network as proposed in the Megapolis Transport Plan and detailed in 2.4 above.

- 3.2 Engage with JICA to develop detailed feasibility, design and tender documentation for RTS 1 and RTS 4 as indicated 2.2 above.
- 3.3 Seek ODA financing from JICA for the implementation of RTS 1 and RTS 4, subject to negotiation and approval of specific terms and financing requirements.
- 3.4 Appoint the Secretary, Ministry of Megapolis and Western Development to be the lead counterpart to negotiate with JICA and its consultants on the matters related to feasibility study and implementation of LRT.
- 3.5 Proceed with land acquisition required for the implementation of RTS 1 and RTS 4 on a priority basis.



Patali Champika Ranawaka (M. P.)
Minister of Megapolis and Western Development

Ministry of Megapolis and Western Development
17-18 FL, Suhurupaya, Sri Subhuthipura Road
Battaramulla

- Environmental and Social Consideration Survey (Environmental Impact Assessment (EIA)/Resettlement Action Plan (RAP))

2. Outline of the JICA-LRT System

2.1 Target Corridor under RTS network

The CoMTrans study was supported by JICA and implemented by the MoT of Sri Lanka from 2012 to 2014. The objective of the study was summarised as follows:

- To prepare reliable transport data that can be utilised to evaluate and formulate transport development plans in a scientific manner by conducting an area-wide transport survey.
- To formulate a comprehensive Urban Transport Master Plan for the Colombo Metropolitan Area, including the seven transport corridors prioritised with the justification of selected priority/leading projects for short-term, mid-term, and long-term implementation.
- To conduct a feasibility study on the prioritised project under the comprehensive urban transport master plan.

In the CoMTrans study, a series of transport surveys were conducted including the Home Visit Survey (HVS) to 35,850 households. Based on the survey results and the results of the transport demand forecast, the comprehensive Urban Transport Master Plan was formulated for a target year of 2035.

Out of seven major corridors, the Malabe Corridor was observed to have the most serious congestion, with the largest number of private cars and the lowest average travel speed at peak hours. Based on this, implementation of the new public transport system was proposed between Fort and Malabe as one of the major and high priority projects. Following CoMTrans, the Feasibility Study of Integrated Transport System with Monorail (SKYTRAIN) was conducted in 2014.

In 2015, MoT with the University of Moratuwa prepared the Strategic Plan for Traffic Management in Colombo Metropolitan Region, by conducting a review of the CoMTrans master plan.

After the establishment of MMWD in January 2016, the Megapolis Master Plan and the Megapolis Transport Master Plan were formulated. In the Megapolis Transport Master Plan, the RTS implementation projects were proposed including the line between Fort and Malabe, and LRT was selected for the RTS project. The LRT lines that were proposed by the Megapolis Transport Master Plan are listed in Table 2.1.1.

Table 2.1.1 Rapid Transit System Network Proposed in Megapolis Transport Master Plan

Line Name	Length	Major Sections	Elevated/at Grade
Green Line (RTS1)	15km	Fort - Kollupitiya - Bambalapitiya - Borella - Union Place - Maradana	Elevated
Yellow Line (RTS2)	11.5km	Fort - Maradana - Mattakkuliya - Peliyagoda	Elevated
Red Line (RTS3)	10km	Dematagoda - Borella - Narahenpita - Kirulapone - Havelock City - Bambalapitiya	Elevated
Purple Line (RTS4)	10km	Borella - Rajagiriya - Battramulla - Malabe	Elevated/at Grade
Pink Line (RTS5)	9.6km	Malabe - Kottawa	Elevated/at Grade
Olive Line (RTS6)	6km	Malabe - Kaduwela	Elevated/at Grade
Ash Line (RTS7)	13km	Peliyagoda - Kadawatha	Elevated/at Grade

Source: Megapolis Transport Master Plan (Table made by Survey Team)

Among the 7 lines, RTS 1 and RTS 4 were identified as the priority lines in the master plan to connect the city centre, Sethsiripaya and Malabe areas, which runs along the Malabe Corridor. This conclusion was the same as the concept of the monorail project in the CoMTrans and SKYTRAIN project, which was derived from the corridor analysis based on a series of transport surveys.

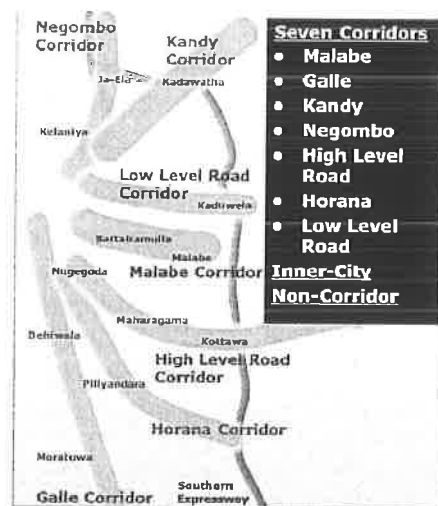
Why Malabe Corridor?

Malabe Corridor is one of the 7 major corridors which connect the city centre and the suburban areas (Figure 2.1.1). In the CoMTrans study, a corridor analysis was conducted for the 7 corridors. From the result of the corridor analysis, Malabe Corridor was identified as the highest priority corridor for the installation of a mid-sized elevated train system in the CoMTrans study. In the Megapolis Transport Master Plan, the route connecting Fort and Malabe (RTS 1 and 4) was prioritised in the implementation plan for RTS.

In the corridor analysis, the characteristics of Malabe Corridor are recognised as follows.

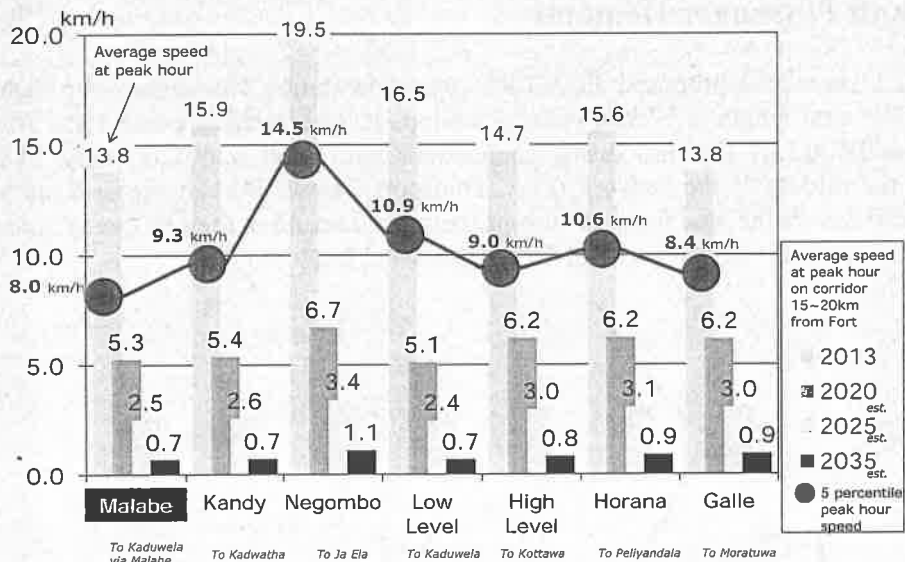
1. Highest Demand/ Lowest Travel Speed

Malabe Corridor has the traffic highest volume, 121,400 passenger car unit (pcu)/day/direction, followed by Kandy Corridor and Galle Corridor. In peak hour, a traffic volume of 5,100 pcu/hour is loaded to the capacity of 4,400 at the Colombo Municipal Council (CMC) boundary on Malabe Corridor. As a result, travel speed on the corridor is 13.8 kilometres per hour during the peak period at the CMC boundary. If no solution is implemented, the travel speed is expected to be decreased to 5.3 km/h in 2020 as shown in Figure 2.1.2.



Source: CoMTrans Screen Line Survey, 2013

Figure 2.1.1 Major 7 Corridors Analysed in CoMTrans Study



Source: CoMTrans Travel Speed Survey for 2013 and CoMTrans estimates for 2020, 2025 and 2035 (Do Nothing Scenario).

Figure 2.1.2 Peak Hour Travel Speed of Major Transport Corridors

2. Corridor without a Transit System with Urban Development Projects

The corridor is also without a rail based public transport system. Moreover, the current transport system is unable to handle the increasing passenger demand due to the relocation of government offices to the Battaramulla area, which includes the Defence complex in Akuregoda. Therefore, in the CoMTrans master plan, the Fort-Malabe corridor has been identified as requiring urgent policy intervention to shift private mode users to public transport.

Light Rail Transit (LRT)

Since CoMTrans/SKYTRAIN proposed a Monorail System as the new transit system on the Malabe Corridor based on the multi-criteria comparison with other transport mode such as bus priority lanes, Bus Rapid Transit (BRT), LRT (Elevated/Street), Monorail, and MRT (underground), MMWD selected the LRT for their following reasons:

- There are only a limited number of monorail manufacturers worldwide, which constrains the competitiveness of the bidding process.
- With the monorail, it is difficult to expand the lines in the future because other MMWD’s proposed RTS lines are LRT, and it is also difficult to increase the number of cars for the monorail due to the difficulty of technical configuration.
- Certain sections of MMWD’s other RTS lines in the suburban area will operate at-grade, which is impossible to introduce the monorail.
- Unfamiliarity of maintenance and inspection works of a monorail system in Sri Lanka.

Based on the official request, which MMWD made to the Government of Japan under the STEP loan, the targeted LRT system to be considered has the following characteristics:

- Medium passenger capacity urban transport mode with rail-based system (therefore not the so-called tram/streetcar).
- Completely elevated structure over the road due to limited space along the LRT route within the urban area.

2.2 Route and Passenger Demand

Figure 2.2.1 shows the proposed JICA-LRT route and station locations in the demand forecast model. The total length is 17 km, with 16 stations located roughly every 1 km from Fort to IT Park. The JICA-LRT line has strong connections with other transport modes at the east-end, west-end and middle of the network (Fort, Transport Centre, Borella, Cotta Road and Malabe). The line also covers the area that has current transport demand in the city centre, and the area that has potential transport demand around Sethsiripaya and Battaramulla.

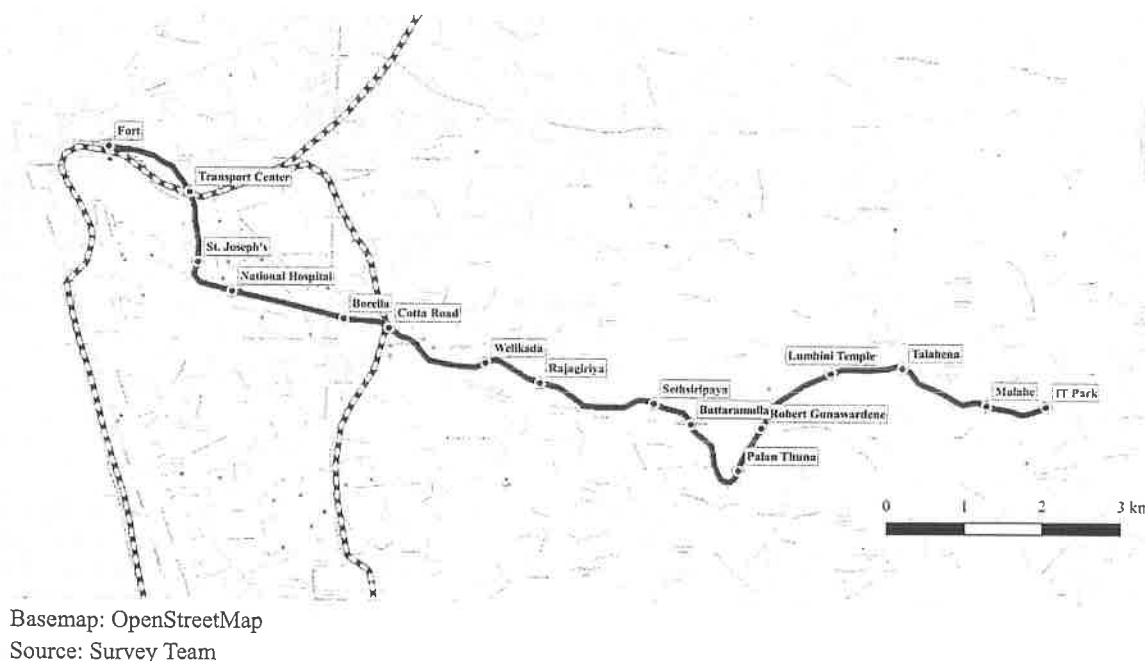


Figure 2.2.1 Proposed Route of JICA-LRT

Table 2.2.1 shows the summary of demand forecast of JICA-LRT in 2020, 2025 and 2035. Daily passenger volume is expected to be increased to 498,000 passengers (pax)/day in 2035. The Passenger per Hour per Direction (PPHPD) is calculated from the maximum daily section volume per direction multiplied by the peak ratio of 13%.

Table 2.2.1 Summary of Demand Forecast Result

Indicator	2020	2025*	2035
PPHPD	11,500	14,300	19,800
Max Section	Cotta Rd. - Walikada	Cotta Rd. - Walikada	Cotta Rd. - Walikada
Daily Passengers	295,000	363,000	498,000
Daily Passenger-km	1,736,000	2,087,000	2,787,000

Note: Fare Level "Normal \times 2.3"

*: The demand of 2025 was calculated by linear interpolation of demand in 2020 and 2035.

Source: Survey Team

Peak hour traffic volumes in 2020 and 2035 are shown in Figure 2.2.2, and boarding and alighting passenger volumes by station and sectional passenger volumes during peak hour in 2020 is shown in Figure 2.2.3.

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 பிரதம அமைச்சரின் அலுவலகம்
 PRIME MINISTER'S OFFICE

58, ශ්‍රීමත් ඒර්නස්ට් ද සිල්වා මාවත, කොළඹ 07.
 58, ஸ்ரீமத் ஏர்னஸ்ட் த சில்வா மாவத்தை, கொழும்பு 07.
 58, Sir Ernest de Silva Mawatta, Colombo 07.

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 Your Ref. }

දිනය } 18.02.2016
 திகதி }
 Date }

Secretary

Ministry of National Policies & Economic Affairs

Dear Sir

Cabinet Committee on Economic Management

Given below is an extract of the Minutes of Cabinet Committee on Economic Management meeting held on 16th February 2016, for your information and necessary follow up action.

Item No. (16/02/2016/13)

JICA concessional funding

It was explained by Mr R Paskaralingam, Advisor that the JICA concessional funding is available for Transport sector development and a request has been made to decide on whether the assistance is required for a Monorail or for a lite rail. It was decided by the committee to request funding for lite rail since the Megapolis plan clearly indicates lite rail as the feasible transport mode for the Colombo city. Lite rail is cheaper in maintenance aspect when compared with Monorail.

Action by: Secretary, Ministry of National Policies & Economic Affairs

Copies for information: Secretary to the Cabinet of Ministers

Director General, Department of External Resources

Note : Amendments to the minutes, if any, are to be sent by Friday the 19th February 2016. If not the minutes will be considered as confirmed.

Thank you

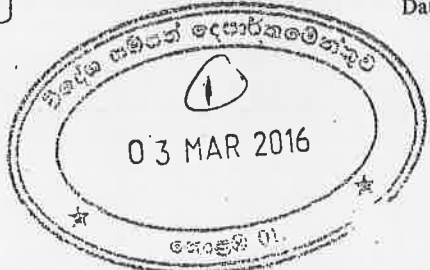
Yours sincerely

E M S B Ekanayake

Secretary to the Prime Minister

(Tel. - 0112575311/ Fax - 0112575310)

(Email - secpm@pmoffice.gov.lk)



AD/H
 to relevant files
 (cc. a Monorail)

MA (P)
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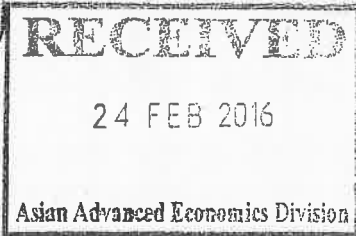
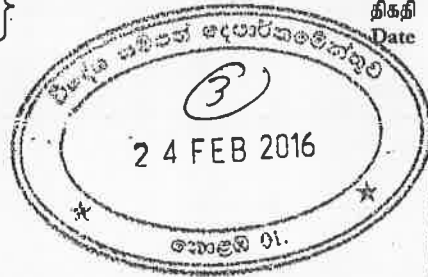
ජාතික ප්‍රතිපත්ති හා ආර්ථික කටයුතු අමාත්‍යාංශය
 தேசிய கொள்கைகள் மற்றும் பொருளாதார விவகாரங்கள் அமைச்சு
MINISTRY OF NATIONAL POLICIES AND ECONOMIC AFFAIRS

'මලෝදා' (පැරණි වයිමස් හොඩිනැගිල්ල), පළමු මහල, ත්‍රිකුල විදිය, කොළඹ 01. / 'மிலோதா', 1^{ம்} மாடி, பிரிஸ்டல் வீதி, கொழும்பு 01 / 'Miloda' (Old Times Building), 1st Floor, Bristol Street, Colombo 01

මගේ අංකය } MNPEA/PLAN/E1/CCEM
 எனது இல }
 My No }

ඔබේ අංකය }
 உமது இல }
 Your No }

දිනය } 19.02.2016
 திகதி }
 Date }



Director General
 Department of External Resources

Cabinet Committee on Economic Management
JICA concessional funding

AD/H

I wish to draw your attention to the letter No.PMO/01/ASP/2016/01 dated 18.02.2016 sent by the Secretary to the Prime Minister regarding the Cabinet Committee on Economic Management.

Forwarded for follow up actions with regard to the matters set out in the aforesaid letter under reference.

(Signature)
Dr. M.M.S.S.B. Yalegama
Director (Planning)
 For secretary

*MP(P)
 Are this to monitor
 1/13*

**MINISTRY OF NATIONAL PLANNING & ECONOMIC AFFAIRS
THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA**

JP/69/2016/03/B

February 25, 2016

The Ministry of National Planning & Economic Affairs of the Democratic Socialist Republic of Sri Lanka presents its compliments to the Embassy of Japan and has the honor to request the following project under Yen Loan Package for your favorable consideration. The Ministry has the honor to inform that the following project proposal will be submitted in due course.

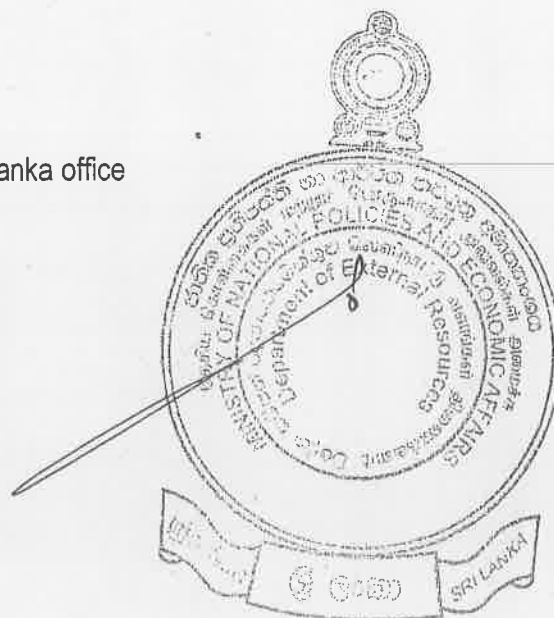
Light Rail Transit Project under the Western Region Megapolis Development

The Ministry of National Planning & Economic Affairs of the Democratic Socialist Republic of Sri Lanka avails itself of this opportunity to express its sincere appreciation for substantial assistance extended by the Government of Japan and also renew the assurance of its highest consideration to the Embassy of Japan.

The Embassy of Japan

Colombo – 07

Copy to: 1. Chief Representative, JICA Sri Lanka office
2. File : JP/JICA/L/GT:08





අලුමාන්‍ය කාර්යාලය
பிரதம அமைச்சரின் அலுவலகம்
PRIME MINISTER'S OFFICE

12 JUL 2016
58, ශ්‍රීමත් ඉර්නස්ට් ජයවර්ධන මාවත, කොළඹ 07.
58, ஸ்ரீமத் ஏர்னஸ்ட் தசில்வா மாவத்தை, கொழும்பு 07.
58, Sir Ernest de Silva Mawatha, Colombo 07.

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11 JUL 2016

DG / ER

දිනය
திகதி
Date

27.06.2016

මගේ යොමුව
எனது குறியீடு
My Ref.

PMO/01/ASP/2016/01(Vol II)

ඔබේ යොමුව
உமது குறியீடு
Your Ref.

Secretary

Ministry of Megapolis & Western Development

Dear Sir

Cabinet Committee on Economic Management

Given below is an extract of the Minutes of Cabinet Committee on Economic Management Meeting held on 22nd June 2016, for your information and necessary follow up action.

Item No. (22/06/2016/11)

Monorail Project

A note and a technical comparison submitted by the Sri Lankan Ambassador to Japan on selecting the LRT technology over Monorail system was discussed in detail. It was decided to stick to the decision on implementing the LRT system and instructions were given to obtain a confirmation by the Japanese Government whether concessional funding will be available. If available the Japanese proposal to be implemented otherwise instructions were given to call for Expression Of Interest (EOI) worldwide.

Action by: Secretary, Ministry of Megapolis & Western Development

Copies for information:

Secretary to the Cabinet of Ministers

Secretary, Ministry of Development Strategies & International Trade

Secretary, National Policies & Economic Affairs

Director General, Department of External Resources

Chairman, Western Region Megapolis Planning Project

Japan
what is to correct
stubs?

(Japan)
official request sent
on 29th June 2016.
& still not
not provided
their
approval

3

16

Note : Amendments to the minutes, if any, are to be sent by Tuesday the 28th June 2016. If not the minutes will be considered as confirmed.

Thank you

Yours sincerely



E M S B Ekanayake

Secretary to the Prime Minister

(Tel. - 0112575311/ Fax - 0112575310)

(Email - secpm@pmoffice.gov.lk)

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22 AUG 2016

1468

Asian Advanced Economics Division

It was explained that this proposal has been discussed at the OCEM in detail and all the concerned parties have agreed with the proposal. It was further mentioned that the discarded rail compartments can be utilized under this project for creating accommodation facilities for tourists and this would enhance entertainment facilities for both local and foreign travelers. There is no cost factor to the state and the railways can lease out the parking space. The CCEM recommended the proposal for Cabinet approval.

Sec/ Tourism

29/06/2016/12

Revision of the National Housing Policy

Sec/ Housing

The Revision of the National Housing Policy as proposed by the Minister of Housing & Construction (Annex (b)) has been discussed at the OCEM and the CCEM concurred with the revision and instructions were given to submit for Cabinet approval.

29/06/2016/13

LRT and Monorail

Sec/ Megapolis

It was explained that the Japanese Government has again mentioned that the only technology they can export is Monorail and has requested the SriLankan Government to adopt a hybrid system. However the committee was of the view that since the LRT system was decided considering all the technical aspects and also the financial aspects it is prudent to stick to the decision on implementing the LRT system. Instructions were given to Minister of Finance and Mr R Paskaralingam, Advisor to brief the Japanese Ambassador on this matter.

Sec/ NP & EA

Sec/
Development
Strategies

DG/ External
Resources

Chairman/
Megapolis

29/06/2016/14

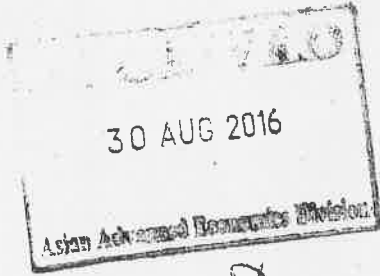
Importation of Maize (Ref CCEM decision 15/06/2016/25)

Sec/ Agriculture

It was explained that as per previous CCEM decision still the licenses

Sec/ Rural

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22 AUG 2016
1468
Asian Advanced Economics Division



16/1510/7

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07

The Prime Minister
Democratic Socialist Republic of Sri Lanka

D/Wasantha

AD/H

Confidential

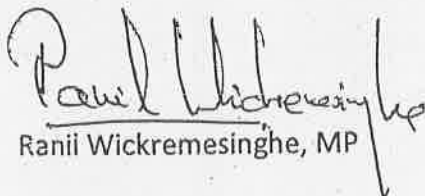
PMO/06/03/CM/82/2016

Cabinet Memorandum

Cabinet Committee on Economic Management held on 27 July 2016

Reference is requested to the Cabinet Decision dated 23 September 2015 granting approval for the Cabinet Memorandum No 15/1298/702/005 on "Appointment of Cabinet Committee on Economic Management and the Sub-committee on Cost of Living".

The decisions taken at the 38th meeting of the Cabinet Committee on Economic Management held on 27th July 2016 are submitted as Annex 1(38) for the information of the Cabinet of Ministers.


Ranil Wickremesinghe, MP

Prime Minister

31 July 2016

Item No	Decision	Responsibility
27/07/2016/01	<p>Presentation by Japanese delegation headed by Vice Minister of International Affairs, Ministry of Economy, Trade and Industry of Japan</p> <p>Representatives of Japanese Ministry of Economy, Trade and Industry expressed Japanese Government's interest to assist to improve Sri Lankan urban transport system through the provision of step Yen loan to GOSL. The available options and a comparison of Monorail and Light Rail Systems were presented. It was explained that the <u>Feasibility Study for the implementation of the Monorail project has been completed and the Monorail option is the most appropriate solution in comparison to the LRT, considering the delivery time, cost and availability of a Yen loan for the Monorail project.</u></p> <p>Also It was further explained that a complete feasibility study should be undertaken before taking a decision on implementing the LRT system and the Japanese delegation agreed to do a feasibility study on implementing the LRT system if the GOSL is interested in implementing the LRT system.</p> <p>Minister of Development Strategies and International Trade stated that for the purpose of networking, an LRT system is preferred as per the studies carried out up to now. It was further reported that several pre-feasibility studies have been done on several transport modes while the JICA team worked on Monorail systems. Therefore it was agreed by both parties that the feasibility study can be completed in one year time due to the data availability from those studies.</p>	<p>Sec/ Megapolis</p> <p>Sec/ Development Strategies</p> <p>Sec/ NP & EA</p> <p>Chairman/ Megapolis</p>

D/Wasantha
 for NP
 30/08

	<p>After a careful review it was decided recommend to the Cabinet to select Light Metro Railway option to be implemented within next 4 years and complete feasibility studies within one year with the assistance of JICA. It was further instructed to consider the land acquisition costs as well as the social costs of the project as it covers a highly urbanized area.</p>	
27/07/2016/02	<p>Draft National Plan for Economic Development</p> <p>Draft National Plan for Economic Development</p> <p>Hon. Prime Minister briefed the CCEM on Draft National Plan for Economic Development, and it was explained that the first part comprises of more general economic targets and way forward, and the second part comprises of more specific descriptions of projects which are ongoing and planned.</p> <p>First part described vision and targets of the national plan and strategy which is based on three pillars as follows,</p> <ul style="list-style-type: none"> - Creation of 1 Million Jobs - Developing a strong middle class - Revival of the Rural Economy <p>It was suggested to use a catchier theme such as "1500 days program" for the National Plan and It was requested to propose suitable phrases.</p> <p>The Outline of the detailed plan was discussed in detail and following changes were recommended</p> <ul style="list-style-type: none"> - Not to have Tax reforms topic at the very beginning of the report and to have more positive matters such as Assistance to <u>SME sector</u> , <u>Upgrading of Human Capital</u> which can be listed in <u>the beginning of the report</u> - 1.8.1 Agriculture & Fisheries Policy to be divided in to two 	<p>Sec/ NP & EA</p> <p>Sec/ PM</p> <p>Governor/ CBSL</p>

16/1563/724/047-1



2016/NC/04



මහානගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය
අමාත්‍ය මණ්ඩල සටහන

අමාත්‍යාංශ යොමු අංකය: 2016/MPD/10

2016 අගෝස්තු මස 03 වන දින

ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) හඳුන්වා දීම

- 1.1. ඉහත මාතෘකාව යටතේ වන 2016/06/16 දිනැති අමාත්‍ය මණ්ඩල තීරණ අංක 16/1175/724/047 ප්‍රකාරව, මහා නගර ප්‍රවාහන සැලැස්මෙහි යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) පිළිබඳ ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහාත් එම ජාලයේ ඇතැම් කොටස් ක්‍රියාත්මක කිරීම සඳහා ඔවුන්ගේ නිල සංවර්ධන ආධාර (ODA) මුදල් ලබා ගැනීමටත් ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) සමඟ කටයුතු කිරීමට අනුමැතිය ලබා දී ඇත.
- 1.2. කෙසේ වෙතත්, අමාත්‍ය මණ්ඩලය විසින් ගන්නා ලද තීරණයෙන් අනතුරුව, ජපානයට සෘජුව අපනයනය කිරීමේ හැකියාව ඇති එකම තාක්ෂණය තනි පිල්ලේ දුම්රිය (Monorail) වීම හේතු කොටගෙන සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධති (LRT) විකල්පය තනි පිල්ලේ දුම්රිය පද්ධතිය හෝ දෙමුහුම් දුම්රිය පද්ධතිය මගින් ආදේශ කිරීමට ඇති හැකියාව පිළිබඳව නැවත සලකා බලන මෙන් ටෝකියෝහි පිහිටි ශ්‍රී ලංකා දූත මණ්ඩලය සහ කොළඹ පිහිටි ජපාන සහයෝගීතා ආයතන (JICA) කාර්යාලය හරහා ජපාන රජය විසින් ශ්‍රී ලංකා රජයට කරුණු දක්වන ලදී.
- 1.3. අදාළ පරදුරන්නන් සහ ප්‍රවාහන ක්ෂේත්‍රයේ විශේෂඥයන්ගේ සහභාගීත්වයෙන් 2016/06/29 දින පැවැත්වුණු ආර්ථික කළමනාකරණය පිළිබඳ අමාත්‍ය මණ්ඩල කාරක සභාවේදී මේ පිළිබඳව දීර්ඝ වශයෙන් සාකච්ඡා කරන ලද අතර සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය සඳහා වූ තාක්ෂණික සහ මූල්‍යමය ශක්‍යතාව සලකා බලා එය ක්‍රියාත්මක කිරීමේ ස්ථාවර තීරණයට එළඹීම සුදුසු බව තීරණය කරන ලදී.
- 1.4. විදේශ සම්පත් දෙපාර්තමේන්තුව හරහා මෙම තීරණය ජපාන රජය සහ ජපන් සහයෝගීතා ආයතනය (JICA) වෙත දැනුම් දී ඇති අතර, පසුව ජපාන පාර්ශවය සමඟ සාකච්ඡා මාලාවක් නිල මට්ටමෙන් මෙන් ම අමාත්‍යාංශ / රාජ්‍ය තාන්ත්‍රික මට්ටමෙන් පැවැත්විණි.

1.5. මෙම කරුණු නිරාකරණය කරගැනීමේ අරමුණින් ජපානයේ ආර්ථික, වෙළඳ සහ කර්මාන්ත උප අමාත්‍යවරයාගේ නායකත්වයෙන් යුත් දූත කණ්ඩායමක ශ්‍රී ලංකාවට පැමිණි අතර 2016/07/27 දින පැවැත්වුණු ආර්ථික කළමනාකරණය පිළිබඳ අමාත්‍ය මණ්ඩල කාරක සභා (CCEM) රැස්වීමේ දී මෙම ගැටලුව පිළිබඳව සාකච්ඡා වීමට ආරාධනා කරන ලදී. සුපරීක්ෂාකාරී සමාලෝචනයකින් පසුව, අවසානයේ දී ඉහත 1.1 හි සඳහන් අමාත්‍ය මණ්ඩල සංදේශයේ විස්තර කර ඇති කොන්දේසි යටතේ ම සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධති විකල්පය (සැහැල්ලු නාගරික) සඳහා ජපාන සහයෝගීතා ආයතනයේ සහයෝගය ලබා දීමට ජපාන පාර්ශවය එකඟ විය. මෙම ව්‍යාපෘතිය වසර 4 ක කාල රාමුවක් තුළ ක්‍රියාත්මක කිරීමට නියමිත අතර ශක්‍යතා අධ්‍යයනය වසරක් තුළ දී සම්පූර්ණ කිරීමට නියමිත ය.

1.6. ඉහත කරුණු සැලකිල්ලට ගෙන ඉහත අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව දැනටමත් අනුමත කර තිබෙන පහත සඳහන් කරුණු ක්‍රියාත්මක කිරීම සඳහා කටයුතු කරන බව මේ මගින් අමාත්‍ය මණ්ඩලය වෙත දැනුම් දෙමි.

- මහා නගර ප්‍රවාහන සැලැස්මේ යෝජනා කර තිබෙන පරිදි මාර්ග 7 කින් සමන්විත සැහැල්ලු ජාලය (RTS1 – RTS 7) සම්පූර්ණ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) පිළිබඳව ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සමඟ එක්ව කටයුතු කිරීම.
- සීඝ්‍ර සංක්‍රමණ පද්ධති 1 (RTS 1) සහ ශීඝ්‍ර සංක්‍රමණ පද්ධති 4 (RTS 4) සඳහා විස්තරාත්මක ශක්‍යතා, සැලසුම් සහ මිල කැඳවුම් ලිපි ලේඛන සකස් කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සමඟ එක්ව කටයුතු කිරීම.
- විශේෂ කොන්දේසි සහ මූල්‍යයන අවශ්‍යතා සාකච්ඡා සම්මුතිය මගින් අනුමත කර ගැනීමට යටත්ව සීඝ්‍ර සංක්‍රමණ පද්ධති 1 (RTS 1) සහ ශීඝ්‍ර සංක්‍රමණ පද්ධති 4 (RTS 4) ක්‍රියාත්මක කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයෙන් නිල සංවර්ධන ආධාර මුදල් ලබා ගැනීම.
- ප්‍රවාහන හා සිවිල් ගුවන් සේවා අමාත්‍යාංශය සමඟ සම්බන්ධීකරණය වෙමින් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ ශක්‍යතා අධ්‍යයනය සහ ක්‍රියාත්මක කිරීම හා සම්බන්ධ කරුණු පිළිබඳව ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය සහ එහි උපදේශකයන් සමඟ සාකච්ඡා සම්මුතිය සඳහා මූලිකත්වය ගන්නා නියෝජිතයා වශයෙන් මහා නගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම් තුමා පත් කිරීම.

- සිසු සංක්‍රමණ පද්ධති 1 (RTS 1) සහ සිසු සංක්‍රමණ පද්ධති 4 (RTS 4) ක්‍රියාත්මක කිරීම සඳහා අවශ්‍ය ඉඩම් අත්පත් කර ගැනීම ප්‍රමුඛතා පදනමින් සිදු කිරීම.

1.7. තව ද, මූලිකව එකඟ වූ සිසු සංක්‍රමණ පද්ධති 1 (RTS 1) සහ සිසු සංක්‍රමණ පද්ධති 4 (RTS 4) සිට පහත සඳහන් පරිදි දුම්රිය මාර්ග හතරක් සඳහා නිල සංවර්ධන ආධාර මූල්‍යයන් යටතේ ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ සහයෝගය විස්තීරණය කිරීමේ හැකියාව පිළිබඳව සොයා බැලීමට එම ආයතනය සමඟ සාකච්ඡා පැවැත්වීමට කටයුතු කිරීම.

I.	හරිතමාර්ගය (RTS1)	කොළඹ කොටුව, කොල්ලුපිටිය, බම්බලපිටිය, බොදල්ල, යුනියන් ජලේස්, මරදාන	15km
II.	පිතමාර්ගය (RTS2)	කොටුව, මරදාන, මට්ටක්කුලිය, පැලියගොඩ	11.5km
III.	රක්තමාර්ගය(RTS3)	දෙමටගොඩ, බොදල්ල, කිරුළපන, හැව්ලොක්වවුන්, බම්බලපිටිය	10km
IV.	දම් මාර්ගය (RTS4)	බොදල්ල- මාලුඹේ	10km

පාඨලී වම්පික රණවක (පා.ම.)

මහා නගර සහ බස්නාහිර සංවර්ධන අමාත්‍ය

මහා නගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය
17-18 මහල, "සුභුරුපාය",
ශ්‍රී සුභතිපුර මාවත
බත්තරමුල්ල

පාඨලී වම්පික රණවක
මහා නගර සහ බස්නාහිර සංවර්ධන අමාත්‍ය
18 මහල, "සුභුරුපාය", ශ්‍රී සුභතිපුර පාර,
බත්තරමුල්ල.



මහානගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය

අමාත්‍ය මණ්ඩල සංදේශය

අමාත්‍ය මණ්ඩල සංදේශ අංක: 2016/CP/82

අමාත්‍යාංශ යොමු අංකය: 2016/MPD/23

2016 ඔක්තෝබර් මස 06 දින දී ය.

ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයෙන් (JICA) මුදල් සැපයීම සඳහා සලකා බැලීමට ලක් නොකරන ලද, ශ්‍රී ලංකාවේ බස්නාහිර කලාපය තුළ ඉදි කිරීමට යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ (LRT) මාර්ග පහ පිළිබඳ ශක්‍යතා අධ්‍යයනයක් සිදුකිරීම.

1.0 පසුබිම

1.1. සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (RTS) හඳුන්වා දීම, බස්නාහිර කලාපය සහ ඒ ආශ්‍රිත අනෙකුත් ප්‍රදේශවල දැනට සවිභිත සහ එම ප්‍රදේශවල සංවර්ධනය හේතුවෙන් නිර්මාණයවන අනාගත ප්‍රධාන ඉල්ලුමට සරිලන සාර්ථක දීර්ඝ කාලීන විසඳුම් අතරින් එකක් බව හඳුනාගෙන තිබේ. වැඩිදුර දීර්ඝ කිරීම් සහ සංවර්ධන කටයුතු ඉදිරියේ දී තවදුරටත් සලකා බැලිය යුතු ඉතිරි කර මූලික වශයෙන් පහත දැක්වෙන සැහැල්ලු දුම්රිය සංක්‍රමණ (LRT) මාර්ග හඳුන්වා දීම අවශ්‍ය වන බව අනාවරණය කරගෙන තිබේ.

I.	හරිත මාර්ගය (RTS1)	කොළඹ කොටුව, කොල්ලුපිටිය, බම්බලපිටිය, බොදල්ල, යුනියන් පෙදෙස, මරදාන	කි.මී. 15
II.	පිත මාර්ගය (RTS2)	කොළඹ කොටුව, මරදාන, මට්ටක්කුලිය, පැලියගොඩ	කි.මී. 11.5
III.	රක්ත මාර්ගය (RTS3)	දෙමටගොඩ, බොදල්ල, කිරුළපන, හැව්ලොක් ටවුන්, බම්බලපිටිය	කි.මී. 10
IV.	දම් මාර්ගය (RTS4)	බොදල්ල - බත්තරමුල්ල, මාළුගොඩ	කි.මී. 10
V.	රෝස මාර්ගය (RTS5)	මාළුගොඩ - කොට්ටාව	කි.මී. 9.6
VI.	ඔලිව් මාර්ගය (RTS6)	මාළුගොඩ - කඩුවෙල	කි.මී. 6
VII.	අඳු මාර්ගය (RTS7)	පැලියගොඩ - කඩුව	කි.මී. 13

33 36

தொலைபேசி 2323730
 தொலைநகல் 2389151
 Fax No.



වෙබ් අඩවි බෙදා හැරීමේ இலக்குகள் } www.cabinetoffice.gov.lk
 Website }
 ඊ-මේල් } info@cabinetoffice.gov.lk
 மின்னஞ்சல் E-mail }

12 OCT 2016
 Ministry of Finance

අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

தமிழகக் கட்டிடம், சேர் பாரோன் ஜயதிலக்க மாவத்தை, கொழும்பு 01. Republic Building, Sir Baron Jayathilaka Mawatha, Colombo 01, Sri Lanka.

எனது இல. My No. CP 16/2103/724/047 - II
 ඔබේ අංකය உமது இல. Your No.

திகதி Date 2016-10-11

DG I PF
 consult
 DG INP
 DG INB

Ms. G.D.C Ekanayake
 Deputy Secretary to the Treasury,

Dear Madam,

Conducting a Feasibility Study for Five Light Rail Transit (LRT) Lines, not Considered for JICA Financing in Western Region of Sri Lanka

Please find enclosed herewith the above captioned Cabinet Memorandum dated 2016-10-06 submitted by the Hon. Minister of Megapolis and Western Development, which is scheduled to be taken up for consideration at the next Meeting of the Cabinet of Ministers.

I would be most grateful if you could please bring the contents of the said Memorandum to the notice of your Hon. Minister and forward his observations to this office at your earliest.

Your cooperation in this regard is very much appreciated.

Yours Sincerely,

P.K.S. Subhodini
 Senior Assistant Secretary

Sgd:/ S. Abeysinghe
 Secretary to the Cabinet of Ministers

Cc: Secretary,
 Ministry of Megapolis and Western Development - for information please.

Obs#:b16/2103a

செயலாளர் Secretary 2329620

අතිරේක ලේකම් மேலதிகச் செயலாளர் Additional Secretary 2325279 2329621

பேரகலி உதவிச் செயலாளர் Senior Assistant Secretary 2431004

1.2. “බස්නාහිර කලාපීය මහා නගරය තුළ සවිස්තරාත්මක ප්‍රවාහන කළමනාකරණ සැලැස්ම ක්‍රියාත්මක කිරීම” යන මැයෙන් ඉදිරිපත් කරන ලද 2016 අප්‍රේල් 05 දිනැති ඒකාබද්ධ අමාත්‍ය මණ්ඩල සංදේශ අංක 16/0774/724/036 හා සම්බන්ධ අමාත්‍ය මණ්ඩල තීරණය මගින් බස්නාහිර කලාපය තුළ ඉහත සඳහන් සැහැල්ලු දුම්රිය සංක්‍රමණ (LRT) මාර්ග හඳුන්වා දීම ඇතුළු බස්නාහිර කලාපීය මහා නගරයේ සවිස්තරාත්මක ප්‍රවාහන කළමනාකරණ සැලැස්ම තුළ හඳුනාගත් ව්‍යාපෘති පිළිබඳ ශක්‍යතා අධ්‍යයන සිදු කිරීම සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය ලබා දී තිබේ.

1.3. පසුව, ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) සමඟ සාකච්ඡා පැවැත්වීමේ ප්‍රතිඵලයක් වශයෙන් ප්‍රමුඛතා පදනම මත සිඳු සංක්‍රමණ පද්ධති 1 (RTS 1) සහ සිඳු සංක්‍රමණ පද්ධති 4 (RTS 4) මාර්ග පිළිබඳ විස්තරාත්මක ශක්‍යතා අධ්‍යයනයක් සිදු කිරීම සඳහා ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) සහයෝගය ලබා ගැනීමට සහ ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) මූල්‍යයනය යටතේ එම මාර්ග දෙක සම්පූර්ණ කිරීමට, 2016 ජූනි 28 දිනැති අමාත්‍ය මණ්ඩල තීරණ අංක 16/1175/724/047 මගින් සහ ඉන් පසු “ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) හඳුන්වා දීම” පිළිබඳ 2016 අගෝස්තු 16 දිනැති අමාත්‍ය මණ්ඩල තීරණ අංක 16/1563/724/047-1 මගින් අනුමැතිය ලබා දෙන ලදී. සිඳු සංක්‍රමණ පද්ධති 4 (RTS 4) සහ සිඳු සංක්‍රමණ පද්ධති 1 (RTS 1) හි කොල්ලුපිටිය සම්බන්ධතාවය හැර ඉතිරි කොටස පිළිබඳ ශක්‍යතා අධ්‍යයනයක් සිදු කිරීමට ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් දැනට එකඟතාවය පළකර ඇති බව මාගේ අවබෝධයයි.

2.0 යෝජනාව

2.1. මෙම කරුණු මත පදනම්ව, 2030 වර්ෂය වන විට ඇතිවිය හැකි රථ වාහන තදබඳයට පිලියම් කිරීමෙන් කලාපයේ පොදු ප්‍රවාහන පහසුකම් වැඩි දියුණු කිරීම සඳහා වඩාත් සුදුසු වන ක්‍රමයෙන් අවසන් කිරීමේ පදනම මත ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් බැහැර කරන ලද ඉතිරි සිඳු සංක්‍රමණ පද්ධති (RTS) මාර්ග පහ සහ සිඳු සංක්‍රමණ පද්ධති 1 (RTS 1) හි ඉතිරි කොටස සම්පූර්ණ කිරීම සඳහා උපාය මාර්ගයක් නිසිය යුතු බව මෙම අමාත්‍යාංශයේ අදහස වේ.

2.2. ඉතිරි මාර්ග පහ සඳහා රජය මගින් මූල්‍යයන කටයුතු සිදු කලහොත් රජයට ණය පොලී ගෙවීම පිළිබඳ අධික බරක් දැරීමට සිදුවෙන බැවින් ව්‍යාපෘතියේ ඉතිරි කොටස BOO/BOT/BOOT (නිර්මාණය කිරීම පැවරීම හෝ, මෙහෙයවීම, ඉදිකිරීම, අයිතිව සිටීම) පදනම මත පෞද්ගලික අංශයේ මූල්‍යයනය යටතට පිරිනැමීමේ මාර්ග සොයා බැලීම සුදුසු වේ.

2.3. එබැවින්, ව්‍යාපෘතියේ ඉතිරි කොටස සඳහා ආයෝජනය කිරීමට පෞද්ගලික අංශයට ආරාධනා කිරීමේ පූර්ව-අවශ්‍යතාවක් වශයෙන්, ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් මූල්‍යයනය සඳහා සලකා නොබලන ලද සැහැල්ලු දුම්රිය සංක්‍රමණ (LRT) මාර්ග පහ සහ සිඳු සංක්‍රමණ පද්ධති 1 (RTS 1) හි ඉතිරි කොටස පිළිබඳ තාක්ෂණය, පිරිවැය සහ ප්‍රමුඛතා මාර්ග නිශ්චය කරගැනීම සඳහා දේශීය අරමුදල් උපයෝජනය කරමින් (ආර්ථික, මූල්‍ය, පාරිසරික, තාක්ෂණික යනාදී කරුණු පිළිබඳ) විස්තරාත්මක ශක්‍යතා අධ්‍යයනයක් සිදු කිරීමට යෝජනා කරමි.

2.4. ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් බැහැර කරන ලද සිඝ්‍ර සංක්‍රමණ පද්ධති 1 (RTS 1) කොටසට අදාළ තක්සේරු ශක්‍යතාව ප්‍රායෝගික නොවන්නේ නම් ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) මැදිහත්වීම සමඟ අතිවිභවය වන නමුත් සම්පූර්ණ මාර්ගය මි තක්සේරු කිරීමට අවශ්‍ය වනු ඇත. ශක්‍යතා අධ්‍යයනය සඳහා ඇස්තමේන්තුගත පිරිවැය රුපියල් මිලියන 250 - 300 ක් වන අතර උපදේශකවරුන් තෝරා ගැනීම සහ සේවයේ යෙදවීම පිළිබඳව ප්‍රසම්පාදන මාර්ගෝපදේශන සංග්‍රහයේ නියමකර තිබෙන පරිදි විවෘත තරඟකාරී පදනම මත අධ්‍යයනය සිදු කිරීම සඳහා සුදුසුකම් ලත් උපදේශක සමාගමක් යොදවා ගැනීමට නිර්දේශ කරමි.

2.5. ප්‍රවාහන හා සිවිල් ගුවන් සේවා අමාත්‍යාංශයේ එකඟතාවයෙන්, මෙම යෝජනාව ආර්ථික කළමනාකරණය පිළිබඳ අමාත්‍ය මණ්ඩල කමිටුව වෙත ඉදිරිපත් කරන ලදුව 2016 සැප්තැම්බර් 21 දින පවත්වන ලද රැස්වීමේ දී කමිටුවේ අනුමැතිය ලැබුණු අතර අමාත්‍ය මණ්ඩල අනුමැතිය ලැබිය යුතුව ඇත.

3.0 අනුමැතිය

ඉහත කරුණු සැලකිල්ලට ගෙන,

- 3.1. මූලික වශයෙන්, ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනය (JICA) විසින් සලකා නොබලන ලද සැහැල්ලු දුම්රිය සංක්‍රමණ (LR) මාර්ග (5) සම්පූර්ණ කිරීම සඳහා;
- 3.2. ඉහත (3.1) වගන්තිය අනුව කටයුතු කිරීමේ දී, උපදේශකවරුන් තෝරා ගැනීම සහ සේවයේ යෙදවීම පිළිබඳව මාර්ගෝපදේශන සංග්‍රහය ප්‍රකාරව සුදුසුකම් සහිත උපදේශක සමාගමක්/ සමාගම් කණ්ඩායමක් සේවයේ යෙදවීම මගින් ඉහත 2.3 සිට 2.4 දක්වා වගන්තිවල විස්තර කර තිබෙන පරිදි විස්තරාත්මක ශක්‍යතා අධ්‍යයනයක් සිදුකිරීම සඳහා;
- 3.3. තෝරාගැනීමේ ක්‍රියාවලිය මෙහෙයවීම සඳහා අමාත්‍ය මණ්ඩලය විසින් පත්කළ උපදේශක ප්‍රසම්පාදන කමිටුවක් (CPCC) සහ තාක්ෂණික ඇගයීම් කමිටුවක් (TEC) පත් කිරීම පිණිස භාණ්ඩාගරය වෙත උපදෙස් ලබා දීම සඳහා;
- 3.4. අමාත්‍ය මණ්ඩලය විසින් පත්කළ උපදේශක ප්‍රසම්පාදන කමිටුව (CPCC) විසින් මහ පෙත්වන ආකාරයට උපදේශකවරුන් කෙටි ලයිස්තුගත කිරීම පිණිස ජාත්‍යන්තරව කැමැත්ත ප්‍රකාශකිරීම් (EOIs) කැඳවීම සඳහා සහ කෙටි ලයිස්තුගත සමාගම් වලින් යෝජනා පිළිබඳ ඉල්ලීම් (RFP) කැඳවීම සඳහා මහා නගර සභා ඛණ්ඩාගාර සංවර්ධන අමාත්‍යාංශයට අවසර දීම සඳහා; සහ
- 3.5. ප්‍රසම්පාදන පිරිවැය සඳහා යෙදවීමට අවශ්‍ය අරමුදල්, ඒකාබද්ධ අරමුලින් මහා නගර සභා ඛණ්ඩාගාර සංවර්ධන අමාත්‍යාංශයේ 2017 වර්ෂය සඳහා වන වාර්ෂික අයවැයට වෙන් කිරීම සඳහා;

මෙයින් අමාත්‍ය මණ්ඩල අනුමැතිය අපේක්ෂා කරමි.

Patali Champika Ranawaka
 Minister of Megapolis & Western Development
 6th Floor, "Suhurupaya", Sri Subhuthipura Road,
 Rajapaya, Colombo 11

පායලී වම්පික රණවක (පා.ම.)
 මහා නගර සභා ඛණ්ඩාගාර සංවර්ධන අමාත්‍ය

මහා නගර සභා ඛණ්ඩාගාර සංවර්ධන අමාත්‍යාංශය
 17-18 මහල "සුහුරුපාය",
 ශ්‍රී සුභුතිපුර මාවත
 බත්තරමුල්ල

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අංක 12

(140)

PROJECT MEMORANDUM

on

The Project for Establishment of Light Rail Transit System in Colombo (I)

between

The Government of the Democratic Socialist Republic of Sri Lanka

and

Japan International Cooperation Agency

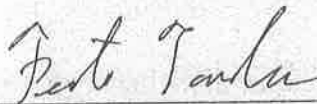
Date: March 11, 2019

Place: Colombo

With a view to providing the basis for supervision and monitoring of the above-mentioned Project (hereinafter referred to as "the Project") and thereby facilitating its successful implementation and ensuring its effectiveness and sustainability, Japan International Cooperation Agency (hereinafter referred to as "JICA") and Ministry of Megapolis and Western Development (hereinafter referred to as "the Executing Agency" or "MMWD") conclude the following Memorandum.

For
JICA

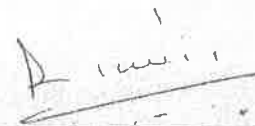
For
The Government of Sri Lanka



Fusato Tanaka
Chief Representative
JICA Sri Lanka Office



Nihal Rupasinghe
Secretary
Ministry of Megapolis and Western
Development



R. M. P. Ratnayake
Director General
External Resources Department
Ministry of Finance

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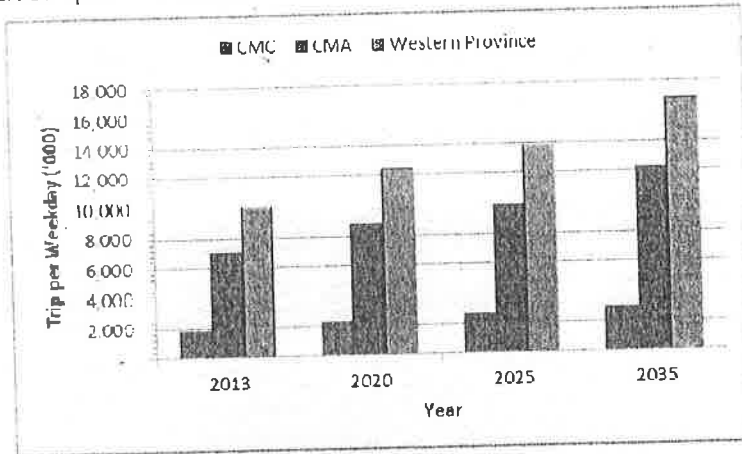
Memorandum

1. Upon the Appraisal mission, JICA and the Executing Agency confirmed that the contents of the Minutes of Discussions (hereinafter referred to as "M/D") dated August 18, 2018 which includes the Project Status Report (hereinafter referred to as "PSR"), the Main Points Discussed (hereinafter referred to as "MPD") and the Main Points Discussed for Environmental Social Consideration (hereinafter referred to as "MPD for ESC) attached hereto as Annex I, Annex II and Annex III respectively.
2. JICA proposed some minor revisions and updates to the PSR and the MPD as described in the paragraph 6 of this Memorandum, on which the Executing Agency agreed. All the parties confirmed that the Executing Agency would incorporate such revisions and updates in the attached PSR before the first submission of a Progress Report to JICA.
3. JICA and the Executing Agency confirmed that, as per Section 4. (5), Article III of the Loan Agreement, the Executing Agency shall submit to JICA a Progress Report quarterly (for quarters ending in March, June, September and December) until completion of the Project, by updating the PSR, with progress of the Project regularly in order to ensure the smooth and efficient implementation of the Project. The Progress Report shall be accompanied with photographs as necessary. Status of the measures to be adopted and/or points which require special attention and their planned countermeasures should be reported in 2-5 and 3-2 Precautions of the PSR.
4. JICA and the Executing Agency confirmed that, as per Section 4. (6), Article III of the Loan Agreement, the Executing Agency, promptly, but in any event not later than six (6) months after completion of the Project, shall submit to JICA a Project Completion Report by filling information available at the time of the Project completion into the PSR.
5. JICA and the Executing Agency have agreed that the evaluation of the Project should be conducted, periodically, during the project cycle along with the criteria of the PSR provided by the Executing Agency.
6. JICA and the Executing Agency confirmed the revisions and updates to the Minutes of Discussions dated August 17, 2018 as described below.

No.	Page	Original	Revision
1	Annex I PSR p.1 & header	Loan Agreement No. SL-PXXX	Loan Agreement.No. SL-P <u>119</u>
2	Annex I PSR header	L/A No. SL-PXXX	L/A No. SL-P <u>119</u>

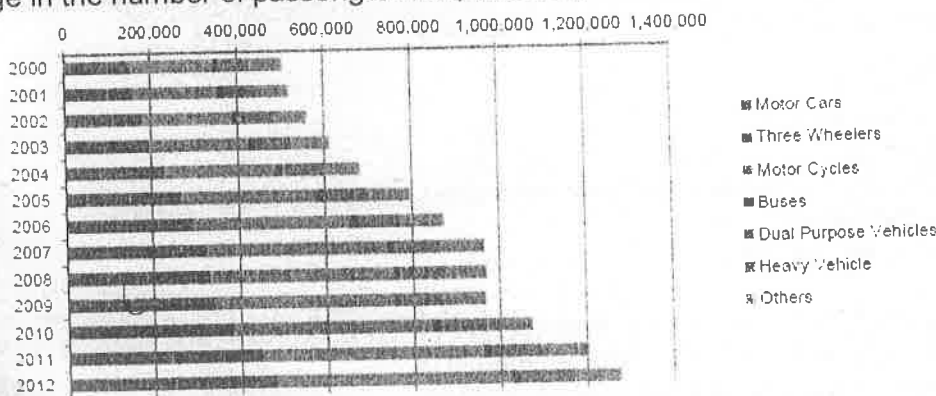
Projected Increasing Demand

Based on the Urban Transport System Development Project for Colombo Metropolitan Region and Suburbs (CoMTrans) supported by JICA in 2014, person trip demand in CMA in 2035 is projected to increase to almost 12.2 million person trips per day and this is 1.75 times of the demand in 2014 of 6.9 million person trips per day as shown in following figure. As traffic demand increases, traffic congestion on the road network would be worse and travel speed would be reduced in the future.



Modal share and Timing of transit investment

According to the historical trend of modal shift in the last 28 years, the number of passengers crossing Colombo Municipal Council (CMC) boundary by private mode of transport increased approximately 2.5 times while the number of passengers using public transport remained roughly static. The vehicle ownership in recent years also shows a surge in the number of passenger cars, three-wheelers and motorcycles as following figure.



Note: *AAGR: Average Annual Growth Rate from 2002 to 2012, calculated by CoMTrans Study Team
 Source: Motor Traffic Department of the Western Provincial Council

Taking into consideration the fact that economic growth is expected in the CMA with huge urban development projects, the modal shift to private modes of transport will be accelerated if no government intervention is taken. Once car ownership and a share of private mode of transport increase, it is difficult to reverse it due to the captive characteristics of car users, which is shown by rule of thumb in other countries.

With the decrease of travel speeds on the roads due to the severe traffic congestion derived from increasing car ownership and a share of private transport mode, the speed of buses would decrease. This might accelerate the shift to private modes of transport. It is highly expected to break this vicious circle through provision of convenient, fast and high

capacity public transport modes.

Therefore, a shift to public transport from private modes of transport is a challenging task for the Government. Hence, there are pressing needs to introduce of a public transportation system such as LRT to deal with growing traffic demand.

How the Project mitigates the circumstance above

Under the situation mentioned above, introduction of LRT would absorb the traffic demand as shown in following LRT demand forecast in 2020, 2025 and 2035, which is analyzed in the Preparatory Survey of the Project.

This would have effects to mitigate severe traffic congestion and to promote modal shift to public transport mode.

Indicator	2020	2025*	2035
PPHPD	11.500	14.300	19.800
Max Section	Coota Rd. - Walikada	Coota Rd. - Walikada	Coota Rd. - Walikada
Daily Passengers	295,000	363,000	498,000
Daily Passenger-km	1,736,000	2,087,000	2,787,000

Note: Fare Level D

*: The demand of 2025 was calculated by linear interpolation of demand in 2020 and 2035.

Source: Survey Team

Daily passenger volume is expected to be increased to 498,000 passengers (pax.)/day in 2035. The Passenger per Hour per Direction (PPHPD) is calculated from the maximum daily section volume per direction multiplied by the peak ratio of 13%.

<Scale>

Out of 7 major corridors in Colombo, Malabe corridor was identified as the highest priority corridor due to following aspects in CoMTrans supported by JICA in 2014.

1. Lowest travel speed
2. Highest traffic volume
3. Highest private car mode share
4. Envisioned new administrative and commercial capitals along the corridor
5. Narrow road section
6. Absence of railway service

On the other hand, MMWD formulated and analyzed new RTS network in Western Province in the Megapolis Transport Master Plan in 2016.

In the consideration mentioned above, following RTSs (which are along Malabe corridor) are selected as the prioritized target route by MMWD.

- RTS1: Fort – Kollupitiya – Borella – Union Place – Maradana
- RTS4: Borella – Rajagiriya – Battaramulla – Malabe

Based on the priority RTSs above, and through the investigation and discussion with GOSL during the Preparatory Survey, the Project route is determined as Malabe to Multi-Modal Transport Hub (MMTH) in Fort to extending to depot at Chandrika Kumarathunga Mawatha, which is about 15.8 km in total, as shown in **Attachment 1-2**.

The route between Malabe and Fort has the highest priority, therefore would expect to have a significant impact to mitigate severe traffic condition. The section between Fort to Kollupitiya of RTS1 may be considered as a future project as an extension to the Project route.

<Technology>

In choosing transportation mode for development of RTS, GOSL intended to ensure the comfortability, accessibility, and also seeks (a) competitiveness of bidding process, (b) versatility for future expansion of the line in suburban area at-grade and (c) familiarity of maintenance and inspection works.

Having considered all of these points and also the passenger capacity of the transportation system, GOSL decided to apply LRT and realize the smooth and safety operation by introducing Japanese technology, such as rolling stocks and operational equipment for LRT. In addition, GOSL expects to utilize "Special Terms for Economic Partnership (STEP)" for the Project.

Attachment 1-1: Location Map of the Project

Attachment 1-2: Proposed General Route Alignment Plan

2: Project Implementation (Efficiency)

2-1 Project Scope

Table 2-1-1a: Comparison of Original and Actual Location

Location	Original (PIM)	Actual (PIR and PCR)
	From depot at Chandrika Kumarathunga Mawatha to MMTH at Fort via Malabe, Thaladena, Koswatta, Battaramulla, Rajagiriya, Borella, Lipton Circle, Gamini Hall, Pettha Attachment 1-1: Location Map of the Project Attachment 1-2: Proposed General Route Alignment Plan	

Table 2-1-1b: Comparison of Original and Actual Scope

Items	Original	Actual (PIR and PCR)
Package 1* Rolling Stock	- LRT (Approx.2.8m wide and 18m long, 4 cars * 25 set = 100 cars) - Design, Manufacture, Supply, Test and Commissioning	
Package 2* Electricity & Mechanic (E&M) /Track System	- Track System, Signaling and Telecommunication System, Power Supply System, Automatic Fare Collection(AFC) System and Train Operation Management System	
Package 3 Depot Construction	- Construction of Depot - Design, Procurement, Supply and Test	
Package 4 Civil Works for Track Structure of Main Line and Stations	- Construction of Viaduct and Stations (5 stations) (3.8km)	
Package 5 Civil Works for Track Structure of Main Line and Stations	- Construction of Viaduct and Stations (5 stations) (5.6km)	

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Package 6 Civil Works for Track Structure of Main Line and Stations	- Construction of Viaduct and Stations (6 stations) (6.3km)	
Package 7 Utility Diversion	- Utility relocation	
Consulting Services	- Design, tender assistance and supervision of construction and equipment installation	

*Regarding the package 1 and 2, there are several options; a) Separated with System and Rolling Stock, b) Combined with System and Rolling Stock, c) Slice and Package with a) and b). Further investigations will be required at Detailed Design stage to determine the optimum option in terms of fairness and competitiveness.

2-1-2 Reason(s) for the modification if there have been any.

(PIR and PCR)

2-2 Implementation Schedule

Table 2-2-1: Comparison of Original and Actual Schedule

Items	Original	Actual (PIR,PCR)
Consulting Services		
Selection	July 2018 – Nov 2018	
Consulting Services	Dec 2018 – Dec 2026	
Package 1*: Rolling Stock		
Tender & Selection	Dec 2019 – Nov 2020	
Installation	Dec 2020 – Dec 2024	
Package 2*: E&M/Track		
Tender & Selection	Dec 2019 – Nov 2020	
Installation	Dec 2020 – Dec 2024	
Package 3: Depot		
Tender & Selection	Dec 2019 – Nov 2020	
Construction	Dec 2020 – Dec 2024	
Package 4: Civil Works		
Tender & Selection	Jun 2020 – Jun 2021	
Construction	Jul 2021 – Dec 2024	
Package 5: Civil Works		
Tender & Selection	Jun 2020 – Jun 2021	
Construction	Jul 2021 – Dec 2024	
Package 6: Civil Works		
Tender & Selection	Jun 2020 – Jun 2021	
Construction	Jul 2021 – Dec 2024	
Package 7: Utility Design		
Construction	Dec 2019 – Nov 2021	
Project Completion Date	Dec 2024 Definition: Completion of all Works, Procurements and Installation for the Project and	<i>As of MM YYYY</i>

	Taking-Over of the all components to the Employer	
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Note: The schedule is estimated to be postponed by approximately 3 months due to political uncertainty in last quarter of 2018.

Attachment 4: Project Implementation Schedule

*Regarding the package 1, there are several options; a) Combined with System and Rolling Stock, b) Separated with System and Rolling Stock, c) Slice and Package with a) and b). Further investigations will be required at Detailed Design stage to determine the optimum option in terms of fairness and competitiveness.

2-2-2 Reasons for any changes of the schedule, and their effects on the project.

(PIR and PCR)

2-3 Project Cost

2-3-1 Cost Breakdown of the Project

Table 2-3-1a: Original Cost by Item
(Entire Project Cost)

Breakdown of Cost	Foreign Currency Portion (million JPY)			Local Currency Portion (million LKR)			Total (million JPY)		
	Total Cost	JICA Portion	Others	Total Cost	JICA Portion	Others	Total Cost	JICA Portion	Others
Civil Works Sub Total	91,805	91,805	0	86,936	86,936	0	152,486	152,486	0
Price Escalation	7,810	7,810	0	8,507	8,507	0	13,748	13,748	0
Physical Contingency	9,962	9,962	0	9,544	9,544	0	16,623	16,623	0
Consulting Services	13,169	13,169	0	5,051	5,051	0	16,694	16,694	0
Land Acquisition	0	0	0	0	0	0	4,929	0	4,929
Administrati on Cost	0	0	0	14,648	0	14,648	10,224	0	10,224
VAT	0	0	0	43,943	0	43,943	30,672	0	30,672
Import Tax	0	0	0	0	0	0		0	0
Interest during construction	863	863	0	0	0	0	863	863	0
Front End Fee	401	0	401	0	0	0	401	0	401
Total	124,009	123,609	401	175,691	110,039	65,635	246,641	200,415	

Note: Exchange Rate used: $LKR=0.698JPY$, $USD=159LKR$, $USD=111JPY$

(The 1st Tranche (the Project))

Breakdown of Cost	Foreign Currency Portion (million JPY)	Local Currency Portion (million LKR)	Total (million JPY)
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	Total Cost	JICA Portion	Others	Total Cost	JICA Portion	Others	Total Cost	JICA Portion	Others
Civil Works Sub Total	13,432	13,432	0	10,782	10,782	0	20,957	20,957	0
Price Escalation	597	597	0	561	561	0	989	989	0
Physical Contingency	1,403	1,403	0	1,134	1,134	0	2,195	2,195	0
Consulting Services	4,665	4,665	0	1,712	1,712	0	5,859	5,859	0
Land Acquisition	0	0	0	6,150	0	6,150	4,293	0	4,293
Administrati on Cost	0	0	0	2,457	0	2,457	1,715	0	1,715
VAT	0	0	0	7,370	0	7,370	5,144	0	5,144
Import Tax	0	0	0	0	0	0	0	0	0
Interest during construction	40	40	0	0	0	0	40	40	0
Front End Fee	60	0	60	0	0	0	60	0	60
Total	20,197	20,137	401	30,166	14,189	15,977	41,252	30,040	11,212

Note: Exchange Rate used: LKR=0.698JPY, USD=159LKR, USD=111JPY

Attachment 5: Manning Schedule for the Consulting Services

Attachment 6: Cost Breakdown by Item

Attachment 7: Cost Breakdown by Package

Table 2-3-1b: Actual Cost by Item

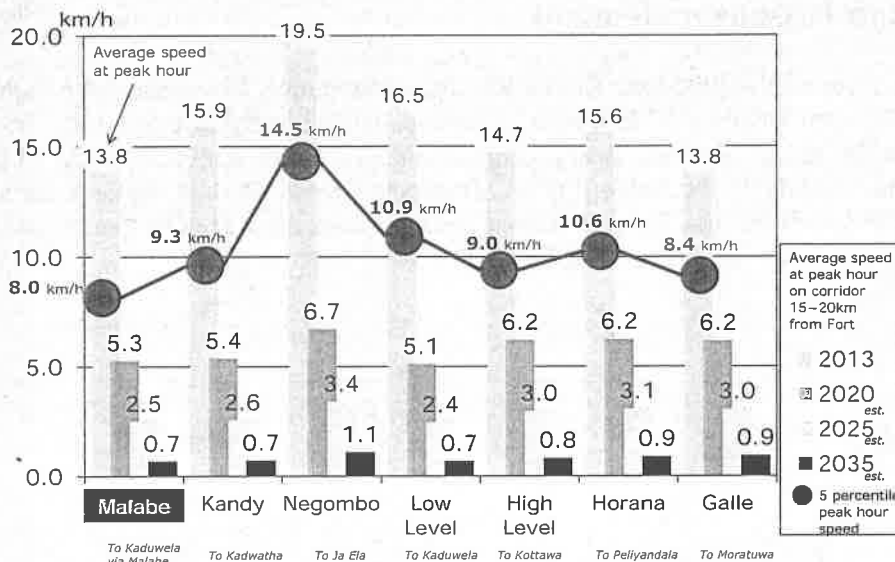
Breakdown of Cost	Original								
	Foreign Currency Portion (million JPY)			Local Currency Portion (million LKR)			Total (million JPY)		
	Total	JICA Portion	GOSL	Total	JICA Portion	GOSL	Total	JICA Portion	GOSL
Item (PIR, PCR)	()								
Total									

Table 2-3-1c: Comparison of Original and Actual Cost by Year* (tentative)

*Fiscal Year starting in January and ending in December

Unit: (Million JPY)

Break-down of Cost	Original (TBD)			Actual (PIR,PCR)		
	Total (JPY)	JICA (JPY)	Others (JPY)	Total ()	JICA ()	Others ()
Year						
2018	2,763	1,691	1,072			
2019	5,229	2,639	2,590			



Source: CoMTrans Travel Speed Survey for 2013 and CoMTrans estimates for 2020, 2025 and 2035 (Do Nothing Scenario).

Figure 2.1.2 Peak Hour Travel Speed of Major Transport Corridors

2. Corridor without a Transit System with Urban Development Projects

The corridor is also without a rail based public transport system. Moreover, the current transport system is unable to handle the increasing passenger demand due to the relocation of government offices to the Battaramulla area, which includes the Defence complex in Akuregoda. Therefore, in the CoMTrans master plan, the Fort-Malabe corridor has been identified as requiring urgent policy intervention to shift private mode users to public transport.

Light Rail Transit (LRT)

Since CoMTrans/SKYTRAIN proposed a Monorail System as the new transit system on the Malabe Corridor based on the multi-criteria comparison with other transport mode such as bus priority lanes, Bus Rapid Transit (BRT), LRT (Elevated/Street), Monorail, and MRT (underground), MMWD selected the LRT for their following reasons:

- There are only a limited number of monorail manufacturers worldwide, which constrains the competitiveness of the bidding process.
- With the monorail, it is difficult to expand the lines in the future because other MMWD’s proposed RTS lines are LRT, and it is also difficult to increase the number of cars for the monorail due to the difficulty of technical configuration.
- Certain sections of MMWD’s other RTS lines in the suburban area will operate at-grade, which is impossible to introduce the monorail.
- Unfamiliarity of maintenance and inspection works of a monorail system in Sri Lanka.

Based on the official request, which MMWD made to the Government of Japan under the STEP loan, the targeted LRT system to be considered has the following characteristics:

- Medium passenger capacity urban transport mode with rail-based system (therefore not the so-called tram/streetcar).
- Completely elevated structure over the road due to limited space along the LRT route within the urban area.

2.2 Route and Passenger Demand

Figure 2.2.1 shows the proposed JICA-LRT route and station locations in the demand forecast model. The total length is 17 km, with 16 stations located roughly every 1 km from Fort to IT Park. The JICA-LRT line has strong connections with other transport modes at the east-end, west-end and middle of the network (Fort, Transport Centre, Borella, Cotta Road and Malabe). The line also covers the area that has current transport demand in the city centre, and the area that has potential transport demand around Sethsiripaya and Battaramulla.

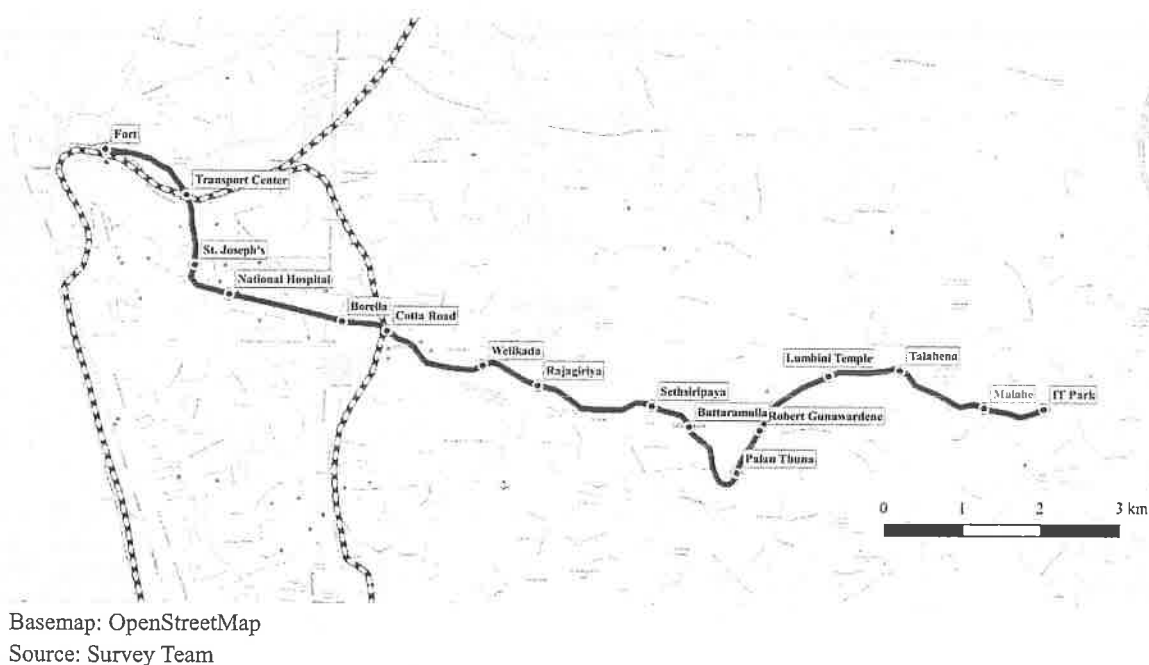


Figure 2.2.1 Proposed Route of JICA-LRT

Table 2.2.1 shows the summary of demand forecast of JICA-LRT in 2020, 2025 and 2035. Daily passenger volume is expected to be increased to 498,000 passengers (pax)/day in 2035. The Passenger per Hour per Direction (PPHPD) is calculated from the maximum daily section volume per direction multiplied by the peak ratio of 13%.

Table 2.2.1 Summary of Demand Forecast Result

Indicator	2020	2025*	2035
PPHPD	11,500	14,300	19,800
Max Section	Cotta Rd. - Walikada	Cotta Rd. - Walikada	Cotta Rd. - Walikada
Daily Passengers	295,000	363,000	498,000
Daily Passenger-km	1,736,000	2,087,000	2,787,000

Note: Fare Level "Normal \times 2.3"

*: The demand of 2025 was calculated by linear interpolation of demand in 2020 and 2035.

Source: Survey Team

Peak hour traffic volumes in 2020 and 2035 are shown in Figure 2.2.2, and boarding and alighting passenger volumes by station and sectional passenger volumes during peak hour in 2020 is shown in Figure 2.2.3.

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OFFICE OF THE CABINET OF MINISTERS

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Colombo 01, Sri Lanka.

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Urgent & Confidential

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Eng. N. Rupasinghe
Secretary
Ministry of Megapolis and Western Development
Fax: 2875600

CABINET DECISION

Given below is an extract of Item (61) of the Minutes of the Cabinet Meeting held on 2016-06-21.

Item (61)

Cabinet Paper No.16/1175/724/047, a Memorandum dated 2016-06-16 by the Minister of Megapolis and Western Development on "Introduction of Light Rail Transit System (LRT) in the Western Region of Sri Lanka with JICA Assistance" - after discussion, it was decided -

- (i) to refer this matter to the Cabinet Committee on Economic Management chaired by the Hon. Prime Minister, for its recommendations; and
- (ii) to direct the Secretary, Ministry of Megapolis and Western Development, to submit the recommendations of the Cabinet Committee on Economic Management as at (i) above, to the Cabinet, through the Minister, for consideration.

It was also decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

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Additional Secretary } 2329621
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சிரேட்ட உதவியச் செயலாளர் } 2431004
Senior Assistant Secretary }

(C) Supplementary Agenda Items:

61. Cabinet Paper No.16/1175/724/047, a Memorandum dated 2016-06-16 by the Minister of Megapolis and Western Development on "Introduction of Light Rail Transit System (LRT) in the Western Region of Sri Lanka with JICA Assistance" - after discussion, it was decided -

- (i) to refer this matter to the Cabinet Committee on Economic Management chaired by the Hon. Prime Minister, for its recommendations; and
- (ii) to direct the Secretary, Ministry of Megapolis and Western Development, to submit the recommendations of the Cabinet Committee on Economic Management as at (i) above, to the Cabinet, through the Minister, for consideration.

It was also decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

Action by: **Secretary to the Prime Minister** - for submission to the Cabinet Committee on Economic Management - copy of Memorandum annexed.

My/Megapolis and Western Development

Copied to: **Secretary to the President** - copy of Memorandum annexed.

My/National Policies and Economic Affairs - copy of Memorandum annexed.

My/Transport and Civil Aviation - copy of Memorandum annexed.

My/Finance - copy of Memorandum annexed.

17/05

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MINISTRY OF MEGAPOLIS AND WESTERN DEVELOPMENT

CABINET MEMORANDUM

Cabinet Memo No: 2017/CP/117

Min Ref: 2017/MPD/CM06

ESTABLISHMENT OF A PROJECT MANAGEMENT UNIT (PMU) EXCLUSIVELY FOR FEASIBILITY STUDY/IMPLEMENTATION OF LRT LINES WITH JICA ASSISTANCE

1.0 BACKGROUND:

- 1.1 In terms of the cabinet decision 16/1175/724/047 dated 16/06/2016, approval has been granted to engage with Japan International Cooperation Agency (JICA) for conducting a feasibility study for the Light Rail Transit (LRT) project proposed in the Megapolis Transport Plan and also to seek their ODA financing assistance for the said project.
- 1.2 In this connection a delegation representing the Government of Japan visited Sri Lanka for a detailed discussion with officials as well as the CCEM on 27/07/2016. Considering GoSL's request, the Japanese Government indicated that this LRT project will be considered for JICA assistance under concessional STEP Loan conditions. The project will be implemented within a time frame of 4 years and the feasibility study will be completed within one year.
- 1.3 In terms of the above decision, Director General, Department of External Resources has made a formal request to Embassy of Japan for the assistance of the Government of Japan by his letter JP/JICA/L/GT:09 dated 29/06/2016.
- 1.4 In response to the request referred 1.3 above, a contact mission for preparatory study had consultation with ERD and MM&WD signed minutes of the discussion on 15/09/2016 agreeing to the outline of terms of reference for a feasibility study to be carried out by JICA for LRT lines, part of RTS 1 and RTS 4.
- 1.5 Following those discussions JICA has already mobilized a team of consultants for carrying out the feasibility study and at the kick off meeting held on 28/02/2017

at the Ministry of Finance it was emphasized that expeditious actions are necessary to work with JICA feasibility team.

- 1.6 In order to work closely and effectively with the JICA feasibility team a counterpart staff with comparable expertise is necessary working dedicatedly for selected LRT lines for JICA financing.
- 1.7 A budgetary allocation of the 25million has been allocated for the year 2017 for this project.
- 1.8 The present Project Management Unit formed for Transport Development Project implementation is envisaged with many activities including implementation of the other 5 LRT lines not considered under JICA financing, and all projects activities proposed as per Western Region Megapolis Transport Master Plan developed by the MM&WD.

2.0 Proposal

In accordance with the above it is proposed to implement the following

- 2.1 To set up a Project Management Unit exclusively for implementation of the lines through preparatory study, design and implementation of RTS 1 and RTS 4 as earmarked for financing by JICA. The proposed carder structure of the PMU is attached as *Annexure I*
- 2.2 Transfer some officers already selected for the Transport Development Project to work in the LRT project and to form the LRT PMU on the same conditions of employment as they were selected following the Management circular 1/2016.
- 2.3 To set up a special Technical Advisory Committee (TAC) comprising of experts who has significant and proven experience in Light Rail Transit (LRT) systems at international level to in order to provide advisory services the PMU.
- 2.4 To pay an allowance per sitting/or contribution for the above Technical Advisory Committee, subject to the authorization as detailed 2.6 below.
- 2.5 Participation /contribution of the members to the technical committee could be in the form of taking part in technical committee meetings or by technical clarifications in absentia through appropriate electronic communication media allowing services of resource persons from outside the country who has direct and exclusive experience in LRT related design, construction and operation which is scarce within the country, are obtained.

2.6 The 3 Secretaries Committee which has been appointed in terms of the Cabinet Memorandum 16/0774/724/036 dated 5th of April 2016 to administer the implementation of Transport Development Projects by the Ministry of Megapolis and Western Development to decide the composition of the TAC as well as the terms of deployment and payments for the members.

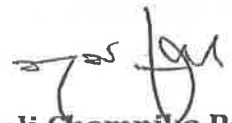
2.7 Utilize the budgetary allocation of the Ministry for the year 2017 as indicated 1.7 above to meet the expenses of this project including remuneration and the allowances of the TAC

3.0 Approval sought

In consideration of the above, the approval of the Cabinet of Ministers is hereby sought:

3.1 To set up a Project Management Unit exclusively for implementation of the lines earmarked for financing by JICA and recruit required employees under the terms as detailed 2.1 to 2.2 and 2.7 above

3.2 To set up a special Technical Advisory Committee (TAC) comprising of experts who have significant and proven experience in Light Rail Transit (LRT) systems at international level and pay them an allowance as detailed 2.3 to 2.6 above



Patali Champika Ranawaka. M.P.
Minister of Megapolis and Western Development

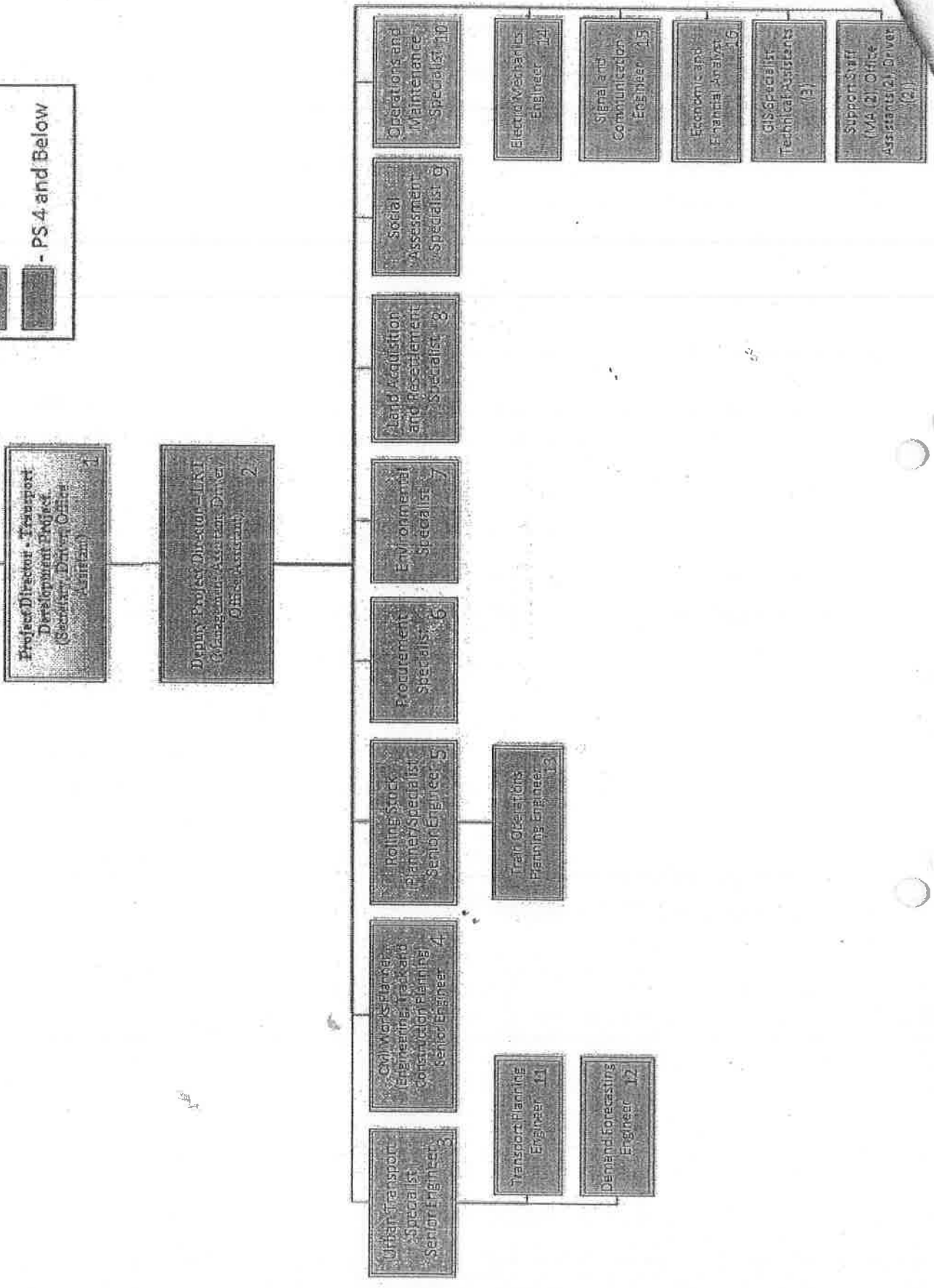
*Ministry of Megapolis and Western Development
17-18 FL, "Suhurupaya", Sri Subhuthipura Road
Battaramulla*

13 March 2017

LRT PMU – Version 01

Legend

- PS 1
- PS 2
- PS 3
- PS 4 and Below



Chapter 10 Findings and Recommendations

10.1 Findings

This section summarizes the results of the Preparatory Survey for JICA-LRT, as requested by GoSL. As the summary of the result, following points are the findings of the project:

- The JICA-LRT system, which includes civil structures, a depot, electrical and mechanical systems, and signal and telecommunication system, was designed as a technically, economically suitable and effective solution for the introduction of a new transit system, as proposed by the Megapolis Urban Transport Master Plan for the Colombo Metropolitan Area. The route and stations were selected to capture increasing passenger demand under the constraints within the urban area of Colombo. The Project can help to alleviate traffic congestion, considering the social environment of the urban area.
- The project costs for the implementation of the JICA-LRT system will be economically covered by the large amount of benefits from the JICA-LRT system. This means the Project is the economical viable one. *Economically*
- In terms of financial sustainability, the JICA-LRT O&M Company has the possibility to be financially profitable and sustainable when the JICA-LRT fare is set at an affordable level (less than 100 SLR between Fort and Malabe). *financially*
- In terms of environmental and social aspects, the EIA study revealed that the potential impacts of the proposed project take place mainly during the construction stage, and that impacts during operational stage are minimal. Although impacts from the project during construction stage could be significant, particularly for noise/vibration, traffic and social infrastructure, the impact could be minimised and mitigated to a great extent if appropriate mitigation measures are implemented as suggested in the EIA study. Also, the latest technical solutions for construction method proposed by the Survey Team will help to mitigate these impacts.
- The Social study revealed that a certain scale of agricultural land and paddy field is necessary for construction of the depot. However, the number of houses and commercial establishments to be relocated due to the project is relatively low, since the JICA-LRT route traverses mainly through the already existing road network.

Therefore, the project is expected to be implemented as the introduction of the new transit system not only for public transport users but also for all residents of Colombo and its surroundings.

10.2 Recommendations on the JICA-LRT Project

10.2.1 Toward Smooth Implementation of the Project

(1) Capacity Development for PMU in Project Implementation

It is highly appropriated that a dedicated PMU was established during the F/S, and it keeps the number of staff for each field. For the implementation stage, environmental and social safeguards need to be implemented, and the capacity of the PMU to do this becomes crucial. The PMU must be able to address the environmental and social impacts, including the land acquisition process to meet the timeline of the planned implementation schedule before starting

the construction work. Therefore, it is recommended to set up the PMU with experienced staff, and to seek opportunities to improve the capacity through assistance from other experienced agencies (e.g. RDA).

(2) Branding

With this JICA-LRT being the first urban railway system in Sri Lanka, the "Branding of the JICA-LRT Project" to support the Colombo people in understanding this public transport mode correctly is an essential activity done by the PMU. This effort also helps encourage people to become a "Supporter" who can then accelerate the project implementation to realize the JICA-LRT as soon as possible.

(3) Proper Understanding of Utilities and Preparation of its Diversion/ Relocation

In order to comply with the scheduled construction work, it is crucial to obtain the precise location of underground and overhead utilities along the alignment of the JICA-LRT. Since the MMS was developed and the digitizing work for each utility location was commenced, it is recommended that this information be utilized during the detailed design for the location of the piers/foundations as well as for the diversion/relocation plan.

(4) Minimization of Social and Environmental Impacts due to the Project

It is essential to avoid and minimize social and environmental impacts caused by the JICA-LRT construction to the public. During the detailed design stage, it is recommended to consider the following:

- a) reduction of the construction area occupied on the road, and of the construction period,
- b) design of the station to minimize required land acquisition,
- c) selection of an appropriate construction method to minimize environmental and social impacts,
- d) development of a comprehensive traffic management plan, and
- e) implementation of measures to minimize air pollution, noise and vibration due to the construction work.

(5) Establishment of O&M Business Company

During the F/S, as mentioned in Chapter 6, the discussion on the O&M scheme and organization have been started within GoSL, and will be continued from the standpoint of an autonomous O&M business company that can be financially and technically sustainable. The proactive specific procedures toward the establishment of the O&M Company are expected within the GoSL. In addition, it is expected that the fare collection method and fare level/types be discussed and arranged, and that the legislative system for the JICA-LRT system will be developed for both this JICA-LRT and extension, and for other RTS lines.

(6) Improved Coordination with Relevant Stakeholders

It is highly important to further improve coordination among relevant stakeholders, particularly with relevant government agencies and the project affected persons, to be able to obtain full support to implement the Project, regardless of the political uncertainties. This can be done through transparency, and continuous and open communication. Gathering support from

relevant stakeholders is particularly important for land acquisition/resettlement, relocation of utilities, and road traffic configuration and control.

10.2.2 To Further Increase the Effectiveness of the Project

(1) Introduction of Japanese Technologies through the STEP under Bidding Competitiveness Secured

Since it is crucial to apply the construction method within a narrow section for a more efficient railway system and equipment to meet the conditions in Colombo similar to Japan, it is an optimal opportunity to use the latest Japanese technologies for the first LRT system in Colombo by applying the STEP condition. In order to call for bidders with reasonable bidding prices and latest technologies, the specifications should be further studied to make it clear and attractive to the bidders.

(2) Study on Station Area Development linked to JICA-LRT Project

This Survey only covers the necessary infrastructure for the JICA-LRT system; it is not a comprehensive study to create an urban development plan around the stations.

Since JICA-LRT will have a good opportunity to impact the public transport network and its connectivity in Colombo, especially along the Malabe Corridor, the urban development around public transport, such as TOD, should be recommended to be studied at the next stage with close communication with UDA. This would include a) the development of public services/buildings for education, health, cultural and local/governmental administration offices, as well as large-sized commercial facilities and working offices to be located around the JICA-LRT stations, b) improvement of accessibility to each JICA-LRT station by foot, para-transit and feeder bus services by means of station plaza (bus and para-transit stand, kiss & ride area), MMC (multi-modal centre that links to other public transport modes smoothly), pedestrian bridges with elevators and direct connection to adjacent buildings, which are designed as barrier-free and with universal design principles for all kinds of public transport users.

At the same time, it is carefully examined to decide the strategic stations to provide car parking facilities, namely P&R stations. In the view of urban transport planning, private cars are to be reduced by providing good public transport services for the whole trip from their home, meaning that P&R stations are basically located outside of the CBD. Currently, the potential P&R stations are considered at IT-Park Station and at Robert Gunawardena Station, which has the area for parking facility as described in 4.11.

Furthermore, since the feasibility study on MmTH is envisioned at Fort/Pettah, it is recommended that JICA-LRT will take close communication with MmTH development team to show our design and discuss on smooth connections with other transport modes and urban development around the MmTH.

With consideration of all of above, LRT could be a more attractive public transport mode, and play a fundamental role in urban development.

(3) Introduction of Feeder Bus Service

There is potential for current bus users to shift to the LRT mode because several bus routes are on the same alignment as the route of LRT. Actually, the bus provides much closer service to each residence, so it will be an opportunity to change their current long distance bus route to a shorter route that connects to a JICA-LRT station such as "Feeder Bus Service", to provide more service

within the resident areas. This would operate more efficiently (reducing the operation cost) and gain more passengers (increasing the fare revenue), which will encourage people to use more public transport.

In the detailed design stage, it is recommended to implement this feeder bus service route and operation to be well coordinated at the JICA-LRT stations with bus stands.

(4) Technical Assistance from the Experience of Japanese Railway Operation

Since the LRT system is new for Colombo, the LRT business company needs training for its operation and maintenance, as described in Chapter 6.

With the perspective of technical sustainability and creating new industry/employment related to LRT, it is recommended to acquire the knowledge and techniques for operation and maintenance from experienced engineers and managers in railway operators of similar size to the JICA-LRT in Colombo. The technical assistance provided should be programmed not only for training the staff of the LRT Company after its establishment, but also for inputting their ideas for improvement of the design with the operational perspectives at even the detailed design stage.

(5) Shaping the New Urban Life with LRT (Education and Promotion Programme)

Before starting a new public transport system, it is difficult to imagine the LRT's uses and benefits for commuting and weekend activities by the Colombo people. As the result, there are many cases observed in various countries and urban areas where the people needed time to understand how to use and what the benefits are of a new public transport system. In order to fully enjoy the benefit of JICA-LRT by the people of Colombo as soon as possible, the education and promotion programmes should be well-prepared and conducted before starting operation, which includes the proposals of LRT usage and the life with LRT.

In addition, the policies and measures used to promote public transport in Japan should be studied, such as the special company tax exemption system applied only for commuting allowance by public transport. A mechanism to integrate the parking fee at P&R, LRT fare and commercial coupon can be studied before starting operation, to promote more LRT users and reduce private vehicles for urban trips.

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Department of National Planning
Ministry of National Policies & Economic Affairs

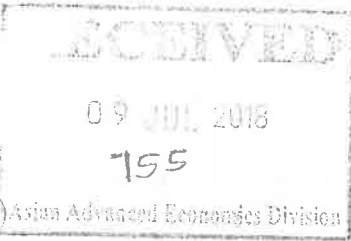
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Colombo 01



06/07/2018

Light Rail Transit Project

AD/K

To : Director General, Department of External Resources

Funding Options : Foreign / GOSL Funds

Executing Agency : Ministry of Megapolis and Western Development
/Project Proponent

Project : Ministry of Megapolis and Western Development
Implementation :

Reference : LRT-J/01/ADMN/24 dated 23/05/2018
LRT-J/01/ADMN/24 dated 12/06/2018
Final Report of "Preparatory Survey on the Project for Establishment of
New LRT System in Colombo" tabled at the meeting on 14/06/2018

Copy to : Secretary, Ministry of Megapolis and Western Development

1. Objectives

The project aims to improve the public transportation by introducing a new transport mode (Light Rail Transit System- LRT) and thereby to ease the traffic congestion in Colombo and surrounding area.

A LRT line from Colombo Fort to Malambe via Battaramulla at a length of around 21Km with 16 stations will be constructed and trains will be operated under this project.

AD/K

D/wasunna
Ad/Chamila
09/07

2. The activities, Cost, Duration and Implementation of the Project

The total cost of the project is estimated at Rs. 313,502 mn (US \$ 2,000 mn) and the project will be completed within 8 years (2018-2025). The key activities and the related costs are as follows.

<i>Activity</i>	<i>Cost (Rs.mn)</i>	<i>% to total cost</i>
Construction of the tracks at a length of around 20Km and 16 stations	82,169	26.21
Construction of the Depot	28,498	9.09
Purchase of Rolling Stocks	91,790	29.28
Utility Diversion	4,000	1.28
Physical contingency	23,144	7.38
Consultancy Services	20,964	6.69
Land Acquisition	6,212	1.98
Administration Cost	56,725	18.09
Total	313,502	100

3. Rationale for the Project.

3.1 Policy Relevance

The government is of a view to ensure mobility needs for passenger and goods transport through the development of mass transportation. The modernization of the existing public transportation modes and introducing new modes for public transportation are key strategies of the government.

3.2 Need Assessment & Justification

This project is important in view of the following reasons.

1. The Colombo – Malambe corridor has the highest volume of traffic and lowest speed compared to the other six corridors that provides access to Colombo city. The average speed of this corridor during peak hours is around 14 Km/hr and it is expected that this would be reduced further significantly by 2035. The vehicle population would be around 107,000 by 2035 along this corridor (at Rajagiriya).
2. Number of large scale projects are in progress and some of the large scale projects are in planning stage along this corridor (eg: Akuregoda Defense Complex, Malmbe IT Park, Battaramulla Office Complex) and therefore, the passenger movement along this corridor will be increased significantly in future.

- 3. The only public transportation mode along this corridor is Bus transportation and there is no railway services along this corridor.

4. Expected Project Benefits

The project will result the following benefits.

- 1. The average travel speed by LRT would be around 27 km/hr and this will save around 24 minutes per person by 2035 when travelling from Fort to Malambe
- 2. The average speed of the vehicles along the road after introducing LRT would be around 18.8 km/hr by 2035.

5. Comments.

Following are the comments of the Department of National Planning on this project.

- 1. A severe traffic congestion especially in peak times exists in Colombo and its surroundings mainly due to in flow of over one million people from other areas of the country. The average speed during peak times is less than 20Km/hr. More than 515,000 vehicles move in and out of Colombo daily and out of which, around 86% is private vehicles. There is an increasing trend of entering private vehicles in to Colombo whereas it is very difficult and costly to expand road infrastructure to meet this demand due to land acquisition issues in the Colombo and its suburbs. Therefore, encouraging the use of public transportation is the suitable alternative to reduce the use of private vehicles and thereby to reduce the traffic congestion.
- 2. Out of seven corridors that provide accessibility to Colombo city, Malambe is the most congested corridor mainly due to shifting of Government offices to Battaramulla, lack of railway services and use of more private vehicles. This traffic congestion is at increasing trend as number of development projects have been planned along this corridor. Therefore, in future the average speed of vehicles along this corridor may drops further and an efficient transport system along this corridor needs to be established.
- 3. The daily passenger volume for the proposed LRT system has been estimated based on the number of passengers at the maximum section of the existing road corridor. The figures are 295,000, 363,000 and 498,000 in years 2020, 2025 and 2035 respectively. The Department of National Planning is of the view that these forecasts are suitable for the number of passengers at the maximum section along the Malambe corridor. However, it is not rationale to use these figures as the daily passenger demand for the proposed

LRT system as it is impossible to shift all passengers of the corridor to proposed LRT. This Department does not agree on this assumption.

4. Further, this Department studied the public transportation patterns in some of the major cities in other countries of the world and noticed that public transportation accounts 50% - 90% range of total transportation. Of this the major contributor is the bus transportation.
5. It is observed that the contribution from the LRT to the average daily transport patronage depends on number of reasons such as population density, the length of the LRT network and connectivity to the other modes of transportation (eg: Hong Kong – 3.9%, Singapore- 1.5%, Dijon in France -47%). Therefore, the contribution from the LRT to daily transportation varies in the range of 1.5%-60% as per the global experience. The shift from cars to LRT remains 10% -30% in cities where LRT was introduced.
6. In addition, the Department of National Planning is of the view that the estimated figures for GRDP growth in the Western Province are not realistic. To the mentioned target, the national average GDP growth rate should be around 10% and the contribution from the Western Province to National GDP should be around 65 %. However, the present share to GDP from the Western Province is around 42%. The share from Western Province to GDP has shown a declining trend (in 2006 – 50.10%) and increasing contribution from other provinces. Further, the government has planned a number of regional development programmes to enhance the economic growth of other provinces in order to minimize regional disparities and therefore their share may also increase in future. Hence, these figures are not realistic.
7. The operation and maintenance mechanism for the proposed LRT system has not properly been identified under this study and it is still in developing stage.
8. The calculations of this Department indicates that this project is economically viable if at least 55% of the passengers of Malambe corridor shifted to proposed LRT system. However, the project is not financially viable if the fare is fixed in par with the fair of other modes of public transport in order to attract more passengers.
9. LRT is a new experience to Sri Lanka and this experience is similar in nature to introduction of expressways to country in 2011. It is observed that in most sections of Southern expressway the forecasted daily traffic demand was not met by 2015. Further, in some sections even by 2017, it was unable to meet the forecasted daily traffic demand for 2015. If this occurs to LRT, it will reduce the revenue for LRT system and, there is

a possibility of increasing the government contribution to the Operation and Maintenance of the system.

6. Recommendations

The following are the recommendations by the Department of National Planning on the Proposed LRT project.

1. Easing the traffic congestion in Colombo city and surrounding area will generate number of benefits in the areas of economic, social and environment. It will facilitate economic development, promote sustainable lifestyles and provide a higher quality of life. Therefore, it is recommended to implement the proposed Light Rail Transit Project under suitable financial assistance.
2. It is of the view that an integrated approach is required to ease the traffic congestion along the proposed corridor and LRT can be considered as the key component. In addition, it is recommended to identify and implement appropriate initiatives to attract more passengers thereby increase LRT passenger share in parallel to introduction of LRT as the integrated approach. Some of such initiatives are as follows.
 - a. Transit oriented development surrounding to proposed stations
 - b. Policies favoring public transportation usage such as regulating car use, creating real intermodality, having high level of service, introducing attractive fare requires
 - c. Introduction of integrated ticketing system with other modes of transport
3. In parallel to LRT implementation, the electrification of railway will also be in progress. Hence, both these projects may lead to increase traffic congestion along the Malambe corridor as well as surrounding areas during the construction period. Therefore, it is recommended to develop an appropriate plan jointly with the Department of Railways to minimize the negative impacts due to construction of the above.

Appraised by	:		Asst. Director (DP)
Verified by	:		Director (UM)
Guided by	:		Adtl. Director General (SP)
Recommended by	:		S.S Mudalige Director General



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நிதி மற்றும் வெகுசன ஊடக அமைச்சு

MINISTRY OF FINANCE AND MASS MEDIA

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செயலகம், கொழும்பு 01.
இலங்கை

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Websites }

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ඔබේ අංකය } CP 18/1404/819/029
உமது இல. }
Your No. }

දිනය } 09/07/2018
திகதி }
Date }

Cabinet Memorandum

Observations of the Minister of Finance and Mass Media

Ministry : Megapolis and Western Development

Subject & Date : Implementation of the Light Rail Transit Project Japan International Cooperation Agency (JICA)
26.06.2018

Proposals/ Requests : Approval of the Cabinet of Ministers is sought for the following proposals;

1. To implement the Colombo Light Rail Transit System Project, with a length of 17km from Malambe to Multi Model Transport Hub (MMTH) at Fort consisting of 16 stations and a depot as per the funding of the preparatory survey conducted by the Ministry of Megapolis and Western Development and JICA
2. To issue Request for Proposals (RFP) for the shortlisted firms as per para 2.8 and 2. 9 in the Cabinet Memorandum to proceed with the implementation of the project.

Observations : 1. I observe that, the availability of an effective, efficient and speedy rail transport system connecting the Colombo City and its suburbs is an essential component in the Megapolis Transport Master Plan. I further observe that the Japan International Cooperation Agency has agreed to provide the requested loan at a concessionary interest rate.

Accordingly, I agree with the proposal.

2. I agree with the proposal.


Mangala Samaraweera, M.P.
Minister of Finance and Mass Media

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அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

රජයේ ජනාධිකාරී මණ්ඩලය, ශ්‍රී ලංකාවේ ප්‍රධාන මහල, කොළඹ 01, ශ්‍රී ලංකාව.

குடியரசுக் கட்டடம், சேர் பாரோன் ஜயதிலக்க மாவத்தை, கொழும்பு 01, இலங்கை.

Republic Building, Sir Baron Jayathilaka Mswatha, Colombo 01, Sri Lanka.

අංකය 18/1404/819/029
මගේ අංකය 18/1404/819/029

ඔබේ අංකය
உமது இல. Your No.

දිනය 2018-07-10
திகதி Date

Urgent & Confidential



As Sec (Ho)
LPT, Tick
19/7

Eng. N. Rupasinghe
Secretary
Ministry of Megapolis and Western Development
Fax: 2875600

CABINET DECISION

Given below is an extract of Item (56) of the Minutes of the Cabinet Meeting held on 2018-07-10.

Item (56)

Cabinet Paper No.18/1404/819/029, a Memorandum dated 2018-06-26 by the Minister of Megapolis and Western Development on "Implementation of the Light Rail Transit Project" - (Cabinet decision dated 2016-06-28 on CP No.16/1175/724/027 refers) the above Memorandum was considered along with the observations of the Minister of Finance and Mass Media. After discussion, it was decided to grant approval to the proposals (a) and (b) in paragraph 4.0 of the Memorandum.

It was also decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

- Action by: My/National Policies and Economic Affairs - copy of Memorandum and above observations annexed.
- My/Transport and Civil Aviation - copy of Memorandum and above observations annexed.
- My/Megapolis and Western Development - above observations annexed.

- Copied to: Secretary to the President - copy of Memorandum and above observations annexed.
- Secretary to the Prime Minister - copy of Memorandum and above observations annexed.
- My/Finance and Mass Media

S. Abeyasinghe
Secretary to the Cabinet of Ministers

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செயலாளர்
Additional Secretary } 2329620

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மேலதிகச் செயலாளர்
Additional Secretary } 2329621

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சிறப்பு உதவிச் செயலாளர்
Senior Assistant Secretary } 2325279
2431004

MINUTES OF THE TECHNICAL EVALUATION COMMITTEE (TEC)					
Nature of the Procurement Committee		TEC		Name of the Procurement Entity	Light Rail Transit Project - JICA
Title of Procurement		Consultancy Services for Design, Construction Supervision, Procurement Support and Management for Colombo LRT Project			
Meeting No:	02	Date	11 th January 2018	Purpose/s	To review the draft Request for Expression of Interest (REOI) , Shortlisting Criteria and draft TOR Version 3.0
PRESENT					
<u>TEC</u>			<u>Others</u>		
<p>Eng.S.A.K.P.Devaraja (Chairman) Additional Secretary-UD, Ministry of Megapolis and Western Development</p> <p>Eng.W.M.K.P.S.R.Fernando (Member) Additional Secretary (Technical), Ministry of Megapolis and Western Development</p> <p>Eng.P.P.Wijesekara (Member) Project Director, Transport Development Project . Ministry of Megapolis and Western Development</p> <p>Mr. J.Herath (Member) Project Accountant, LRT-JICA Project Ministry of Megapolis and Western Development</p> <p>Ms. Rajitha Gunathilake (Member) Transport Engineer (Operations), LRT-JICA Project Ministry of Megapolis and Western Development</p> <p>EXCUSED: Mrs.K.M.D.L.T.Peris (Member) Assistant Director, Department of Management Services</p>			<p>Eng. Chaminda Ariyadasa Project Director, LRT-JICA Project Ministry of Megapolis and Western Development</p> <p>Mr.R.B.Kumarapthirana Consultant (Signaling & Telecommunication)- LRT-JICA Project Ministry of Megapolis and Western Development</p>		

DOCUMENTS CONSIDERED

The TEC considered the draft Request for Expression of Interest (REOI), Shortlisting Criteria and draft TOR Version 3.0

TEC CONSIDERATIONS AND OBSERVATIONS

The TEC reviewed the draft TOR Version 3.0 and decided to submit the document to the CPCC for approval.







The draft REOI document and the shortlist were also reviewed and amended during the meeting.

TEC DECISION

TEC decided to submit the draft TOR, REOI and shortlisting criteria for the CPCC approval.

Also, TEC decided to recommend the CPCC to grant the consent for the PMU to publish the REOI in order to comply with the procurement schedule prepared by the PMU.

Signatures

Name	Capacity	Agree with the above decision (yes/no)	Signature
Eng.S.A.K.P.Devaraja	Chairman	yes	
Eng. W.M.K.P.S.R.Fernando	Member	yes	
Eng.P.P. Wijesekara	Member	yes	
Mrs.K.M.D.L.T.Peris (Excused)	Member	yes	
Mr. J.Herath	Member	yes	
Ms. Rajitha Gunathilake	Member	yes	

SHORTLISTING CRITERIA FOR THE SELECTION OF CONSULTANCY SERVICES FOR DESIGN, PROCUREMENT SUPPORT, CONSTRUCTION SUPERVISION, AND PROJECT MANAGEMENT, OF THE LIGHT RAIL TRANSIT PROJECT - JICA

All consultants should possess corporate registration. The top scored five consultants in the merit list will be shortlisted.

RANKING CRITERIA			
A.		Mandatory Requirements	
	a.	Japanese company or Japanese/Japanese or Japanese/Sri Lankan JV	YES/NO If “No”, company is disqualified
	b.	Company under sanction by JICA and/or GOSL	YES/NO If “Yes”, company is disqualified
			<u>MARKS</u> <u>RANKING</u>
B.		Relevant Experience of the Firm	<u>100</u>
	a.	Experience in rail-based transport projects of equivalent or larger scale & complexity	50
	b.	Experience in transport projects outside Japan	50

Handwritten signatures and initials at the bottom of the page, including a large signature that appears to be 'R. J. O.' and other smaller initials.

MINUTES OF THE CABINET APPOINTED CONSULTANTS PROCUREMENT COMMITTEE (CPCC)

Nature of the Procurement Committee		CPCC	Name of the Procurement Entity		Light Rail Transit Project - JICA
Title of Procurement		Consultancy Services for Design, Procurement Support, Construction Supervision, and Project Management for Colombo LRT Project			
Meeting No:	01	Date	09 February 2018	Purpose/s	To obtain approval for REOI and shortlisting criteria. And for the initial submission of the draft Ver.3 TOR

PRESENT

CPCC

Eng. Nihal Rupasinghe (Chairman)
Secretary,
Ministry of Megapolis and Western Development

Eng . A.T.L.P Samarasinghe (Member)
Addl. Secretary (Technical), My. Transport

Eng . J.Uthayakumar (Member)
Addl. General Manager (Infrastructure), SLR

Eng.P.B.M.Wijeshantha (Member)
Deputy General Manager (WPS II), CEB

Eng.K.A.D.N. Wickramarathne (Member)
Director Engineering, CMC

EXCUSED:

Eng.R.A.Sudath, (Member)
Deputy Director (Planning), RDA

Mr.J.Jayasundara (Member)
Director, Department of National Budget

Others

Eng. Chaminda Ariyadasa
Project Director, LRT-JICA Project
Ministry of Megapolis and Western Development

TEC

Eng.S.A.K.P.Devaraja (Chairman)
Additional Secretary-UD,
Ministry of Megapolis and Western Development

Eng.W.M.K.P.S.R.Fernando (Member)
Additional Secretary (Technical),
Ministry of Megapolis and Western Development

Eng.P.P.Wijesekara (Member)
Project Director, TDP
Ministry of Megapolis and Western Development

Mrs.K.M.D.L.T.Peris (Member)
Assistant Director,
Department of Management Services

Ms. Rajitha Gunathilake (Member)
Engineer (Operations), LRT-JICA Project
Ministry of Megapolis and Western Development

EXCUSED:

Mr. J.Herath (Member)
Finance Manager, LRT-JICA Project
Ministry of Megapolis and Western Development

DOCUMENTS CONSIDERED

The CPCC considered the draft EOI, shortlisting criteria and the draft version 3.0 TOR submitted with the TEC report. The TEC report is annexed as "Annexure A".

CPCC CONSIDERATIONS AND OBSERVATIONS

The CPCC observed that the procurement title of the consultancy service needs some changes.

The CPCC reviewed the TEC report, where the TEC recommends the REOI and the shortlisting criteria.

It was observed that the draft REOI and the shortlisting criteria are prepared in line with the JICA procurement guidelines.

After several revisions to the content of the REOI, CPCC considered to approve the REOI for publication. The revised REOI is attached as "Annexure B".




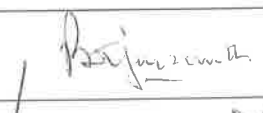
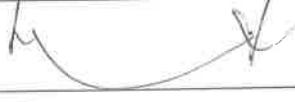
CPCC DECISIONS

The CPCC decided to change the title of the procurement from, "Consultancy Services for Design, Construction Supervision, Procurement Support and Management for Colombo LRT Project" to "Consultancy Services for Design, Procurement Support, Construction Supervision, and Project Management for Colombo LRT Project".

The approval of the CPCC was granted for the revised REOI Document to be published with the JICA concurrence.

The shortlisting criteria also got approved subjected to improvements, if required, later, upon the number of proposals the PMU will receive. The approved shortlisting criteria is annexed as "Annexure C".

Also, it was decided to individually scrutinize the draft Ver. 3 TOR document and submit comments prior to the next meeting.

Signatures			
Name	Capacity	Agree with the above decision (yes/no)	Signature
Eng.Nihal Rupasinghe	Chairman	yes	
Eng. A.T.L.P Samarasinghe	Member	Yes	
Eng. J.Uthayakumar	Member	yes	
Eng.P.B.M.Wijeshantha	Member	Yes	
Eng.K.A.D.N. Wickramarathne	Member	Yes	
Eng.R.A.Sudath,	Member		Excused
Mr.J.Jayasundara	Member		Excused



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இலகு தொடருந்துப் போக்குவரத்துச் செயற்திட்டம் - JICA
LIGHT RAIL TRANSIT PROJECT - JICA

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செயற்திட்ட முகாமைத்துவப் பிரவு, பெருநகரம் மற்றும் மேற்கத்திய அபிவிருத்தி அமைச்சு, 8வது மாடி, சிறீ சுபுதிபுர வீதி, சுருபாய, பத்தரமுல்லை, இலங்கை.
Project Management Unit, Ministry of Megapolis and Western Development, 8th Floor, Suburupaya, Battaramulla, Sri Lanka.

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எனது இல.
My No.

LRT-J/03/CP/01/DCS

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உமது இல.
Your No.

දිනය
திகதி
Date

20/02/2018

Chief representative
JICA Sri Lanka Office

Through:
Director General
External Resources Department (ERD)

Through:
Secretary
Ministry of Megapolis and Western Development

REQUEST FOR EXPRESSION OF INTEREST (REOI) TO PROCURE CONSULTANCY SERVICES FOR DESIGN, PROCUREMENT SUPPORT, CONSTRUCTION SUPERVISION AND PROJECT MANAGEMENT FOR COLOMBO LRT PROJECT

1. The Technical Evaluation Committee (TEC), appointed for the procurement of consultancy services for design, procurement support, construction supervision, and project management for Colombo LRT project, together with the Project Management Unit (PMU) have prepared and recommended the REOI document to the Cabinet Appointed Consultants Procurement Committee (CPC) for publication.
2. After reviewing the document, the CPC has granted the committee approval to publish the REOI. The final draft of the REOI is annexed herewith.
3. As per the guidelines for procurement under Japanese ODA loans, the JICA approval is sought hereby to proceed with the publication of the REOI document for the procurement of consultancy services for design, procurement support, construction supervision, and project management for Colombo LRT project.

Eng. Chaminda Ariyadasa
Project Director
Light Rail Transit Project-JICA



REQUEST FOR EXPRESSIONS OF INTEREST

GOVERNMENT OF THE DEMOCRATIC SOCIALIST
REPUBLIC OF SRI LANKA

MINISTRY OF MEGAPOLIS & WESTERN DEVELOPMENT

PROJECT MANAGEMENT UNIT
LIGHT RAIL TRANSIT PROJECT - JICA
LRT-J/03/CP/01/DCS

CONSULTANCY SERVICES FOR DESIGN, PROCUREMENT SUPPORT CONSTRUCTION SUPERVISION, AND PROJECT MANAGEMENT OF THE LIGHT RAIL TRANSIT PROJECT - JICA

1. The Government of Sri Lanka (GoSL) has made an official request to the Government of Japan (GoJ) for an Official Development Assistance (ODA) Loan under the Special Term for Economic Partnership (STEP) to introduce an elevated Light Rail Transit (LRT) system on the Malabe – Colombo Fort corridor (hereinafter referred to as the Project), which was found to be the most congested transportation corridor with the lowest travel speed at peak hours.
2. To examine the feasibility of the Project, a Preparatory Survey is being conducted by Japan International Cooperation Agency (JICA) in cooperation with the Ministry of Megapolis & Western Development (MMWD). Key Project details are as follows:
 - a. Base Route: Depot at Chandrika Kumarathunga Mawatha to Multi Modal Transport Hub (MMTH) at Fort via Malabe, Thalahena, Koswatta, Battaramulla, Rajagiriya, Borella, Lipton Circle, Gamini Hall Junction, Pettah, total length of approx. 15.8 km. (Total length is elevated)
 - b. Number of Stations: 16
 - c. Expected Project implementation period: 2018 – 2025
3. GoSL expects the Loan Agreement between GoSL and JICA to be signed in the latter part of 2018 after completion of all necessary procedures including the finalization of the Preparatory Survey report and environmental and social consideration procedures. Accordingly, GoSL and JICA have agreed to commence procurement in order to facilitate expeditious project completion to provide the project benefits to the citizens of Sri Lanka promptly.
4. The Consultant will be selected in accordance with the procedures set out in the JICA's "Guidelines for the Employment of Consultants under Japanese ODA Loans" dated April 2012 and "Operational Rules of STEP of Japanese ODA Loans" dated February 2017.

5. For the purpose of shortlisting, the Project Management Unit (PMU) of the LRT- JICA Project now invites eligible Consultancy Firms, to indicate their interest in providing the services for design, procurement support, construction supervision, and project management, for the implementation of the Project.

6. To be eligible for shortlisting, Consulting firms should have the following minimum qualifications:

- a. The prime consultant must be either of the following in accordance with the STEP operational rules: i. A Japanese company, ii. A Joint Venture (JV) composed of a Japanese company(ies) and Sri Lankan company(ies). STEP operational rules can be found at:
https://www.jica.go.jp/english/our_work/types_of_assistance/oda_loans/step/c8h0vm000053zae9-att/operational_rules.pdf
- b. Company/ lead partner of JV must have experience as main Consultant in minimum two rail-based transportation projects of equivalent or larger scale and complexity as the Project, within or outside Japan.
- c. Company/ lead partner of JV must have experience as main Consultant in minimum one transportation project outside Japan.

7. Interested Consultancy firms shall provide evidence demonstrating that they meet the above-mentioned qualifications by submitting copy of company registration, (together with letter of intent or JV agreement in case of EOI submitted as a JV), company profile, description of assignments as per 6.b and 6.c above (Scope, expert man months and value of the consultancy assignment must be specified for each assignment).

8. Further information can be obtained at the address below during office hours from 0900hrs to 1330 hrs or by email from xx February 2018 to xx March 2018.

9. The Expressions of Interest must be delivered to the following address not later than 1400hrs on xx March 2018. The top left of the sealed envelope which contains the EOI shall be marked as "EOI for the LRT – JICA Project".

Project Director
Project Management Unit
Light Rail Transit Project – JICA
Ministry of Megapolis and Western Development
Wing A, 08th Floor, "Suhurupaya",
Battaramulla, Sri Lanka

Tel: +94112080633, Fax: +94112080639,
E-mail : lrtjica@gmail.com

xx February 2018



සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය - JICA
இலகு தொடருந்துப் போக்குவரத்துச் செயற்திட்டம் - JICA
LIGHT RAIL TRANSIT PROJECT - JICA



ව්‍යාපෘති කළමනාකරණ ඒකකය, මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය, 8වන මහල, සුහුරුපාය, ශ්‍රී සුභනිපුර පාර, බන්කරමුල්ල, ශ්‍රී ලංකාව.
செயற்திட்ட முகாமைத்துவப் பிரிவு, பெருநகரம் மற்றும் மேற்கத்திய அபிவிருத்தி அமைச்சு, 8வது மாடி, சிறீ சுப்பிரிய வீதி, சுருபாய, பத்தரமுல்லை, இலங்கை.

Project Management Unit, Ministry of Megapolis and Western Development, 8th Floor, Suhurupaya, Battaramulla, Sri Lanka.

Telephone: +94-112-080633

Fax: +94-112-080639

Email: lrtjica@gmail.com

Web: www.colombolightrail.lk

මගේ අංකය.
எனது இல.
My No.

LRT-J/03/CP/01/DCS

ඔබේ අංකය.
உமது இல.
Your No.

දිනය
திகதி
Date

20/02/2018


Chief representative
JICA Sri Lanka Office

Through:
Director General
External Resources Department (ERD)

Through:
Secretary
Ministry of Megapolis and Western Development

REQUEST FOR EXPRESSION OF INTEREST (REOI) TO PROCURE CONSULTANCY SERVICES FOR DESIGN, PROCUREMENT SUPPORT, CONSTRUCTION SUPERVISION AND PROJECT MANAGEMENT FOR COLOMBO LRT PROJECT

1. The Technical Evaluation Committee (TEC), appointed for the procurement of consultancy services for design, procurement support, construction supervision, and project management for Colombo LRT project, together with the Project Management Unit (PMU) have prepared and recommended the REOI document to the Cabinet Appointed Consultants Procurement Committee (CPCC) for publication.
2. After reviewing the document, the CPCC has granted the committee approval to publish the REOI. The final draft of the REOI is annexed herewith.
3. As per the guidelines for procurement under Japanese ODA loans, the JICA approval is sought hereby to proceed with the publication of the REOI document for the procurement of consultancy services for design, procurement support, construction supervision, and project management for Colombo LRT project.


Eng. Chaminda Ariyadasa
Project Director
Light Rail Transit Project-JICA

MINUTES OF THE TECHNICAL EVALUATION COMMITTEE (TEC)

Nature of the Procurement Committee		TEC		Name of the Procurement Entity		Light Rail Transit Project - JICA	
Title of Procurement		Consultancy Services for Design, Procurement Support, Construction Supervision and Project Management for the Light Rail Transit Project (JICA)					
Meeting No:	11	Date	05 th October 2018	Purpose/s	TEC Final Recommendation		

PRESENT

<u>TEC</u>	<u>Others</u>
<p>Eng.S.A.K.P.Devaraja (Chairman) Additional Secretary-UD, Ministry of Megapolis and Western Development</p> <p>Eng.W.M.K.P.S.R.Fernando (Member) Additional Secretary (Technical), Ministry of Megapolis and Western Development</p> <p>Eng.P.P.Wijesekara (Member) Project Director, Transport Development Project, Ministry of Megapolis and Western Development</p> <p>Mr. J.Herath (Member) Finance Manager, LRT (JICA)Project Ministry of Megapolis and Western Development</p> <p>Ms. Rajitha Gunathilake (Member) Transport Engineer (Operations), LRT (JICA)Project Ministry of Megapolis and Western Development</p> <p>Mrs.K.M.D.L.T.Peiris (Member) Assistant Director, Department of Management Services</p>	<p>Eng. Chaminda Ariyadasa Project Director, LRT (JICA)Project Ministry of Megapolis and Western Development</p> <p>Mr.Sidath Ariyasinghe Engineer (Signaling and Telecommunication), LRT (JICA)Project Ministry of Megapolis and Western Development</p>

DOCUMENTS CONSIDERED

The TEC considered the issued RFP, JICA guidelines, and submitted proposals for the evaluation.

TEC OBSERVATIONS

- Both shortlisted consortiums listed below, submitted their proposals for the selection of consultants for the Light Rail Transit (LRT) JICA project, before the deadline which was 11 hours on 17th September 2018, as a response to the Request for Proposals (RFP) issued on 16th July 2018
 - a. Oriental Consultants Global Co., Ltd. of Japan (OCG) as the Lead Partner of the JV
Japan International Consultants for Transportation Co., Ltd. of Japan (JIC) as a JV member
Chodai Co., Ltd. of Japan (CHODAI) as a JV member
Nippon Koei Co., Ltd. of Japan (NK) as a JV member
Consulting Engineers & Architects Associated (Pvt) Ltd. of Sri Lanka (CEA) as a JV member

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b. PADECO Co. Ltd, of Japan (PADECO) as the Lead Partner of the JV
 GreenTech Consultants (Pvt) Ltd. of Sri Lanka (GreenTech)
 EGIS Rail of France (EGIS) as a Sub-Consultant

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- Bid opening committee comprised of three members opened the Technical Proposals and the TEC started evaluation soon after the Technical Proposal opening.
- TEC completed the evaluation analyzing all the proposals of both consortiums considering every criteria and sub criteria stipulated in the RFP. During the evaluation TEC observed that;
 - The consortium led by OCG have more experience relevant to the assignment than that of PADECO led consortium.
 - The OCG JV scored more marks in other two evaluation criteria which are “Key Expert’s qualifications and competency for the assignment” and “Suitability of the transfer of knowledge program.”
 - However, the methodology of the PDECO JV was innovative and that resulted OCG JV to have less marks for the evaluation criteria “Adequacy of the proposed methodology and work plan in responding to the Terms of Reference” compared to PADECO JV.
- According to the final result, the consortium led by the OCG scored 84.70 marks and consortium led by PADECO scored 79.24 marks while the difference between two firms 5.46 marks.
- Summary of the marks obtained by both firms for each sub criteria is as below

Consultants’ Names	OCG	PADECO
Criteria	Scores	Scores
Experience of the Consultants relevant to the assignment	13.35	7.33
Adequacy of the proposed methodology and work plan in responding to the Terms of Reference	23.93	28.90
Key Experts’ qualifications and competence for the assignment	42.80	39.23
Suitability of the transfer of knowledge (training) program	4.62	3.78
Total score	84.70	79.24
Rank	1	2

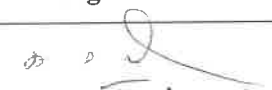


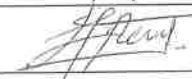


- Based on the above results TEC prepared the Technical Evaluation Report and confirmed the final result by placing individual signatures of each member.

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TEC RECOMMENDATIONS

- The TEC recommends to proceed with the opening of financial proposals of flowing qualifying Consultancy firms, having scored more than 75 marks from the technical proposal evaluation subjected to the concurrence of the Cabinet Appointed Procurement Consultancy Committee (CPCC) and Japan International Cooperation Agency (JICA)
 - a. Oriental Consultants Global Co., Ltd. of Japan (OCG) as the Lead Partner of the JV
Japan International Consultants for Transportation Co., Ltd. of Japan (JIC) as a JV member
Chodai Co., Ltd. of Japan (CHODAI) as a JV member
Nippon Koei Co., Ltd. of Japan (NK) as a JV member
Consulting Engineers & Architects Associated (Pvt) Ltd. of Sri Lanka (CEA) as a JV member
 - b. PADECO Co. Ltd, of Japan (PADECO) as the Lead Partner of the JV
GreenTech Consultants (Pvt) Ltd. of Sri Lanka (GreenTech)
EGIS Rail of France (EGIS) as a Sub-Consultant

Signatures

Name	Capacity	Agree with the above decision (yes/no)	Signature
Eng.S.A.K.P.Devaraja	Chairman	yes	
Eng.W.M.K.P.S.R.Fernando	Member	yes	
Eng.P.P.Wijesekara	Member	yes	
Mrs.K.M.D.L.T.Peiris	Member	yes	
Mr. J.Herath	Member	yes	
Ms. Rajitha Gunathilake	Member	yes	



MINISTRY OF MEGAPOLIS AND WESTERN DEVELOPMENT CABINET MEMORANDUM

Cabinet Memo No: /
Ministry Reference: LRT-J/01/ADMIN/13/CM

Procurement of Consultancy Services for the Light Rail Transit Project Financed by Japan International Cooperation Agency (JICA)

1.0. Background:

- 1.1 In terms of the cabinet decision No:18/1404/819/029 dated 10th of July 2018, the approval to issue Request for Proposals (RFP) for the prequalified consortia, was granted, for the selection of consultants for design, procurement assistance, construction supervision and project management of the proposed Light Rail Transit Project from Malabe to Fort.
- 1.2 In this connection, the RFP were issued for the two prequalified consortia given below.
- (i) Oriental Consultants Global Co., Ltd. of Japan (OCG) as the lead partner of the Joint Venture (JV), Japan International Consultants for Transportation Co., Ltd. of Japan (JIC) as a JV member, Chodai Co., Ltd. of Japan (CHODAI) as a JV member, Nippon Koei Co., Ltd. of Japan (NK) as a JV member and Consulting Engineers & Architects Associated (Pvt) Ltd. of Sri Lanka (CEA) as a JV member
 - (ii) PADECO Co. Ltd, of Japan (PADECO) as the lead partner of the JV, GreenTech Consultants (Pvt) Ltd. of Sri Lanka (GreenTech) as a JV member and EGIS Rail of France (EGIS) as a Sub-Consultant

2.0. Current Status:

- 2.1 Two Proposals from the consortia in para 1.2 above, including Technical Proposals and sealed Financial Proposals, were received on 17th September 2018 by the Project Management Unit (PMU).
- 2.2 The evaluation of the Technical Proposals was carried out by the Technical Evaluation Committee (TEC). Subsequent to the evaluation, the consortia led by OCG scored 84.70% while the consortia led by PADECO scored 79.24%. Technical Evaluation carried out by the TEC was approved by the Cabinet Appointed Consultants Procurement Committee (CPCC) and JICA, on 11th October 2018 and 25th October 2018 respectively.
- 2.3 Financial Proposals were opened on 1st November 2018 enabling TEC to carryout Combined Evaluations of the proposals submitted by the two consortia. Following the Combined Evaluation, the consortia led by OCG scored a total combined score of 85.75%, securing rank 1, while the consortia led by PADECO scored a total combined score of 83.39%.
- 2.4 With respect to the Results in para 2.3, TEC recommends the highest ranker, the consortium led by OCG to be awarded with the Consultancy Services for the contract sum of 6,781,686,975 JPY (six billion, seven hundred and eighty one million, six hundred and eighty six thousand, nine hundred and seventy five Japanese Yen), 43,509,853 USD (forty three million, five hundred and nine thousand,

eight hundred and fifty three United States Dollar) and 3,810,017,354 LKR (three billion, eight hundred and ten million, seventeen thousand, three hundred and fifty four Sri Lankan Rupee), subjected to negotiations. The said sum is inclusive of Remuneration, Reimbursables, Provisional Sum and Contingencies; and exclusive of 15% VAT.

- 2.5 The Combined Evaluation Report which includes the combined evaluation and the award recommendation was approved by the CPCC and JICA on 4th January 2019 and 9th January 2019 respectively. Contract Negotiations were held with the highest ranker, the consortium led by OCG, on 16th January 2019 by the CPCC. The concurrence of JICA for the contract negotiations and contract signing was obtained on 18th February 2019.
- 2.6 The Pledge was made between Government of Sri Lanka (GoSL) and JICA on 22nd October 2018 to grant a soft loan under STEP conditions for the implementation of the Light Rail Transit System from Malabe to Fort. And the corresponding loan negotiations were successfully conducted on 25th October 2018.
- 2.7 Subsequently, the Cabinet approval to enter into loan agreements with JICA for the first tranche of Japanese Yen 30,040 million loan amount from the total loan amount of Japanese Yen 200,415 million, was obtained by the cabinet decision number 18/2881/108/007 dated 2019-01-24 for the implementation of the Light Rail Transit Project from Malabe to Fort.
- 2.8 According to JICA guidelines, there is no restriction by JICA for awarding the Contract for Consultancy Services prior to loan signing as long as the Pledge is made.

Same as previous cabinet decision

3.0. Recommendation and Approval Sought:

As per the matters stipulated above, the approval of the Cabinet of Ministers is sought,

- (i) To proceed with the awarding of the Contract to carry out the Design, Procurement Assistance, Construction Supervision and Project Management of the proposed Light Rail Transit Project from Malabe to Fort, prior to the loan signing which is intended to be held in March 2019.
- (ii) To award the Contract to the highest ranker, the Consortium led by OCG, for the sum of 6,781,686,975 JPY (six billion, seven hundred and eighty one million, six hundred and eighty six thousand, nine hundred and seventy five Japanese Yen), 43,509,853 USD (forty three million, five hundred and nine thousand, eight hundred and fifty three United States Dollar) and 3,810,017,354 LKR (three billion, eight hundred and ten million, seventeen thousand, three hundred and fifty four Sri Lankan Rupee), which is inclusive of Remuneration, Reimbursable, Provisional Sum and Contingency; and exclusive of 15% VAT.

**Patali Champika Ranawaka. (M.P.)
Minister of Megapolis and Western Development**

**Ministry of Megapolis and Western Development
17-18 FL, Suburupaya, Sri Subhuthipura Road
Battaramulla**

24-02 /2019



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அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

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22 MAR 2019

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CABINET DECISION

අමාත්‍ය මණ්ඩල තීරණය

அமைச்சரவைத் தீர்மானம்

පිටපත් : ජනාධිපති ලේකම්, මගේ අංකය: අමප/19/0747/116/037/විධිආ
අග්‍රාමාත්‍ය ලේකම්, 2019 මාර්තු මස 20 දින.
ජාතික ප්‍රතිපත්ති, ආර්.ක.,

Handwritten notes: 1) A28, 2) POLY, Tick, 157, and a signature.

නැවත පදි. කි.භා පුන., උතුරු
පළාත් සං., වෘත්. පුහුණු හා
නිපු. සං. සහ යොවන ක. ලේකම්.
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ක්‍රියා කළ යුතු : මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම්.

ජපන් ජාත්‍යන්තර සහයෝගිතා නියෝජිතායතනය (JICA) මඟින් මූල්‍යයනය කරන සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා උපදේශක සේවාවන් ප්‍රසම්පාදනය කිරීම

(මහානගර හා බස්නාහිර සංවර්ධන ගරු ඇමතිතුමා ඉදිරිපත් කළ 2019-02-24 දිනැති සංදේශය)

2019 මාර්තු මස 12 දින පැවැත්වුණු අමාත්‍ය මණ්ඩල රැස්වීමේදී එළඹී තීරණයක් අවශ්‍ය කටයුතු සඳහා මේ සමඟ එවා ඇත.

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අතිරේක ලේකම්.

අ. කළේ/එස්. අබේසිංහ
අමාත්‍ය මණ්ඩලයේ ලේකම්.

(ආ) න්‍යාය පත්‍රයේ විෂයයන්:

(II) අමාත්‍ය මණ්ඩල පත්‍රිකා - ප්‍රසම්පාදනයට අදාළ කරුණු:

83. අමාත්‍ය මණ්ඩල පත්‍රිකා අංක 19/0747/116/037/විධිආර් වූ, “ජපන් ජාත්‍යන්තර සහයෝගිතා නියෝජිතායතනය (JICA) මඟින් මූල්‍යයනය කරන සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා උපදේශක සේවාවන් ප්‍රසම්පාදනය කිරීම” යන මෑයෙන් මහානගර හා බස්නාහිර සංවර්ධන ඇමතිතුමා ඉදිරිපත් කළ 2019-02-24 දිනැති සංදේශය - (අමප අංක 18/1404/819/029 පිළිබඳව වූ 2018-07-10 දිනැති අමාත්‍ය මණ්ඩල තීරණයට අදාළව) ඉහත සඳහන් සංදේශය මුදල් ඇමතිතුමාගේ නිරීක්ෂණ සමඟ සලකා බලන ලදී. මේ පිළිබඳව සාකච්ඡා කිරීමෙන් අනතුරුව, මුදල් ඇමතිතුමාගේ නිරීක්ෂණවල දක්වා ඇති පරිදි මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම් විසින් යෝග්‍ය ක්‍රියාමාර්ග ගනු ලැබීමට යටත්ව, සංදේශයේ 3.0 ඡේදයෙහි සඳහන් (i) සහ (ii) යෝජනා සඳහා අනුමැතිය ලබා දීමට තීරණය කරන ලදී.

→ 2

(B) Agenda Items :

(II) Cabinet Papers - Procurement Related Matters

83. Cabinet Paper No.19/0747/116/037/TBR, a Memorandum dated 2019-02-24 by the Minister of Megapolis & Western Development on "**Procurement of consultancy Services for the Light Rail Transit Project Financed by the Japan International Cooperation Agency (JICA)**" - (Cabinet decision dated 2018-07-10 on CP No.18/1404/819/029 refers) the above Memorandum was considered along with the observations of the Minister of Finance. After discussion, it was decided to grant approval to the proposals (i) and (ii) in paragraph 3.0 of the Memorandum, subject to the Secretary, Ministry of Megapolis & Western Development, taking appropriate action as indicated in the observations of the Minister of Finance.

It was also decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

Action by: **My/Megapolis & Western Development** - above observations annexed.

Copied to: **Secretary to the President** - copy of Memorandum and above observations annexed.

Secretary to the Prime Minister - copy of Memorandum and above observations annexed.

My/National Policies, Economic Affairs, Resettlement & Rehabilitation, Northern Province Development, Vocational Training & Skills Development and Youth Affairs - copy of Memorandum and above observations annexed.

My/Finance

My/Transport & Civil Aviation - copy of Memorandum and above observations annexed.

Chapter 7 Project Evaluation

7.1 Economic Analysis

7.1.1 Economic Analysis Overview

This section evaluates the economic feasibility of the JICA-LRT between Fort Station and IT Park Station, aiming to ensure that the resources are allocated efficiently, and that investment brings benefits to a country and raises the welfare of its citizens. By establishing the “With Project” and “Without Project” scenarios, economic benefits and costs associated with the Project were estimated. Economic benefits include the major indicators adopted in transport projects such as savings in vehicle operating cost (VOC), savings in passenger travel time cost (TTC), reduction in loss due to traffic accidents and reduction in carbon emissions; while economic costs include construction cost, replacement cost and O&M cost. The economic cost benefit analysis was conducted, and EIRR and the economic net present value (ENPV) were calculated as parameters to measure the economic return on investment.

7.1.2 Assumptions of Economic Analysis

The following assumptions are set up for the economic analysis.

(1) Base Year

The base year of the Project is 2017. The inflation factor is not considered during the evaluation period.

(2) Evaluation Period

The evaluation period of 35 years of the JICA-LRT project implementation is applied.

(3) Exchange Rate

The exchange rate is set as follows.

- 1 USD = 113 JPY
- 1 USD = 153 LKR
- 1 LKR = 0.739 JPY

(4) Discount Rate

The discount rate is the rate of return used in a discounted cost benefit analysis to determine the present value of future cost benefit. The discount rate of 12%, used in “Assessing Public Investment in the Transport Sector 2001” by the Ministry of Finance and Planning, Sri Lanka as well as other projects in the transport sector in Sri Lanka, is applied.

(5) Standard Conversion Factor (SCF)

The SCF, converting from financial prices to economic prices, has been calculated from the recent trade statistics of Sri Lanka. The average SCF for the past five years is 0.92 as shown in Table 7.1.1, and this figure is applied to the analysis.

Table 7.1.1 Standard Conversion Factor

(Unit: million LKR)

	2012	2013	2014	2015	2016
1) IMPORT TAX	328,164	328,164	348,315	359,210	493,923
Import Duties	74,668	74,668	77,726	108,115	156,487
VAT (Imports)	96,590	96,590	102,280	83,726	115,336
Ports & Airports Development Levy	61,505	61,505	68,646	56,733	88,822
Import Cess Levy	33,004	33,004	35,622	42,467	59,058
Special Commodity Levy	46,704	46,704	47,952	52,275	55,825
Nation Building Tax (Imports)	15,693	15,693	16,089	15,894	18,395
2) EXPORT TAX	3,108	24,750	27,164	2,746	2,703
Export Duties	21	21,663	24,080	33	31
Export Cess Levy	3,087	3,087	3,084	2,713	2,672
3) Total Imports	2,440,899	2,323,128	2,535,163	2,572,467	2,826,260
4) Total Exports	1,245,531	1,344,054	1,453,176	1,431,431	1,500,766
SCF (3+4)/(3+1)+(4-2)	0.92	0.92	0.93	0.92	0.90
Average SCF for the past five years	0.92				

Source: Ministry of Finance Annual Report, Central Bank of Sri Lanka Statistics

7.1.3 Economic Benefit

(1) Vehicle Operation Cost Savings

The unit VOC is assumed based on "Assessing Public Investment in the Transport Sector 2001" by the Department of National Planning, Ministry of Finance and Planning, Sri Lanka. The price was converted to 2017 price based on the Colombo CPI of the transport sector. Unit vehicle operating cost is estimated by the representative vehicles and operating speed in 2017 prices as shown in the following table.

Table 7.1.2 Unit Vehicle Operating Cost

(Unit: LKR / km)

Velocity (km/h)	Motorcycle	3 Wheeler	Car & Van	Medium & Large Bus	Medium 2-Axle Lorry & Large 2-Axle Lorry	Large 3-Axle Lorry
10	17.20	45.03	64.70	144.88	120.46	174.80
15	15.01	37.05	54.44	110.39	93.10	140.60
20	13.97	33.16	49.50	93.01	79.33	123.50
25	13.40	30.78	46.65	82.65	71.06	113.24
30	13.02	29.17	44.75	75.81	65.65	106.50
35	12.83	28.12	43.42	70.97	61.94	101.75
40	12.64	27.27	42.56	67.45	59.19	98.33
45	12.45	26.60	41.90	64.89	57.19	95.86
50	12.54	26.32	41.71	62.99	55.77	94.05
55	12.64	26.13	41.52	61.47	54.63	92.82
60	12.64	25.94	41.52	60.52	53.96	91.87
65	12.73	25.84	41.42	59.76	53.39	91.39
70	12.83	25.75	41.52	59.28	53.20	91.20
75	12.92	25.65	41.61	59.09	53.11	91.30
80	12.92	25.65	41.71	59.19	53.30	91.68
85	13.02	25.65	41.80	59.38	53.68	92.34
90	13.11	25.65	41.99	59.85	54.25	93.29
95	13.21	25.65	42.18	60.52	55.01	0.00
100	13.30	25.65	42.37	61.37	55.86	0.00

Note: Prices were adjusted for 2017 economic price. Vehicle categories are summarized.

Source: Based on "Assessing Public Investment in the Transport Sector 2001" by the Ministry of Finance and Planning

(2) Travel Time Cost (TTC) Savings

Hourly travel time value of passengers was estimated for three income groups based on the results of the Home Visit Survey conducted in 2013 for the CoMTrans Project, and the Household Income and Expenditure Survey 2012 by the Department of Census and Statistics. Income categories were identified by the Home Visit Survey considering vehicle ownership and mode choice characteristics. The mean household income was estimated by the Household Income and Expenditure Survey 2012. It is assumed that the future value of time by income class is consistent throughout the analysis period. The following table presents the time value of workers average trip for the three income categories in 2017 prices.

Table 7.1.3 Hourly Value of Time by Income Group

Income Level 1)	Mean Household Monthly Income (LKR) 2)	Avg. No of Workers in Household 3)	Monthly Working Hours 4)	Social Security & Benefits 5)	Time Value of Work Trip (LKR/h)	Work Trip Ratio 6)	Avg. Time Value (LKR/h) 7)
Group A	231,079	1.9	140	30%	1129	23%	572
Group B	70,516	1.72	140	30%	381	16%	169
Group C	29,802	1.2	140	30%	231	15%	100
All	87,343	1.36	140	30%	596	16%	265

- Note: 1) Group C is less than LKR 40,000. Group B is LKR 40,000 - 79,999. Group A is LKR 80,000 and above.
 2) Mean household incomes were estimated from the Household Income and Expenditure Survey 2012 by the Department of Census and Statistics, adjusted for 2017 price.
 3) Average number of workers in a household was estimated from the Home Visit Survey of the CoMTrans Project that was conducted in 2013
 4) 20 working days are assumed per month considering public holidays. 7 working hours are assumed excluding rest time during work hours.
 5) Including medical and employment insurance payments from employer, benefits, allowances and bonuses
 6) According to the Home Visit Survey of the CoMTrans project conducted in 2013
 7) Work trips are multiplied by 1.2 considering company overhead. Non-work trips were multiplied by 0.3 referring to the "Handbook on Economic Analysis of Investment Operations", The World Bank, 1998

Source: CoMTrans Study Team, Avg. Stands for" average".

The average time value of freight vehicles is estimated from freight value and interest rate. The estimated time value is shown in Table 7.1.4.

Table 7.1.4 Time Value of Freight Vehicles

Vehicle Type	Truck (10t)	Trailer (25t)
Freight Value (LKR/veh) 1)	4,839,633	12,099,084
Interest Value 13.9% (LKR/veh) 2)	672,709	1,681,773
Time Value of Goods (LKR/veh-h)	269	673
Time Value of Freight Vehicle (LKR/veh-h)	269	673

- Source 1) "Study on the outer circular highway of the city of Colombo, 2000". Adjusted for 2017 economic price
 2) "Average Weighted Lending Rate (AWLR)", Central Bank of Sri Lanka, as of August 2017

(3) Savings of Accident Costs

The accident loss was estimated by the method proposed in “Assessing Public Investment in the Transport Sector 2001” by the Ministry of Finance and Planning. Assumptions on the accident loss estimation are shown in Table 7.1.5. The unit accident cost per vehicle-kilometre in 1999 was converted to the 2017 value. It is assumed that traffic accidents will decline 4% every year.

Table 7.1.5 Accident Loss Savings

Item	Value	Unit
Accident Cost 1)	0.396	LKR/vehicle-km in 1999 values
Accident Cost	1.46015	LKR/vehicle-km in 2017 values
Annual decline in accident rate 1)	4%	
Accident rate reduction in 2035	48%	2035/2017
Accident Cost in 2035	0.7003	LKR/vehicle-km in 2017 values

Source 1): Based on “Assessing Public Investment in the Transport Sector 2001” by Ministry of Finance and Planning

(4) GHG Emission Savings

Environmental improvement due to decrease of GHG emissions is also considered as a benefit of the JICA-LRT. While there are several greenhouse gases, carbon dioxide (CO₂) was considered for the analysis due to data availability. Unit emission factors of carbon dioxide by vehicle type are shown in Table 7.1.6.

Table 7.1.6 Carbon Dioxide Emission Factor by Vehicle Type

Vehicle Type	Emission Factor(tCO ₂ /passenger-km)
Car	0.0001026
Motorcycle	0.0001004
Three wheeler	0.0001067
Bus	0.0000257

Source: Survey Team

The emission of CO₂ was converted to the price based on the CDM credit price. As of 2017, the unit price was 0.19 EUR/t-CO₂e (0.21 USD/t-CO₂e).

7.1.4 Economic Cost

(1) Construction Cost

The construction cost was converted to the economic cost by using the SCF of 0.92 as shown in Table 7.1.7. The price escalation, VAT and finance costs are not included, and the income loss compensation fee in the land acquisition cost was included in the economic price.

Table 7.1.7 Economic Cost for Construction Cost

Item	Total			
	FC	LC	Total Economic Cost	Total Financial Cost
	(million JPN)	(million LKR)	(million LKR)	(million LKR)
A. ELIGIBLE PORTION				
I) Procurement / Construction	110,117	105,570	222,247	229,601
Base Cost	91,727	82,334	199,871	206,458
Price Escalation	8,379	13,639	0	0
Physical Contingency	10,011	9,597	22,376	23,144
II) Consulting Services	12,933	5,332	20,588	20,964
Base Cost	11,409	4,438	19,522	19,877
Price Escalation	908	640	0	0
Physical Contingency	616	254	1,067	1,087
Total (I + II)	123,051	110,902	242,835	250,565
B. NON ELIGIBLE PORTION				
a Land Acquisition	0	6,212	190	6,212
b Administration Cost	0	14,181	13,047	14,181
c VAT	0	42,543	0	42,543
d Import Tax	0	0	0	0
Total (a+b+c+d)	0	62,936	13,236	62,936
TOTAL (A + B)	123,051	173,838	256,072	313,502

Source: Survey Team

(2) Replacement and O&M Cost

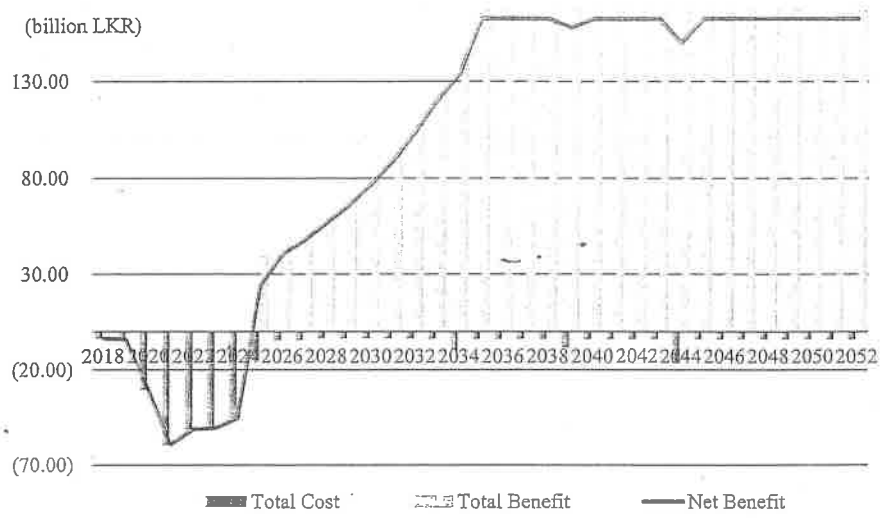
The replacement and O&M cost were also converted to the economic cost by using SCF. The estimated replacement cost is 23.3 billion LKR for 35 years of the project implementation; the O&M economic cost in 2025 is 3,271 million LKR and in 2035 is 4,009 million LKR.

7.1.5 Economic Evaluation

(1) Cost Benefit Analysis

The cost benefit analysis was conducted based on the assumptions described above.

The EIRR shows 20.18% and the ENPV shows 174.3 billion LKR. Since the EIRR exceeds the discount rate of 12% with a positive ENPV, the project implementation is assessed as having economic validity from the viewpoint of the national economy.



Source: Survey Team

Figure 7.1.1 Economic Cost Benefit Analysis

Table 7.1.8 Economic Cost Benefit Analysis

Unit: billion Rs. (2017 Economic Price)

Year	No. of Years	Economic Cost				Economic Benefit					Net Benefit
		Investment		O&M Cost	Total Cost	TTC	VOC	CO2	Accident	Total Benefit	
		LRT Construction	Replacement								
2018	1	3.76		0.00	3.76	0.00	0.00	0.0000	0.00	0.00	(3.76)
2019	2	4.23		0.00	4.23	0.00	0.00	0.0000	0.00	0.00	(4.23)
2020	3	30.63		0.00	30.63	0.00	0.00	0.0000	0.00	0.00	(30.63)
2021	4	59.33		0.00	59.33	0.00	0.00	0.0000	0.00	0.00	(59.33)
2022	5	51.29		0.00	51.29	0.00	0.00	0.0000	0.00	0.00	(51.29)
2023	6	50.64		0.00	50.64	0.00	0.00	0.0000	0.00	0.00	(50.64)
2024	7	42.00		3.31	45.31	0.00	0.00	0.0000	0.00	0.00	(45.31)
2025	8	11.88		3.27	15.15	24.76	13.91	0.0013	0.12	38.79	23.65
2026	9	1.21		3.34	4.55	28.53	16.20	0.0015	0.14	44.86	40.31
2027	10	1.09		3.41	4.50	32.88	18.85	0.0017	0.16	51.89	47.39
2028	11	0.00		3.48	3.48	37.89	21.94	0.0019	0.18	60.01	56.54
2029	12	0.00	0.13	3.55	3.67	43.66	25.54	0.0021	0.21	69.41	65.74
2030	13	0.00		3.62	3.62	50.31	29.72	0.0024	0.25	80.28	76.66
2031	14	0.00		3.70	3.70	57.98	34.59	0.0027	0.29	92.86	89.17
2032	15	0.00		3.77	3.77	66.81	40.27	0.0031	0.33	107.41	103.64
2033	16	0.00		3.85	3.85	76.99	46.87	0.0035	0.38	124.24	120.40
2034	17	0.00	6.15	3.93	10.07	88.72	54.55	0.0039	0.45	143.72	133.64
2035	18	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2036	19	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2037	20	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2038	21	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2039	22	0.00	4.47	4.01	8.48	102.24	63.49	0.0044	0.52	166.25	157.77
2040	23	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2041	24	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2042	25	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2043	26	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2044	27	0.00	12.43	4.01	16.44	102.24	63.49	0.0044	0.52	166.25	149.81
2045	28	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2046	29	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2047	30	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2048	31	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2049	32	0.00	0.13	4.01	4.13	102.24	63.49	0.0044	0.52	166.25	162.11
2050	33	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2051	34	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
2052	35	0.00		4.01	4.01	102.24	63.49	0.0044	0.52	166.25	162.24
Total		256.1	23.3	111.4	390.7	2,348.9	1,445.2	0.1	11.8	3,806.0	3,415.2
ENPV		130.0	16.2	13.2	144.8	198.2	119.9	0.0	1.0	319.1	174.3
B/C											
EIRR											2.20
											20.18%

Source: Survey Team

(2) Sensitivity Analysis

The sensitivity analyses for the following three cases were conducted.

- 10% decrease in economic benefit
- 10% increase in economic cost
- 10% decrease in economic benefit, 10% increase in economic cost

Table 7.1.9 shows the results of the sensitivity analyses indicating economic feasibility in all cases. The EIRR applied by 50% decrease in economic benefit or 210% increase in economic cost fulfils the discount rate (cut off rate) of 12%.

Table 7.1.9 Sensitivity Analysis

Parameter	Base Case	Benefit -10%	Cost +10%	Benefit -10% Cost +10%
EIRR	20.18%	18.97%	19.08%	17.91%
ENPV (bil. LKR)	174.3	142.4	159.9	128.0

Source: Survey Team

7.2 Financial Analysis

7.2.1 Financial Analysis of O&M Company

This section evaluates the financial feasibility of establishing an JICA-LRT O&M Company that will operate the JICA-LRT line between Fort Station and IT Park Station. The financial analysis was conducted based on the revenues, operation and maintenance costs, replacement costs, depreciation costs and finance costs generated by operating the JICA-LRT with four cases, and the FIRR, Net Present Value (NPV) and Average Debt Service Coverage Ratio (ADSCR) were calculated as indicators to measure the financial return on investment as well as the ability to repay debt service.

(1) Assumptions of Financial Analysis

The following assumptions are set up for the financial analysis.

1) Base Year

The base year of the project is 2017. The inflation factor is not considered during the evaluation period.

2) Evaluation Period

The two rounds of rolling stock replacement are assumed for the evaluation period. With the 30 years of rolling stock lifetime, the evaluation period is 60 years after starting operations of the JICA-LRT services (2025-2084).

3) Exchange Rate

The exchange rate is set as follows, the same as in the previous economic analysis.

- 1 USD = 113 JPY
- 1 USD = 153 LKR
- 1 LKR = 0.739 JPY

4) Bank Interest Rate

The loan arrangement through commercial banks in Sri Lanka will be assumed during the initial stage of company establishment, and it will be utilized for working capital as well as replacement cost coverage during operation. The commercial bank interest rate of long-term/short-term loans is set as 13.90%, referring to the Average Weighted Lending Rate (AWLR) announced by the Central Bank of Sri Lanka, as of 31st August 2017²⁰.

5) Corporate Tax

The corporate tax is set as 28.0%, as defined by the Sri Lanka Companies Act No 7 of 2007.

6) Opportunity Cost of Capital

The opportunity cost of capital, the expected return from investments missed in favour of other investments, is set as 8.87%, referring to the 91 days' Treasury Bill interest rates as of 11th August 2017²¹.

(2) Revenue

1) Revenue from JICA-LRT Fare

The revenue from JICA-LRT fares was estimated based on the demand forecast described in Chapter 6. The summary of the estimated ridership is shown in the following table. The estimated ridership of 2020 and 2035 was calculated following the transport framework developed by Ministry of Megapolis and Western Development.

Table 7.2.1 Estimated Ridership of the JICA-LRT Project

Case	Normal ×1.2		Normal ×1.5		Normal ×2.3	
	2020	2035	2020	2035	2020	2035
Daily Passengers	348,031	575,191	332,413	548,981	295,195	497,744

Source: Survey Team

The base fare cost and the excess fare were determined as shown in the following Table 7.2.2. The base fare cost was set based on the current normal bus fare²² of 11.7 LKR, and the three cases were estimated by normal ×1.2, normal ×1.5 and normal ×2.3. The excess fare (LKR/km) shall be added after exceeding the base fare distance (km). The original revenue estimation was reduced by 7.5%²³, considering the child passengers and the revenue will be estimated to increase by the fixed rates until 2035, and by linear growth until reaching to the maximum capacity. The revenue is expected to reach to the maximum in the year 2046 for Normal ×1.2, 2048 for Normal ×1.5, and 2057 for Normal ×2.3.

²⁰ http://www.cbsl.gov.lk/htm/english/cej/ir/i_4.asp

²¹ http://www.cbsl.gov.lk/htm/english/cej/ir/i_3.asp

²² The bus fare was selected as a benchmark of estimating the fare of JICA-LRT with the following reasons:

- Bus is the major urban public transport mode.
- Since Sri Lanka Railways operates intercity service connecting major cities and urban area, the fare system is basically developed for intercity service because base fare distance is 10km
- Three wheelers and taxis are private transport and not considered as a public transport.

²³ Children under 12 excluding 0-4 age is around 15% of the total population in Western Province. The JICA-LRT fare for children will be half that of the adult fare, therefore the revenue will be decreased by 7.5%.

Table 7.2.2 Revenue Estimation of the JICA-LRT Project

Case	Normal ×1.2			Normal ×1.5			Normal ×2.3		
	2025	2035	2046	2025	2035	2048	2025	2035	2057
Base Fare Cost (LKR)	15			18			27		
Base Fare Distance (km)	1.5			1.5			1.5		
Excess Fare (LKR/km)	2.55			3.4			5.1		
Fort-National Hospital (LKR)	19			23			34		
Fort-Sethsiripaya (LKR)	34			43			64		
Fort-Malabe (LKR)	48			62			93		
Revenue (mil LKR) ²⁴	3,020	4,173	5,340	3,658	5,035	6,657	5,017	6,979	10,020

Source: Survey Team.

1) Other Revenues

Aside from JICA-LRT fares, other sources of revenues are included in the revenue estimation; namely 1) floor space for rent (kiosk), 2) advertisement space for rent (station platform), 3) digital signage advertisement space for rent (station platform), 4) advertisement space for rent (inside JICA-LRT), 5) digital signage advertisement space for rent (inside JICA-LRT), 6) advertisement space for rent (wrapping JICA-LRT), and 7) coin locker (JICA-LRT station). The annual revenue is estimated in the following Table 7.2.3.

Table 7.2.3 Revenue Except for JICA-LRT Fare

Revenue Source	Unit Cost, Area and Operating Rate	Annual Revenue (mil LKR)
Floor space for rent (kiosk)	5,382 LKR/sqm/month, 800 sqm, 95% operating rate	49.08
Advertisement space for rent (station platform)	50,000 LKR/sqm/month, 210 sqm (21 stations×10 sqm), 85% operating rate	107.10
Digital signage advertisement space for rent (station platform)	150,000 LKR/display/month, 84 displays (21 stations×4 displays), 85% operating rate	128.52
Advertisement space for rent (inside JICA-LRT)	50,000 LKR/train/month, 24 trains, 85% operating rate	12.24
Digital signage advertisement space for rent (inside JICA-LRT)	150,000 LKR/train/month, 24 trains, 85% operating rate	36.72
Advertisement space for rent (wrapping JICA-LRT)	135,000 LKR/train/month, 24 trains, 85% operating rate	33.05
Total (mil LKR)		366.71

Source: Survey Team (interview through a local advertisement company)

These revenue sources in connection with the JICA-LRT operation are found in Japanese railway operations, and from the analysis of the Japanese railway companies' annual reports, the average share of sub-business revenue is about 7% of the fare revenue. The above estimated revenue is close to 7% of the JICA-LRT fare revenue at the start of the operation in a case of applying Normal ×2.3 JICA-LRT fare, and the operation rate is expected to increase in accordance with the demand increase, therefore the fare revenue of 7% is applied to the revenue except for JICA-LRT fare.

²⁴ The annual revenue is calculated by 317 days based on the number of working days in Sri Lanka.

TOD, a type of urban development that integrates the transport development with commercial, office and residential development at station areas, has been introduced in various cities throughout the world. By providing opportunities for real estate developers and small businesses, a railway operator can profit from the property value increases that typically follow the construction of railways, and the whole system can be operated on a self-sustaining basis without subsidies. A TOD approach has several advantages for railway business; however, there is a risk of property market crash, and it is desirable to develop a self-sustainable business without income from property development. To ensure sustainability through fare revenue as well as other revenues, this Survey did not introduce a TOD approach.

(3) Cost

1) Company Setup

A staff training fee of 3.6 billion JICA-LRT will be spent in 2024 before the start of operations of the JICA-LRT in 2025. A company with a capital of 1.08 billion LKR and a loan of 2.52 billion LKR (Equity : Loan = 3 : 7) will be established. With government investment, a company will be set up as a 100% government-owned company.

2) Construction Cost

The construction cost is covered by the ODA loan and the loan repayment will be made by the Sri Lankan government. An O&M company will not be responsible either in initial construction or depreciation related to the cost. The construction cost will be described in 7.2.2 Financial Analysis of the Project.

3) O&M Cost

The estimated O&M cost, which includes 1) labour cost, 2) spare parts cost, 3) power cost and 4) administration cost, is described in Chapter 8.

4) Replacement & Depreciation Cost

The replacement cost and the depreciation cost can be covered by an O&M company in some cases as stated in 7.2.1(6) Evaluation Cases. The required replacement and depreciation costs are summarized in the following Table 7.2.4. The replacement cost is included in the cash-flow statement as investment, and the depreciation cost is included in the profit-loss statement of the financial analysis.

Table 7.2.4 Replacement Cost and Depreciation Cost

Item	Lifetime (year)	Cost (mil. LKR)	Depreciation Cost (mil. LKR)
1. Rolling Stocks (Initial Investment)	30	31,123	1,037
2. Rolling Stocks (Additional Investment)	30	15,562	519
3. Maintenance tools for Rolling Stocks	30	947	32
4. Maintenance tools of information	10	406	41
5. Maintenance Equipment for Rolling Stocks	30	7,050	235
6. Signalling (In house)	15	4,342	289
7. Signalling (on Site)	20	3,549	177
8. Information System	10	2,777	278
9. Communication System, Radio System	10	2,838	284
10. Display, CCTV	5	61	12

Item	Lifetime (year)	Cost (mil. LKR)	Depreciation Cost (mil. LKR)
11. Display, CCTV (For station)	5	65	13
12. Power Distribution System	30	10,825	361
13. Elevator, Escalator	20	1,039	52
14. Equipment in Stations	20	217	11
15. AFC	20	650	32
16. Platform Screen Door	20	828	41

Source: Survey Team

The schedule of replacement is shown in the following table.

Table 7.2.5 Schedule of Replacement

Year	2029	2034	2039	2044	2049	2054	2059	2064	2069	2074	2079	2084
Item	5	10	15	20	25	30	35	40	45	50	55	60
1)						31,123						31,123
2)								15,562				
3)						947						947
4)		406		406		406		406		406		406
5)						7,050						7,050
6)			4,342			4,342			4,342			4,342
7)				3,549				3,549				3,549
8)		2,777		2,777		2,777		2,777		2,777		2,777
9)		2,838		2,838		2,838		2,838		2,838		2,838
10)	61	61	61	61	61	61	61	61	61	61	61	61
11)	65	65	65	65	65	65	65	65	65	65	65	65
12)						10,825						10,825
13)				1,039				1,039				1,039
14)				217				217				217
15)				650				650				650
16)				828				828				828
R Total (mil LKR)	125.8	6,146.1	4,468.2	12,429.0	125.8	60,434.4	125.8	27,990.5	4,468.2	6,146.1	125.8	66,717.2
D Total (mil LKR/year)		25.2	627.2	916.7	1,230.8	1,230.8	2,895.7	2,895.7	3,414.4	3,414.4	3,414.4	3,414.4

Source: Survey Team, Note: R; Replacement, D; Depreciation

5) Finance Cost

The finance cost for the loan repayment such as interest and principal cost is included in the financial analysis. The equalized principal and interest repayment method is applied.

(6) Evaluation Cases

The following four cases were evaluated to analyse the feasibility of an O&M Company by different base bus fare assumptions and types of replacement cost coverage (Table 7.2.6).

Table 7.2.6 Evaluation Cases

Item	Case 1	Case 2	Case 3	Case 4
Base bus fare	1.2 times of Normal Bus (15 LKR)	1.5 times of Normal Bus (18 LKR)	1.5 times of Normal Bus (18 LKR)	2.3 times of Normal Bus (27 LKR)
Replacement Cost (rolling stocks, service facilities, information system, power system distribution, etc.)	Not Included ²⁵	Partial Replacement (Only rolling stocks and service facilities ;83 bil. LKR in 60 years)	Full replacement (189 bil. LKR in 60 years)	Full replacement (189 bil. LKR in 60 years)
Depreciation of Replacement Cost	Not Included ²⁶	Depreciation Coverage	Depreciation Coverage	Depreciation Coverage

Source: Survey Team

(7) Financial Analysis

The results of the financial analysis are summarized in the following Table 7.2.7. The equity of 1.08 million LKR with the loan of 2.52 billion LKR (repayment for five years) at the establishment of a company is not included in the calculation.

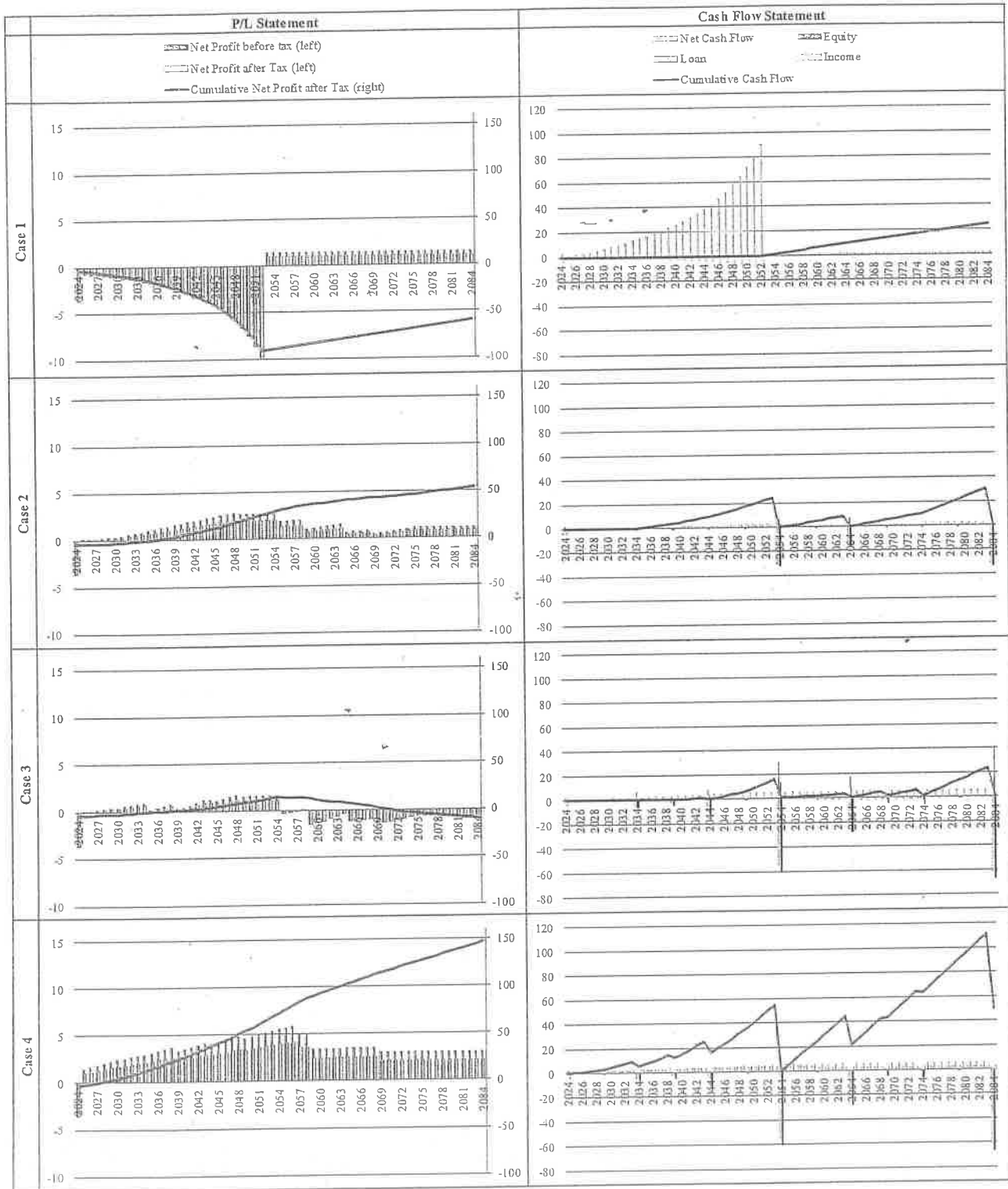
Table 7.2.7 Evaluation Cases

Item	Case 1	Case 2	Case 3	Case 4
Number of years after operation achieving positive net profit after tax	29 years	1 year	1 year	1 year
Number of years after operation achieving positive cumulative net profit after tax	Negative value for the whole evaluation period	12 years	13 years	3 years
Short-term loan for working capital	For 28 years (814 bil. LKR in total)	For 9 years (2.7 bil. LKR in total)	For 6 years (0.6 bil. LKR in total)	Not required, self-finance is possible
Long-term loan for replacement cost	Not required, due to no replacement coverage	30, 40, 60 years after operation (14.1 bil. LKR in total)	10, 15, 20, 30, 40, 60 years after operation (71.9 bil. LKR in total)	30 years after operation (1 bil. LKR in total)
Government assistance by equity or subsidy	Not required, due to no replacement coverage	Not required, due to partial replacement coverage	15, 20, 30, 40, 60 years after operation (58.1 bil. LKR in total)	Not required, self-finance is possible
Number of years after operation to start paying dividends to the investors (20% of equity; 216 million LKR)	29 years	11 years	41 years	1 year
FIRR (>8.87%) NPV (>0) Minimum ADSCR (>1.2)	Negative ▲148 bil. LKR ▲1.40	9% ▲0.2 bil. LKR 0.02	Negative ▲7.4 bil. LKR ▲0.99	27% 8.5 bil. LKR 2.00

Source: Survey Team

²⁵ Replacement cost and its depreciation cost will not be covered by an O&M Company and will be covered by the government subsidy.

²⁶ Ditto



Note: Unit billion LKR, Source: Survey Team

Figure 7.2.1 O&M Company Cash Flow of Cases 1-4

The evaluation results show that only Case 2 and Case 4 recorded positive FIRR, which exceeds the opportunity cost of capital of 8.87%. The minimum ADSCR, the parameter to measure the ability to repay debt services, and generally higher than 1.2²⁷, shows that only Case 4 exceeds 1.2.

- Case 1 can be sustained only when it is successful in ensuring the short-term loan for 28 consecutive years, in total of 814 billion LKR to cover the loss of net profit. However, it is not realistic to secure a large amount of loan with a company of 1.08 billion LKR of capital investments. This shows that the revenue assumption based on the base bus fare of 1.2 times normal bus will be difficult to cover the running cost as well as replacement cost of an O&M Company.
- Case 2 can be sustained through securing the short-term loan for working capital (for 9 consecutive years, in total of 2.7 billion LKR) and long-term loan for replacement cost (30, 40, 60 years after operation, 14.1 billion LKR in total) without government assistance, due to partial replacement coverage.
- Case 3 shows the difficulty of assuring sustainability due to the high replacement cost. The short-term loan for 6 years (0.6 billion LKR in total) and long-term loan at 10, 15, 20, 30, 40 and 60 years after operation (71.9 billion LKR in total) will be required. The government assistance in a form of equity or subsidy is also required at 15, 20, 30, 40, 60 years after operation (58.1 billion LKR in total). In addition, the net profit will be negative after 31 years of operation due to high depreciation costs. Case 2 and Case 3 shows that the revenue assumption based on the base bus fare of 1.5 times normal bus will only cover a part of replacement cost such as rolling stock and services facilities.
- Case 4 shows the best result of the four scenarios; only with the long-term loan at 30 years after operation (1 billion LKR), it shows a positive cumulative cash flow. This shows that the revenue assumption based on the base bus fare of 2.3 times normal bus is recommended to be introduced, as it covers the running cost as well as replacement cost and will be able to pay dividends to the investors every year.

Table 7.2.8 shows the cash flow analysis of Case 4.

²⁷ Cesar Queiroz, Financial Assessment of PPP Projects

(8) Sensitivity Analysis

By considering Case 4 as the base case, the sensitivity analyses for the following three cases were conducted.

- 10% decrease in revenue
- 10% increase in cost (O&M and replacement cost)
- 10% decrease in revenue, 10% increase in cost

Table 7.2.9 shows the results of the sensitivity analyses. Case A does not show financial feasibility, while the FIRR of Case B and C shows financial feasibility, exceeding the opportunity cost of capital at 8.87% with positive value of NPV.

Table 7.2.9 Sensitivity Analysis Result

Parameter	Base Case	Revenue -10%	Cost +10%	Revenue -10% Cost +10%
FIRR	27%	16%	18%	Negative
NPV (bil. LKR)	8.5	3.1	4.1	▲1.4

Source: Survey Team

(9) Risk Analysis

The risk analysis was conducted to analyse the passenger demand risk. Since introducing the JICA-LRT will be the first such experience in Sri Lanka, there is a possibility of not achieving the target passenger demand for years after operation based on the experiences in other countries. There will be a risk that a passenger shift from bus or car to JICA-LRT will not be achieved as rapidly as projected in the demand forecast. The following two cases were analysed.

- Case i) 50% of demand in 2025 and reaching 100% in 2030 (10% increase by year)
- Case ii) 50% of demand in 2025 and reaching 100% in 2035 (5% increase by year)

The analysis of ensuring the government loan with 0% of interest rate was assumed in both cases. Being a government company, there is a possibility of being funded by the government loan with 0% interest rate, and the loan can be returned after ensuring sufficient cumulative cash flow.

The results of the risk analysis are summarized in the following table.

Table 7.2.10 Risk Analysis Result

Item	Base Case	Case i)		Case ii)	
		13.9% Commercial Bank Interest Rate	0% Govt. Interest Rate	13.9% Commercial Bank Interest Rate	0% Govt. Interest Rate
Number of years after operation achieving positive net profit after tax	1 year	4 years	3 years	7 years	4 years
Number of years after operation achieving positive cumulative net profit after tax	3 years	8 years	7 years	13 years	10 years
Short-term loan for working capital	Not required	For 7 years (19 bil. LKR)	For 2 years (1.2 bil. LKR)	For 16 years (86.8 bil. LKR)	For 3 years (1.7 bil. LKR)
Long-term loan for replacement cost	30 years after operation (1 bil. LKR in total)	10, 30 years after operation (7.7 bil. LKR in total)	30 years after operation (6.2 bil. LKR in total)	30, 40 years after operation (21.5 bil. LKR in total)	30 years after operation (11 bil. LKR in total)
Number of years after operation to start paying dividends to the investors (20% of equity; 216 million LKR)	1 year	11 year	3 year	21 year	11 years
FIRR (>8.87%) NPV (>0) Min ADSCR (>1.2)	27% 8.5 bil. LKR 2.00	▲4% ▲9.8 bil. LKR ▲1.67	15% 4.1 bil. LKR 3.29	Negative ▲42.4 bil. LKR ▲1.67	10% 1.0 bil. LKR 3.03

Source: Survey Team

The risk analysis results show that a company can be sustained when the 0% government interest rate is applied in both Case i) and Case ii). The FIRR showed 15% in Case i) and 10% in Case ii), higher than the opportunity cost of capital, and the NPV and the minimum ADSCR showed positive value. When the commercial bank interest rate is applied, the loan amount will be a big burden to the company, the FIRR figure shows negative in both Case i) and Case ii), and the minimum ADSCR also shows negative value.

Further to the 0% government interest rate loan, there is a possibility of applying the Viability Gap Fund (VGF), the government subsidy to cover the deficits of net cash flow. The volume of VGF is equivalent to the "short-term loan for working capital", but the condition is better than the 0% government interest rate loan as the repayment is not required.

7.2.2 Financial Analysis of the Project

This section evaluates the financial feasibility of the JICA-LRT. The financial analysis was conducted based on the construction costs, revenues, operation and maintenance costs, replacement costs, depreciation costs and finance costs. The FIRR and NPV were calculated as indicators to measure the financial return on investment.

(1) Assumptions of Financial Analysis

The following assumptions are set up for the financial analysis.

1) Evaluation Period

The evaluation period of 35 years of the JICA-LRT project implementation is applied.

2) Financial Cost

The financial cost is summarized in the following Table 7.2.11. The total financial cost will be 313,502 million LKR.

Table 7.2.11 Financial Cost

Item	Total			
	FC	LC	Total Economic Cost	Total Financial Cost
	(million JPN)	(million LKR)	(million LKR)	(million LKR)
A. ELIGIBLE PORTION				
D) Procurement / Construction	110,117	105,570	222,247	229,601
Base Cost	91,727	82,334	199,871	206,458
Price Escalation	8,379	13,639	0	0
Physical Contingency	10,011	9,597	22,376	23,144
II) Consulting Services	12,933	5,332	20,588	20,964
Base Cost	11,409	4,438	19,522	19,877
Price Escalation	908	640	0	0
Physical Contingency	616	254	1,067	1,087
Total (I + II)	123,051	110,902	242,835	250,565
B. NON ELIGIBLE PORTION				
a) Land Acquisition	0	6,212	190	6,212
b) Administration Cost	0	14,181	13,047	14,181
c) VAT	0	42,543	0	42,543
d) Import Tax	0	0	0	0
Total (a+b+c+d)	0	62,936	13,236	62,936
TOTAL (A + B)	123,051	173,838	256,072	313,502

Source: Survey Team

3) Other Assumptions

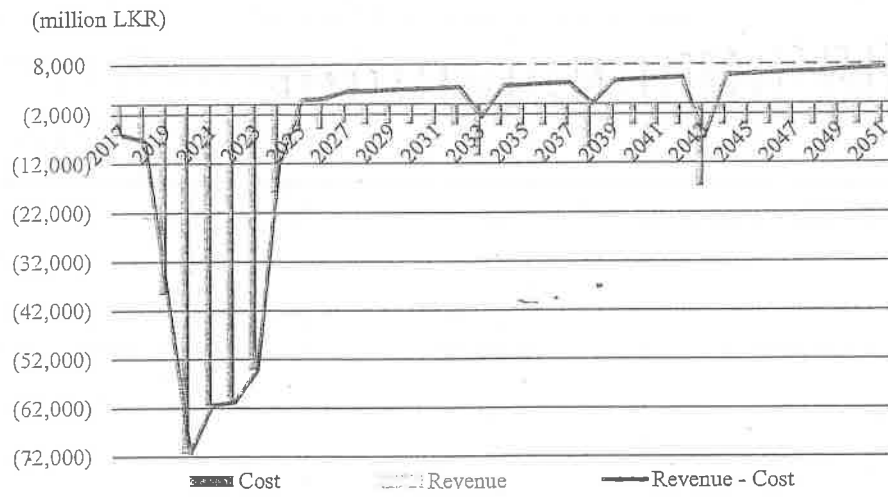
The revenues are assumed as the case of "Normal $\times 2.3$ ". Other assumptions such as O&M cost are followed by Section 7.2.1 Financial Analysis of O&M Company.

(2) Financial Analysis

1) Financial Analysis with Present Assumptions

The result of the financial analysis of the Project shows the FIRR of $\Delta 5.17\%$ with negative value of 190 billion LKR. The cumulative cash flow did not turn from negative to positive value during the project period.

For achieving positive FIRR, increasing other revenues can be considered. Achieving 110% of JICA-LRT fare revenue as other revenue, currently only 7%, is required for reaching positive FIRR, and for achieving FIRR of more than 8.87%, the opportunity cost of capital, reaching 490% of JICA-LRT fare revenue as other revenue is required.



Source: Survey Team

Figure 7.2.2 Project Cash Flow

Table 7.2.12 Project Cash Flow

(Unit: million LKR (2017 Financial Price))

Year	Number of Years	Cost				Revenue			Revenue - Cost
		Investment	Replacement	O&M	Total	Revenue	Other Revenue	Total	
2018	1	6,161			6,161			0	(6,161)
2019	2	7,484			7,484			0	(7,484)
2020	3	38,606			38,606			0	(38,606)
2021	4	71,349			71,349			0	(71,349)
2022	5	61,451			61,451			0	(61,451)
2023	6	60,822			60,822			0	(60,822)
2024	7	50,551		3,600	54,151			0	(54,151)
2025	8	14,324		3,556	17,880	5,424	380	5,804	(12,076)
2026	9	1,447		3,629	5,076	5,606	392	5,999	923
2027	10	1,309		3,703	5,012	5,794	406	6,200	1,188
2028	11			3,779	3,779	5,989	419	6,408	2,628
2029	12		126	3,857	3,983	6,190	433	6,623	2,640
2030	13			3,936	3,936	6,397	448	6,845	2,909
2031	14			4,017	4,017	6,612	463	7,075	3,058
2032	15			4,100	4,100	6,834	478	7,312	3,212
2033	16			4,184	4,184	7,063	494	7,557	3,374
2034	17		6,146	4,270	10,416	7,300	511	7,811	(2,605)
2035	18			4,357	4,357	7,545	528	8,073	3,716
2036	19			4,357	4,357	7,741	542	8,283	3,926
2037	20			4,357	4,357	7,937	556	8,493	4,136
2038	21			4,357	4,357	8,134	569	8,703	4,346
2039	22		4,468	4,357	8,825	8,330	583	8,913	88
2040	23			4,357	4,357	8,527	597	9,123	4,766
2041	24			4,357	4,357	8,723	611	9,334	4,976
2042	25			4,357	4,357	8,919	624	9,544	5,186
2043	26			4,357	4,357	9,116	638	9,754	5,397
2044	27		12,429	4,357	16,786	9,312	652	9,964	(6,822)
2045	28			4,357	4,357	9,508	666	10,174	5,817
2046	29			4,357	4,357	9,705	679	10,384	6,027
2047	30			4,357	4,357	9,901	693	10,594	6,237
2048	31			4,357	4,357	10,098	707	10,804	6,447
2049	32		126	4,357	4,483	10,294	721	11,015	6,531
2050	33			4,357	4,357	10,490	734	11,225	6,867
2051	34			4,357	4,357	10,687	748	11,435	7,077
2052	35			4,357	4,357	10,883	762	11,645	7,288
Total		313,502	23,295	121,061	457,858	253,650	16,034	245,092	(212,766)
NPV									(190,862)
						B/C :	0.54	FIRR :	-5.17%

Source: Survey Team

7.3 Operation & Effect Indicators

7.3.1 Operation & Effect Indicators

The operation & effect indicators for the JICA-LRT are proposed in the following Table 7.3.1. The indicators for quantitative evaluations are set for monitoring the operation and effects of project implementation. The target value is set by the results of passenger demand forecast, as well as the train operation and maintenance plan. Currently, the effect indicator of modal shift to JICA-LRT is estimated by the transport model at this moment; it can be measured directly by the interview survey to JICA-LRT users once JICA-LRT starts operation.

Table 7.3.1 Operation & Effect Indicators

	Item	Unit	Target (Expectation)	
			2025	2035
Operation Indicators	Number of passengers	Pax./day	363,000	498,000
	PPHPD	Pax/hour/direction	14,300	19,800
	Annual Passenger km	Mil. Pax. km/year	660	880
	Annual Fare-box Revenue	Mil. LKR/year	5,017	6,979
	Number of Running Train	Train/day		
	1) Total number of train in service per direction per day between Fort St. and Robert Gunawadena MW St.		222 (4 cars)	222 (6 cars)
	2) Total number of train in service per direction per day between Robert Gunawadena MW St. and IT Park St. ²⁸		147 (4 cars)	147 (6 cars)
	Operating Rate ²⁹	%		
	1) Without any breakdown (Planned Inspection and maintenance with 22 train in operation)		91.7	92.0
	2) Target Operation (cumulated number of unavailable trains-day per year)		91.0 (61 trains-day)	91.0 (89 trains-day)
Train Running Distance per day	km/day	6,245.40	6,245.40	
Effect Indicators	Travel Time (Fort-Malabe)	Minutes/Seconds		
	1) by Car		40m	45m
	2) by JICA-LRT Rapid Train		28m10s	28m10s
	3) by JICA-LRT Local Train	32m50s	32m50s	
	Modal Shift to JICA-LRT	1) +2) = 100%		
	1) JICA-LRT passengers from Bus users ³⁰	%	71	57
	2) JICA-LRT passengers from Car, Motorcycle and 3-Wheeler	%	29	43
	Average Running Speed (Fort-Malabe) except dwell time at stations			
1) by JICA-LRT Rapid Train ³¹	km/h	36.2	36.2	
2) by JICA-LRT Local Train ³²	km/h	34.5	34.5	

Source: Survey Team, JICA "Yen Loan Operation & Effect Indicators Reference", October 2017

²⁸ At Robert Gunawadena MW St., passengers can transfer from rapid train at off-peak hour to local train and vice versa
²⁹ Number of trains which can be operated / total number of trains except trains under inspection and maintenance
³⁰ Passengers who used use Bus before the implementation of JICA-LRT / Total JICA-LRT passengers
³¹ Average Speed (Fort-Malabe) by JICA-LRT Rapid Train = (Distance: 14.835km)/(Gross Traveling Time: 0.41 hr)
³² Average Speed (Fort-Malabe) by JICA-LRT Local Train = (Distance: 14.835km)/(Gross Traveling Time: 0.43 hr)

7.3.2 Other Effect Indicators

The following is envisioned as impacts/effects through the project implementation. Although it is difficult to estimate the quantitative value of changes at this time, it can be measured if the implementation body establishes the mechanism to measure and monitor this kind of socioeconomic impacts in future.

(1) Urban development along JICA-LRT stations (Land value, Development area/floor)

With the development of JICA-LRT, a modal shift will be envisioned along the JICA-LRT line, and the JICA-LRT users that gather around the stations create the new potential of commercial activity. The implementation body can measure how much commercial buildings or hotels will be constructed, and the increment of the land value around the station. The following indicators are recommended to be acquired after the commercial operation of JICA-LRT.

- Number of buildings or area of floors for residential/commercial buildings built within 800m radius from the station after commercial operation of JICA-LRT
- Land prices around the station

(2) Increase of tax revenue along the JICA-LRT route

As expected with the new development along the JICA-LRT, tertiary industries will be encouraged and grown after several years from the opening of the JICA-LRT. One of the monitoring indicators could be the tax revenues along the JICA-LRT route.

(3) Number of JICA-LRT users of children, disabled people and elderly persons

Since the design principle of JICA-LRT is set as "User-friendly" for all, it is expected that more children, disabled people and elderly persons will use the JICA-LRT. The number of these people can also be collected and monitored as operation indicators.

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மத்திய சுற்றாடல் அதிகாரசபை
Central Environmental Authority

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පරිසර පියස, 104, ඩෙන්සිල් කොබ්බෑකඩුව මාවත, බත්තරමුල්ල, ශ්‍රී ලංකාව.

“පරිසර පියස”, 104, ඩෙන්සිල් කොබ්බෑකඩුව මාවත, බත්තරමුල්ල, ශ්‍රී ලංකාව.

"Parisara Piyasa", 104, Denzil Kobbekaduwa Mawatha, Battaramulla, Sri Lanka. Web: www.cea.lk

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எமது தொடர்பு
Our Ref.

08/EIA/TRANS/01/2017

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Your Ref.



දිනය
திகதி
Date

24 July 2018

Secretary
Ministry of Megapolis & Western Development
17th Floors, "Suhurupaya"
Battaramulla.

PROPOSED COLOMBO LIGHT RAIL TRANSIT (LRT) PROJECT
FROM COLOMBO FORT TO MALABE

This is to inform you that the Central Environmental Authority (CEA), after study of the Environmental Impact Assessment (EIA) report dated April 2018 of the above project, review of the comments received from the public and your responses to such comments dated 05th and 11th July 2018 and your responses for the clarifications sought by the Technical Evaluation Committee (TEC) appointed by the CEA submitted as an Addendum dated 18th July 2018, has decided in terms of regulation 13 of the National Environmental (procedure for approval of projects) Regulations No. 01 of 1993 to grant approval for implementation of the above project subject to the following conditions.

1. GENERAL CONDITIONS

- 1.1. This environmental approval is valid for implementation of the proposed Colombo Light Rail Transit Project by the Ministry of Megapolis & Western Development (MM&WD) as described in the EIA report dated April 2018 and the Addendum dated 18th July 2018.
- 1.2. This approval is valid for three years from the date of issue of this letter unless upon written application to the CEA within thirty days prior to the expiry date, the validity period is extended.
- 1.3. The railway track, the depot and the stations should be sited as described in Figure 2.2 of the EIA report dated April 2018.
- 1.4. The MM&WD should where necessary obtain fresh approval, in respect of any alterations that are intended to be made to the project as described in the EIA report dated April 2018 and the Addendum dated 18th July 2018.

Chairman	Tel : 2872361, 2872348 Fax : 2872347	Director General	Tel : 2872359 Fax : 2872608	General Office	Tel : 2872278, 2873447, 2873448 7872277-280	Complaint: 2888999 Compliance Monitoring: 2076152
Deputy Director Generals	HRD, Admin. & Finance Tel : 2865296 Fax : 2877515	Env. Pollution Control Tel : 2873453 Fax : 2872605	Env. Mgt. & Assess. Tel : 2872388 Fax : 2872296	Env. Edu. & Awareness Tel : 2872297 Fax : 2872609	Waste Mgt. Te: 287249 Fax: 2882152	



- 1.5. Any physical development of the site should have prior approvals of the Road Development Authority (RDA), Urban Development Authority (UDA) and Municipal Councils of Colombo, Sri Jayawardanapura-Kotte and Kaduwela.
- 1.6. The MM&WD shall ensure that the terms and conditions stipulated in this environmental approval letter are adhered to and shall have full control over a third party that may be involved in project implementation. The CEA should have access to the agreements/contract documents pertaining to environmental aspects entered into by the MM&WD and any third party.
- 1.7. The MM&WD shall intimate to the CEA the date of commencement of construction activities of the project inclusive of the implementation schedule.
- 1.8. A copy of this environmental approval and the EIA report dated April 2018 and the Addendum dated 18th July 2018 should be kept at the project site/s for the purposes of perusal by concerned agencies.
- 1.9. It is the duty of the MM&WD to inform the CEA of any adverse environmental impacts which may arise during implementation of the project which are not anticipated at this stage. In such an event, the relevant guidelines and necessary mitigation measures should be implemented by the MM&WD as directed by the CEA. The MM&WD should ensure that such impacts are properly assessed and addressed even at a later stage of project implementation.
- 1.10. The CEA reserves the right to cancel/ suspend/ withdraw this environmental approval in the event of major environmental and/or social problems arise due to implementation of the project or in a situation where the surrounding environment has been altered or changed due to natural factor or otherwise.
- 1.11. This approval is granted on the basis that all information provided by the MM&WD is true and accurate. If at any time it is found that any information furnished by the MM&WD in the EIA report dated April 2018 and the Addendum dated 18th July 2018 is incorrect, this authority reserves the right to cancel the approval.
- 1.12. The MM&WD should bear the cost incurred in complying with the conditions stipulated in this environmental approval and/or in complying with any additional conditions stipulated by the CEA as and when required during implementation of the project.

2. NOISE & VIBRATION AND AIR QUALITY IMPACTS

- 2.1. Construction noise of the project shall be considered generally in accordance with the National Environmental (Noise Control) Regulations No 01 of 1996 in line with the provisions of the NEA.
- 2.2. Operation noise of the LRT project shall be considered generally in accordance with the CEA's Guideline for Assessment Criteria for LRT projects (Attachment 1) and noise level at the operational stage shall be complied with the limit set out in the said guideline.
- 2.3. Noise level monitoring programme for construction shall be carried out in accordance with requirement of the condition 2.1 above, and noise level monitoring programme for operational stage shall be carried out in accordance with requirement of the condition 2.2 above and necessary mitigation actions to be employed when and where necessary.
- 2.4. Multistory human settings located close proximity, receiver's affect and receiver's sensitivity on noise shall be considered and addressed.
- 2.5. All effort should be taken to address construction stage noise impacts based on the source control technique and regular equipment inspection and maintenance programme shall be undertaken. In the event of source control technique is not applicable; site control, time and/ or activity management system and/ or selecting of appropriate combination of machinery and equipment shall be incorporated with construction activities.
- 2.6. Predicted construction noise levels indicated at the EIA report dated April 2018 should be validated and verified at field and to take action to rectify any issues giving especial attention to locations where type two fence barriers suggested for abatement of impact of construction noise.
- 2.7. Noise generated from wheel squeal when operation of the light rail system to be monitored and management mechanism for addressing wheel squeal noise to be employed where necessary. Night time noise management should be done by adopting appropriate light rail operation management system and/ or adopting suitable noise control devices and/or their combinations.



- 2.8. Construction stage vibration levels shall be monitored and assessed generally in accordance with the Proposed Air-blast Over Pressure and Ground Vibration Standards published by the CEA. In the event of results are given in decibels, such result to be converted into part particle velocity (PPV) mode, and converted values should be indicated.
- 2.9. Prior to commence construction, distance and structure sensitivity based risk category map shall be formulated considering human and public settings outside to the project boundary and proper monitoring programme to be employed based on the said map.
- 2.10. In prior to commence constructions a physical structure condition survey including existence of cracks shall be done and crack survey shall be performed in regular manner. In case of it will be determined developing of cracks in any building/ structure frequency of the survey shall be modified and immediate actions to be taken to address the issue identified.
- 2.11. Bored pilling should be employed for pilling activities required for deport area and in the event of bored pilling is not applicable; impact based pilling schedule to be prepared so as to cause minimum vibration effect and pilling should be done in accordance with the schedule. A copy of such pilling schedule to be submitted to the CEA.
- 2.12. Predicted vibration levels for construction stage indicated at the EIA report dated April 2018 should be validated and verified at field and to take action to rectify any issues giving especial attention to locations where depots to be constructed, archeological sites and hospital comprising operation theaters.
- 2.13. All effort should be taken to address construction stage vibration impacts based on the source control techniques and regular equipment inspection and maintenance programme will be undertaken. In the event of source control technique is not applicable; site control, time and activity management system and/ or selecting of the best combination of machinery and equipment shall be incorporated with construction activities giving especial attention to piling and compaction activities.



- 2.14. Monitoring vibration effect for human (human annoyance of vibration) should be done when and where necessary and remedial actions to be taken considering the limits indicated in the table 4.1.5 of the EIA report dated April 2018.
- 2.15. The MM&WD shall assign a public relation officer/s, and design and implement a communication and public grievances handling protocol for the public to provide information, to voice concerns and to make complaints.
- 2.16. In prior to commence the construction activities, the MM&WD shall develop an Environmental Management Plan including the exact way of monitoring of construction and operational noise and vibration, and envisaged issues management system.
- 2.17. Proper record keeping system shall be adopted and a summary of the same with a periodic report shall be provided to the CEA in regular manner and made available for inspection by affected parties and the authorized officials.
- 2.18. Project proponent shall incorporate with bid and contract documents a proper mechanism ensuring the assessment and mitigation of potential noise and vibration impacts arise in construction stage of the project.
- 2.19. No construction activities to be performed in densely populated areas during 09.00 p.m. to 06.00 a.m. and any alteration to the said restriction to be done in consultation of relevant authorities, and special events of adjacent social environment should strictly be considered during construction.

3. TRAFFIC IMPACTS

- 3.1. A comprehensive traffic impact assessment should be carried out during the detailed design stage to assess the different scenarios of stage wise construction, traffic diversion option for each construction phase and its impacts on network traffic flow as proposed in the EIA report dated April 2018. A Traffic Management Plan should be drawn up for each stage of construction based on the findings of the above assessment. This study should be conducted with the participation of other relevant agencies such as relevant Local Authorities, RDA, UDA and Traffic Police.
- 3.2. Accessibility to private lands shall not be disturbed due to project activities/ structures.



- 3.3. The structures (pillers) of the elevated rail should be constructed in such a way with minimum or no disturbance to the pedestrian area where the elevated rail occupies part of the pedestrian area. The walkability and safety of pedestrian should be ensured during the constructional stage. The pedestrian space should be kept thought out the section and the width of pedestrian walkways shall comply with the standards of the RDA.
- 3.4. Additional lands should be acquired from both sides wherever required to ensure the uninterrupted traffic movements.
- 3.5. Adequate precautions should be taken to minimize the congestion raised during the operational stage as a result of reduction of the lane widths permanently due to the columns on the roads.
- 3.6. The MM&WD should closely coordinate with the RDA in determining how to integrate the LRT structure and future road developments including additional land acquisitions.
- 3.7. Stations should be designed to provide parking area for dropping off and picking up of passenger vehicles.

4. HYDROLOGY, DRAINAGE AND IRRIGATION ASPECTS

- 4.1. Prior approval should be obtained from the Sri Lanka Land Reclamation & Development Corporation (SLLRDC) for any kind of construction activities which involve land filling such as pilot road or other temporary filling, blocking of natural waterways and reduction in retention in flood prone areas and low land areas.
- 4.2. Temporary pipe culverts or bridges/ causeways should be provided for pilot road at stream crossings and other necessary locations depending on drainage and irrigation requirements. Prior approval should be sought from SLLRDC for those temporary crossings.
- 4.3. Precautionary measures should be taken where necessary to prevent lateral displacement of soil used in filling. In the event if storm water contaminated with mud is discharged to storm water drainage system, silt traps should be incorporated and maintained prior to discharge.
- 4.4. Lead in and Lead away drains should be improved as necessary in order for the hydraulic structures to effectively function in storm water conveyance.

- 4.5. Soil used for the pilot road or any other temporary land filling should be removed at the end of construction period and all canals should be cleared removing silt due to construction. The approval should be obtained from the SLLRDC for the disposal sites, prior to commencement of removing soil of the pilot road.
- 4.6. During the construction stage, the pilot road should be breached if required to avoid flood risk in the area.
- 4.7. Natural drainage paths should not be disturbed due to construction activities. Necessary measures should be taken to connect natural drainage paths either to build up drains or natural stream network to ensure smooth flow pattern.
- 4.8. If the project activities involve in reclamation of paddy lands prior approval should be obtained from the Department of Agrarian Development.
- 4.9. Necessary steps must be taken to prevent pollution of irrigation canals by chemicals and oil spills.
- 4.10. The MM&WD should study the impacts on irrigation/ flood control infrastructure affected due to the construction of the pilot road at depot area and necessary mitigatory measure should be implemented in consultation with the Irrigation Department and Provincial Irrigation Department of Western Province.
- 4.11. Necessary actions should be taken to avoid water constriction across the Diyawannawa Oya in consultation with the SLLRDC during the constructional stage.
- 4.12. The entire cross section of Diyawannawa Oya which crosses by the LRT trace should not be blocked substantially for construction works. Blocking of Lake cross section should be done part by part.
- 4.13. Blocking of the Lake section should be carried out according to the instruction of SLLRDC and on the site specific construction arrangement.
- 4.14. A 3 m wide canal should be provided the right around of the depot area to reduce flood impacts in depot area. The temporary filling and construction in the depot area should be done in parts. The temporary filling should be removed once the construction of a part of the depot is over.



- 4.15. The existing drainage canal in the area should be improved, de-silted and connected to the main canal to facilitate the drainage movement.
- 4.16. Drainage management at the depot area should be carried out in such a way not to cause impacts on cultivable paddy lands of the area.

5. WASTE WATER TREATMENT AND DISPOSAL

- 5.1. The detailed design of the wastewater treatment system at the depot site should be submitted to the CEA for review and acceptance.
- 5.2. The treated effluent should conform to the general standards for discharge of effluents in to inland surface waters prior to disposal.
- 5.3. The treated waste water from the depot area shall be disposed to the Proposed Sri Jayawardenapura Kotte Common Sewage Treatment System as proposed in the EIA report dated April 2018. A separate pipeline should be installed with the approval of the CEA to connect the wastewater pipeline from depot to the Common Sewage Treatment Plant which is located in Battaramulla.
- 5.4. Since the above proposed sewage system is not in place at present, an interim solution for the disposal of treated wastewater should be proposed and submitted to the CEA, approval obtained.
- 5.5. Approval of the National Water Supply & Drainage Board (NWSDB) should be obtained if the treated wastewater is to be discharged to Madiwela Canal during the interim period since the Madiwela Canal outlet is located upstream of Ambatale water intake point.
- 5.6. The treated wastewater should be reused in administrative building and maintenance yard as much as possible.
- 5.7. Necessary steps should be taken to prevent the pollution of surface water at the depot area by installing oil and grease traps in the drainage system. Leakage/ spillages of fuel oil and lubricant oil in the depot area should be prevented by adopting good housekeeping practices.
- 5.8. Site specific management plan should be implemented to prevent pollutants including silt runoff entering into surface water drainage paths.

- 5.9. Septic tank combined with soil absorption system or up flow an aerobic filter should be established for treatment of domestic waste water generated at all stations in line with the requirement stipulated in SLS 745 part II; 2009, since soakage pits are not feasible where groundwater table is high.
- 5.10. The MM&WD should establish the baseline status of the surface water quality (Total Suspended Solids (TSS), oil and grease, Biochemical Oxygen Demand (BOD₅), chemical oxygen demand (COD), Dissolved Oxygen (DO), pH, conductivity, turbidity, e-Coli etc.) in and around the depot area prior to commencing construction activities.
- 5.11. Construction equipment and vehicles should be serviced and maintained regularly and such service areas should be sheltered, paved with concrete and provided with oil traps.
- 5.12. An Environmental Protection License (EPL) should be obtained for the depot under the Gazette Notification No.1533/16 dated 27.01.2008.

6. SOLID WASTE DISPOSAL

- 6.1. All generated hazardous waste should be disposed of in an acceptable manner via an approved agency as proposed EIA report dated April 2018.
- 6.2. A Scheduled Waste Management License should be obtained for generate, storage and disposal of hazardous waste under the Gazette Notification No. 1533/18 dated 01.02.2008.
- 6.3. All domestic solid waste generated from stations and depot area should be disposed via relevant Local Authority.
- 6.4. Construction wastes, unsuitable material and debris generated during construction activities should be disposed of only into approved sites. Such material should be removed frequently without storing them in and around the construction site for a long period.
- 6.5. Appropriate waste collection measures with systematic segregation method should be implemented at all stations and in depot area in consultation with relevant Local Authorities.
- 6.6. Any excavated/ dredged material or excess top soil or other unsuitable material shall not be disposed of at road sides, marshy lands, paddy fields, any other wetland or at a site where it is likely to enter into a water body or which would make nuisance to the neighbouring community. Such material shall be stockpiled at suitable locations and disposed of at a suitable disposal site in a nuisance free manner.



- 6.7. Suitable disposal sites shall be identified and approval obtained from the CEA prior to disposal.

7. SOCIOLOGICAL & CULTURAL ASPECTS

- 7.1. The MM&WD shall conduct a comprehensive socio economic survey covering the impact area of the project for identifying affected parties, buildings, houses, other structures to be removed and lands/ other properties to be acquired due to implementation of the project in order to serve as baseline data prior to commencing any construction work of the project.
- 7.2. A detailed resettlement plan and compensation package should be prepared inclusive of relocation sites. MM&WD should consider provisioning of alternative lands for affected persons who request for alternative lands. The resettlement plan and the compensation package so prepared should be submitted to the Ministry of Lands.
- 7.3. Livelihood of affected persons shall also be taken into account in determining the compensation packages.
- 7.4. If compensation is to be done in terms of monetary terms, it should be done before the affected persons moving into the alternative land.
- 7.5. MM&WD should initiate a consultative dialogue with the persons to be affected by the project with immediate effect. They should be kept informed well in advance regarding the project components and also the compensation packages as well as the proposed date of commencement of project activities.
- 7.6. An income restoration plan for affected parties should be considered as a means of offsetting any adverse impacts on livelihood.
- 7.7. All existing access roads that are to be affected by the project should be restored and maintained regularly.
- 7.8. MM&WD should open a dialogue with the Sri Lanka Railway, Ceylon Electricity Board, Sri Lanka Telecom, National Water Supply & Drainage Board and Colombo Municipal Council with respect to shifting of utilities such as power line, water transmission lines etc. MM&WD should work in close coordination with the line agencies in this matter.



- 7.9. Prior notice should be given to public about the disruption of the utility supplies, if any during construction. Temporary water supply, electricity should be provided to affected people.
- 7.10. Every precautionary measure should be taken by the MM&WD to prevent accidents occurring due to activities of the project or negligence of the employees or contractors of the project.
- 7.11. Safety and health of the neighbouring communities shall be ensured by adopting effective measures during construction and operation.
- 7.12. The MM&WD shall obtain approval of the Department of Archeology before commencement of any construction activity.

8. BIOLOGICAL & ECOLOGICAL AND LANDSCAPING ASPECTS

- 8.1. Elevated railroad should be constructed with minimum or no disruption to scenic beauty and the expected ceremonial character of the Sri Jayawardanapura Highway.
- 8.2. The rail road in this section (from Ayurveda Junction to Diyatha Uyana) shall be designed in consultation with the National Physical Planning Department and the UDA.
- 8.3. Sensitive locations in other areas should also be thoroughly studied in consultation with the concerned agencies and suitable measures should be applied to safeguard exiting sensitive views.
- 8.4. The MM&WD should co-ordinate closely with the planning agencies such as the UDA, relevant Local Authorities, Divisional Secretaries, and other Government Departments to resolve any conflicts with existing and future development plans along the trace and to develop detailed land use plans for all stations to mitigate land use conflicts and adverse environmental impacts due to unplanned development of the area.
- 8.5. Minimum number of trees should be cut for construction of the rail road.
- 8.6. Compensatory tree planting program should be implemented at deport area as a green buffer zone.



- 8.7. Qualified professionals shall be engaged during design and construction stage in order to give due consideration to safety and aesthetic aspects especially near stations. The MM&WD shall make sure that the structures should blend with the natural environment to enhance the aesthetic quality. Micro level detailing, structures, colours, lighting, planning and train designs should be determined to reduce negative landscape impacts.
- 8.8. Appropriate action should be taken to minimize the shading effect on wetland areas due to elevated structures at depot area as much as possible.

9. EXTRACTION, HANDLING, TRANSPORTATION AND STORAGE OF CONSTRUCTION MATERIAL

- 9.1. Potential locations for extraction of required quantities of construction material including sand, gravel and rock aggregates in a sustainable manner shall be studied and identified. A copy of the study report shall be submitted to the CEA prior to commencing any construction works.
- 9.2. Necessary approvals for extraction of construction material from the identified sites shall be obtained from the CEA and the GS&MB prior to extraction. All blasting/ quarrying activities shall be carried out under valid licences issued by the GS&MB and CEA.
- 9.3. If construction material is envisaged to be bought from a third party, it should be obtained from quarry/ borrow/ extraction sites approved by the GS&MB and CEA.
- 9.4. The routes for transport; including unusually heavy loads shall be subjected to agreement with the appropriate traffic authorities. The movement of heavy loads on public roads shall be done at non-peak traffic periods.
- 9.5. Any roads damaged due to project construction activities or due to transportation of materials shall be rehabilitated in consultation with the relevant authorities.
- 9.6. Transport, loading and unloading of materials shall be carried out in such a way as not to cause nuisance to the people.
- 9.7. Measures such as covering the materials in the transporting vehicles with appropriate sheet to avoid any spill of such materials, dust blowing from open-topped Lorries etc., limiting the speed of vehicles, frequent sprinkling of water on exposed earth surfaces and unpaved access roads, covering the construction materials stockpiles, spoil and any land clearing debris etc shall be taken.


- 9.8. Metal crushers, asphalt mixing plants and concrete premix plants should be located at carefully selected sites and necessary clearances shall be obtained from CEA and/or the relevant Local Authorities for locating them prior to installation.

10. MONITORING PROGRAMME

- 10.1. The MM&WD shall forward to the CEA an Environmental Management Plan incorporating the mitigatory measures proposed precisely and a monitoring plan/ programme to monitor the implementation of mitigatory measures prior to implementation of any construction works. The EMP should contain the work schedule of implementation of mitigation measures, responsible agencies for implementation the mitigation measures and parameters to be monitored with intervals/ frequencies together with the locations.
- 10.2. The MM&WD shall implement a Monitoring programme on water quality as soon as this approval is granted, so as to establish the baseline condition. The MM&WD shall establish a continuous monitoring of water quality [Total Suspended Solids (TSS), oil and grease, Biochemical Oxygen Demand (BOD₅), Chemical Oxygen Demand (COD), Dissolved Oxygen (DO), pH, conductivity, turbidity, e-Coli.] of the water bodies within/ adjacent the project area in order to monitor the impacts of the project.
- 10.3. The MM&WD shall submit the above baseline data to the CEA for future reference.
- 10.4. The MM&WD shall submit monitoring reports on regular basis to the CEA in order to facilitate verification of compliance with stipulated standards, norms and conditions and implementation of required mitigation measures.
- 10.5. A monitoring committee comprising of relevant stakeholder agencies will be appointed by the CEA to oversee the implementation of the EMP and any environmental impacts of the project.
- 10.6. All costs incurred by the monitoring committee appointed by the CEA to oversee implementation of mitigatory measures and the monitoring plan, shall be borne by the MM&WD.



The MM&WD shall comply with any additional conditions that may be communicated from time to time by the CEA during the execution of the project.


P B Hemartha Jayasinghe
Director General

Cc:

1. Secretary, Ministry of Mahaweli Development & Environment
2. Secretary, Ministry of Transport & Civil Aviation
3. Secretary, Ministry of Lands
4. Municipal Commissioner, Colombo
5. Municipal Commissioner, Sri J'pura-Kotte
6. Municipal Commissioner, Kaduwela
7. General Manager, Sri Lanka Railways
8. General Manager, Sri Lanka Land Reclamation & Development Corporation
9. General Manager, National Water Supply & Drainage Board
10. General Manager, Ceylon Electricity Board
11. General Manager, Sri Lanka Telecom
12. Director General, Road Development Authority
13. Director General, Urban Development Authority
14. Director General, National Physical Planning Department
15. Director General, Department of Wildlife Conservation
16. Director General, Department of Archaeology
17. Commissioner General, Department of Agrarian Development
18. Divisional Secretary, Colombo
19. Divisional Secretary, Thimbirigasyaya
20. Divisional Secretary, Sri J'pura-Kotte
21. Divisional Secretary, Kaduwela
22. Director (Environment), Irrigation Department
23. Provincial Director of Irrigation, Western Provincial Council
24. Director, EPC/ CEA
25. Director, Laboratory Services Unit/ CEA
26. Director, Western Provincial Office/ CEA

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MINISTRY OF MEGAPOLIS AND WESTERN DEVELOPMENT

CABINET MEMORANDUM

Cabinet Memo No: 2018/CA/59
 Ministry Reference: LRT-J/01/ADMIN/13/CM

Implementation of the Light Rail Transit Project (JICA)

1.0. Background:

- 1.1 The Western Region Megapolis Master Plan – 2030, prepared by the Ministry of Megapolis and Western Development (MMWD) constitutes the Megapolis Transport Master Plan in which the introduction of a Rapid Transit System (RTS) is a major component of the development of an efficient and effective passenger transport system in the Colombo Megapolis area. Under RTS, Light Rail Transit (LRT) technology was selected due to its versatility over other passenger transport systems
- 1.2 There are seven LRT lines proposed in the Megapolis Transport Master Plan and among these seven lines, RTS1 and RTS4 have been identified as two high priority lines that connect Colombo Fort, with other main centers and extending to Battaramulla and Malabe area.
- 1.3 In order to seek funding of the two LRT lines, the Government of Sri Lanka (GoSL) made a request to the Government of Japan (GoJ) for an Official Development Assistance (ODA) Loan under the Special Term for Economic Partnership (STEP) for constructing the two lines as elevated LRT lines due to the high density of development in the area.
- 1.4 As a result of the request and bilateral discussions had with the Government of Japan, Japan International Cooperation Agency (JICA) agreed in principle to conduct a Preparatory Survey in order to examine the feasibility of the Project, in cooperation with the Ministry of Megapolis & Western Development (MMWD).

2.0. Current Status:

- 2.1 The Preparatory Survey commenced with the mobilization of Oriental Consultants Global Co.Ltd as the lead Consultant in Feb 2017. As planned, the survey was completed within a year and the approval from JICA and the Steering Committee of the LRT (JICA) project has been granted.
- 2.2 Based on the findings of the final report of the Preparatory Survey on the Project for Establishment of New Light Rail Transit System in Colombo, a Light Rail Transit (LRT) line with a length of 17 km from Malambe to Multi Model Transport Hub (MMTH) at Fort consisting 16 stations and a depot (hereinafter referred to as “the Project”) appears to be feasible.
- 2.3 The Environmental Impact Assessment (EIA) for the Project is at the final stage. The EIA final report has been disclosed to public from 4th May 2018 to 19th June 2018. At the same time, the Resettlement Action Plan (RAP) has also been completed by the Project Management Unit (PMU) and has been already submitted to JICA for their concurrence. The Ministry of Megapolis and Western Development has also accepted the RAP.
- 2.4 The estimated total cost of the Project is 253,028 million JPY which includes 206,106 million Japanese Yen (JPY) of JICA component and 46,922 million JPY of GoSL component.

Versatility - Angkor

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feasibility

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- 2.5 JICA expects GoSL to sign the Loan Agreement between GoSL and JICA in end-2018, to complete detail design in 2019 and civil works to be commenced by 2020, expecting commercial operations of Colombo Light Rail (CLR) system to be commenced in 2025.
- 2.6 The loan will be provided at a concessionary interest rate of 0.1% per annum for civil works and procurement of equipment, and 0.01% per annum for consultancy services, with 0.2% of the loan amount as frontend fee. Repayment period of the loan is 40 years including a grace period of 12 years as per Special Terms for Economic Partnership (STEP) loan.
- 2.7 The Project will be implemented by the PMU of the Light Rail Transit (LRT) Project under the supervision of Ministry of Megapolis and Western Development.
- 2.8 In order to expedite the Project, with the official concurrence of JICA, Request for Expression of Interest (REOI) to procure Consultancy Services for Design, Procurement Support, Construction Supervision and Project Management for the Project was opened from 26th February 2018 to 27th March 2018. EOIs received, were scrutinized by the Technical Evaluation Committee (TEC), appointed for the said Consultancy Service. The approval from the Cabinet Appointed Consultants' Procurement Committee (CPCC) has also been received for the shortlist.
- 2.9 With the concurrence of JICA it has been proposed to issue Request for Proposal (RFP) for the shortlisted firms before signing of loan agreement to avoid possible startup delays of the project implementation. At present, the RFP has been recommended by the TEC and approved by the CPCC and awaiting for JICA concurrence to issue.

3.0 Recommendation

As per the matters stipulated above, it is therefore, recommended that GoSL engage with JICA to implement the Light Rail Transit (LRT) project from Malambe to Multi Model Transport Hub (MMTH) at Fort.

4.0 Approval Sought:

In view of above, the approval of the Cabinet of Ministers is sought to,

- a. Implement the Colombo Light Rail Transit System project, with a length of 17km from Malambe to Multi Model Transport Hub (MMTH) at Fort consisting of 16 stations and a depot as per the finding of the preparatory survey conducted by the Ministry of Megapolis and Western Development and JICA.
- b. Issue Request for Proposals (RFP) for shortlisted firms as per para 2.8 and 2.9, to proceed with implementation of the project.



Patali Champika Ranawaka. (M.P.)
Minister of Megapolis and Western Development

Ministry of Megapolis and Western Development
17-18 FL, Suhurupaya, Sri Subhuthipura Road
Battaramulla

24-06-2018



**THE MINUTES OF THE MEETING
MONETARY BOARD
CENTRAL BANK OF SRI LANKA**

Meeting No. : 35/2018

Date : 19.10.2018

Time : 1.30 p.m.

22. Loan of JPY 30.04 billion (First Tranche) from the Japan International Cooperation Agency for the Project to establish a Light Rail Transit System in Colombo
[BP No. MB/ER/35/22/2018]

22.1. The Director General of the External Resources Department has sought the advice of the Monetary Board in terms of Section 114 of the Monetary Law Act on the monetary implications of the following loan to be obtained by the Government of Sri Lanka:

Lender	Japan International Cooperation Agency (JICA)
Loan Amount	JPY 30.04 billion (approximately equivalent to US dollars 265.8 million or Rs. 45.9 billion)
Interest Rate	JPY 24,458 million ^(a) at 0.1 per cent per annum for civil works and procurement of equipment JPY 5,582 million at 0.01 per cent per annum for consultancy services
Front-end Fee^(b)	0.2 per cent one time upfront payment on the loan amount
Grace Period	12 years
Repayment Period	40 years including the grace period (57 consecutive semi-annual instalments)
Repayment Currency	JPY

(a) The loan component allocated to contingencies is assumed to be fully utilised for civil works and equipment.

(b) Out of the front-end fee of 0.2 per cent of the loan amount, 0.1 per cent will be refunded if all disbursements are completed within the original disbursement period.



(57) (55)

**THE MINUTES OF THE MEETING
MONETARY BOARD
CENTRAL BANK OF SRI LANKA**

Meeting No. : 35/2018

Date : 19.10.2018

Time : 1.30 p.m.

- 22.2. The Board observed the following with respect to the above loan facility:
- 22.2.1. A portion of the loan facility has been included in the 2018 National Budget and hence in the Central Bank monetary projections. However, as the project is expected to be implemented over a period of six years, the proceeds of this loan would be incorporated in to the Central Bank monetary projections accordingly. Short-term monetary implications, if any, would be mitigated by appropriate monetary policy measures.
- 22.2.2. The loan of JPY 30.04 billion from JICA has a high positive grant element, which is well above the threshold to qualify as a concessional loan, according to the IMF formula for computation of grant element. High grant element is due to the low interest rate and longer repayment period.
- 22.2.3. The project is expected to enhance the capacity and improve the service delivery of public transportation. The project will also contribute to the improvement of urban environment through reduction of traffic congestion, reduction of air pollution and revitalisation of social and economic development activities in the project area.
- 22.3. The Board also noted the following observation:
- 22.3.1. As per the draft loan agreement, procurement of goods and services and consultancy services should be carried out in accordance with the Procurement Guidelines and Consultant Guidelines of JICA, respectively. As per the draft loan agreement, the eligible nationality of the prime contractor is mentioned as Japanese. Hence, this loan has restrictive procurement conditions.
- 22.4. The Board decided to recommend the above loan, having considered the monetary implications.

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H A **282** Kumaratne
Secretary

MONETARY BOARD



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இலங்கை மத்திய வங்கி
CENTRAL BANK OF SRI LANKA

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Asian Advanced Economics Division

நாணயச்சபைச் செயலகம்

Board Secretariat

October 31, 2018

Director General
Department of External Resources
Ministry of National Policies and Economic Affairs
Colombo 1

Monetary Board Minutes

AP/K-
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4/11

I forward the extracts of Monetary Board decisions taken at its meeting No. 35/2018 held on 19.10.2018 relating to the following Agenda items:

- D/ADB 1. A loan of US Dollars 37.5 million and a grant of US Dollars 12.5 million from the Asian Development Bank for the Health System Enhancement Project
- D/BW 2. Loan of Euro 45.0 million from the ING Bank, N.V., Netherlands and grant of Euro 15.0 million from Development Related Infrastructure Investment Vehicle of the Dutch Government for Strengthening Health Delivery Services in the Northern Province
- D/Japan 3. Loan of JPY 30.04 billion (First Tranche) from the Japan International Cooperation Agency for the Project to establish a Light Rail Transit System in Colombo
- D/Japan 4. Loan of Korean Won equivalent of US Dollars 30.1 million from the Economic Development Corporation Fund of the Export Import Bank of Korea for establishment of ICT hubs for Secondary Education Project
- D/WB 5. Loan of US Dollars 25 million from the International Bank for Reconstruction and Development of the World Bank for the Framework Development and Infrastructure Financing to Support Public Private Partnerships in Sri Lanka

pl study & follow up
01/11

Secretary
Monetary Board

c.c.: Director of Economic Research
Central Bank

14 වන මහල, අංක 30, ජනාධිපති මාවත,
කොළඹ 01, ශ්‍රී ලංකාව
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14 ஆம் மாடம், இல. 30 சனாதிபதி மாவத்தை கொழும்பு 1
த. பெ. இல. 590, கொழும்பு 01, இலங்கை
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🌐 www.cbsl.gov.lk

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LRT P & W
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අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

අමාත්‍යාංශය

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දේශීය කටයුතු
සඳුරුවාස, 17 වන මහල, පුරාවිද්‍යා
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CABINET DECISION

අමාත්‍ය මණ්ඩල තීරණය

அமைச்சரவைத் தீர்மானம்

පිටපත් : ජනාධිපති ලේකම්. මගේ අංකය: අමප/19/0747/116/037/ටීබීආ
අග්‍රාමාත්‍ය ලේකම්. 2019 මාර්තු මස 20 දින
ජාතික ප්‍රතිපත්ති, ආර්.ක.,
නැවත පදි. කි.භා පුන., උතුරු
පළාත් සං., වෘත්. පුහුණු හා
නිපු. සං. සහ යෙවන ක. ලේකම්.
මුදල් ලේකම්.
ප්‍රවාහන හා සිවිල් ගුවන් සේවා ලේකම්.
විගණකාධිපති.



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ක්‍රියා කළ යුතු : මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම්.

ජපන් ජාත්‍යන්තර සහයෝගීතා නියෝජිතායතනය (JICA) මගින් මූල්‍යයනය කරන සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා උපදේශක සේවාවන් ප්‍රසම්පාදනය කිරීම

(මහානගර හා බස්නාහිර සංවර්ධන ගරු ඇමතිතුමා ඉදිරිපත් කළ 2019-02-24 දිනැති සංදේශය)

2019 මාර්තු මස 12 දින පැවැත්වුණු අමාත්‍ය මණ්ඩල රැස්වීමේදී එළඹී තීරණයක් අවශ්‍ය කටයුතු සඳහා මේ සමඟ එවා ඇත.

ඩබ්ලිව්. එම්. ඩී. ජේ. ප්‍රනාන්දු
අතිරේක ලේකම්.

අ. කළේ/එස්. අබේසිංහ
අමාත්‍ය මණ්ඩලයේ ලේකම්.

(ආ) න්‍යාය පත්‍රයේ විෂයයන්:

(II) අමාත්‍ය මණ්ඩල පත්‍රිකා - ප්‍රසම්පාදනයට අදාළ කරුණු:

83. අමාත්‍ය මණ්ඩල පත්‍රිකා අංක 19/0747/116/037/ටීබීආර් වූ, “ජපන් ජාත්‍යන්තර සහයෝගීතා නියෝජිතායතනය (JICA) මගින් මූල්‍යයනය කරන සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා උපදේශක සේවාවන් ප්‍රසම්පාදනය කිරීම” යන මැයෙන් මහානගර හා බස්නාහිර සංවර්ධන ඇමතිතුමා ඉදිරිපත් කළ 2019-02-24 දිනැති සංදේශය - (අමප අංක 18/1404/819/029 පිළිබඳව වූ 2018-07-10 දිනැති අමාත්‍ය මණ්ඩල තීරණයට අදාළව) ඉහත සඳහන් සංදේශය මුදල් ඇමතිතුමාගේ නිරීක්ෂණ සමඟ සලකා බලන ලදී. මේ පිළිබඳව සාකච්ඡා කිරීමෙන් අනතුරුව, මුදල් ඇමතිතුමාගේ නිරීක්ෂණවල දක්වා ඇති පරිදි මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශයේ ලේකම් විසින් යෝග්‍ය ක්‍රියාමාර්ග ගනු ලැබීමට යටත්ව, සංදේශයේ 3.0 ඡේදයෙහි සඳහන් (i) සහ (ii) යෝජනා සඳහා අනුමැතිය ලබා දීමට තීරණය කරන ලදී.

තවද, මෙම තීරණය සම්මත කරනු ලැබූ සේ සැලකීමටත්, ඒ අනුව අවශ්‍ය කටයුතු සඳහා අදාළ බලධාරීන් වෙත මෙම තීරණය දන්වා යැවීම සඳහා අමාත්‍ය මණ්ඩලයේ ලේකම්ට බලය පැවරීමටත් තීරණය කරන ලදී.

ක්‍රියා කළ යුතු: මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය - ඉහත නිරීක්ෂණ යා කොට ඇත.

පිටපත්: ජනාධිපති ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

අග්‍රාමාත්‍ය ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

ජාතික ප්‍රතිපත්ති, ආර්ථික කටයුතු, නැවත පදිංචි කිරීම් හා පුනරුත්ථාපන, උතුරු පළාත් සංවර්ධන, වෘත්තීය පුහුණු හා නිපුණතා සංවර්ධන සහ යොවන කටයුතු අමාත්‍යාංශය - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

මුදල් අමාත්‍යාංශය

ප්‍රවාහන හා සිවිල් ගුවන්සේවා අමාත්‍යාංශය - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

තවද, මෙම තීරණය සම්මත කරනු ලැබූ සේ සැලකීමටත්, ඒ අනුව අවශ්‍ය කටයුතු සඳහා අදාළ බලධාරීන් වෙත මෙම තීරණය දන්වා යැවීම සඳහා අමාත්‍ය මණ්ඩලයේ ලේකම්ට බලය පැවරීමටත් තීරණය කරන ලදී.

ක්‍රියා කළ යුතු: මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය - ඉහත නිරීක්ෂණ යා කොට ඇත.

පිටපත්: ජනාධිපති ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

අග්‍රාමාත්‍ය ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

ජාතික ප්‍රතිපත්ති, ආර්ථික කටයුතු, නැවත පදිංචි කිරීම් හා පුනරුත්ථාපන, උතුරු පළාත් සංවර්ධන, වෘත්තීය පුහුණු හා නිපුණතා සංවර්ධන සහ යෙහවන කටයුතු අමාත්‍යාංශය - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

මුදල් අමාත්‍යාංශය
ප්‍රවාහන හා සිවිල් ගුවන්සේවා අමාත්‍යාංශය - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.

STATISTICAL INFORMATION ON EXTERNAL DEBT
For the Period From 01-Jan-21 to 31-Dec-21

01-Jan-21
Change

Disbursements
Outstanding
Debt at
31/12/2021

Description	Tranche	Currency	Disbursed Outstanding Debt At	01-Jan-21	Disbursed Amount	Principal Repayments	Interest Payments	Other Payments	Change	
Bilateral Project										
Government of Japan										
2017016	SL-P117									
Kalu Ganga Water Supply Expansion Project (I)										
	1	JPY	0		0	0	0	0	0	0
	2	JPY	48,729		201,774	0	3	0	0	250,503
Total for			48,729		201,774	0	3	0	0	250,503
	1	LKR	0		0	0	0	0	0	0
	2	LKR	88,106,720		365,129,163	0	5,993	0	-16,985,172	436,250,712
Total for			88,106,720		365,129,163	0	5,993	0	-16,985,172	436,250,712
2018032 SL-P 118										
Health and Medical Service Improvement Project										
	1	JPY	0		0	0	0	0	0	0
	2	JPY	78,105		72,588	0	8	0	0	150,693
Total for			78,105		72,588	0	8	0	0	150,693
	1	LKR	0		0	0	0	0	0	0
	2	LKR	141,221,403		130,940,233	0	15,062	0	-9,729,973	262,431,663
Total for			141,221,403		130,940,233	0	15,062	0	-9,729,973	262,431,663
2019011 SL-P 119										
Establishment of Light Rail Transit Project System in Colombo										
	1	JPY	0		0	0	0	0	0	0
	2	JPY	2,764,123		141,691	0	288	0	0	2,905,813
Total for			2,764,123		141,691	0	288	0	0	2,905,813
	1	LKR	0		0	0	0	0	0	0
	2	LKR	4,997,810,095		264,079,209	0	519,225	0	-201,415,492	5,060,473,811
Total for			4,997,810,095		264,079,209	0	519,225	0	-201,415,492	5,060,473,811
Government of the Republic of Korea										
1996038 SRI-3										
Horana Area Telecom Facility Improvement										
	1	KRW	251,598		0	251,598	3,743	0	0	0
	1	LKR	43,249,696		0	44,848,639	667,200	0	1,598,943	0
1996039 SRI-4										
Expansion of Telecom Centre Gampaha										

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<u>Breakup of Utilization of Loan as at 31/12/2021</u>		
Consultancy fee		4,782,842,790.00
Project Exxpenses - JICA	936,186.00	
- GOSL	<u>917,204,151.00</u>	918,140,337.00
Exchange Difference		<u>102,975,165.00</u>
Total Finacing of the project as at 31/12/2021		<u>5,803,958,292.00</u>
Parity Change		<u>173,719,670.00</u>
		<u>5,977,677,962.00</u>

JICA (AS PER 854-1 REPORT)		5,060,473,811.00
GOSL		<u>917,204,151.00</u>
		<u>5,977,677,962.00</u>

නාගරික සංවර්ධන, වෙරළ සංරක්ෂණ, අපද්‍රව්‍ය බැහැරලීම

කටයුතු රාජ්‍ය අමාත්‍යාංශය

நகர அபிவிருத்திஇ கடலோரப் பாதுகாப்புஇ கழிவுப்பொருள் வெளியேற்றம் மற்றும் துப்புரவு ஏற்பாட்டு நடவடிக்கைகள் இராஜாங்க அமைச்சு



State Ministry of Urban Development, Coast Conservation, Waste Disposal and Community Hygiene

මගේ අංකය }
எமது இல }
Mv Ref 2020

SMUD/F/5/LRT

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உமது இல }
D/F/5/Gen

දිනය }
திகதி }
Date } 2021.03.15

Deputy General Manager
WPS II Office
Ceylon Electricity Board office
Ethul Kotte,
Battaramulla.

Dear Sir,

Utility Line Shifting from Malabe to Battaramulla

As per Cabinet of Minister approval No. 20/1450/312/002 & dated 06.10.2020 Light Rail Transit Project (JICA) works stopped with effect from 31.12.2020.

Project Director of Light Rail Transit Project (JICA) has informed Rs.36,008,092.96 was made to the DGM WPS II office initiating material processing for the utility line shifting from Malabe to Battaramulla. Project Director further inform that as per CEB the above amount was not sufficient for initiating the material procuring process hence that amount has not been utilized.

Therefore you are requested to refund Rs. 36,008,092.96 to ministry immediately. Cheque should be write in favor of Secretary, State Ministry of Urban Development, Coast Conservation, Waste Disposal & Community Cleanliness.

S.S.
H.P.L. Kumara
Chief Accountant
State Ministry of Urban Development, Coast Conservation,
Waste Disposal & Community Cleanliness.

Copy : Project Director – LRT (JICA) – F.I.



රජයේ සේවා, 2017 දී පිහිටුවන ලද නව රජයේ සේවා විකේන්ද්‍රය
 සංස්කෘතික, පර්යේෂණ, සහ පුහුණු අමාත්‍යාංශය
 රජයේ සේවාවේ සේවයේ යෙදවීමේ සහ සේවයේ යෙදවීමේ කටයුතු සඳහා
 බෙහෙවින් හොඳින් සහතික කළ නිලධාරීන් සඳහා සේවයේ යෙදවීමේ කටයුතු සඳහා
 සහතික කළ නිලධාරීන් සඳහා සේවයේ යෙදවීමේ කටයුතු සඳහා

State Ministry of Urban Development, Coast Conservation, Waste Disposal and Community Hygiene

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 ව්‍යු. අං. 2020

SMUD/F/5/LRT

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 Date } 2021.03.15

Deputy General Manager (DGM),
 Ceylon Electricity Board (CEB)
 CEB Colombo City DGM Office
 No.340, R.A.De Mel Mawatha,
 Colombo 03..

Dear Sir,

Underground Utility Line Shifting and Underground Cable tracing within Colombo City

As per Cabinet of Minister approval No. 20/1450/312/002 & dated 06.10.2020 Light Rail Transit Project (JICA) works stopped with effect from 31.12.2020.

Project Director of Light Rail Transit Project (JICA) has informed Rs.8,093,610.46 was made to CEB City DGM Office No.340, R.A.De Mel Mawatha Colombo 03 for underground utility line shifting and underground cable tracing within Colombo City. Further informed that 132kv underground cable tracing work has been done. (at Darley road) The balance amount has to be calculate proportionally to the work done and work to be done

Accordingly you are requested to proportionately calculate amount spend & balance to be refund immediately to the ministry. Cheque should be write in favour of Secretary, State Ministry of Urban Development, Coast Conservation, Waste Disposal & Community Cleanliness.

noted

JICA file
LRT
17/03

H.P.L. Kumara
 Chief Accountant
 State Ministry of Urban Development, Coast Conservation,
 Waste Disposal & Community Cleanliness.

Ministry of Urban Development, Water Supply and Housing Facilities
 18 MAR 2021
 Western Area Development Division

Copy : Project Director - LRT (JICA) - F.I.

MINISTRY OF URBAN DEVELOPMENT AND HOUSING
LIGHT RAIL TRANSIT PROJECT (JICA)
STATEMENT OF FINANCIAL POSITION AS AT 31ST DECEMBER 2021

	Notes	2021 Rs	2020 Rs
ASSETS			
NON CURRENT ASSETS			
Property Plant & Equipment	5	-	4,994,040
Intangible Assets (Net)	6	-	1,004,741
Project Expenses	7	5,336,425,207	5,335,905,982
Trade Mark (Colombo Light Rail)		8,625	8,625
Total Non Current Assets		<u>5,336,433,832</u>	<u>5,341,913,388</u>
Exchange Translation Difference		102,975,165	102,975,165
		<u>5,439,408,997</u>	<u>5,444,888,553</u>
CURRENT ASSETS			
Deposits		25,000	25,000
Advance Payments (OCG)		364,524,294	364,524,294
Pre payments		-	-
Cash and Bank Balances		-	-
		<u>364,549,294</u>	<u>364,549,294</u>
TOTAL ASSETS		<u><u>5,803,958,291</u></u>	<u><u>5,809,437,847</u></u>
LIABILITIES			
CURRENT LIABILITIES			
Payables		-	263,796,325
TOTAL NET ASSETS		<u><u>5,803,958,291</u></u>	<u><u>5,545,641,522</u></u>
FINANCED BY			
Government of Sri Lanka - Domestic Funds		917,204,151	923,184,819
Japan International Cooperation Agency (Loan)		4,886,754,141	4,622,456,703
TOTAL FUNDS FOR OPERATION & LIABILITIES		<u><u>5,803,958,291</u></u>	<u><u>5,545,641,523</u></u>

The Accounting Policies on pages 6 to 8 and Notes on pages 9 to 11 form an Integral part of these Financial Statements. The Chief Accounting Officer is responsible for the preparation and presentation of these Financial Statements.


Chief Accountant
Ministry of Urban Development
& Housing


Project Director


Secretary
Ministry of Urban Development
& Housing



මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය අමාත්‍ය මණ්ඩල සංදේශය

සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය:
ඉඩම් අත්පත් කර ගැනීමේ ක්‍රියාවලිය කඩිනම් කර ගැනීම සඳහා වූ ක්‍රමෝපායක්
ක්‍රියාත්මක කිරීම

සංදේශ අංකය : 2016/149/11
යොමු අංක : MMWD/U/UD/LRT/CM - 01

1.0 පසුබිම

දිවයිනේ නාගරික සංවර්ධනය සඳහා වගකීම් දරණ මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය (MMWD) විසින් 2016 වසරේ "බස්නාහිර කලාපයේ මහානගර සැලැස්ම" එළි දක්වන ලදී. එම සැලැස්ම අධ්‍යයනයේදී කොළඹ නගරය හා තදාසන්න ප්‍රදේශවල දක්නට ලැබෙන උග්‍ර රළු වාහන තදබදය ප්‍රධාන ගැටළුවක් ලෙස පෙන්වා දී ඇත. මෙම මාර්ග තදබදය නිසා සිදුවන ඉන්ධන හා කාලය අපතේ යාම හේතුවෙන් දිනකට ආර්ථික වශයෙන් සිදුවන අලාභය රුපියල් බිලියනයක් ලෙස ගණන් බලා ඇත. ඒ හේතුවෙන් ඉතා කඩිනමින් මෙම ගැටළුව විසඳීමට කටයුතු කල යුතු බව යෝජනා කර තිබේ.

කොළඹ නගරය හා තදාසන්න ප්‍රදේශවල දක්නට ලැබෙන උග්‍ර රළු වාහන තදබදය සඳහා තව සැහැල්ලු සංක්‍රමණ ක්‍රමයක් (LRT) නාගරික පොදු ප්‍රවාහන පද්ධතිය සඳහා හඳුන්වා දීම, මෙම ප්‍රධාන සැලසුමෙහි ප්‍රමුඛ අවධානයට යොමු වී තිබේ. ඒ සඳහා සැහැල්ලු දුම්රිය සංක්‍රමණ මාර්ග හතක් යෝජනා වී ඇති අතර, ඒ අතරින් තෝරාගත් මාර්ග දෙකක් ආර්ථික සහයෝගීතාව සඳහා විශේෂ කොන්දේසි (STEP) යටතේ ස්ථාපනය කර දෙන මෙන් ශ්‍රී ලංකා රජය විසින් (GoSL) ජපන් රජයෙන් නිල වශයෙන් ඉල්ලා තිබේ. ඒ අනුව අංක අමප/6/1175/724/047 හා 2016.07.06 දිනැතිව සැහැල්ලු දුම්රිය මාර්ග ව්‍යාපෘතිය සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය ලැබී ඇත.

මෙම ව්‍යාපෘතිය මඟින් කඩුවෙල, කෝට්ටේ සහ කොළඹ මහනගර සභා ප්‍රදේශ ආවරණය කරමින් කඩුවෙල, කෝට්ටේ, නිඹිරිගස්සාය සහ කොළඹ ප්‍රාදේශීය ලේකම් කොට්ඨාස 4 හරහා කොළඹ දෙසට දිවෙන අධික ජනගහනයක් සහ තදබදයක් සහිත මංකඩ අතුරින් එකක් ආවරණය කෙරේ. යෝජිත සැහැල්ලු දුම්රිය පද්ධති ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට ප්‍රධාන නැවතුම්පල සඳහා අවශ්‍ය ඉඩම්, යෝජිත දුම්රිය ස්ථාන අසල ඉඩම් සහ යෝජිත ගමන් මාර්ගයේ වක්‍රාකාර ස්ථාන සඳහා ඉඩම් අත්පත් කර ගැනීම අත්‍යාවශ්‍ය වේ.

සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ ගමන් මාර්ගය කොළඹ, ශ්‍රී ජයවර්ධනපුර කෝට්ටේ සහ කඩුවෙල මහ නගර සභා බල ප්‍රදේශය ආවරණය කරමින් ක්‍රියාත්මක කරනු ලබන අතර, එම දුම්රිය මාර්ගය ඉදි කිරීමට යෝජිත මාලඹේ සිට කොල්ලුපිටිය දක්වා වූ මහා මාර්ගය දෙපස පිහිටි පෞද්ගලික ඉඩම් හා ගොඩනැඟිලි රාශියක් සම්පූර්ණයෙන්ම හෝ අර්ධ වශයෙන් රජයට අත්කර ගැනීමට නියමිත ව ඇත.

පෞද්ගලික ඉඩම් රජයට අත්කර ගැනීමේ ක්‍රියාවලියේදී ඉඩම් හා පාර්ලිමේන්තු ප්‍රතිසංස්කරණ අමාත්‍යාංශය, මිනිස්දෝරු දෙපාර්තමේන්තුව, රජයේ මුද්‍රණාලය, තක්සේරු දෙපාර්තමේන්තුව හා අදාල ප්‍රාදේශීය ලේකම් කාර්යාල ඝෘෂ්ට දායකත්වයක් දරනු ලබන ආයතන වන අතර, මෙම ආයතනවල කාර්යක්ෂම මෙහෙයවීමකින් තොරව ඉඩමක් අත්කර ගැනීම නිශ්චිත කාලය තුළ අවසන් කිරීමට නොහැකිවනු ඇත.

එමෙන්ම වර්තමානයේ ක්‍රියාත්මක විවිධ සංවර්ධන කාර්යයන් සඳහා වන ඉඩම් අත්කර ගැනීම සිදුකල යුතු වන්නේ ද මෙම ආයතනවල මෙහෙයවීමෙන් වන බැවින්, එක් ආයතනවලට ඉඩම් අත්කර ගැනීමේදී විශාල කාර්යය භාරයක් පැවරී ඇත. තව ද ඉඩම් අත්කර ගැනීමේ පනතේ ඇතුළත්, මේ සමඟ අමුණා ඇති (ඇමුණුම 02) අත්කර ගැනීමේ ක්‍රියා පටිපාටියේ සඳහන් කාල වකවානුව අනුව ඉඩමක් අත්කර ගැනීමට දීර්ඝ කාලයක් ගත වන බව පෙනේ. එබැවින් එය ව්‍යාපෘතියේ ඉදිරි කටයුතු සඳහා අසහජත් ලෙස බලපානු ඇති බවට නිරීක්ෂණය වන හෙයින් එම කාලය අවම කර ගැනීම සඳහා සුදුසු ක්‍රමවේදයක් අනුගමනය කිරීමට ව්‍යාපෘතිය අදහස් කර ඇත.

ඒ අනුව අදාල ආයතනවල ඉඩම් අත්කර ගැනීමේ රාජකාරි කටයුතුවල නියලෙන නිලධාරීන් සඳහා දිරි ගැන්වීමේ ක්‍රමවේදයක් අනුගමනය කිරීම තුළින් ඔවුන්ගේ කාර්යක්ෂමතාව ඉහල නැංවිය හැකි බවට හා ඒ මඟින් නියමිත කාලයට පෙර "ඇමුණුම 03"හි සඳහන් කාල සීමාව තුළ ඉඩම් අත්කර ගැනීම අවසන් කල හැකිවනු ඇති බවට ව්‍යාපෘතියේ වියවාසය යි. එබැවින් පහත සඳහන් පරිදි අදාල ආයතනවල ඉඩම් අත්කර ගැනීමේ කාර්යයේ නියුතු නිලධාරීන්ට දීමනාවක් ගෙවීමට යෝජනා කෙරේ.

2.0 යෝජනාව:


සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය සඳහා ඉඩම් අත්කර ගැනීමේ කාර්යය නියමිත කාල සීමාව තුළදී අවසන් කර ගැනීම සඳහා මෙහි ඇතුළත් කර ඇති ආයතනවල අදාල විෂය සම්බන්ධයෙන් කටයුතු කරන නිලධාරීන්ට එහි සඳහන් දිරි දීමනා ගෙවීම සඳහා පහත සඳහන් පරිදි නිර්දේශ කරමි.

ඒ අනුව,

- 2.1 ඉඩම් හා පාර්ලිමේන්තු කටයුතු අමාත්‍යාංශයේ ඉඩම් අත්කර ගැනීමේ අංශයේ විෂය භාර නිලධාරීන්ට මූලික පිඹුරේ සඳහන් එක් ඉඩම් කැබලිලකට රුපියල් 1,000/- බැගින් ද,
- 2.2 රජයේ මුද්‍රණ දෙපාර්තමේන්තුවට එක් කැබලිලකට රුපියල් 600/- බැගින් ද,
- 2.3 තක්සේරු දෙපාර්තමේන්තුවේ නිලධාරීන් සඳහා එක් කැබලිලකට රුපියල් 1,000/- බැගින් ද,
- 2.4 ප්‍රාදේශීය ලේකම් කාර්යාල නිලධාරීන් සඳහා එක් කැබලිලකට රුපියල් 1,500/- බැගින් ද,
- 2.5 මිනින්දෝරු දෙපාර්තමේන්තුවේ නිලධාරීන් වෙත දෙපාර්තමේන්තුව විසින් නිකුත්කර ඇති අංක 01/2009 වකුලේඛයේ (ඇමුණුම '03') සඳහන් පරිදි දිරි දීමනාවක් (ඇමුණුම '01') ගෙවීමට ද යෝජනා කෙරේ.

3.0 අපේක්ෂිත අනුමැතිය:

ඉහත සඳහන් 2.1 සිට 2.5 දක්වා යෝජනා ක්‍රියාත්මක කිරීම සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය අපේක්ෂා කරමි.


පාලන විධායක රණවක

මහා නගර හා බස්නාහිර සංවර්ධන අමාත්‍ය

මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය
17 -18 වන මහල ,
සුභුරුපාය,
බත්තරමුල්ල.
2018.02. 27

දුරකථන අංකය } 2323730
ෆැක්ස් අංකය } 2389151

වෙබ් අඩවිය } www.cabinetoffice.gov.lk
වෙබ් අඩවිය } info@cabinetoffice.gov.lk



අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

ජනරජ භෞතිකවේදී, ශ්‍රීමත් බාරන් ජයතිලක මාවත,
කොළඹ 01, ශ්‍රී ලංකාව.

குடியரசுக் கட்டிடம், சேர் பாரன் ஜயதிலகம்
மாவத்தை, கொழும்பு, ශ්‍රී ලංකාව.

Republic Building, Sir Baron Jayathilaka Mawatha,
Colombo 01, Sri Lanka.

මගේ අංකය } 18/0390/724/012
எனது இல. }
My No. }

RECEIVED
13 JUN 2018
Ministry of Megapolis & Western Development
Urgent & Confidential

දිනය } 2018-06-12
திகதி }
Date }

① A to Sec (A) /
② PD LRT, JICA
(3) CA
14 / h / S

Eng. N. Rupasinghe
Secretary
Ministry of Megapolis and Western Development
Fax: 2875600

CABINET DECISION

Given below is an extract of Item (50) of the Minutes of the Cabinet Meeting held on 2018-06-12.

Item (50)

Cabinet Paper No.18/0390/724/012, a Memorandum dated 2018-02-22 by the Minister of Megapolis and Western Development on "Light Rail Transit Project - Implementation of a procedure to expedite the Land Acquisition Process" - (Cabinet decision dated 2016-06-21 on CP No.16/1175/724/047 refers) the above Memorandum was considered along with the observations of the Ministers of Finance and Mass Media; and the then Minister of Public Administration and Management; and the Minister of Lands and Parliamentary Reforms. After discussion, it was decided -

- (i) to grant approval to the proposals (2.1) to (2.5) in paragraph 2.0 of the Memorandum; and
- (ii) to direct the Secretary, Ministry of Megapolis and Western Development, to give due consideration to the matters highlighted in the observations of the Minister of Lands and Parliamentary Reforms in this regard.

Mr. Nanjiahkaran - Fwd
N/AK

It was also decided to treat this decision as confirmed and to authorize the Secretary to the Cabinet of Ministers to convey the same to the relevant authorities for necessary action accordingly.

Contd...02/-

ලේකම් } 2329620
செயலாளர் }
Secretary }

අතිරේක ලේකම් } 2329621
தேயலாளர் }
Additional Secretary }

ප්‍රධාන සහකාර ලේකම් } 2325279
தேயலாளர் }
Senior Assistant Secretary }

02

Action by: **My/Finance and Mass Media** - observations of the then Minister of Public Administration and Management; and the Minister of Lands and Parliamentary Reforms annexed.
My/Home Affairs - copy of Memorandum and above observations annexed.
My/Internal Affairs & Wayamba Development - copy of Memorandum and above observations annexed.
My/Megapolis and Western Development - above observations annexed.
My/Lands and Parliamentary Reforms - observations of the Ministers of Finance and Mass Media; and the then Minister of Public Administration and Management annexed.

Copied to: **Secretary to the President** - copy of Memorandum and above observations annexed.
Secretary to the Prime Minister - copy of Memorandum and above observations annexed.
My/National Policies and Economic Affairs - copy of Memorandum and above observations annexed.
My/Public Administration & Management and Law & Order - observations of the Ministers of Finance and Mass Media; and Lands and Parliamentary Reforms annexed.


S. Abeyasinghe
Secretary to the Cabinet of Ministers



මහාමාර්ග හා මාර්ග සංවර්ධන සහ බනිජ තෙල් සම්පත් සංවර්ධන අමාත්‍යාංශය
සහ

මහා නගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය

ඒකාබද්ධ අමාත්‍ය මණ්ඩල සංදේශය

අමාත්‍ය මණ්ඩල සංදේශ අංකය : 2019 / CF / 97

අමාත්‍යාංශ යොමු අංකය : LRT-J/01/ADMN/13/CM

බත්තරමුල්ල සිට කඩුවෙල දක්වා මාර්ගය පුළුල් කිරීම

1.0. පසුබිම:

- 1.1 2013 වසරේදී ComTrans අධ්‍යයනය සඳහා සිදු කරන ලද සමීක්ෂණ අනුව, කොළඹ දෙසට වාහන ධාවනය කෙරෙන ප්‍රධාන සම්බන්ධක මාර්ග (corridors) හත අතරින් තදබදය අධිකම වේලාවන්වල දී දිනකට වැඩිම වාහන සංඛ්‍යාවක් අඩුම වේගයකින් ගමන් කරනු ලබන්නේ මාලඹේ හරහා දිවෙන කඩුවෙල-කොළඹ සම්බන්ධක මාර්ගයේ බව අනාවරණය වී ඇත.
- 1.2 සංඛ්‍යා ලේඛන අනුව, 2035 වසර වන විට මෙම මාර්ගයේ ගමන් ගන්නා වාහනවල ධාවන වේගය පැයට කිලෝ මීටර 0.7 දක්වා පහළ යනු ඇතැයි අපේක්ෂා කෙරේ. ඒ අනුව රථ වාහනවලට ගමන් කිරීමට නොහැකිවීමේ අවදානමක් පවතින අතර, එම හේතුවෙන් මෙම මාර්ගයේ ගමනාගමනය ව්‍යාකූල තත්ත්වයකට පත්වනු ඇතැයි විශ්වාස කෙරේ.
- 1.3 මේ අනුව, පවතින රථ වාහන තදබදය අඩු කොට, ඉහල යන රථ වාහන ප්‍රවාහයට අවශ්‍ය යටිතල පහසුකම් සැලසීම සඳහා මාර්ග සංවර්ධන අධිකාරිය විසින් බත්තරමුල්ල සිට කඩුවෙල දක්වා දැනට පවතින මාර්ග මංතීරු දෙක, මංතීරු හතරක් දක්වා පුළුල් කිරීමට සැලසුම් කෙරෙමින් පවතී.
- 1.4 මෙම මාර්ගය පුළුල් කිරීම අභියෝගී වැදගත් වන්නා වූ කාලීන අවශ්‍යතාවක් වුව ද, එම කාර්යය ඉටු කිරීම සඳහා වන ස්ථිර මූල්‍ය ප්‍රවාහයන් සලසා ගැනීමේ ක්‍රමවේදයක් මාර්ග සංවර්ධන අධිකාරිය විසින් මෙතෙක් හඳුනා ගෙන නැත.
- 1.5 මේ අතර, ජපාන අන්තර්ජාතික සහයෝගිතා නියෝජිතායතනයේ (ජයිකා) මූල්‍ය සම්පාදනය සහිතව මහානගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය යටතේ ක්‍රියාත්මක වන සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය විසින් කොටුව සිට මාලඹේ දක්වා ඉදිකිරීමට යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ කොස්වත්ත සිට මාලඹේ දක්වා වූ කොටස ඉදිකිරීමට අවශ්‍ය ඉඩ පහසුකම් මෙම ප්‍රධාන මාර්ගයෙන් සපයා ගැනීමේ ඉඩකඩ සොයා බලමින් පවතී.
- 1.6 එම මාර්ගයේ මධ්‍යයෙන් දිවෙන තීරය ඔස්සේ වන මාර්ගයේ පෘෂ්ඨයෙන් මීටර 2.5ක් පළල ප්‍රමාණයක් සහ මීටර 10-20 ක උසකින් මීටර 12.4ක මාර්ග අයිතියක් අත්පත් කරගනිමින් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියෙන් 95%ක් ඉදිකිරීමට එම ව්‍යාපෘතිය විසින් සැලසුම් කර ඇත.
- 1.7 මාර්ග සංවර්ධන අධිකාරිය විසින් මාර්ගය පුළුල් කිරීම සඳහා හඳුනාගන්නා ලද කොටස යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ කොස්වත්ත මං සන්ධියේ සිට වන්දිකා කුමාරතුංග මං සන්ධිය දක්වා මාර්ග පථය ඇතුළත දිවෙන බැවින්, ඉහත කාරණය සම්බන්ධයෙන්, ආයතන දෙකට සහයෝගයෙන් කටයුතු කිරීමට හැකි

අවස්ථාවන් සොයා බැලීම සඳහා සාකච්ඡා මාලාවක් මාර්ග සංවර්ධන අධිකාරිය සහ මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය අතර පැවැත්වුණි.

2.0. වත්මන් තත්ත්වය:

- 2.1 කොස්වත්ත මංසන්ධියේ සිට වන්දිකා කුමාරතුංග මංසන්ධිය දක්වා මාර්ගය පුළුල් කිරීම සඳහා පවතින හැකියාවන් පිළිබඳ සාකච්ඡා කිරීම සඳහා අප දෙදෙනාගේ සහභාගීත්වයෙන් 2019, පෙබරවාරි මස 07 වන දින පාර්ලිමේන්තුවේ දී රැස්වීමක් පැවැත්වුණි.
- 2.2 දෙපාර්ශවයම සඳහා පවතින අවශ්‍යතාවේ වැදගත්කම හඳුනාගනිමින්, ඉඩම් අත්කරගැනීම ද ඇතුළුව, කොස්වත්ත මං සන්ධියේ සිට වන්දිකා කුමාරතුංග මංසන්ධිය දක්වා මාර්ගය පුළුල් කිරීමේ කාර්යය සඳහා භාණ්ඩාගාරය වෙතින් අයවැය ප්‍රතිපාදනයක් ලබාගැනීම සඳහා ඒකාබද්ධ ඉල්ලීමක් ඉදිරිපත් කිරීමට තීරණය වූ අතර, එම කාර්යය සඳහා ඇස්තමේන්තුගත මුළු මුදල රුපියල් බිලියන 10.7කි. පිරිවැය සවිස්තරය පහත දැක්වේ.

ක්‍රියාකාරකම්	එකතුව (රු.බිලියන)	පිරිවැය බෙදීයාම (රු.බි.)					
		2020	2021	2022	2023	2024	2025
ඉඩම් අත්කර ගැනීමේ පිරිවැය	8.5	3.5	5.0	-	-	-	-
මාර්ගය පුළුල් කිරීමේ සමඟ මාර්ගයේ කල යුතු වැඩි දියුණු කිරීම්	2.2	-	-	-	0.5	1.1	0.6
එකතුව	10.7	3.5	5.0	-	0.5	1.1	0.6

- 2.3 මෙම ව්‍යාපෘති දෙක එකම මාර්ගයක් ආවරණය කරමින් ක්‍රියාත්මක කෙරෙන අතර, එම මාර්ගය දෙපස පදිංචිකරුවන් මෙම ව්‍යාපෘති දෙකෙන්ම බලපෑමට ලක් වේ. ඒ අනුව බලපෑමට ලක්වන පාර්ශව සඳහා වන්දි ලබා දිය යුතු වුව ද, සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය හේතුවෙන් බලපෑමට ලක්වන පාර්ශවයන්ට වන්දි ගෙවීම හා ඊට සමාන්තරව සිදු කෙරෙන මාර්ගය පුළුල් කිරීමේ කාර්යයේ දී බලපෑමට ලක්වන පුද්ගලයින්ට වන්දි ගෙවීම දෙයාකාරයකින් සිදු කෙරෙනු ඇත. එය බලපෑමට ලක්වන පාර්ශවයන් අතර, වන්දි ගෙවීමේ විෂමතාවයක් පැන නැඟිය හැකිවන අතර, එමඟින් සමාජ අසාධාරණයක් සහ වෙනස් කොට සැලකීමක් සිදුවන බවට අදහසක් පැන නැඟිය හැකි ය. එබැවින් මෙම පාර්ශව දෙක සඳහා වන්දි ගෙවීම එකම ක්‍රමවේදයක් යටතේ සිදු කල යුතු බවට නිර්දේශ කෙරේ.
- 2.4 ජයිකා ආයතනයේ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ඉදිකිරීමේ ව්‍යාපෘතිය (LRT-JICA) ක්‍රියාවට නැංවීම හේතුවෙන් බලපෑමට ලක්වන පාර්ශව වෙත වන්දි මුදල් ගෙවීම, ඉඩම් අත්කර ගැනීම හා නැවත පදිංචි කිරීම පිළිබඳ කමිටු (LARC) සහ ඉඩම් අත්කරගැනීම පිළිබඳ විශේෂ කමිටු (SUPER LARC) හා අනුගතව සිදු කිරීම සඳහා අංක17/1654/724/064 හා 2017 අගෝස්තු 09 දිනැති අමාත්‍ය මණ්ඩල තීරණය මඟින් අනුමැතිය ලැබී ඇත.
- 2.5 එබැවින්, මාර්ග සංවර්ධන අධිකාරියේ මාර්ගය පුළුල් කිරීමේ ව්‍යාපෘතිය ද, බලපෑමට ලක්වන පාර්ශව වෙත වන්දි මුදල් ගෙවීමේදී 2.4 ඡේදයේ දැක්වෙන අමාත්‍ය මණ්ඩල තීරණය අනුගමනය කළ යුතු බවට නිර්දේශ කෙරේ.

3.0. නිර්දේශය හා අපේක්ෂිත අනුමැතිය:

ඉහත සඳහන් කරුණු අනුව, පහත කාර්යයන් සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කෙරේ.

- 3.1 මහාමාර්ග හා මාර්ග සංවර්ධන සහ ඛනිජ තෙල් සම්පත් සංවර්ධන අමාත්‍යාංශය විසින් කොස්වත්ත මංසන්ධියේ සිට වන්දිකා කුමාරතුංග මංසන්ධිය දක්වා, ඉඩම් අත්කර ගැනීම ද ඇතුළුව, මාර්ගය පුළුල් කිරීමේ කාර්යය

සඳහා දේශීය අරමුදල් යටතේ අපේක්ෂිත රුපියල් බිලියන 10.7ක නව අයවැය ප්‍රතිපාදනයක් 2.2 වගන්තියේ දැක්වෙන වගුව අනුව මහාමාර්ග හා මාර්ග සංවර්ධන සහ ඛනිජ තෙල් සම්පත් සංවර්ධන අමාත්‍යාංශය වෙත ලබා දෙන ලෙස භාණ්ඩාගාරයට නියෝග කිරීමට,

3.2 2.4 වගන්තියේ දැක්වෙන අංක 17/1654/724/064 හා 2017 අගෝස්තු 09 දිනැති අමාත්‍ය මණ්ඩල තීරණය, මාර්ග සංවර්ධන අධිකාරිය විසින් කොස්වත්ත මං සන්ධියේ සිට වන්දිකා කුමාරතුංග මං සන්ධිය දක්වා මාර්ගය පුළුල් කිරීමේ කාර්යයට ද අදාළ කර ගැනීමට හා ඒ මඟින් මාර්ග සංවර්ධන අධිකාරිය විසින් ක්‍රියාත්මක කිරීමට යෝජිත මාලඹේ-කොස්වත්ත මාර්ගය පුළුල් කිරීමේ දී බලපෑමට ලක්වන පුද්ගලයින්ට වන්දි ලබා දීමට මාර්ග සංවර්ධන අධිකාරියට අවශ්‍ය බලය ලබා දීමට.

කබීර් හමීම් (පා.ම.)
ගරු මහාමාර්ග හා මාර්ග සංවර්ධන සහ
ඛනිජ තෙල් සම්පත් සංවර්ධන අමාත්‍ය

සායලී වම්පික රණවක (පා.ම.)
ගරු මහානගර හා ඛනිජාභර සංවර්ධන අමාත්‍ය

18/08/2019

20/08/2019

අත්පත් ක්‍රියාවලිය - සැකෙවින්
(සාමාන්‍ය ක්‍රියාවලිය හා කඩිනම් ක්‍රියාවලිය)

38 (අ) අතුරු විධානය යටතේ කඩිනම් භුක්තිය භාර ගැනීම	අත්පත් යෝජනාව	ඉල්ලුම්කාර ආයතනය, අමාත්‍යාංශය මගින් ඉදිරිපත් කිරීම.
	2 වගන්තියේ නියමය	ඉඩම් අමාත්‍යාංශය - ඉඩමට ඇතුළුවීමට බලය දීම හා පොදු කාර්යයකට ඉඩම අවශ්‍ය බවට ගරු අමාත්‍යතුමාගේ තීරණය
	2 වගන්තියේ දැන්වීම	ප්‍රාදේශීය ලේකම් අත්කර ගැනීමට යෝජිත ඉඩම අවට ප්‍රසිද්ධ කිරීම
	ප්‍රගමණ අනුරේඛණය	මැනුම් අධිකාර
	4 වගන්තියේ නියමය	ඉඩම් අමාත්‍යාංශය - ඉඩම් හිමිකරුවන්ගේ විරෝධතා කැඳවීම හා පරීක්ෂා කිරීම සඳහා ඇමතිතුමාගේ තීරණය
	4 වගන්තියේ දැන්වීම	ප්‍රාදේශීය ලේකම් - විරෝධතා කැඳවීමේ දැන්වීම ප්‍රසිද්ධ කිරීම.
	විරෝධතා පරීක්ෂණ	ඉල්ලුම්කාර අමාත්‍යාංශය මගින් පරීක්ෂණ පවත්වා නිර්දේශ ඉදිරිපත් කිරීම
	5 ප්‍රකාශය	ඉඩම් අත්කර ගන්නා බවට ඇමතිතුමාගේ තීරණය
	5 වගන්තියේ ගැසට් දැන්වීම	ප්‍රා. ලේ., රජයේ මුද්‍රණාලය - ඉඩම් අත්කර ගතයුතු බවට ඉඩම් අමාත්‍යතුමා තීරණය කළ බව ගැසට් පත්‍රය මගින් ප්‍රසිද්ධ කිරීම.
	අවසාන පිඹුර	මැනුම් අධිකාර
	7 වගන්තියේ ගැසට් දැන්වීම	ප්‍රා. ලේ., - රජයේ මුද්‍රණාලය - ඉඩමේ හිමිකම් පරීක්ෂා කිරීම සඳහා කැඳවීමේ දැන්වීම
	9 වගන්තියේ - හිමිකම් පරීක්ෂණ	ප්‍රාදේශීය ලේකම් හිමිකම් පිළිබඳව පරීක්ෂණ පැවැත්වීම.
	10 වගන්තියේ - හිමිකම් තීරණ	ප්‍රාදේශීය ලේකම් - හිමිකම් තීරණය කිරීම.
	තක්සේරු කිරීම	තක්සේරු දෙපාර්තමේන්තුව
	17 වගන්තිය - වන්දි ප්‍රධානය	ප්‍රාදේශීය ලේකම්
වන්දි ගෙවීම	ප්‍රාදේශීය ලේකම් විසින් ඉඩම් අමාත්‍යාංශයේ ප්‍රතිපාදන ගෙන්වාගෙන හෝ අදාළ ආයතනයෙන් ලබාගෙන හිමිකරුට ගෙවීම.	
38 ආඥාන ගැසට් කිරීම	ඉඩම් අමාත්‍යාංශය - ඉඩමේ භුක්තිය රජයට භාර ගැනීම රජයේ මුද්‍රණාලය	
නිරවුල් සන්තකය භාර ගැනීම	ප්‍රාදේශීය ලේකම් භුක්තිය භාරගෙන ඉල්ලුම්කාර ආයතනය වෙත භුක්තිය භාරදීම.	
44 පැවරුම් සහතිකය	වන්දි ගෙවීමෙන් අනතුරුව ප්‍රාදේශීය ලේකම් විසින් අදාළ ආයතන වෙත පැවරුම් සහතික නිකුත් කිරීම.	

අත්කරගැනීමේ ක්‍රියාවලිය පහත සඳහන් අවස්ථා වලින් සමන්විත වේ.

1. අත්පත්කර ගැනීමේ ඉල්ලුම්පත සකස් කිරීම.
2. ඉඩම පිළිබඳ පිඹුරක් නොමැති නම් දළ සටහනක් සකස් කිරීම.
3. අත්කර ගැනීමේ අවශ්‍යතාවය අනුව මු. රෙ. 53 යටතේ භාණ්ඩාගාර අනුමැතිය ලබා ගැනීම.
4. රාජ්‍ය සංස්ථා/මණ්ඩල/සමූපකාර ආයතනයන් සඳහා ඉඩම් අත්පත් කර ගැනීමක් නම් එම ආයතන පිහිටුවීමට මුල් වූ පනත යටතේ ගැසට් නිවේදනයක් පල කිරීම.
5. අදාල යෝජනාව ඉල්ලුම්කාර අමාත්‍යාංශය වෙත යොමු කිරීම.
6. එම අමාත්‍යාංශ ලේකම් විසින් ඉඩම් අමාත්‍යාංශයේ ලේකම් වෙත ඉල්ලුම් පත්‍රය යොමු කිරීම.
7. අත්පත් යෝජනාව ලේඛණගත කර ගරු ඉඩම් ඇමතිතුමාගේ අනුමැතිය ලබා ගැනීම.
8. දෙවන වගන්තියේ නියමය ඉඩම් ඇති ප්‍රදේශයේ ප්‍රාදේශීය ලේකම් වෙත යොමු කිරීම.
9. 2 වන වගන්තිය යටතේ දැන්වීම භාෂාත්‍රයෙන්ම සකස් කිරීම, අදාල ස්ථානවල එල කිරීම, අයිතිකරුවන්ට භාරදීම.
10. මැනුම් ඉල්ලීම පිළියෙල කිරීම අදාල දිස්ත්‍රික් මිනින්දෝරු අධිකාරීන්ගෙන් ප්‍රගමන අනුරේඛන ඉල්ලා යැවීම.
11. 2 වන වගන්තිය යටතේ දැන්වීම් ප්‍රසිද්ධ කිරීම සහ මැනුම් ඉල්ලීම කල බවට ඉඩම් අමාත්‍යාංශයට වාර්තා කිරීම.
13. 38 (අ) වගන්තිය අතුරු විධානය යටතේ ඉක්මනින් ඉඩමේ භුක්තිය භාර ගැනීමට අවශ්‍ය බව ඉල්ලුම් කරන අමාත්‍යාංශයේ ඉල්ලීමක් ලැබීම/නොලැබීම.
14. 38 (අ) අතුරු විධානයේ ඉල්ලීම ලැබීම.
 - 14.1 ඉල්ලුම්කාර අමාත්‍යාංශයේ ගරු ඇමතිතුමා මඟින් ලිඛිත ඉල්ලීමක් ඉදිරිපත් කිරීම.
 - 14.2 ඉල්ලුම්කාර අමාත්‍යාංශයේ ලේකම් විසින් ඉඩම අවශ්‍ය ආයතනයේ ප්‍රධානියා මඟින් යෝග්‍යතා වාර්තාවක් ලබාගෙන ඉදිරිපත් කිරීම.
 - 14.3 ඉඩම් අවශ්‍ය පලාත්සභා/රාජ්‍ය සංස්ථා/මණ්ඩල සමූපකාර ආයතනයන්ට නම් ඉඩමේ තක්සේරුගත මුදලින් 25% ක් හෝ රු. 50000.00 හෝ ඒ දෙකෙන් වැඩි මුදල ප්‍රාදේශීය ලේකම් වෙත තැන්පත් කිරීම.

- 14.4 38 (අ) අතුරු විධානය ගැසට් පත්‍රයේ පල කිරීම.
- 14.5 ගැසට් පත්‍රයේ පිටපත් ප්‍රාදේශීය ලේකම්ව සහ අදාල ආයතන වලට ලබාදීම. ඒ බව ඉඩම් අමාත්‍යාංශයට, ඉල්ලුම්කාර අමාත්‍යාංශයට වාර්තා කිරීම.
- 15. 38 (අ) අතුරු විධානයේ ඉල්ලීම නොලැබුණහොත් සාමාන්‍ය පිළිවෙලකට කටයුතු කිරීම.
- 16. 4 වෙනි වගන්තියේ නියෝග ප්‍රාදේශීය ලේකම් වෙත නිකුත් කිරීම.
- 17. 4 වෙනි වගන්තිය යටතේ දැන්වීම් භාෂා ත්‍රයෙන්ම පිළියෙල කර දැන්වීම.
- 18. 4 වෙනි වගන්තිය යටතේ දැන්වීම් පල කළ බව ඉඩම් අමාත්‍යාංශයට වාර්තා කිරීම.
- 19. 4 වෙනි වගන්තිය යටතේ ලැබී ඇති විරෝධතා පිළිබඳ පරීක්ෂණ පැවැත්වීම.
- 20. විරෝධතා පරීක්ෂණ පිළිබඳ නිර්දේශ ඉඩම් අමාත්‍යාංශයට යැවීම.
- 21. විරෝධතා පිළිබඳ නිර්දේශය ඉඩම් අත්පත් කිරීම අතහැර දැමීමට නම් ඒ පිළිබඳ 5 වෙනි වගන්තිය යටතේ ගරු ඉඩම් ඇමතිතුමාගේ නිර්දේශය ලබා ගැනීම.
- 22. ගරු ඉඩම් ඇමතිතුමාගේ නිර්දේශය ඉඩම් හිමිකම් කියන්නන්ට, ඉල්ලුම්කාර අමාත්‍යාංශයට, ආයතනයට දන්වන ලෙස ප්‍රාදේශීය ලේකම්ව දැන්වීම සහ අත්කර ගැනීමේ ක්‍රියාවලිය අත්හැර දැමීම.
- 23. නිර්දේශය අත්කර ගැනීම ඉදිරියට කරගෙන යාමට නම් 5 වන වගන්තියේ ප්‍රකාශය පල කිරීම.
- 24. 5 වන වගන්තිය යටතේ ගරු ඉඩම් ඇමතිතුමාගේ ප්‍රකාශය ප්‍රාදේශීය ලේකම් වෙත යොමු කිරීම.
- 25. 5 වන වගන්තිය යටතේ ප්‍රකාශය භාෂාත්‍රයෙන්ම පිළියෙල කර රජයේ ගැසට් පත්‍රයේ පල කිරීමට යැවීම.
- 26. ගැසට් පත්‍රය ලබාගෙන එය අදාල අයවලුන්ට බෙදා හැරීම.
- 27. ගැසට් පත්‍රය සමඟ අවසාන පිඹුරු සකස් කිරීමට මැනුම් ඉල්ලීම යැවීම.
- 28. ඉහත 25, 26, 27 කළ බව ඉඩම් අමාත්‍යාංශයට වාර්තා කිරීම.
- 29. අවසාන පිඹුරු පිළියෙල කිරීම.
- 30. පිඹුරු පිටපත් ප්‍රාදේශීය ලේකම්ව, ඉඩම් අමාත්‍යාංශයට, ඉල්ලුම්කාර අමාත්‍යාංශයට, අයිතිකරුවන්ට යැවීම.
- 31. 7 වගන්තිය යටතේ දැන්වීම් භාෂාත්‍රයෙන්ම පිළියෙල කර ගැසට් පත්‍රයේ පල කිරීම මගින් වන්දි, හිමිකම් ඉල්ලීම් කැඳවීම සහ වන්දි පරීක්ෂණ දින සහ ස්ථාන නියම කර ගැනීම.
- 32. ගැසට්පත ලැබුණු විට පිටපත් ප්‍රධාන තක්සේරු කරුට, ඉඩම් අමාත්‍යාංශයට හා ඉල්ලීම කරන

අමාත්‍යාංශයට යැවීම.

- 33. හිමිකම් හා වන්දි පරීක්ෂණ පැවැත්වීම.
- 34. හිමිකම් පිළිබඳ තීරණ 10 (1) (අ) යටතේ නිකුත් කිරීම.
- 35. තක්සේරු වාර්තා සඳහා තක්සේරු දෙපාර්තමේන්තුව වෙත යොමු කිරීම.
- 36. තක්සේරු වාර්තා ලැබීම.
- 37. වන්දි ප්‍රකාශ කිරීම.
- 38. 17 වෙනි වගන්තිය යටතේ වන්දි ප්‍රදානය නිකුත් කිරීම.
- 39. නියමිත වන්දි මුදල් භාර ගැනීමට එකඟනම්,
 - 39. 1. පළාත් සභා/සංස්ථා/මණ්ඩල/සමුපකාර ආයතන වලින් සපයාගත් මුදලින්,
 - 39. 2. ඉඩම් අමාත්‍යාංශයේ වන්දි සඳහා වූ අරමුදලින්, වන්දි ගෙවීම.
- 40. වන්දි සඳහා පොලියට හිමිකම් ඇත්නම් ඒවා ගණන් බැලීම.
- 41. රු. 5000.00 ට වඩා වැඩි පොලී මුදලින් 10% ක් අඩුකර දේශීය ආදායම් බදු කොමසාරිස් වෙත යැවීම.
- 42. වන්දි ගෙවා අවසන් වූ පසු 38(අ) ආඥාව ඉල්ලීම.
- 43. 38 (අ) ආඥාව ගැසට් පත්‍රයේ පලකිරීම හා භුක්තිය භාර ගැනීම් ප්‍රාදේශීය ලේකම්ට දැන්වීම.
- 44. භුක්තිය භාරගෙන අදාළ ආයතනයට ඉඩම භාරදී ප්‍රදේශීය ලේකම් විසින් ඉඩම් අමාත්‍යාංශයට වාර්තා කිරීම.
- 45. අත්පත් කිරීම ඉඩම් රෙජිස්ටාර් කාර්යාලයේ ලියාපදිංචි කිරීම.
- 46. පළාත් සභා, සංස්ථා, මණ්ඩල, සමුපකාර ආයතන සඳහා ඉඩම් අත්කර ගැනීමක් නම් 38(අ) අතුරු විධානය හෝ 38(අ) ආඥා යටතේ භුක්තිය 44(1) වගන්තිය යටතේ පැවැරුම් සහතිකයක් මඟින් අදාළ ආයතනයට පවරා දීම.
- 47. පැවැරුම් සහතිකය ඉඩම් රෙජිස්ටාර් කාර්යාලයේ ලියාපදිංචි කිරීම.
- 48. පැවැරුම් සහතික වල පිටපත් ඉඩම්/ඉල්ලුම්භාර අමාත්‍යාංශ වලට යැවීම.
- 49. ඉහත ක්‍රියාවලියේදී 2 වන වගන්තිය යටතේ මැනීමට ඉඩම් අයිතිකරුවන් බාධාකල හැක. එවිට පොලිස් ආරක්ෂාව ප්‍රාදේශීය ලේකම් විසින් දිය යුතුය.
- 50. 38(අ) අතුරු විධාන යටතේ භුක්තිය භාර ගැනීමේදී බාධාකිරීම හෝ බාරදීම ප්‍රතික්ෂේප කල හැක. එවිට 42 වගන්තිය යටතේ ක්‍රියාකර අධිකරණ නියෝගයන් ගැනීමට මහේස්ත්‍රාත්

උසාවියට යොමුකල හැක.

- 51. භුක්තිය භාර නොදීමට සාධාරණ හේතුවක් ඇත්නම් ඒ බව ඉඩම්/ඉඩම්භාර අමාත්‍යාංශයට දන්වා උපදෙස් ප්‍රාදේශීය ලේකම් විසින් ලබා ගත යුතුය.
- 52. 7 වැනි වගන්තියේ දැන්වීමට අනුව හිමිකම් හා වන්දි පරීක්ෂණ වලට හිමිකම් කියන්නෙකු ඉදිරිපත් නොවූ විට 9 වන වගන්තියේ පරීක්ෂණ කල්දමා 15 වැනි වගන්තිය යටතේ දැන්වීම භාෂා තුනෙන්ම ඉඩමේ හා ඒ අසල ප්‍රසිද්ධ කරන්නේ පරීක්ෂණ දිනය හා ස්ථානය දන්වා සිටිමි.
- 53. 17 වන වගන්තිය ප්‍රකාර දැන්වීමටද හිමිකම් සහ වන්දි පරීක්ෂණ වලටද කිසිවෙකු ඉදිරිපත් නොවූවිට වන්දි තක්සේරු කරවා 17 වගන්තිය යටතේ වූ දැන්වීම නිකුත් කර වන්දි මුදල් අධිකරණයේ තැම්පත් කිරීම.
- 54. 9 වන වගන්තිය අනුව පවත්වන හිමිකම් හා වන්දි පරීක්ෂණයේදී තීරණයක් ගත නොහැකි වූ විට 10(1)(අ) තීරණ නිකුත් නොකර 10(1)(අ) ප්‍රකාර අධිකරණය වෙත යොමු කිරීම.
- 55. 10(1)(අ) තීරණයට එකඟ නොවන හිමිකරුවෙක් දන්වා හිමිකම් තීරණය කිරීම සඳහා අධිකරණයට යොමු කරන ලෙස ලිඛිත ඉල්ලීමක් 10(1)(අ) තීරණය ලැබී දින 14 ක් ඇතුලත කලහොත් - දිසා අධිකරණයට යොමුකල යුතුය.
- 56. වන්දි සමාලෝචන මණ්ඩලයට අභියාචනා ඉදිරිපත් වීම සහ වාර්ථා ලැබීම ඉහත අවස්ථා අනුව බලන කල අත්කර ගැනීමේ ක්‍රියාවලිය ප්‍රමාදවීම සඳහා මැනුම් කිරීමේ අවස්ථා දෙක ප්‍රධාන වශයෙන් බලනොපායි. මැනුම් කිරීමේ ක්‍රියාවලිය සඳහා ගතවනුයේ මැනුම් නියෝගය නිකුත්කල දින සිට අයිතිකරුවන්ට, ග්‍රාම නිලධාරියාට මැනීම දන්වන දිනය සඳහා දින 07 ක් කල්දීම, (දුම්රිය හෝ වෙනත් දෙපාර්තමේන්තුවකට නම් සති දෙකක් කල් දීම) මැනුමට බාධා කලහොත් ප්‍රාදේශීය ලේකම් මඟින් පොලිස් ආරක්‍ෂාව ලබාගෙන මැනීමට කල් ගතවීම යන අවස්ථා හැරුණුකොට ඉඩමේ ප්‍රමාණය අනුව මැනුම් නියෝග ලද දින සිට උපරිම වශයෙන් දින 20 ක් පමණ ඇතුලත ප්‍රගමණ අනුරේඛණය ලබා දිය හැක.
- 57. 6 වන වගන්තිය යටතේ මැනුම් ගැසට් පත්‍රය සහ මැනුම් ඉල්ලීම ලද දින සිට දින 20 ක් ඇතුලත පිඹුර ලබා දිය හැක.
- 58. ඉඩම් අත්පත්කර ගැනීමේ ක්‍රියාවලියක වේගය ප්‍රධාන වශයෙන් රඳා පවතින්නේ ඉඩම් අමාත්‍යාංශයේ අත්පත් ලිපිකරුගේ සහ ප්‍රාදේශීය ලේකම්ගේ අත්පත් ලිපිකරුගේ සහ ඉඩම් ඉල්ලුම්කාර ආයතනයේ උනන්දුව මතය.



නාගරික සංවර්ධන, ජල සම්පාදන හා නිවාස පහසුකම් අමාත්‍යාංශය
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 Ministry of Urban Development, Water Supply and Housing Facilities

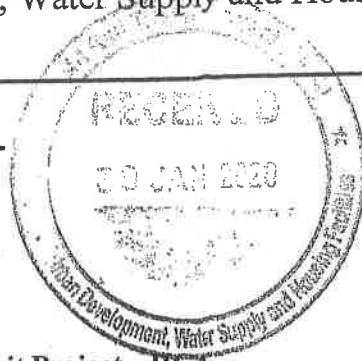
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MUD/D/UD/LRT.Project

ඔබේ අංකය
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 Your Ref

දිනය
 திகதி
 Date

30.01.2020



Project Director
 Light Rail Transit Project -JICA

The need of the revisit - Light Rail Transit Project - JICA

This is further to the discussion on 20th January 2020.

It was observed that there are several discussions were held on the above project by expert panels and public societies. These observations were forwarded to me, critically analyzed and I am compelled to revisit the project considering the present financial situation of the country.

For the betterment of the country before implementing the project further, for me to take a decision you are hereby instructed to reply on the following concerns on or before 10.02.2020.

- Compare to the total trace of the LRT the total loan amount seems very high.
- Total consultancy fee is higher than the acceptable norms of the international consultancies. It is also observed that number of foreign expertises in this consultancy is high and increasing local experts will benefit to the country and reduce the cost as well.
- Unit Cost of the Rolling stock is higher compared to the current world market. (Current cost of world market for a unit is within US \$ M 1.3-1.8.
- The specification of rolling stocks comply only with the Japanese products hence limit the competition which will be a lost to the country.
- Designing of wider Viaduct compared to the internationally acceptable width. It is required to have inter operability with future LRT Lines.
- The location selected for the Depot and Workshop is a marshy land which will result higher construction cost and adverse enviornmental impact. Hence alternative location around Athurugiriya would be a more cost effective and enviornmentally sustainable solution.
- Trace of the LRT and the station location to revisit.
- Restructuring of consultancy service for the design and supervision based on lumpsum contract instead of Time base.

Dr. (Eng.) Priyath Bandu Wickrama
 Secretary
 Ministry of Urban Development, Water Supply and Housing Facilities

Secy - Pls file

Copies:

1. Secretary to the H.E. President - for your information pl.
2. Secretary to the Hon. Prime Minister - for your information pl.
3. Secretary to the Treasury - for your information pl.



නාගරික සංවර්ධන,ජල සම්පාදන සහ නිවාස පහසුකම් අමාත්‍යාංශය
 நகர அபிவிருத்தி, நீர் வழங்கல் மற்றும் வீடமைப்பு வசதிகள் அமைச்சு
Ministry of Urban Development, Water Supply & Housing Facilities
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LIGHT RAIL TRANSIT PROJECT - JICA

24 FEB 2020

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D/Wasudha
2/02

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Secretary
 Ministry of Urban Development, Water Supply
 and Housing Facilities



10th February 2020

Sir,

69779

DA/ERD
19/2

RESPONSE TO THE CONCERNS RAISED OVER THE IMPLEMENTATION OF PROJECT FOR THE ESTABLISHMENT OF LIGHT RAIL TRANSIT SYSTEM IN COLOMBO

Reference: Your letter No.MUD/D/UD/LRT.Project dated 30th January 2020 (Copy Attached).

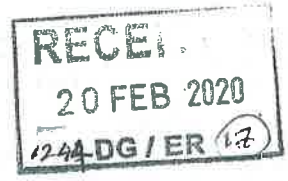
- This refers to the discussion had with you on the 20th January 2020 with respect to your concerns over the implementation of the Project in subject followed by the letter at reference.
- It is with much honour I am explaining below the background, present situation, concerns you raised, feasibility/viability of such changes you propose and the foreseeable consequences if such changes are initiated at this juncture of the project.

3. Background

3.1 Study for the Urban Transport System Development Project

3.1.1 The introduction of a Rapid Transit System for the Western Province was developed through the initiatives undertaken by the Government of Sri Lanka (GoSL) over many years in order to fulfill the long felt need of a proper public transport service. Based on the vehicular demand estimations for years 2020, 2025 and 2035 from the study of the Urban Transport System Development Project for Colombo Metropolitan Region and Suburbs (CoMTrans) supported by Japan International Corporation Agency (JICA) in 2014, speed on the Malabe corridor is anticipated to drop to 0.7 km/h during peak hour by 2035 virtually leading to a standstill situation paving the way for future chaos. Due to the pressing needs to deal with the exponentially growing traffic demand it was decided to introduce a new mode of public transportation along Malabe corridor as the usual practice of road expansions of Sri Lanka has proven only to be attracting more and more private vehicles.

3.1.2 Although initially it was decided by the GoSL to introduce a Monorail, the Light Rail Transit (LRT) Technology was later chosen considering the potential further expansion, capacity enhancement and more competitive bidding. LRT is a proven and tested technology currently being implemented and operated mostly as an urban rail transit network in many cities around the world unlike monorail which is mostly used as a point to point transportation mode due to its complicated switching mechanism.



LRT/P

3.1.3 In the wake of several discussions between Government of Japan (GoJ) and GoSL on priority projects in the field of transport sector, the GoJ expressed willingness to assist the development of an LRT system along the Malabe corridor with a soft loan through JICA. Thereby, on a grant basis provided by JICA, a comprehensive Feasibility Study for the implementation of the LRT System from Malabe to Fort was commenced in February 2017 with the mobilization of a Japanese Joint Venture (JV) lead by Oriental Consultants Global Co.Ltd (OCG).

4. **Loan Formulation and Present Situation**

4.1 **Loan Initiation**

4.1.1 After a thorough analysis covering, Passenger Demand Forecast, Connectivity, Cost Estimation, Financial Analysis, Economic Analysis, Analysis of Operation and Maintenance, Environmental Impact Assessment (EIA) and Social Impact Assessment (SIA) including Resettlement Action Plan (RAP), the study was completed in February 2018. Upon realizing the viability of the Project, the GoJ expressed willingness to provide a loan amounting to USD 1.85 Billion at an interest rate of 0.1% per annum for civil works and equipment and 0.01% interest rate per annum for Consultancy Services with a repayment period of 40 years including a grace period of 12 years, under STEP (Special Terms for Economic Partnership) conditions, for the implementation of the Colombo Light Rail Transit (CLRT) Project. With a series of discussions between the Governments due to then situation of the economy of Sri Lanka, the GoJ agreed to provide the loan in six tranches where the same interest rate, grace period and repayment periods are applicable to each tranche separately. Subsequently, the Cabinet of Ministers of the GoSL granted the approval in January 2019 for the Ministry of Finance to enter into a loan agreement with the GoJ. The Loan Agreement between GoSL and JICA was signed on 11th March 2019 for the implementation of an LRT system from Fort to Malabe.

4.1.2 In order to carry out the Detailed Design, Tender Assistance, Construction Supervision and Project Management of the Project, a JV of four Japanese Companies and a Sri Lankan Company lead by Oriental Consultants Global Co.Ltd was selected to be awarded with the Contract. The Consultancy contract was awarded on 13th March 2019 and the Consultant mobilized on 01st April 2019.

4.2 **Present Position**

4.2.1 The Basic Design of the Project was completed by the Consultant in September 2019. The Detailed Design is being completed by the Consultant which is to be submitted in March 2020. As per the schedule, the Rolling Stock package tender will be ready by February 2020 whilst the tenders of the rest of the Packages (for construction purposes, the Project is separated into 7 packages to maximize the competitiveness and fairness) will be ready before May 2020. The construction of the project is planned to be completed in November 2024 in order to commence commercial operation in early 2025.

4.2.2 Further, the land acquisition for the Project is already in progress. Section 10(1) has been issued for the lands in depot area and has been sent to the Valuation Department for valuation purposes. The school buildings affected along the trace also have been discussed with Chief Secretary, Provincial/Zonal Directors and with the principals for proper reinstatement.

4.2.3 There is no Act available in Sri Lanka to regulate LRTs. Thus, a Bill is being prepared by the Department of Legal Draftsman to get it enacted by the Parliament of Sri Lanka with regards to institutional structure for regulation, operation and maintenance of the LRT system. The initial draft was prepared by a Committee appointed for Operation and Maintenance of the Project and the Department of Legal Draftsman has refined the Draft and sent back for review.

4.2.4 In addition to the above key activities, many other activities related to the project such as awareness programmes, coordinating with utility agencies, station area development concepts, CLR branding, Feeder Bus services, MRV system, gender and disability mainstreaming, green building certification, formation of operation and maintenance company etc, are progressing simultaneously.

5. **Concerns Raised**

The concerns raised by you vide above reference are bold and underlined as sub paragraph headings and discussed under each heading respectively as appended below.

5.1 **Expert Panels, Public Societies and their critically analyzed observations**

5.1.1 The Project's Steering Committee comprising 33 senior officials of the stakeholder, Government Institutions was established on 18th July 2017. Every major decision of the project was taken through this committee.

5.1.2 Project has been presented to many professional institutions in the presence of renowned local experts. Project's Feasibility Study, EIA and Resettlement Acton Plan (RAP) were formulated after public consultations, and final versions published for further public comments in Sri Lanka. Final EIA and RAP were subsequently published even in Japan for public comments for 120 days as a loan prerequisite.

5.1.3 In addition, public awareness and consultation programmes giving due prior notice were conducted covering Kaduwela, Kotte, Thimbirigasyaya and Colombo Divisional Secretariats. Detail breakdown of such events conducted with number of participants is attached as **Annexure 'A'** to this letter.

5.1.4 At these public events and forums, all clarifications and questions raised from the public were responded to and explained by the members of the Project Management Unit (PMU), paving the way for a widespread public and professional support and praise for the Project. PMU also has a mechanism in place for public and civil society to make queries or comments verbally or online, and have been always responsive to any comments and to clear any doubts the public may have. Until these comments (submitted by experts and societies) received through above

reference, no such adverse comments were directed to us either by societies or individuals to date.

5.1.5 Families residing to the north of the Rajagiriya flyover, who vehemently objected further land acquisition also have been convinced through dialogue during last year. All Project Affected People (PAPs) in this stretch are in agreement to give their lands even though they would be subjected to hardships as they are convinced of the benefit of the project for the development of the country. The Chief Monk of Kotte Rajamaha Viharaya also has accepted the removal of Bo-Tree near KFC-Kotte in case it is unavoidable. The Chief Monk of Thaladena temple also wishes to see an LRT running even if the Bo Tree is removed.

5.2 Compare to the total trace of the LRT the total loan amount seems very high

5.2.1 In a project of this nature, financed by a donor agency a preliminary cost estimate is prepared during the Feasibility Study. This shall be the base estimate in view of securing adequate loan facility with forecasted future commitments. The time gap between feasibility study and actual implementation too are vital in view of keeping provisions for price escalations and contingencies. In this project, the preliminary base cost estimated during feasibility study is USD 1374 million for all 07 packages. Please refer **Annexure 'B'** for further details. Considering this base cost and other foreseeable cost components including price escalation, contingencies, interests etc, the GoSL and JICA have estimated the loan amount as USD 1850 million.

5.2.2 It should be noted that JICA loans are not "Lump-Sum" loans. The amount referred to as "Loan Amount" is a ceiling to set the maximum amount that could be disbursed by JICA for the project. The interest is calculated on the disbursed amount and not on the loan amount. There is no penalty or additional payments in the case of Borrower using less than the loan amount, and only the amount actually disbursed is to be repaid.

5.2.3 Nevertheless, in the case of this kind of high value projects, JICA's "Time-Slice" loan system (also adopted for BIA and OCG projects) is adopted for this project. In time slice loans, the timing and amount of each loan slice is mutually agreed between GoSL and JICA as per project requirements and borrowing capacity (space within borrowing ceiling of GoSL for that year). Accordingly, the first time slice loan of JPY 30,040,000,000 has been signed between GoSL and JICA, which is the estimated fund requirement for the first two years. Both parties have the opportunity to decide on both the amount and the timing of the next time slice according to actual contract amounts and actual schedules. This approach gives the full flexibility to the Borrower to borrow only what is needed for the project, without blocking the debt ceiling, and also maximizing the grace period.

5.2.4 A more accurate cost estimate could only be prepared during the Detailed Design stage, which is nearing completion and expected completion is April 2020. Even then, it should be noted that the actual cost would be dependent on market factors and bid conditions at the time of procurement. As such, the estimates could be used only as an approximate guide. We understand at New Kelani Bridge (NKB) project, for one package the contract price was 30% less than the

Engineer's Estimate due to participation of local company as a JV partner, and the other package was at the same range as the estimate.

5.2.5 If the preliminary cost estimate is divided by the length (15.7km) of the trace, the cost per linear kilometer will be USD 87.5 million. This is not the correct yardstick to conclude that the cost is high. In an LRT project, the cost per linear kilometer varies significantly on several factors such as total length, distance between stations, the percentage of elevated length and headway (which impacts the number of rolling stock required). If the total length is high and the distance between stations are high, then the cost per kilometer reduces. Meanwhile all other basic infrastructure remains a must, such as the depot, signal system, Operations Control Center (OCC), admin center, training center etc., the cost for such infrastructure become a constant. In CLRT, the length is relatively short (15.7km) and station spacing is approx. 1km, having other constant cost lies at the costliest combination.

5.2.6 Construction cost in India in general is the lowest in the region due to many reasons such as, technical knowhow in electric rail technology built over the years so that local experts can handle consultancy services, low cost labour and availability of raw material such as steel within the country, large number of international companies operating manufacturing facilities within the country, availability of large market which is attractive to international bidders.

5.2.7 During the recent visit to Delhi Metro Rail Corporation (DMRC) by a team from PMU for LRTs Training needs, DMRC officials highlighted that the cost per linear kilometer in India lies between USD 50-55 million due to its unique advantage which only India is privileged to enjoy in the region.

5.2.8 If the recently completed Sydney Metro –Northwest is considered, the cost per km of viaduct and station works is USD 65 million excluding signaling, rolling stock, associated government cost, acquisition cost etc. If you refer **Annexure 'C'** to this letter, a wide range of per kilometer costs can be recognized as each project has its unique features in which one to one comparison is illogical and inappropriate.

5.2.9 Hence, the loan amount secured for the CLRT can be considered well within the costs for similar projects overseas due to its fixed cost elements, scale, lack of local technical knowhow, imported material (Steel) and other circumstances amidst its per kilometer cost which seems to be high at a glimpse.

5.3 Total Consultancy Fee is Higher than the acceptable norms of the international consultancies. It is also observed that number of Foreign Experts in this consultancy is high and Increasing local experts will benefit to the country and reduce the cost as well

5.3.1 This Consultancy firm was selected through Quality and Cost Based Selection (QCBS) method adhering the Procurement Guidelines as per the loan agreement. Two consortiums namely OCG lead JV including Nippon Koi, CHODAI, Japan International Consultants for Transportation Co.,Ltd (JIC) and Local firm Consulting Engineers & Architects Association Ltd (CEA)

competed with PADECO lead JV including the local firm Green Tech Consultants (Pvt) Ltd, and famous European Consultant, Egis Rail in the capacity of a Sub-Consultant.

5.3.2 The scope of the Consultant covers Review of feasibility, Basic Design, Detailed Design, Tender Assistance, Training and Technology transfer, Construction Supervision and Commissioning including Defects Liability Period. PMU believes that a genuine competition maintained by the Client between these two firms saved over USD 16 million as the contract awarded at a total cost of USD 128 million against the estimated cost of USD 144 million excluding VAT at the feasibility study.

5.3.3 The unit rates are in similar range for international consultant firms in all the JICA funded projects in the country including NKB Project in which consultancy package was awarded in 2014. The monthly consultant's salary comparison between CLRT and NKB are tabulated in Annexure 'D' to this letter.

5.3.4 In CLRT, a total number of 135 Local Experts, 121 foreign Experts and 71 Supporting staff will work for a period of 91 months covering a total of 4724 Local expert man months, 2893 foreign expert man months and 2890 man months of supporting staff. Among the 121 Foreign Experts there are 06 Sri Lankan expatriates where 02 of them are engaged as Key Experts. Please refer Annexure 'E' for details.

5.3.5 These facts and figures amply prove the fact that Project has facilitated majority of the professional inputs from local experts benefitting the country financially. In view of knowledge transfer, as the LRT technology is not available in the country, appropriate number of foreign inputs have been included. It should be noted that wherever possible foreign experts have been coupled with local experts and engineers so that technology transfer will be taken place and retained within the country.

5.3.6 Hence, neither of above concerns have been overlooked by the Project. These concerns were discussed in detail during procurement process and even the Deputy Team Leader position in the Consultancy team was allocated to a Sri Lankan Engineer from the inception.

5.3.7 Further to above, a comparison of Loan Amounts Vs Consultancy Cost in both CLRT and NKB are depicted below for reference. CLRT covering a length of 15.7 km in a highly urbanized stretch, for which the cost on Construction Supervision should be very high compared to NKB which is a project of limited length. But the percentage of consultancy cost is lower in the CLRT.

	CLRT (JPY)	NKB (JPY)
Consultancy Contract Amount	14,065,097,000	3,316,313,969
Total Loan Amount	200,415,000,000	35,020,000,000
As a percentage	7%	9%

Note: Amounts in JPY, converted at exchange rates at contract award

5.4 **Unit Cost of the Rolling Stock is higher compared to the current world market. Current cost of world market for a unit is within USD 1.3-1.8 million**

5.4.1 The average ex-factory cost per car with equivalent technical specifications is almost equal to the value (USD 1.3-1.8 million) highlighted in the raised point at reference.

5.4.2 Please refer the per car cost in 08 international projects including Insurance, Freight etc tabulated in **Annexure 'F'** to this letter.

5.4.3 In CLRT, the per car cost including Insurance, Freight, Spare parts and special tools for two years, delivery to site, maintenance, training (Please refer **Annexure 'G'** for further details) is approximately USD 2.38 million. This estimation is rational in comparison with the prevailing market rates for both Japanese and European products of similar specifications.

5.5 **The Specifications of rolling stock, comply only with the Japanese products hence limit the competition which will be a lost to the country**

5.5.1 The specifications of the rolling stock have not been limited to Japanese products. In the bidding document, both Japanese (JIS) and European (RAMS) Standards have been accepted. However, as per loan conditions STEP operational rules are to be followed by the bidders.

5.5.2 This loan and many other loan facilities extended to GoSL including loan for NKB, Upper Kotmale Hydro, OCH Phase II etc, are STEP loans and further called Japan tied loans, which means the main contractors have to be either Japanese companies or be Japanese and Sri Lankan joint ventures. However, sub-contractors can be from any country. A percentage of minimum 30% of the eligible costs of civil works & equipment should be for goods and services of "Japanese Origin". Japanese origin is defined very broadly, so that even products manufactured in Sri Lanka or other countries can qualify if a share of the Company ownership is Japanese. The STEP operational rules are attached in **Annexure 'H'** for your further reference.

5.5.3 Therefore, not only Japanese, but also Sri Lankan companies have a special preferred status in the procurement. It should be noted that the main scope of work is divided into several contract packages and procured separately. Although Sri Lankan companies may not have the capacity to participate as JV partners in rolling stock and E&M packages, we expect they would actively participate in the Civil Works enabling greater competition. Even in rolling stock and E&M packages, the possibility of sub-contracting from any country will enable consortiums set up accordingly to bid, similar to the consultancy procurement where French firm participated as the sub-consultant while the JV partners were a Japanese and a Sri Lankan firm.

5.5.4 So, the success of reaching reasonable price bids totally depend on Clients genuine efforts to promote and create awareness about the project among potential bidders, both Japanese and Sri Lankan, to attract as many as possible to participate in the bid. In a worst case scenario, if the bid price per car including all other obligations of the supplier is excessive and unreasonable compared with the prevailing international market rates, Client has the discretion to take a decision on the bids.

5.6 Designing of wider viaduct compared to the internationally accepted width. It is required to have inter- operability with future LRT Lines

5.6.1 Inter-operability is a major concern of the CLRT. We had series of discussions with LRT-PPP project and key technical specifications such as Third Rail power supply through bottom-tap arrangement with 750 DC Voltage, Standard Gauge 1435mm have been used in common. This shall enable both LRT systems to use common infrastructure in need. More common technical features in the two projects are attached as **Annexure 'I'** to this letter.

5.6.2 There are no such internationally accepted standard viaduct width to be adhered by Clients. But few technical formulas are being used to derive the width. The calculation methodology of the viaduct width in CLRT along with the Decision Record is attached as **Annexure 'J'** to this letter.

5.6.3 The viaduct width depends on many parameters such as rolling stock width, maximum speed of train, aero-dynamic profile, radius of curvature of the alignment, method of emergency evacuation etc. Finally, the Client shall carefully select either one or few viaduct widths in a project to achieve economy of scale and to avoid constructability issues and irrevocable aesthetic issues.

5.6.4 In CLRT, the proposed viaduct width at the feasibility study was 8.4m in straight sections. However due to the majority curved sections, the need arose to increase the width to 10.2m which was rejected by the PMU through scientific calculations and arrived at a common width of 9.2m including 600mm emergency passenger evacuation platforms either side. This option will additionally create a noise barrier to avert public inconvenience.

5.7 The location selected for the depot and workshop is a marshy land which will result higher construction cost and adverse environmental impact. Hence alternative location around Athurugiriya would be a more cost effective and environmentally sustainable solution.

5.7.1 When a mass transit infrastructure is proposed as a solution to ease up traffic congestion in a particular corridor, such route selection is driven by the passenger demand. The required infrastructure should be built in the same route, as close as possible to the trip generation point to maintain operational viability. The IT Park location is only a very short distance away from the main route and has the added advantage of being a trip generation point by itself, due to Universities and IT companies already located in the vicinity.

5.7.2 However, we cannot rule out the fact that, if a highland is available in the area with convenient access minimizing residential land acquisition, it would surpass the selection. Unfortunately, efforts to find a land of required extent with convenient access from the main Kaduwla-Colombo road, while minimizing acquisition of residential land was unsuccessful during the feasibility study.

5.7.3 In the process of selection, the flood retention capacity, economic benefit as a wetland, social issues (Zero resettlement), constructability, addressing aesthetic appeal, and many more aspects were considered. Subsequently, concurrence from all relevant government institutions

were obtained. The list of organizations from which the CLRT obtained concurrence/clearance is attached as **Annexure 'K'** to this letter. Most importantly the approval of the Central Environmental Authority (CEA) for the EIA has been obtained through fulfilling series of requirements set forth by the CEA.

5.7.4 Project shall not fill the land covered by the depot as it is constructed on an elevated structure. Lanes for the travelling of heavy machinery would be temporarily filled during construction. Even though the construction cost in a wetland area is higher compared to a high-dry land, land acquisition cost is a vital factor. As per the RAP accepted by JICA and GoSL, per perch monetary compensation earmarked in this land is approximately LKR 40,000. But a perch value of high land in the same area varies from LKR 700,000 to LKR 1 Million at present. For an example, currently the forecasted compensation for the total depot land is LKR 348 Million and if it is a highland in the vicinity the cost would have been LKR 6 Billion.

5.7.5 The high land value in Athurugiriya too varies slightly below the same range. Nevertheless, this does not constitute a justification for shifting the depot to Athurugiriya due to the reasons mentioned above and as it is quite a long distance off-route which would adversely affect operational and financial viability of the project.

5.7.6 However, as we also foresee the potential increase of passenger demand in Athurugiriya area, in addition to the already included feasibility study for a link from Malabe to Kaduwela in the awarded Consultancy package, we can add Athurugiriya extension study to the same Package as a variation with your concurrence. So that both Kaduwela and Athurugiriya extensions can be considered as the second phase of this project.

5.7.7 Elevated infrastructure on wetlands, paddy fields and water bodies are common in the country. Please refer **Annexure 'L'** to this letter for recent examples. Knowing the high cost involvement in elevated structures, GoSL has taken measures to protect such low lands without filling. GoSL has given priority for the overall economic benefit to the society contributed by these low lands. In CLRT too we have given priority to protect the low land below the structure avoiding permanent filling.

5.7.8 Air circulation under the structure, light penetration through the slab, green buffer zone around it, earthen canal network under the slab are some of the aspects looked after by the project to improve and maintain the fauna and flora existence for ecological equilibrium. A baseline ecological survey also has been carried out to identify and to establish mitigation measures for negative impacts if any.

5.8 Trace of the LRT and Station Location to Revisit

5.8.1 As explained earlier, the corridor and trace is the result of an extensive series of studies, the CoMTrans Urban Transport Master Plan from 2013-2015, Skytrain Feasibility Study from 2014-2015, and CLRT Feasibility study from 2017-2018. Many brain storming sessions, awareness meetings and public consultations were conducted and other infrastructure projects proposed by different government organizations (Ex; RDA, UDA, MoT etc) were considered to finalize the trace.

Passenger Catchment zones, catchment boundaries, potential future development plans were key contributors in this decision. Options available at each section of the trace were considered and the optimum one was selected. National Planning Department and all other relevant stakeholders were consulted. Finally, with the concurrence of the Project Steering Committee and subsequent to cabinet approval, GoSL confirmed the trace of the CLRT to JICA which became a key factor agreed upon by the GoSL and JICA in the loan agreement. Thereby changing the trace without specific new considerations and without JICA's concurrence would violate GoSL's procedures as well as conditions of the Loan Agreement with JICA.

5.8.2 While keeping the overall CLRT trace, optimization of the alignment and station locations are on-going within the detail design process. These may require some changes to the number and locations of the stations stated in the feasibility study. It is my duty to highlight you that, such similar changes in few station locations have been identified by the PMU which needs your professional advice to finalize. We also expect these envisaged changes would result in reduction of overall cost. Once completed we can seek JICA's concurrence for these changes as per the terms of the Loan Agreement.

5.8.3 It does not mean that JICA has discretion on these decisions over the GoSL. But as I can understand, decisions arrived through Feasibility Study with logical reasons shall only be changed on valid logical grounds is the fundamental principle behind. This will enable both parties to maintain transparency and integrity as both are accountable to the public.

5.9 **Restructuring of consultancy service for the Design and Supervision based on Lump-Sum contract instead of Time-Based**

5.9.1 The procurement of consultants was done through EOI-SL (Shortlisting through Expressions of Interests) with Quality and Cost Based (QCBS) selection method.

5.9.2 Changing an already awarded contract from Time-Based to Lump-Sum shall not only create conducive environment for the Consultant to make a claim, it also will result in claims by the unsuccessful bidders for changing the conditions of contract which they have been deprived.

5.9.3 Further to above, if by any chance this contract is changed to a Lump-Sum one and due to prevailing situation if GoSL failed to complete its obligations like Land Acquisition on time, GoSL has no alternative other than honouring the Lump-Sum payment in full, promptly for the partial work done.

5.9.4 In a Time-Based consultancy contract, we will only pay for the actual work done. In case a similar delay (delay in land acquisition) occurs, Client can demobilize or can delay mobilization of the staff of the Consultant to minimize the cost impact.

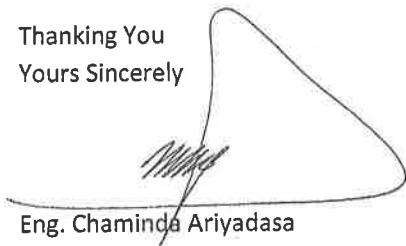
5.9.5 Notwithstanding the above explanation, changing Conditions of Contract in an International Consultancy contract for the convenience of the Client after 10 months of execution is disputable. One may argue that such action is neither ethical nor should such practice be

accepted either by JICA or by any other reputed donor agency financing projects in our country siting this as a wrong precedence for implementation of projects in the future.

6. In conclusion, we would like to emphasize that this project is the result of long term extensive research and study, with the participation and inputs of all relevant GoSL stakeholders. Since the inception, this PMU has been successfully implementing it, maintaining high level of public praise and support without any complaints or litigation even with complex social and environmental issues. We welcome if you would direct to us any civil society members or stakeholders who may have specific comments or clarifications. Our dedicated and competent team of professionals in the PMU can clarify those specific points to them directly with data and justification.

7. We request your kind consideration to support us to implement this nationally important project which would become the benchmark for public transport in Sri Lanka. Without your support and blessings, we would not be able to continue implementation of this project with the same level of efficiency, effectiveness and more importantly enthusiasm.

Thanking You
Yours Sincerely



Eng. Chaminda Ariyadasa
Project Director

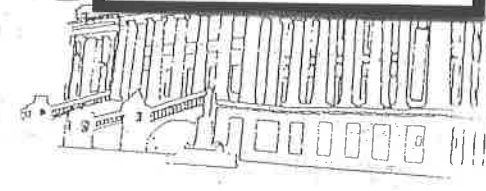
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| Copy to: | a. | Secretary to H.E. The President | -For your information pl. |
| | b. | Secretary to Hon. Prime Minister | -For your information pl. |
| | c. | Secretary to the Treasury | -For your information pl. |



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 சனாதிபதி அலுவலகம்
 PRESIDENTIAL SECRETARIAT

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21st September 2020

Mr. N. B. Monti Ranatunga
 Secretary
 Ministry of Transport
 7th Floor, Stage II
 Sethsiripaya
 Battaramulla

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Light Railway Track System

It has been observed that Light Railway Track System is very costly and not the appropriate cost effective transport solution for the urban Colombo transportation infrastructure.

His Excellency the President has directed me to request you to terminate this project and close the project office with immediate effect. A suitable transport solution could be worked out in consultation with the Ministry of Urban Development and Housing and the Department of National Planning of the Ministry of Finance.

P. B. Jayasundera
 Secretary to the President

- Copy : Secretary to the Treasury – appropriate action can be taken to terminate this project.
 Secretary - Ministry of Urban Development and Housing
 Director General – Department of National Planning
 Director General – Department of External Resources
 Chairman – Urban Development Authority

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- (iv) අධිකරණ නියෝගයක් ක්‍රියාත්මක කිරීම සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතියක් අවශ්‍ය නොවන නමුත්, එවැනි නියෝගයක් පිළිබඳව අමාත්‍ය මණ්ඩලය දැනුවත් කිරීම අවශ්‍ය කෙරේ.
- (v) හුදෙක් ජාතියේ හිත පිණිස අවශ්‍ය වන්නේ නම් මිස, රාජ්‍ය ව්‍යවසායයන්, රාජ්‍ය සංස්ථා හා ව්‍යවස්ථාපිත මණ්ඩලවල අධ්‍යක්ෂ මණ්ඩල විසින් එකී ආයතනවල වාණිජමය යෝග්‍යතාව මත පදනම්ව ගනු ලැබ ඇති තීරණ සමඟ අනුකූල නොවන යෝජනා.

03. අමාත්‍ය මණ්ඩල සංදේශ/අමාත්‍ය මණ්ඩල සටහන් පිළියෙල කිරීමේදී අවධානය යොමු කළ යුතු විශේෂිත කරුණු:

- (i) අමාත්‍ය මණ්ඩල සංදේශයක් හෝ අමාත්‍ය මණ්ඩල සටහනක් මගින් අමාත්‍ය මණ්ඩලය වෙත කරුණු ඉදිරිපත් කළ හැක්කේ අනිගරු ජනාධිපතිතුමාට, ගරු අග්‍රාමාත්‍යතුමාට හෝ අමාත්‍ය මණ්ඩලයේ අමාත්‍යවරයෙකුට පමණි.
- (ii) අමාත්‍ය මණ්ඩලයේ අමාත්‍යවරයෙකු වෙත පවරා ඇති විෂයයන්ට හා කාර්යයන්ට හෝ එකී අමාත්‍යාංශය යටතට ගැනෙන රාජ්‍ය අමාත්‍යවරුන් වෙත පවරා ඇති විෂයයන්ට හා කාර්යයන්ට අදාළව ඉදිරිපත් කරනු ලබන යෝජනා/නිර්දේශ සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කරන්නේ නම් ඒ සඳහා අමාත්‍ය මණ්ඩල සංදේශයක් ඉදිරිපත් කිරීම අවශ්‍ය වේ.
- (iii) අමාත්‍ය මණ්ඩල සටහනක් ඉදිරිපත් කළ යුත්තේ අමාත්‍ය මණ්ඩලය වෙත දැනටමත් ඉදිරිපත් කරනු ලැබ ඇති සංදේශයක සඳහන් කරුණු සම්බන්ධයෙන් වැඩිමනත් තොරතුරු/ප්‍රගතිය හෝ වෙනත් කරුණක් සම්බන්ධයෙන් අමාත්‍ය මණ්ඩලයේ දැනගැනීම සඳහා තොරතුරු ඉදිරිපත් කරන අවස්ථාවන්හිදී පමණි. එවැනි අමාත්‍ය මණ්ඩල සටහනක් මගින් අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කරන යෝජනා/නිර්දේශ ඉදිරිපත් නොකළ යුතුය.
- (iv) අමාත්‍ය මණ්ඩල සංදේශයක සඳහන් යෝජනා/නිර්දේශ සම්බන්ධයෙන් වන වගකීම අදාළ අමාත්‍ය මණ්ඩලයේ අමාත්‍යවරයා වෙත පැවරෙන අතර, සිය අමාත්‍යවරයාගේ උපදෙස් පරිදි සහ අදාළ වන අවස්ථාවන්හිදී සිය අමාත්‍යාංශය යටතට ගැනෙන රාජ්‍ය අමාත්‍යාංශවල රාජ්‍ය අමාත්‍යවරුන් හා එම අමාත්‍යාංශ ලේකම්වරුන් සමඟ සම්බන්ධීකරණය කරමින් අමාත්‍ය මණ්ඩල සංදේශ/සටහන් පිළියෙල කිරීම පිළිබඳ සහ ඒවායේ අන්තර්ගත කරුණුවල නිරවද්‍යතාව පිළිබඳ වගකීම අදාළ අමාත්‍ය මණ්ඩල අමාත්‍යාංශයේ ලේකම්වරයා වෙත පැවරේ.

(v) අමාත්‍ය මණ්ඩල සංදේශයක සඳහන් යෝජනා/නිර්දේශ වෙනත් අමාත්‍යාංශයකට/අමාත්‍යාංශයන්ට අදාළ විෂයයන්ට හෝ එම අමාත්‍යාංශය/අමාත්‍යාංශයන් වෙත පවරා ඇති කාර්යයන්ට බලපෑමක් ඇති කරනු ලබන බව පෙනී යන්නේ නම් සංදේශයේ ඇතුළත් කිරීමට අපේක්ෂා කරනු ලබන කරුණු හා යෝජනා සම්බන්ධයෙන් ප්‍රථම කොට අදාළ අමාත්‍යාංශය/අමාත්‍යාංශ සමඟ සාකච්ඡා කළ යුතු වේ.

(vi) එම සාකච්ඡාවන්හිදී එකඟවන කරුණු මත පදනම්ව අදාළ යෝජනා, ඒකාබද්ධ අමාත්‍ය මණ්ඩල සංදේශයක් වශයෙන් අදාළ අමාත්‍ය මණ්ඩලයේ අමාත්‍යවරුන්ගේ අත්සනින් අමාත්‍ය මණ්ඩලය වෙත ඉදිරිපත් කළ යුතුය.

(vii) ආණ්ඩුක්‍රම ව්‍යවස්ථාවේ විධිවිධාන පරිදි බලතල පැවරී ඇති පළාත් සභා, රාජ්‍ය සේවා කොමිෂන් සභාව, ජාතික පොලිස් කොමිෂන් සභාව වැනි ආයතනවල විෂය පථයන්ට අදාළ කරුණු සම්බන්ධයෙන් අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා නොකළ යුතු අතර, අමාත්‍ය මණ්ඩලයේ අනුමැතිය අත්‍යවශ්‍ය බවට එවැනි ආයතන අදහස් කරන්නේ නම් පමණක් අදාළ කරුණු සලකා බැලීම පිණිස අමාත්‍ය මණ්ඩලය වෙත ඉදිරිපත් කළ යුතු වේ.

(viii) නව ව්‍යවස්ථා/නීති සම්පාදනය හෝ පවතින නීතියක් සංශෝධනය කිරීම සඳහා අමාත්‍ය මණ්ඩලය වෙත යෝජනා ඉදිරිපත් කිරීමේදී පහත සඳහන් පරිදි කටයුතු කළ යුතු වේ:

(අ) නව පනතක් කෙටුම්පත් කිරීමට හෝ පවතින පනතක් සංශෝධනය කිරීම සඳහා හෝ යෝජනා ඉදිරිපත් කිරීමේදී කෙටුම්පත් කාර්යය සඳහා නීති කෙටුම්පත් සම්පාදකවරයාට පදනම් කරගත හැකි සංකල්ප පත්‍රිකාවක් අදාළ අමාත්‍ය මණ්ඩල සංදේශය සමඟ ඉදිරිපත් කළ යුතුය. කෙටුම්පත සඳහා නීතිපතිවරයාගේ නිෂ්කාශනය ලබා ගැනීමට පෙර සංකල්ප පත්‍රිකාවෙන් අපේක්ෂිත අරමුණු සාක්ෂාත් කර ගැනීමට අදාළ විධිවිධාන පනත් කෙටුම්පතෙහි ඇතුළත් වී ඇති බවට තහවුරු කර ගත යුතුය.

(ආ) නීති කෙටුම්පත් සම්පාදකවරයා විසින් කෙටුම්පත් කරන ලද පනත් කෙටුම්පතක් පාර්ලිමේන්තුවට ඉදිරිපත් කිරීම සඳහා අනුමැතිය අපේක්ෂා කිරීමේදී එකී පනත් කෙටුම්පත භාෂාත්‍රයෙන් ඉදිරිපත් කළ යුතු අතර පනත් කෙටුම්පත සඳහා වන නීතිපතිවරයාගේ නිෂ්කාශනය ද ඒ සමඟ ඉදිරිපත් කළ යුතුය.



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අමාත්‍යාංශ අංකය
 My No. } MT/4-6 /2020

ඔබේ අංකය
 உமது இல.
 Your No. }

දිනය
 திகதி
 Date }

අමාත්‍ය මණ්ඩල සංදේශය

ප්‍රවාහන අමාත්‍යාංශය

ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) හඳුන්වා දීම

1. පසුබිම

- 1.1 ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) හඳුන්වා දීම සඳහා මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය විසින් 2016.06.16 දිනැතිව ඉදිරිපත් කරන ලද අමාත්‍ය මණ්ඩල සංදේශය සඳහා අංක අමප/16/1175/724/047 හා 2016.06.28 දිනැති අමාත්‍ය මණ්ඩල තීරණය මගින් අනුමැතිය ලැබී ඇත.
- 1.2 අංක අමප/17/0552/724/019 හා 2017.03.21 දිනැති අමාත්‍ය මණ්ඩල තීරණය ප්‍රකාරව මෙම ආර්ථික සඳහා ව්‍යාපෘති කළමනාකරණ ඒකකයක් ස්ථාපිත කිරීමට අනුමැතිය ලබා දී ඇත.
- 1.3 අංක අමප/18/1404/819/029 හා 2018.07.10 දිනැති අමාත්‍ය මණ්ඩල තීරණය මගින් ශක්‍යතා අවබෝධයන් සඳහා ව්‍යාපෘතිය ක්‍රියාත්මක කිරීමට අනුමැතිය දී ඇත.
- 1.4 ශ්‍රී ලංකා සමස්ත ව්‍යාපෘතිය මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය, නාගරික සංවර්ධන අමාත්‍යාංශය හා මේ වන විට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ ද ක්‍රියාත්මක වෙමින් පවතී.
- 1.5 ව්‍යාපෘතියේ ගැලපුම් විසින් නිකුත් කර ඇති 2020.08.31 දිනැති අයවැය වනුලේඛ අංක 04/2020 මගින් ඉහත ව්‍යාපෘතිය සඳහා වන ප්‍රතිපාදන, 2020.08.28 වන දින පාර්ලිමේන්තුවේ අනුමැතිය ලද අනුරූ සම්මත ගිණුම මගින් මෙම අමාත්‍යාංශයේ වැය ශීර්ෂය යටතේ වෙන්කර ඇති බැර දක්වා ඇත. (ඇමුණුම -1)

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2. සාධාරණීකරණය

2.1. විදේශ සම්පත් දෙපාර්තමේන්තුවේ අධ්‍යක්ෂ ජනරාල්වරයා සමඟ 2020 සැප්තැම්බර් මස 18 වන දින පැවති සාකච්ඡාවේදී මෙම ව්‍යාපෘතිය පිරිවැය ප්‍රතිඵලදායී නොවන බැවින් අවසන් කිරීම සුදුසු බවට නිරීක්ෂණ ඉදිරිපත් වී ඇත.

2.2. 2020 සැප්තැම්බර් මස 21 දිනැතිව ජනාධිපති ලේකම් විසින් නිකුත් කර ඇති ලිපිය මගින්, මෙම ව්‍යාපෘතිය මිල අධික හා පිරිවැය ඵලදායී නොවන ව්‍යාපෘතියක් බවත්, කොළඹ නාගරික ප්‍රවාහන යටිතල පහසුකම් සැපයීම සඳහා සුදුසු ව්‍යාපෘතියක් නොවන බැවින් ව්‍යාපෘතිය හා ව්‍යාපෘති කාර්යාලය වහාම ක්‍රියාත්මක වන පරිදි වසා දමන ලෙසත්, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හා ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුවේ උපදේශනය මත සුදුසු ක්‍රමවේදයක් සකස් කිරීමට කටයුතු කරන ලෙසත් දන්වා ඇත. (ඇමුණුම -2)

3. යෝජනා

3.1. මෙම ව්‍යාපෘතිය සතු සියලු වත්කම් හා බැරකම් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හෝ ප්‍රවාහන අමාත්‍යාංශය වෙත පවරා දීම

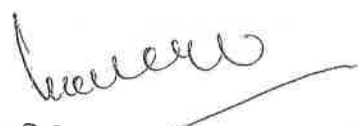
3.2. ව්‍යාපෘතියට අදාළ ගිවිසුම් ගතවීම හා අනෙකුත් සියලු කටයුතු නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයට හෝ සිදුවන බැවින් ව්‍යාපෘතිය අවසන් කිරීමට හා ව්‍යාපෘති කාර්යාලය වසා දැමීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියෝග කිරීම

3.3. ව්‍යාපෘති කාර්ය මණ්ඩලයේ සේවය වහාම ක්‍රියාත්මක වන පරිදි අවසන් කිරීමට හා අදාළ වකුලේඛවලට අනුව ගෙවීම් කිරීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියම කිරීම

3.4. ව්‍යාපෘතිය වෙනුවෙන් මේ දක්වා පියවීමට ඇති බිල්පත් ගෙවා නිරවුල් කිරීම

4. අනුමැතිය

ඉහත යෝජනා අංක 3.1, 3.2, 3.3 හා 3.4 සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කරමි.


ගාමිණී ලොකුගේ (පා.ම)
ප්‍රවාහන අමාත්‍ය.

2020 සැප්තැම්බර් 24
ප්‍රවාහන අමාත්‍යාංශය.

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විදේශ සම්පත් දෙපාර්තමේන්තුව
வெளிநாட்டு வளங்கள் திணைக்களம்
Department of External Resources

මුදල, ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශය
මහලේකම් කාර්යාලය (3 වැනි මහල), තැ.පෙ. 277, කොළඹ 00100, ශ්‍රී ලංකාව
நிதி, பொருளாதார உறுதிப்படுத்துதலை மற்றும் தேசியக் கொள்கைகள் அமைச்சு
செயலகம் (3 ஆம் மாடி), த. பெ. இல. 277, கொழும்பு 00100, இலங்கை
Ministry of Finance, Economic Stabilization and National Policies
The Secretariat (3rd Floor), P.O. Box 277, Colombo 00100, Sri Lanka

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මගේ අංකය
எனது இல
My No

JP/97/B

ඔබේ අංකය
உமது இல
Your No

දිනය
திகதி
Date

2022.08.24

ජ්‍යෙෂ්ඨ සහකාර විගණකාධිපති
සහකාර විගණකාධිපති කාර්යාලය
මහා හාණ්ඩාගාරය
කොළඹ 01.

මහත්මියගේණි



විගණනය සඳහා කොරකුරු ලබාදීම - 2022

උක්ත කරුණට අදාළව ඔබගේ සමාංක හා 2022.08.05 දිනැති ලිපිය හා බැඳේ.

ඒ අනුව, අදාළ පිළිතුරු පහත පරිදි වේ.

02. අදාළ අමාත්‍ය මණ්ඩල සංදේශයේ දක්වා ඇත්තේ විදේශ සම්පත් දෙපාර්තමේන්තුව සමඟ කරන ලද සාකච්ඡාවේදී සාකච්ඡාවට බඳුන්වූ කරුණුය. එහිදී අතිගරු ජනාධිපතිතුමා විසින් දෙන ලද නියෝගයට අනුව මෙම ව්‍යාපෘති පිරිවැය ප්‍රතිඵලදායක නොවන බැවින්, අවසන් කළ යුතු බවට කරන ලද නියෝගය අනුව එසේ අවසන් කළ යුතු ආකාරය සහ ඒ සඳහා ගතයුතු පියවර සාකච්ඡා කරන ලදී. (Loan termination Process) ඒ අනුව, අතිගරු ජනාධිපතිතුමා විසින් කවරවු හෝ විශ්ලේෂණයක් මත දෙන ලද නියෝගය ක්‍රියාත්මක කිරීම සිදුකළ යුතු ආකාරය මෙහිදී සාකච්ඡා වූ අතර එවකට නාගරික සංවර්ධන, ජල සම්පාදන හා නිවාස පහසුකම් අමාත්‍යාංශයේ ලේකම්ගේ MINVD/SRP/AD/LRTS-COL හා 2020.03.04 දිනැති ලිපියේ අඩංගු කරුණු ද මෙහිදී සැලකිල්ලට හාස්නය කරන ලදී. (ලිපිය අමුණා ඇත. ඇමුණුම 01)

මෙම කරුණු සම්බන්ධව සම්පූර්ණ විග්‍රහයක් 2022.06.09 දින පැවැති රාජ්‍ය ශිෂ්‍යුම් පිළිබඳ කාරක සභාවේදී සිදුකරන ලද අතර, ඊට අදාළ සාකච්ඡා සටහන් මේ සමඟ අමුණා ඇත. (ඇමුණුම 02)

03. අමාත්‍ය මණ්ඩල සංදේශය ඉතා ශක්ති සංදේශයක් බැවින්, සවිස්තරාත්මකව ඉහත දැක්වූ කරුණු එහි අඩංගු වී නොමැති බව නිරීක්ෂණය කරමි.

04. ඉහත 02 සහ 03 පිළිතුරු අදාළ වේ.

මමයට - විශ්වාසී

අජිත් අබේසේකර
සාමාන්‍ය පනාගාර

පිටපත : සහකාර අධ්‍යක්ෂ (පුද්ගල) - කටු, දැනට.



මුදල් අමාත්‍යාංශය
நிதி அமைச்சு
MINISTRY OF FINANCE

මහලේකම් කාර්යාලය, කොළඹ 01,
ශ්‍රී ලංකාව

செயலகம், கொழும்பு 01,
இலங்கை.

The Secretariat, Colombo 01,
Sri Lanka.

කාර්යාලය } (94)-011-2484500
அலுவலகம் } (94)-011-2484600
Office } (94)-011-2484700

ෆැක්ස් }
தொலைநகல் } (94)-011-2488223
Fax }

වෙබ් අඩවිය }
இணையதளம் } www.treasury.gov.lk
Website }

මගේ අංකය } JP/JICA/L/GT:09
எனது இல }
My No }

ඔබේ අංකය }
உமது இல } CP 20/1450/312/002
Your No }

දිනය }
திகதி } 2020.09. 28
Date }

අමාත්‍ය මණ්ඩල සංදේශය
මුදල් අමාත්‍යවරයාගේ නිර්දේශ

අමාත්‍යාංශය : ප්‍රවාහන

නිර්දේශ සහ දිනය : ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැතැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) හඳුන්වා දීම

2020 සැප්තැම්බර් 24

යෝජනා/ඉල්ලීම් : පහත සඳහන් යෝජනා සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය අපේක්ෂා කෙරේ.

01. මෙම ව්‍යාපෘතිය සතු සියලු වත්කම් හා බැරකම් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හෝ ප්‍රවාහන අමාත්‍යාංශය වෙත පවරා දීම
02. ව්‍යාපෘතියට අදාල ගිවිසුම් ගතවීම් හා අනෙකුත් සියලු කටයුතු නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ සිදුවන බැවින් ව්‍යාපෘතිය අවසන් කිරීමට හා ව්‍යාපෘති කාර්යාලය වසා දැමීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියෝග කිරීම
03. ව්‍යාපෘති කාර්ය මණ්ඩලයේ සේවය වහාම ක්‍රියාත්මක වන පරිදි අවසන් කිරීමට හා අදාළ චක්‍රලේඛවලට අනුව ගෙවීම් කිරීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ට නියම කිරීම
04. ව්‍යාපෘතිය වෙනුවෙන් මේ දක්වා පියවීමට ඇති බිල්පත් ගෙවා තිරවුල් කිරීම

නිර්දේශ : අමාත්‍ය මණ්ඩල සංදේශයේ 3.1, 3.2, 3.3 සහ 3.4 යෝජනා සමඟ එකඟ වෙමි.



40 151

09 OCT 2020
අමාත්‍ය කාර්යාලය
17 වන මහල, "සඳුරාගල", බත්තරමුල්ල.

අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்

OFFICE OF THE CABINET OF MINISTERS

CABINET DECISION

අමාත්‍ය මණ්ඩල තීරණය

அமைச்சரவைத் தீர்மானம்

Adm (Admin)
Adm (Tech)

09/10

මගේ අංකය: අමප/20/1450/312/002

2020 ඔක්තෝබර් මස 06 දින.

පිටපත්:

- ජනාධිපති ලේකම්.
- නීතිපතිතුමා.
- අග්‍රාමාත්‍ය ලේකම්.
- මුදල් අමාත්‍යාංශයේ ලේකම්.
- විගණකාධිපති.

DUP
R
P
P
E.S.T.

ක්‍රියා කළ යුතු:

- නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්.
- ප්‍රවාහන අමාත්‍යාංශයේ ලේකම්.

15

ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LTR) හඳුන්වා දීම

(ප්‍රවාහන ගරු ඇමතිතුමා ඉදිරිපත් කළ 2020-09-24 දිනැති සංදේශය)

2020 සැප්තැම්බර් මස 28 දින පැවැත්වුණු අමාත්‍ය මණ්ඩල රැස්වීමේදී එළඹී තීරණයක් අවශ්‍ය කටයුතු සඳහා මේ සමඟ එවා ඇත.

ඩබ්ලිව්.එම්.ඩී.ජේ.ප්‍රනාන්දු
අමාත්‍ය මණ්ඩලයේ ලේකම්.

(ඇ) රැස්වීමේදී සභාගත කළ අමාත්‍ය මණ්ඩල පත්‍රිකා:

26. අමාත්‍ය මණ්ඩල පත්‍රිකා අංක 20/1450/312/002 වූ, “ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ශ්‍රී ලංකාවේ බස්නාහිර කලාපයට සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LTR) හඳුන්වා දීම” යන මැයෙන් ප්‍රවාහන ඇමතිතුමා ඉදිරිපත් කළ 2020-09-24 දිනැති සංදේශය - ඉහත සඳහන් සංදේශය මුදල් ඇමතිතුමාගේ නිරීක්ෂණ සමඟ සලකා බලන ලදුව, මේ සම්බන්ධයෙන් තවදුරටත් පැවති සාකච්ඡාවේදී අමාත්‍ය මණ්ඩලය විසින් පහත සඳහන් කරුණු නිරීක්ෂණය කරන ලදී:

- (i) ඉහත ව්‍යාපෘතියේ මූලික සැලසුම් අදියරේදී යෝජනා වූයේ රැකියා සහ වෙනත් කාර්යයන් සඳහා පෞද්ගලික රචවලින් කොළඹ නගරය වෙත පැමිණෙන්නන්ට සේවය සැලසීම සඳහා විකල්ප ප්‍රවාහන මාධ්‍යයක් වශයෙන් සාධාරණ පිරිවැයක් සහිත මෙන්ම අවම පාරිසරික බලපෑමක් සහිත සීග්‍ර සංක්‍රමණ පද්ධතියක් හඳුන්වාදීමට බව;
- (ii) කෙසේ වුවද, පසුගිය රජය විසින් අනුමත කරන ලද සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතියේ පිරිවැය ඉතා ඉහළ අගයක් ලෙස පෙනී යන බව;
- (iii) සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ක්‍රියාත්මක කළහොත් පරිසරයට විශාල බලපෑමක් සිදු විය හැකි බවත්, නිවාස සහ වෙනත් ගොඩනැගිලි විශාල සංඛ්‍යාවක් කඩා ඉවත් කිරීමට සිදු විය හැකි බව හා එම කාර්යය සඳහා අත්කර ගනු ලබන ඉඩම් වෙනුවෙන් වන්දි ගෙවීම සඳහා විශාල මුදලක් දැරීමට සිදු විය හැකි බව;
- (iv) සිය පෞද්ගලික රච භාවිත කරමින් රැකියා සහ වෙනත් කාර්යයන් සඳහා කොළඹ නගරයට පැමිණෙන පුද්ගලයින් ආකර්ශනය කර ගැනීම සඳහා විකල්ප ප්‍රවාහන මාධ්‍යයක් ලෙස යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය මගින් අපේක්ෂිත පහසුකම් සලසා දීමට නොහැකි වන බව; සහ
- (v) යෝජිත සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය ක්‍රියාත්මක කළහොත් ඒ සඳහා විශාල මෙහෙයුම් පිරිවැයක් දැරීමට සිදු විය හැකි බව.

මේ පිළිබඳව වැඩිදුරටත් සාකච්ඡා කිරීමෙන් අනතුරුව, ඉහත සඳහන් කරුණු සැලකිල්ලට ගෙන, සංදේශයේ 3 ඡේදයෙහි සඳහන් (3.1) සිට (3.4) දක්වා වූ යෝජනා සඳහා අනුමැතිය ලබා දීමට අමාත්‍ය මණ්ඩලය විසින් තීරණය කරන ලදී.

ක්‍රියා කළ යුතු: නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 ප්‍රවාහන අමාත්‍යාංශය - ඉහත නිරීක්ෂණ යා කොට ඇත.

පිටපත්: ජනාධිපති ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 නීතිපතිතුමා - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 අග්‍රාමාත්‍ය ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 මුදල් අමාත්‍යාංශය

(C) Cabinet Papers Tabled at the Meeting :

Cabinet Paper No.20/1450/312/002, a Memorandum dated 2020.09.24 by the Minister of Transport on "Introduction of a Light Rail Transit System (LRT) in the Western region of Sri Lanka with JICA Assistance" - the above Memorandum was considered along with the observations of the Minister of Finance and at the ensued discussion, the Cabinet observed the following:

- (i) that, at the initial planning stage of the above project, the proposal was to introduce a Rapid Transit System with moderate cost and with minimum environmental impact, as an alternative mode of transport to cater to those who travel to Colombo in private vehicles for employment and other purposes;
- (ii) that, however, the cost of the Light Rail Transit (LRT) System approved by the previous Government appears to be much higher;
- (iii) that, the LRT System if implemented, could cause a serious impact to the environment and a large number of houses and other buildings would have to be demolished and a huge cost would have to be borne for the payment of compensation for the lands to be acquired for the purpose;
- (iv) that, the proposed LRT System would not provide the expected comfortable facilities to attract people as an alternative mode of transport for traveling to Colombo for employment and other purposes using their own private vehicles; and
- (v) that, if the proposed LRT System is implemented, a heavy operational cost would have to be incurred for the same.

Contd./2-

After further discussion, taking the above facts into consideration, the Cabinet of Ministers decided to grant approval to the proposals to (3.4) in paragraph 3 of the Memorandum.

Action by: **My/Urban Development & Housing** - copy of Memorandum and above observations annexed.
My/Transport - above observations annexed.

Copied to: **Secretary to the President** - copy of Memorandum and above observations annexed.
Attorney General - copy of Memorandum and above observations annexed.
Secretary to the Prime Minister - copy of Memorandum and above observations annexed.
My/Finance



විදේශ සම්පත් දෙපාර්තමේන්තුව
வெளிநாட்டு வளங்கள் திணைக்களம்
Department of External Resources

මුදල් අමාත්‍යාංශය
මහලේකම් කාර්යාලය (3 වැනි මහල), තැ.පෙ. 277, කොළඹ 00100, ශ්‍රී ලංකාව

நிதி, அமைச்சு
செயலகம் (3 ஆம் மாடி), த. பெ. இல. 277, கொழும்பு 00100, இலங்கை
Ministry of Finance, The Secretariat (3rd Floor), P.O. Box 277, Colombo 00100, Sri Lanka

Web Site: www.erd.gov.lk

e-mail: info@erd.gov.lk

මගේ අංකය
எனது இல
My No

JP/JICA/L/GT:09

ඔබේ අංකය
உமது இல
Your No

දිනය
திகதி
Date

20/10/2020

Mr. Fusato Tanaka
Chief Representative
JICA Sri Lanka Office

Dear Mr. Tanaka

Project for Establishment of Light Rail Transit (LRT) System in Colombo (I), Loan Agreement No SL-P 119
- Request for Termination

01. This refers to the loan agreement signed on 11th March 2019 between Japan International Cooperation Agency (JICA), and the Government of Sri Lanka (GOSL) for the implementation of Colombo Light Rail Transit Project from Malabe to Colombo Fort.

02. We wish to inform you that the GOSL has decided to terminate the Colombo LRT project, as it is not the appropriate cost effective transport solution for the urban Colombo transportation infrastructure. The government also decided to transfer the responsibilities of project termination, closure of the project office and terminate the service of the project staff to the Ministry of Urban Development and Housing (MUD&H), and transfer all assets and liabilities to MUD&H and Ministry of Transport as appropriate.

03. Moreover, the GOSL intends to explore the possibility of utilizing the total external financing package already committed for the above project *i.e.* JPY 200,415 million, to other priority development areas outlined in the Government policy framework of "Vistas of Prosperity and Splendour" as appropriate in the future.

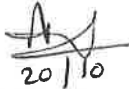
04. Accordingly, Department of External Resources wishes to commence negotiation with you on the termination process and cancellation of the undisbursed loan amount early.

05. The Government of Sri Lanka takes this opportunity to extend its sincere appreciation for the financial assistance extended by Japan International Cooperation Agency to Sri Lanka for many development projects during the past, and look forward to continuing our development cooperation and bilateral partnership with the Government of Japan in a more coordinated and productive manner.

06. In view of the above, it is highly appreciated if you could kindly let us know the most convenient timeline from your end to initiate negotiation on loan cancellation process.

Your understanding and cooperation in this regard will be greatly appreciated.

Yours sincerely



Ajith Abeysekera o/c
Director General

- Copies: 1. H.E. the Ambassador of Japan in Sri Lanka
2. Secretary, Ministry of Finance
3. Secretary, Ministry of Transport
4. Secretary, Ministry of Urban Development and Housing
5. Auditor General



නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

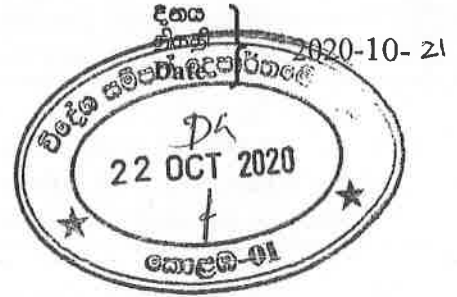
මගේ අංකය
 எமது இல
 My Ref

MUD&H/ADM/01/02/06

ඔබේ අංකය
 உமது இல
 Your Ref

Mr. Ajith Abeysekara
 Director General
 Department of External Resources

D/Wiswanatha
22/10



TERMINATION OF LIGHT RAIL TRANSIT SYSTEM IN COLOMBO

Reference:

- A. Loan Agreement No SL-P119, dated 11th March 2019 for Project for Establishment of Light Rail Transit System in Colombo.
- B. Consultancy Contract agreement (CLR/C/01) signed between Secretary, Ministry of Megapolis and Western Development on behalf of the Government of Sri Lanka and Authorized Representative of the Joint Venture (Consultant) Mr. Ryohei ISHII on behalf of the Consultant for the "Project for Establishment of Light Rail Transit System in Colombo".
- C. Concurrence from JICA for Consultancy Services dated 19th March 2019
- D. Decision of Cabinet of Ministers No. 20/1450/312/002 dated 6th October 2020 directing the Secretary to the Ministry of Urban Development and Housing to terminate the Project and close the Project Office.

1. The pledge was made between the Government of Sri Lanka (GoSL) and JICA on 22nd October 2018 to grant a soft loan under Special Terms for Economic Partnership (STEP) conditions for the implementation of the Light Rail Transit System and the corresponding loan negotiations were successfully concluded on 25th October 2018.
2. Subsequently, on 11th March 2019 the GoSL entered in to a loan agreement (SL-P119) with JICA for the first tranche of the loan amounts to Yen 30,040 million.
3. In accordance with the relevant provisions of the loan agreement, JICA has expressed no objection to offer the Consultancy Services to the Oriental Consultants Global – Joint Venture (OCG-JV) of Japan on 19th March 2019.
4. Accordingly GoSL awarded the consultancy services to Joint Venture consisting of Oriental Consultants Global Co. Ltd. of Japan (OCG) as the lead partner of the Joint Venture, Japan International Consultants for Transportation Co. Ltd (JIC) of Japan as a JV member, Chodai Co.Ltd (CHODAI) of Japan as a JV member, Nippon Koei Co. Ltd (NK) of Japan as a JV member, and Consulting Engineers and Architects Associated (pvt) ltd. of Sri Lanka (CEA) as a JV member.

5. The Consultancy agreement was made on 13th March 2019 between the Ministry of Megapolis and Western Development and the Joint Venture.

6. The Consultant formally commenced the Project work on 1st of April 2019 and has been working under the supervision of Project Management Unit appointed by the Ministry of Megapolis and Western Development.

7. As per the Budget circular No. 04/2020 dated 31.08.2020 issued by the Secretary to the Treasury the LRT Project has been assigned to the Ministry of Transport through the vote on Account passed in Parliament on 28.08.2020.

8. Thereafter the Secretary to the President has directed Secretary Ministry of Transport to terminate this project by its letter dated 21st September 2020.

9. Cabinet of ministers by its decision No. 20/1450/312/002 dated 6th October 2020 on "Introduction of a light rail transit system (LRT) in the western region of Sri Lanka with JICA assistance" has directed Secretary Ministry of Urban Development and Housing to terminate the above project and close the project office.

8/ 10. Accordingly, the client of the above project has to be changed into Ministry of Urban Development and Housing in order to implement the Cabinet decision stated in (9) above.

11. Hence, please inform JICA to change the Client in the Consultancy Agreement between the GoSL and OCG - JV as Ministry of Urban Development and Housing, in order for us to close the project.

12. Please also inform JICA that Consultancy Agreement between GoSL and OCG - JV will be terminated in the next 56 days.


Sirinimal Perera
Secretary
Ministry of Urban Development and Housing



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நிதி அமைச்சு
MINISTRY OF FINANCE

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செயலகம், கொழும்பு 01,
இலங்கை.

The Secretariat, Colombo 01,
Sri Lanka.

කාර්යාලය } (94)-011-2484500
அலுவலகம் } (94)-011-2484600
Office } (94)-011-2484700

ෆැක්ස් }
தொலைநகல் } (94)-011-2449823
Fax }

වෙබ් අඩවිය }
இணையதளம் } www.treasury.gov.lk
Website }

මගේ අංකය } JP/JICA/L/GT:09
எனது இல }
My No }

ඔබේ අංකය }
உமது இல }
Your No }

දිනය }
திகதி } 23/10/2020
Date }

Mr. Fusato Tanaka
Chief Representative
Japan International Cooperation Agency

Dear Mr Tanaka

**Project for Establishment of Light rail Transit (LRT) System in Colombo (I), Loan Agreement No SL- P119
- Request for Termination**


This is further to the letter No JP/JICA/L/GT/09 dated 20.10.2020 of the Director General of Department of External Resources on the above.

The Secretary Ministry of Urban development and Housing by his letter dated 21 October 2020 has requested the Director General, Department External Resources to inform Japan International Cooperation Agency on the Change of Client of the Consultancy Agreement between the GOSL and Oriental Consultant Global –Joint Venture (OCG-JV) as the Ministry of Urban Development and Housing to close the project.

Further the Secretary has informed that the Consultancy agreement between the GOSL and OCG –JV will be terminated in next 56 days

Accordingly it is greatly appreciated if you could change the executing agency of the above project as proposed and make necessary arrangement to terminate the consultancy contact of the project

Yours sincerely


R.M.P Rathnayake
Deputy Secretary to the Treasury

Copy:

1. H. E. The Ambassador of Japan in Sri Lanka
2. Secretary, Ministry of Urban Development and Housing
3. Secretary, Ministry of Transport

**MINISTRY OF FINANCE
THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA**

JP/69/2020/30/B

November 05, 2020

The Ministry of Finance of the Democratic Socialist Republic of Sri Lanka presents its compliments to the Embassy of Japan and has the honor to request the Government of Japan to favorably consider the decision of Cabinet of Ministers of Sri Lanka to terminate the implementation of Colombo Light Rail Transit Project due to the present circumstances.

The Exchange of Notes between two Governments were signed for the implementation of Light Rail Transit system in Sri Lanka on 11th March 2019 under the financing facilities provided by the Japan International Cooperation Agency.

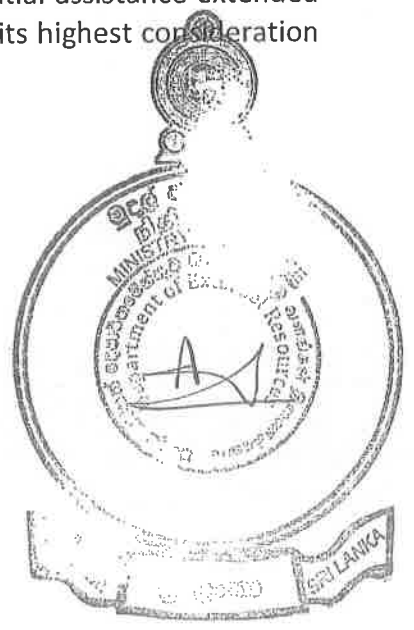
Taken into consideration that due to the fiscal challenges faced by the Government of Sri Lanka under the present COVID 19 global pandemic, the Cabinet of Ministers of Sri Lanka has reconsidered the accommodation of large scale infrastructure development projects in the government budget with a view to allocate required budgetary space to boost the priority sectors of the economy for long term stability.

While appreciating the long standing relationship with the Government of Japan and the development cooperation extended towards Sri Lanka, the Government of Sri Lanka wishes to request the Government of Japan to take appropriate measures to terminate the above project.

The Ministry of Finance of the Democratic Socialist Republic of Sri Lanka avails itself of this opportunity to express its sincere appreciation for substantial assistance extended by the Government of Japan and also to renew the assurance of its highest consideration to the Embassy of Japan.

The Embassy of Japan
Colombo – 07

- Copy to : 1. Chief Representative, JICA Sri Lanka Office
- 2. File: JP/69/B (Vol. III)





Japan International Cooperation Agency
10th & 13th Floors, DHPL Building,
No. 42, Navam Mawatha, Colombo - 2, SRI LANKA.
TEL : (+94)011-2300470 / 2303700
FAX : (+94)011-2300473 / 2303692
E-mail : sl_oso_rep@jica.go.jp
Homepage: <http://www.jica.go.jp/srilanka/english/index.html>
Facebook : <https://www.facebook.com/jicasrilanka>

JICA Ref: (SL) No. 11-19001

19th November, 2020

Mr. R. M. P. Rathnayake
Deputy Secretary to the Treasury
Ministry of Finance
The Secretariat
Colombo 1

Attn.: Director General, External Resources Department

Dear Sir,

**SL P119. Project for Establishment of Light Rail Transit System in Colombo (I):
Procedure for proposed termination of project and consultancy contract by GoSL**

We refer to the letter from Director General of External Resources Department (ERD) bearing JP/JICA/L/GT:09 dated 20th October 2020, the letter from Deputy Secretary to the Treasury bearing JP/JICA/L/GT:09 dated 23rd October 2020, the letter from Secretary of Ministry of Urban Development and Housing to Authorized Representative, OCG-JV, Oriental Consultants Global Co. bearing MUD&H/ADM/01/02/06 dated 5th November 2020 copied to JICA, and the letter from Deputy Secretary to the Treasury bearing JP/JICA/L/GT09(iii) dated 10th November 2020.

JICA, in response to official request submitted by GoSL, has been providing assistance to this Project from preliminary planning through to implementation stage, through massive resource input including on grant basis, with the objective of assisting GoSL to solve one of the main issues hindering economic growth in Colombo. In the meantime, GoSL has taken the decision to terminate the Project as per your letters. In such case, we are in a position to inform you that we cannot discuss with ERD on the termination at this point. The Project has been implemented based on the Loan Agreement which was signed on the basis of the bilateral agreement (Exchange of Notes) between the Government of Sri Lanka and the Government of Japan. First there should be bilateral agreement between both governments to terminate the Project.

With regard to the termination of the Consultancy Contract referred to in letters JP/JICA/L/GT:09 dated 23rd October 2020 and MUD&H/ADM/01/02/06 dated 5th November 2020, we would like to remind you that in case of such termination, prior concurrence from JICA must be obtained as

per Schedule 4, Section 4 of the Loan Agreement, through an official request for prior concurrence by the Executing Agency(EA) through the Borrower's Representative. Please note that, even in case the request is submitted, we cannot accept the request of concurrence at this point, because the bilateral agreement to terminate the Project has not made.

With regard to Amendment to Loan Agreement referred to in letter JP/JICA/L/GT09(iii) dated 10th November 2020, if you wish to change the EA again, kindly confirm whether existing Project Management Unit (PMU) and the budget under Ministry of Transport will be transferred to Ministry of Urban Development and Housing in written form by Borrower's Representative. Please note that JICA's taking necessary procedure for further amendment to Loan Agreement in accordance with your request does not mean that JICA accepts the termination of the Project.

At the end, we wish to also remind you that disbursement requests for payments for work done from June 2020 onwards have not been submitted to JICA, and quarterly Project Status Reports are not submitted from January 2020 onwards. Kindly make arrangements with the EA to submit these through Borrower's Representative without further delay. In addition, as the relevant personnel of the other agencies of GoSL side may not be clearly aware of the conditions of the Loan Agreement and related procedures, we would like to request your close attention and coordination with those agencies to ensure proper procedures are followed.

Yours faithfully,



Siv

TANAKA Fusato
Chief Representative
JICA Sri Lanka Office

Cc:

Secretary, Ministry of Transport
Secretary, Ministry of Urban Development and Housing
Project Director – JICA LRT
H.E. Ambassador, Embassy of Japan

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வெளிநாட்டு அமைச்சு
FOREIGN MINISTRY

27 NOV 2020
Office of the Secretary to the
Treasury & Secretary
Ministry of Finance

ජනරජ ගොඩනැගිල්ල, කොළඹ 1, ශ්‍රී ලංකාව, குடியரசு கட்டிடம், கொழும்பு 1. Republic Building, Colombo 1, Sri Lanka

මගේ අංකය } EA/JAP/2/1
எனது இல }
My No

ඔබේ අංකය }
உமது இல }
Your No

දිනය } 26 November 2020
திகதி }
Date

Mr. S.R. Attygalle
Secretary to the Treasury
Ministry of Finance
The Secretariat
Colombo 01



Handwritten notes: (D/L/ER), 27/11



Cooperation with the Japan International Cooperation Agency (JICA)

Please find attached for your kind attention, a copy of the fax message 307 dated 24 November 2020 from Sri Lanka's Embassy in Tokyo regarding the meeting on 20 November 2020 between Embassy officials and the new Director General of JICA, Mr. Sakamoto Takema.

According to the enclosed communication, Mr. Takema had shared with the Embassy officials, JICA's concerns relating to the cancellation of the LRT project after signing the related Agreement, and previous cancellations as well, and flagged the possible dangers of Sri Lanka losing credibility among Japanese officials and business/industry giants as a result of such cancellations.

Having confirmed the continuation of JICA's support for Sri Lanka, Mr. Takema had indicated the possibility of supporting Sri Lanka by way of financing through Programme Loans, and "budget support" financing depending on Sri Lanka's positive engagement with the IMF.

The Embassy, as you would observe, seeks advice regarding the suggestion made by JICA.

Considering the importance of Japan as a long standing development partner, and an invaluable Asian partner in multilateral fora, this Ministry recommends that the Ministry of Finance considers seeking a virtual meeting with the JICA Director General and other officials to discuss Sri Lanka's cooperation with JICA and explain Sri Lanka's needs, with the participation of Embassy officials as well.

If the Ministry of Finance agrees, the Sri Lanka Embassy in Tokyo and the Embassy of Japan in Colombo could be requested to facilitate such a meeting.

P.M. Amiza
Additional Secretary (Economic Affairs)
For Secretary

DG/ERD
Pl study & do follow up / Respond to DST(ER) 30/11

cc. -Chargé d'affaires a.i., Sri Lanka Embassy/ Tokyo
-Director General/ East Asia, Foreign Ministry

229
D/Wasundha
Plr submit a note to ST
30/11

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தொலைபேசி } 2325375
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பெக்ஸ் } 2446091
Fax } 2430220

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மின் அஞ்சல் }
E-Mail

වෙබ් අඩවිය }
இணைய தளம் } www.mfa.gov.lk
Web site

FAX

SRI LANKA EMBASSY - TOKYO

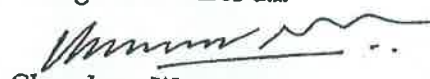
Tel: 0081 (03) - 3440 - 6911/ 6912 Fax: 0081 (03) - 3440 - 6914 E-mail:

slemb.tokyojp@mfa.gov.lk

TO : Secretary/Ministry of Foreign Relations
Mr. P.M. Amza, Add. Sec/Economic Affairs

Copy : DG/East Asia

FROM : Chargé d' Affaires a.i.

SIGNATURE : 
Chandana Weerasena
Chargé d' Affaires a.i.

DATE : 24 November 2020

PRIORITY : URGENT

PAGES : 02.

Msg. No.: 307

Ref.: JPN/BL/ECON1

Meeting with new Director General of Japan International Cooperation Agency (JICA)

1. Last Friday, I met Mr. Sakamoto Takema, Director General (new) of Japan International Cooperation Agency (JICA) with other senior officials, of the division which works with Sri Lanka. Mr. Samantha Wijesekara, Minister (Commercial) of this Mission also joined me at this discussion.
2. Mr. Takema recalled their valuable work in Sri Lanka and reiterated that Japan has always been in favour of Sri Lanka of its economic development activities among many others. He also mentioned that JICA's role in development of infrastructure in Sri Lanka has always been successful and result oriented. While confirming the continuous support towards Sri Lanka, Mr. Takema showed their disappointment over GoSL's recent decision to cancel the LRT project at the last minute.
3. Mr. Takema, also recalled few more previous cancellations by the GoSL similar to the LRT project, and their frustration on the way, the GoSL took those decisions. He further said that, any cancellation is comfortable during negotiation stages; however, cancellation of a project after signing agreement, becomes a serious issue for all parties. He further elaborated that, as a country Sri Lanka loses credibility among Japanese officials and business/industry giants which has many disadvantages in the medium and long term.
4. Nevertheless, he reiterated that JICA continues to work with Sri Lanka as a credible and friendly partner.
5. Mr. Takema also indicated the possibility of supporting Sri Lanka in the area of financing through its Programme Loans, where proceeds can be incorporated into the target partner country's Budget. By pointing out the recent GoSL budget and the challenge of financing the budget deficit, he said that Japan can intervene through their

Programme Loans and support in financing as a "Budget Support" funding. However, he further indicated that this intervention depends upon Sri Lanka's positive engagement with IMF for securing additional funding. The JICA financing would be at low rate as usual and Japan is willing to support in this mechanism, if the GoSL agreed upon to it.

6. Mission expects the advice of the GoSL on the above '5' at the earliest possible. (Ends).



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சனாதிபதி அலுவலகம்
PRESIDENTIAL SECRETARIAT



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ඒ අනුව ඔබගේ ලිපියේ 04 වන ඡේදයේ දක්වා ඇති කරුණු පිළිබඳව පහත නිරීක්ෂණ ඉදිරිපත් කිරීමට කැමැත්තෙමි.

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Dennim

Oriental Consultants Global

Global Sustainable Development

LR T file

31/12



Date: 31 December 2020
Ref.: OCG/UDH/20-2

To: Mr. Sirinimal Perera
Secretary
Ministry of Urban Development and Housing
17th Floor, Suhurupaya,
Battaramulla,
Sri Lanka

Add Secretary (Technical)

for Claim Committee
review + recommendations

Sub: Payments arising under Clause 2.9.5 of the General Conditions of Contract (GCC) forming part of the Contract for Consultants' Services dated 13 March 2019 bearing no. CLR/C/01 executed between Ministry of Megapolis and Western Development and the Joint Venture of Consultants (OCG-JIC-CHODAI-NK-CEA JV) for the Project for Establishment of Light Rail Transit System in Colombo ("Contract")

Dear Sir,

1. I write this letter on behalf of the Consultants' Joint Venture ("JV") as its Authorized Representative and the Lead Partner for the project for establishment of the Light Rail Transit System in Colombo ("Project"). This is with reference to the Notice of Termination of Consultancy Services for the Project dated 05 November 2020 issued by the Secretary, Ministry of Urban Development and Housing, Government of Sri Lanka, whereby the Government has notified the JV of its intention to terminate the Contract as per Clause 2.9.1(f) of the GCC.

2. The Contract was executed on 13 March 2019 between the JV consisting of Oriental Consultants Global Co. Ltd. of Japan (OCG), Japan International Consultants for Transportation Co. Ltd. of Japan (JIC), Chodai Co. Ltd. of Japan (CHODAI), Nippon Koei Co. Ltd. of Japan (NK) and Consulting Engineers & Architects Associated (Pvt.) Ltd. of Sri Lanka (CEA) ("Consultants") and the Ministry of Megapolis and Western Development, Government of Sri Lanka ("Client"). This was pursuant to the agreement between the Government of Sri Lanka and Japan International Cooperation Agency ("JICA") for financing the Project. The scope of Services for the Consultants included Design, Tender Assistance, Construction Supervision, Environment and Training. The time period of the Contract was 91 months. The services for the Consultants commenced from 1 April 2019. As per the contractual schedule, the Consultants had mobilized their staff and personnel for the provision of the services. Task A of the services schedule was completed and Task B was underway.

3. In September 2020, suddenly, there were numerous news reports about the termination of the Project, including a letter from the Secretary to the President dated 21 September 2020 addressed to the Secretary to the Ministry of Transport that was widely circulated in the media. (The Project had been gazetted under the purview of the Ministry of Transport), as informed by the Client's Project Director by letter dated 17 September 2020. With this news in the public domain, by letter dated 26 September 2020, we requested for a confirmation of the status of the Project. A response was received from the Project Director dated 28 September 2020 informing

Kapila
D. S. S.



OC GLOBAL

Oriental Consultants Global
Global Consulting for Sustainable Development

us that a decision would only be taken at the Cabinet level to cancel the project. The said letter also informed us to treat the existing Contract as 'live' and that the obligations of the parties remained effective. However, on the same date, i.e. 28 September 2020, the Department of Government Information website disclosed that the Cabinet of Ministers had "decided" to cancel the Project. For some time thereafter, we did not receive any formal communication of this decision or the intent of the Client regarding the status and future of the Contract. We therefore addressed letters on 14 October 2020 and 21 October 2020 requesting the intentions of the client regarding the Consultancy Agreement. Finally, on 06 November 2020, a notice dated 05 November 2020 was received, terminating the Contract and directing us to take necessary steps to bring services to a close on or before 31 December 2020. The notice categorically stated that upon termination, ^{equipment} Clause 3.9 and ^{vehicles} 2.9.5 of the GCC would apply with respect to equipment, vehicles and materials, and ^{payments} payments. By letter dated 11 November 2020, we informed the Ministry of Urban Development and Housing of the list of experts whose services would be utilized, until close of the Services. We further stated that in addition, other staff including legal and accounting consultants would have to be engaged for the purposes of prompt and orderly closure. As regards compliance with ^{payments} Clause 2.9.5 of GCC in relation to payments by the Client, we stated that documentation will be submitted on close of the Services. This letter and notice with accompanying accounts serves that purpose.

4. The termination of the consultancy services issued by the Ministry on 05 November 2020 was notified under Clause 2.9.1(f) of GCC. The notice of termination did not provide any reasons for this sudden and drastic measure. We assume, on the basis of the representations and statements made in the press by government functionaries, that this Project is indeed cancelled and that there is no intent to grant this work to an alternative entity/entities or to execute the same or similar services by the Client himself or through any other mode such as a Public Private Partnership.

5. Notwithstanding the above, this termination, ostensibly without cause and reason, is a grossly drastic and disproportionate step for an executed Contract involving large scale urban infrastructure and transit facilities in a capital city. This sudden termination has thrown our plans, work, projections and estimates in complete disarray and, needless to say, resulted in heavy expenses, costs, losses and damages on multiple accounts. An extremely high profile project like this, duly financed through inter-governmental bilateral arrangements, necessitates and demands extensive planning for deployment and execution. Particularly, since the period of Contract was 91 months (about 7.5 years), it required entering and ensuring commitments for long periods and consequently, assuming very high proportions of risks. By this abrupt and drastic termination, our services and our professional/commercial projections have come to naught.

6. Clause 2.9.5 of the GCC mandates Payments to be made by the Client upon such termination. The clause is extracted below for reference:

"2.9.5 Payment upon Termination

Upon Termination of this Contract pursuant to Clauses GCC 2.9.1 or GCC 2.9.2, the Client shall make the following payments to the Consultant:

(a) remuneration pursuant to Clause GCC 6.2 for Services satisfactorily performed prior to the effective date of termination, and reimbursable expenses pursuant to Clause GCC 6.2 for expenses actually incurred prior to the effective date of termination; and



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(b) in the case of termination pursuant to paragraphs (d) and (f) of Clause GCC 2.9.1 and to GCC 2.9.2, reimbursement of any reasonable cost incidental to the prompt and orderly termination of this Contract, including demobilization, associated overhead cost, the cost of the return travel of the Experts and their eligible dependents, and all other expenses, damages and losses resulting from the termination."

7. For purposes of clarity, it would be apposite to ^{describe} delineate various heads under which payments need to be made by the Client to the Consultants, as under:

Remuneration for services performed:

A. Remuneration pursuant to Clause 6.2 of GCC for services satisfactorily performed prior to the effective date of termination.

B. Reimbursable expenses pursuant to Clause 6.2 of GCC for expenses actually incurred prior to the effective date of termination.

Reimbursement related to Termination:

C. Reimbursement of Demobilization and associated Overhead Costs resulting from termination.

D. Reimbursement of Costs of return travel of Experts and their dependents resulting from termination.

E. Reimbursement of all other Expenses resulting from termination.

F. Damages and Losses resulting from termination.

8. Accordingly, we present details under each of the above heads of payment due from the Client resulting from this termination, as hereunder:

~~Remuneration for services performed:~~

A+B

~~A. Remuneration pursuant to Clause 6.2 of GCC for Services satisfactorily performed prior to the effective date of termination viz. 31st December 2020.~~

A.1 Remuneration to the Consultants was payable by the Client as per Clause 6.2 of GCC read with Appendix D of the Contract. Payments by the Client for invoices raised by the Consultants (for each calendar month) were to be made in accordance with Clause 6.5 of GCC. Invoices till May 2020 have been paid by the Client. However, those issued from June to October 2020 stand unpaid till date.

A.2 Summary and monthly invoices for November and December 2020 are included in Appendix-2.1. Summary and unpaid monthly invoices from June to October 2020, which are already submitted, are included in Appendix-2.2.

~~B. Reimbursable expenses pursuant to Clause 6.2 of GCC for expenses actually incurred prior to effective date of termination viz. 31st December 2020.~~

B.1 Reimbursable expenses to the Consultants was payable by the Client as per GCC 6.2 of Clause read with Appendix E of the Contract. Payments by the Client for invoices raised by the Consultants (for each calendar month) were to be made in accordance with Clause 6.5 of GCC. Invoices till May 2020 have been paid by the Client. However, those issued from June to October 2020 stand unpaid till date.



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B.2 Summary and monthly invoices for November and December 2020 are included in Appendix-2.1. Summary and unpaid monthly invoices from June to October 2020, which are already submitted, are included in Appendix-2.2.

B.3 As per the Contract, VAT for the Consultants' monthly invoices is to be paid by the Client. Interest on late VAT payment for the December 2019 to May 2020 period is outstanding and details are included in Appendix-2.3. Any penalties imposed by the Department of Inland Revenue for delayed payment of VAT will be submitted to the Client for reimbursement in due course.

Reimbursement related to Termination:

C. Reimbursement of Demobilization and associated Overhead Costs resulting from termination

C.1 Compensation to Experts: Highly Skilled Experts provided by the consultant play a major role in provision of services. As per Clause 4.1 of GCC, the Consultants were required to commit to the title, agreed job description, minimum qualification and time – input estimates for the services of each of the Consultants' experts described in Appendix C of the Contract. The role of the Key Experts of the Consultants was so critical that Clause 4.2 of GCC mandated that no changes will be made of the Key Experts, except as otherwise agreed in writing by the Client. Other contractual provisions further elaborated on the core nature of the services of the experts. The JV members of the Consultants already agreed with experts and made agreements to employ them in the Project for extended periods, some until the end of the Project period in October 2026. The early termination deeply affects our relationship with these experts who would have to be suddenly relieved from their services and would need to look for alternative professional opportunities. In the depressed economy at the moment, it is difficult for them to find alternative work.

Moreover, the selection process for the Consultant on the Project involves evaluation of the technical strength of the bidders which counts for 80% of the criteria. Technical evaluation comprises of the experience of the Consultant, proposed methodology and the qualifications and experience of the proposed experts. The CVs of Experts attract 45% of the score given for technical evaluation and fielding the best available experts is the most critical advantage to win a contract. The Experts allow us to use their CVs based on our long-term relationships with them, trust placed on us and the expectation they will be assured of a long-term commitment on a Project.

This abrupt termination has caused a huge damage to our relationship with these Experts. For the Pro A staff, there is a stipulated contract notice period in their employment contracts; the project termination required us to give notice and compensate them by permitting early demobilization, while honoring their salary payments up to the end of their notice period. For senior staff of CEA, there is the added obligations of having to reimburse them for a minimum of 3 months remuneration, which is a conservative allowance considering the balance unexpired period of the Contract was 70 months. Summary of the costs are included in Appendix-3.1 and 3.2.

C.2 Office Rent: For the purposes of providing service on the Project, the Consultants executed an agreement to rent office space available in Sentra Super City, 475, Sri Jaywardenapura



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Mawatha, Rajagiriya which had a lock-in period of 2 years from 01 April 2019 to 31 March 2021. The rental amount for the period of two years until 31 March 2021 was paid at the inception stage of the Project in March, 2019, in accordance with the conditions of the lease agreement. The landlord of the office space has further declined to refund the rental from January to March 2021, despite the request of the Consultants. A copy of the letter of request sent to the landlord together with his response is attached as Annexure 1. While the office rent till December 2020 would be covered under the head of Reimbursable expenses under Clause 6.2 of GCC, three months of rental from January to March 2021 would have to be paid and is to be reimbursed by the Client. In addition, a smaller office will need to be rented from March 2021 onwards until all obligations under the Contract have been concluded by both parties, for which an allowance has also been made. Summary of these costs are included in Appendix-3.3.

C.3 Salaries of unassigned staff for the period June to December 2020: The consultancy proposal was prepared for the design, tender assistance, construction supervision and the defects notification period. To ensure that the Consultants meet their obligations under the Contract, a large number of experts as well as supporting staff were assigned in Colombo as well as at the Consultants' offices in Tokyo and Thailand. These costs were not invoiced to the Client and it was anticipated that they would be compensated from profits recovered over the 70 months of the balance Contract period. In Appendix-3.4, we have shown the cost for the unassigned 3 no. local admin staff member whose salaries cannot be recovered due to the foreclosing of the Project.

C.4 Salary and allowances of unassigned staff required for preparation of entitlement following termination: In addition to the assigned staff in the Project, the Consultants engaged services of a few unassigned staff for the preparation of final invoices and to prepare asset inventories, during November and December 2020. This was necessitated due to sudden termination and the requirement to demobilize. Salaries and allowances paid to those unassigned staff are included in Appendix-3.5.

C.5 Salary and allowances of staff from January to July 2021: For the purpose of demobilization and completion of all related contractual, administrative, statutory, legal activities and duties resulting from the termination, services of some key staff of the Consultants such as Team Leader, Deputy Team Leader, Contracts Manager, Office Administration Manager etc. need to be continued even after 31 December 2020, to properly close services and ensure handover of assets, offices etc. For example, in this regard the delay in payments by the Client of the outstanding invoices and other outstanding obligations including Vat Payments compel us to maintain a limited establishment for completing all the formalities. The estimated remuneration payments of those staff are included in Appendix 3.6.

C.6 Unabsorbed contribution from the Project for the Head Office overheads: When head office operations are planned, it is customary to base it on the projected annual turnover of the company. Hence, the head office expenses are planned for the next 5 years taking into account the contribution from the Project. However, the sudden termination and resultant loss of this contribution will be a burden on the company, and it will need around one year to adapt the expenses to cope without the expected contribution from the Project. We are claiming this Unabsorbed Contribution from the Project for the Head Office overheads only for our local JV Partner, Consulting Engineers and Architects Associated (CEA), for the 1st year from the



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termination of Project (1 January-31 December 2021), calculated on the basis of the figures of 2019/ 2020 financial year, as included in Appendix 3.7.

D. Reimbursement of costs of return travel of Experts and their dependents required to work beyond 31st December 2020 resulting from termination.

D.1 In order to ensure the proper closure of the Consultants' Services for this Project as directed by the Client, some key staff would be necessary for the purpose. The following Pro-A Staff of the Consultants are working beyond 31 December 2020 to bring services to close in a prompt and orderly manner. Therefore, return travel cost for these Experts would not be included in the December 2020 monthly invoice. These experts are distinct from the experts mentioned in C.1 above.

- | | | |
|----|------------------------------------|---------------------|
| 1. | A1 - Team Leader | - Stephen Lowry |
| 2. | A4 - Contract Manager | - Atsushi Nishikori |
| 3. | A8 - Office Administration Manager | - Tetsuya Miike |
| 4. | N/A - Support Engineer | - T. Munkhdalai |
- (assisting in preparing documents required for entitlement following termination)

Estimated return travel cost of these Experts is included in Appendix 3.1.

E. All Other Expenses resulting from termination

E.1 Participating in Bidding Expenses: Consultants usually participate in a number of bids internationally and this cost is covered by the head office overheads which are contributed by successful contracts. In the case of this Project, due to the high value of the Project, the Consultants spent relatively higher amounts, commensurate with the expected gains, as bid preparation costs and hoped to recover this as overheads over the period of 91 months of the Project duration. However, due to the premature termination of the Project, which was never anticipated and unprecedented worldwide for JICA funded projects, only a small proportion of the costs could be recovered. The expenses incurred in forming the joint venture, participating in the bidding process, preparation of the tender, negotiations and signing of the tender as well as non-reimbursed mobilization expenses are to be assessed.

E.2 Incidental Expenses not recovered: There were some expenses such as the launching ceremony of the Project, preparation of promotional video, newspaper advertisements promoting the Project incurred by the Consultants that were not billable but were substantial. These could have been absorbed by the Consultants if the Project continued for the full term, but due to the sudden termination, should now be reimbursed as there is no opportunity to recover them. Estimated expenses on this account are to be assessed.

F. Damages and Losses resulting from termination

F.1 Loss of profit for the unexpired period of the Contract: The Client at the time of the award of the Contract would have been aware of the expected profits which the Consultants would reasonably earn from the Contract. The said profits were duly factored in by the Client while



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accepting the price bid of the Consultants. The Client upon its decision of termination under Clause 2.9.1(f) of the Contract was well aware of this loss of profits for the unexpired period of the Contract to the Consultants. The Client is further aware of its liability to reimburse the Consultants for this loss of profits upon invocation of Clause 2.9.1(f) of the Contract. This obligation of the Client to consequently compensate for the losses upon such termination is duly provided for in the Contract which stipulates that all other expenses, damages and losses resulting from the termination shall be paid by the Client. This contractual liability of payment of losses is in consonance with the settled legal principles for measure and award of damages. In contracts where work has been partly carried out and have been terminated by the employer, the aggrieved entity, i.e. the Consultants will be entitled to the profit on the remaining works for the contract, in addition to the value of the work done and associated expenses. This is based on an even more fundamental principle of contract law that a party having suffered a termination (for no fault of its own) needs to be put in a situation as if the contract had been fully performed. If this contract would have been fully performed, the Consultants would not only have received their remuneration and reimbursable expenses till 31 December 2020, but also for the balance period of the Contract. Since no further services are expected beyond December 2020, the Consultants would lose their anticipated profits from the balance period of the Contract i.e. 1 Jan 2021 till the expiry.

The Detailed Design of the works is complete and the Consultants retain proprietary rights in all the documents prepared by them under the Contract, in terms of Clause 3.8 of the GCC. In view of the premature termination of the Contract shortening the term of the Contract and the representation that the Project itself has been cancelled, these documents cannot be used by the Client, in any manner. Due to the premature termination of the Project, only a small proportion of the costs could be recovered, and the Consultants have been deprived of profits from the Project.

The estimate of these profits is based upon the following principle:

The loss of anticipated profits can be calculated from balance remuneration based on the unused man-months from 31 December 2020 and the unit cost of each expert. The expected gain from reimbursable expenses was calculated based on the balance reimbursable expenses to be claimed and actual expenditure during the design period.

The calculation of damages on account of loss of profit due to early termination is given in Appendix 4.

F.2 Bad Publicity due to Termination: This Project was highly prestigious and financed through an inter-governmental financing arrangement through JICA. This involved a modern transit system in a major capital city of the world. Naturally, this is a high profile project attracting serious attention. While it is the stand of the Government that the Project has been cancelled due to change of its own vision and policy and not due to any breach of the Consultants, the said stand of the Government is not stated in the termination letter of the Client addressed to us. The termination of the Contract is solely and exclusively due to reasons attributable to the Client and are not concerned with the performance of the Consultants. In these circumstances, sudden termination of the Contract does not augur well for the Consultants since details of the termination are not usually publicized as much as the termination itself. This impacts the Consultants' business in other consultancy areas on imputation of bad reputation as a direct result of this Contract termination. The early termination of this Project without any reason has a harmful impact on the reputation of the JV members both with potential clients and the Experts who are sub-contracted for the assignment, particularly for the local consultant, CEA, who operates within the limited



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territory of Sri Lanka. The impact of the damage to goodwill is being assessed.

F.3. Loss due to effects on business and growth: Due to the sudden termination of this Project, growth and the future development plans were hampered resulting in damages and losses. These losses are more specific to the local JV partner, Consulting Engineers and Architects Associated (CEA). Investment made on future development will not be able to be recovered, resulting in damages to the company capital structure. For instance, the Consultants were planning to build an office complex in Battaramulla, which will now have to be shelved. The impact of the damage to future growth is being assessed.

F.4. Loss of future opportunities: The Consultants will also suffer loss of future opportunities. These losses are more specific to the local JV partner, Consulting Engineers and Architects Associated (CEA). This is the first Light Rail Transit Project to be implemented in Sri Lanka and CEA as a local partner for the JV has gained experience in handling field surveys, investigations and design works of the LRT Project, and were on track to participate in construction supervision. This experience would have provided them opportunities to undertake assignments for future similar projects in Sri Lanka or even overseas. The termination of the Contract has resulted in depriving the Consultants of their opportunity to grow and procure other major assignments, as also to settle for lower profit margins, having been rendered less competitive. The impact of damage to future opportunities is being assessed.

9. As per Clause 7.1 of GCC, both parties undertook to act in good faith with respect to each other's rights and to adopt all reasonable measures to ensure the realization of the objectives of the Contract. The premature termination of the Project was never anticipated and was unprecedented worldwide for JICA funded projects. The reasons available in the public domain do not justify cancelling this Project since each of these facts were existing prior to the award of the Contract. The Government at the relevant time after considering all these facts and after due consideration decided to award the Contract. The Project was admittedly of national importance and full due diligence was carried out by the Government before proceeding. We are however willing to assume, on the condition of full and expeditious settlement of our payments that this termination was neither in bad faith nor mala fide.

10. We are constrained to take steps to demobilize our personnel and cancel our commitments that were made to service this Contract. It would not be unreasonable therefore to expect the Government to expedite the payments to be made to the Consultants as per Clause 2.9.5 of GCC under its various heads (as detailed above in paragraphs 8(A) to (F) and its quantification as detailed in the attached Appendices).

11. You would appreciate that the timely payments of the invoices are duly stipulated in the Contract and the Client is also liable to pay interest on delayed payments. In addition, the delay in the release of pending payments is correspondingly delaying our de-mobilization. Any delay in making such payments will attract interest which shall be at the Client's risk, cost and consequences. Please appreciate that timely and expedited payment of our invoices would reduce our expenses towards de-mobilization and ultimately would be to the benefit of the Client.

12. We fully reserve our right to exercise all legal rights and remedies in the event that any



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representations made, reasons given, or statements issued are found false, misleading or capricious, or there is evidence obtained to that effect. For now, the contents of this letter are wholly without prejudice to our right to assert that this termination is in bad faith, mala fide, arbitrary, unreasonable, disproportionate and / or not in accordance with law. If, however, our assumption is subsequently found to be wrong and this termination is for purposes other than cancellation of the project, we would be certainly compelled to exercise our legal rights and remedies.

13. We expect the Client to honor the categorical provisions of the Contract in relation to the payments consequent to the termination. In the event the Client adopts a position contrary to our legal demand, all rights, remedies and contentions in law would be available to us.

Yours sincerely,

Ryohei Ishii
Authorized Representative
OCG-JV, Oriental Consultants Global Co., Ltd.
Level 8, East Tower,
World Trade Center, Echelon Square
Colombo

Cc: Secretary, Ministry of Finance
JICA Sri Lanka Office
Director General, External Resources Department
Auditor General
Project Director, JICA LRT Project

Exc. Rate on 30 Dec 2020 1 USD = 104.0449 JPY ?
 1 LKR = 0.00540 USD

Appendix-1: Grand Summary of the Claim

Item	Amount			Equivalent USD	Remarks
	JPY	USD	LKR		
Appendix-2: Summary of Invoices, VAT and Recovery of Advance Payment	252,455,218	1,531,417	183,862,027	4,950,599	(A)
Appendix-3: Summary of Cost of Demobilization and Associated Overhead Costs	34,482,268	118,268	64,841,578	799,802	(B)
Appendix-4: Damages and Losses resulting from the termination in USD		23,657,761		23,657,761	(C)
Appendix-5: Summary of Tax			362,363,253	1,956,605	(D)
Total	286,937,486	25,307,446	611,066,858	31,364,767	

196.3655

Rs 5,828,339,005.6

31,364,767

0.00540

Exc. Rate on 30 Dec 2020 1 USD= 104.0449 JPY
 1 LKR= 0.00540 USD

Appendix-2: Summary of Invoices, VAT and Recovery of Advance Payment

No.	Item	Amount			Equivalent USD	Remarks
		JPY	USD	LKR		
1	Appendix-2.1: Summary of invoice in Nov and Dec 2020	Remuneration	35,887	3,027,520	153,132	Excluding VAT (8%) and deducted recovery of advance payment
2		Reimburse	14,430	12,005,460	84,536	
3	Appendix-2.2: Summary of Unpaid invoices from Jun to Oct 2020	Remuneration	1,523,628	93,470,800	4,730,631	
4		Reimburse	285,692	71,362,198	702,604	
5	Appendix 2.3: Outstanding VAT payment from Dec 2019 to Dec 2020 as of Dec 2020			66,252,639	357,736	Excluding VAT amount from Dec 2019 to Jun 2020 but including the interest from Dec 2019 to May 2020
6	Appendix-2.4: Recovery of Advance Payment	-43,033,125	-328,230	-62,256,590	-1,078,040	
	Total	252,455,218	1,531,417	183,862,027	4,950,599	

Annex A

Exc. Rate on 30 Dec 2020 1 USD=
1LKR=

104,0449 JPY
0.00540 USD

Appendix-3: Summary of Cost of Demobilization and Associated Overhead Costs

No.	Item	Currency	Amount	Equivalent USD	Remarks
3.1	Demobilization Cost due to the termination_Pro A	JPY	23,300,920	223,951	
		USD	85,030	85,030	
		LKR	73,000	394	
3.2	Demobilization Cost due to the termination_Pro B and Pro C	LKR	20,919,945	112,959	
3.3.1	Office Rent from Jan to Mar 2021	LKR	14,195,700	76,651	
3.3.2	Office Rent from Apr to Jul 2021	USD	5,200	5,200	
3.4	Salary of un-assigned local staff from Jun. to Dec.2020	LKR	2,736,330	14,775	
3.5	Salary and allowances of un-assigned staff for claiming works in Nov and Dec 2020 due to the Termination	JPY	1,229,298	11,815	
		USD	5,003	5,003	
		LKR	1,116,300	6,028	
3.6	Salary and allowances of staff from Jan to Jul 2021	JPY	9,952,050	95,651	
		USD	23,035	23,035	
		LKR	4,538,500	24,506	
3.7	Unabsorbed Contribution from CLRT for the Head Office Overhead from Jan to Dec 2021	LKR	21,261,803	114,805	IV local member only
	Grand Total in JPY	JPY	34,482,268		
	Grand Total in USD	USD	118,268	799,802	
	Grand Total in LKR	LKR	64,841,578		

Ann x B

Exc. Rate on 30 Dec 2020 USD1= 104,0449 JPY
 LKR 1= 0.00540 USD

Appendix-4: Damages and Losses resulting from the termination in USD

No.	Firm	A	B	C	D	E	A+B-C-D-E	Remarks
		Remaining Amount of Remuneration	Remaining Amount of Reim. Expenses and P.S.	Labour Cost	Cost of Reim. and PS since Jan 2021 till expiry	Overhead and Social Charge	Lose Profit	
1	Japanese Company (OCG+JIC+CHODAI+NK)	64,891,960		26,810,029		19,694,811	18,387,120	
2	CEA	12,797,762	1,633,144	7,148,000	1,074,256	938,009	5,270,641	
	Total	77,689,722		33,958,029		20,632,820	23,657,761	

Amended

NOTE Actual profit after deducting CIT is **US\$15,377,545**

Appendix-5: Summary of Tax

Item	Amount (LKR)	Remarks
Appendix-5.1: VAT on the Claim	362,363,253	
Total	362,363,253	

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 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

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මගේ අංකය
 எமது இல
 My Ref

MUD&H/2021/CP/11

ඔබේ අංකය
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 திகதி
 Date

2021.02.01

අමාත්‍ය මණ්ඩල සංදේශය

ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම.

පූර්ව යොමුව:

1. 2016.06.16 දිනැති අමාත්‍ය මණ්ඩල සංදේශය හා අංක අමප/16/1175/724/047 හා 2016.06.28 දිනැති අමාත්‍ය මණ්ඩල තීරණය
2. අංක අමප/17/0552/724/019 හා 2017.03.21 දිනැති අමාත්‍ය මණ්ඩල තීරණය
3. අංක අමප/18/1404/724/029 හා 2018.07.10 දිනැති අමාත්‍ය මණ්ඩල තීරණය

01. පසුබිම:

1.1 මෘදු ණය පහසුකම් යටතේ සැහැල්ලු දුම්රිය ප්‍රවාහන පද්ධතිය ඇති කිරීම සඳහා 2019 මාර්තු 11 දින ශ්‍රී ලංකා රජය සහ ජපාන අන්තර්ජාතික සහයෝගිතා ආයතනය විසින් එළඹ තිබූ ගිවිසුම ප්‍රකාරව එවකට මහානගර හා බස්නාහිර සංවර්ධන අමාත්‍යාංශය විසින් ව්‍යාපෘතියේ උපදේශන සේවාව, සමාගම 5කින් සමන්විත හවුල් ව්‍යාපාරයක ප්‍රධාන හවුල්කරු වූ ජපාන Oriental Consultants Global – Joint Venture (OCG-JV) සමාගම වෙත 2019 මාර්තු 13 දින පිරිනමන ලදී.

1.2 ජනාධිපති ලේකම් විසින් නිකුත් කර ඇති 2020 සැප්තැම්බර් මස 21 දිනැති ලිපිය මගින් ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය මිල අධික හා පිරිවැය ඵලදායී නොවන ව්‍යාපෘතියක් බවත්, කොළඹ නාගරික ප්‍රවාහන යටිතල පහසුකම් සැපයීම සඳහා සුදුසු ව්‍යාපෘතියක් නොවන බැවින් ව්‍යාපෘතිය හා ව්‍යාපෘති කාර්යාලය වහාම ක්‍රියාත්මක වන පරිදි වසා දමන ලෙසත්, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය හා ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුවේ උපදේශනය මත සුදුසු ක්‍රමවේදයක් සකස් කිරීමට කටයුතු කරන ලෙසත් ප්‍රවාහන අමාත්‍යාංශයේ ලේකම් වෙත දන්වා ඇත. (ඇමුණුම 1)

1.3 අංක අමප/20/1450/312/002 හා 2020.10.06 දිනැති අමාත්‍ය මණ්ඩල තීරණය මගින් ව්‍යාපෘතියට අදාළ සියළු ගිවිසුම් ගතවීම හා අනෙකුත් සියළු කටයුතු නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ සිදුකල බැවින් ව්‍යාපෘතිය අවසන් කිරීමට හා ව්‍යාපෘති කාර්යාලය වසා දැමීමටත්, ව්‍යාපෘති කාර්ය මණ්ඩලයේ සේවය වහාම ක්‍රියාත්මක වන පරිදි අවසන් කිරීමට හා අදාළ වක්‍රලේඛන වලට අනුව ගෙවීම් කිරීමට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම් වෙත නියෝග කර ඇත. එසේම ව්‍යාපෘතිය වෙනුවෙන් මේ දක්වා පියවීමට ඇති බිල්පත් ගෙවා නිරවුල් කරන ලෙසද නියෝග කර ඇත.

1.4 ඒ අනුව නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය විසින් ඉහත ව්‍යාපෘතිය ක්‍රියාත්මක කිරීම සඳහා Oriental Consultants Global – Joint Venture (OCG-JV) යන ජපාන සමාගම සමඟ පැවති ගිවිසුම 2020.12.31 දිනෙන් අවසන් කිරීමට කටයුතු කරන ලදී. (ඇමුණුම 2)

නාමල, සුහුරුපාය, බත්තරමුල්ල
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1.5 මෙලෙස ව්‍යාපෘතිය අවසන් කිරීමට කටයුතු කිරීම නිසා US \$ 31,364,767 මුදලක් තමන්ට අයවිය යුතු බව OCG-JV සමාගම නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය වෙත දන්වා ඇති අතර ඉන් US \$ 23,657,761 මුදලක් තමන්ට සිදුවී ඇති අලාභ හා හානි ලෙස ඉදිරිපත් කර ඇත (ඇමුණුම 3). මේ පිළිබඳව මුදල් අමාත්‍යාංශයෙන් විමසීමේ දී විදේශ සම්පත් දෙපාර්තමේන්තුව මගින් එම මුදල අඩුකර ගැනීම සඳහා සාකච්ඡා කිරීමට (negotiation) කමිටුවක් පත් කරන ලෙස උපදෙස් දී ඇත. (ඇමුණුම 4)

02. යෝජනා:

2.1 OCG-JV සමාගම මගින් ඉදිරිපත් කර ඇති හිමිකම් මුදල් පිළිබඳව සාකච්ඡා කිරීම (negotiation) සඳහා පහත සඳහන් සාමාජිකයින්ගෙන් යුත් කමිටුව පත් කිරීමට යෝජනා කෙරේ.

1. සිරිනිමල් මපගරු - මල්කම්, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - සභාපති
2. ආචාර්ය එම්.එම්.එස්.එස්.බී.යාලේගම - අතිරේක ලේකම් (ප්‍රතිපත්ති හා පාලන), නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
3. අධ්‍යක්ෂ ජනරාල්, විදේශ සම්පත් දෙපාර්තමේන්තුව හෝ ඔහුගේ නියෝජිතයකු
4. අධ්‍යක්ෂ ජනරාල්, රාජ්‍ය මූල්‍ය දෙපාර්තමේන්තුව හෝ ඔහුගේ නියෝජිතයකු
5. ඉංජි.එස්.කේ.ඒ.පී.දේවරාජ - අධ්‍යක්ෂ ජනරාල් (සංවර්ධන), නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
6. එච්.පී.ලලිත් කුමාර - ප්‍රධාන ගණකාධිකාරී, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
7. තුෂානි ලියනාරච්චි - අධ්‍යක්ෂ නීති, නාගරික සංවර්ධන අධිකාරිය
8. එම්.ශාමානිල් මොහිදීන් - ප්‍රධාන විධායක නිලධාරී, සෙලෙන්දිවා පෞද්ගලික සමාගම
9. ආචාර්ය අසංක ගුණවංශ - නීති උපදේශක, වෝටර්ස් එජ් සහ සෙලෙන්දිවා පෞද්ගලික සමාගම
10. පී.පී.විජේසේකර - ව්‍යාපෘති අධ්‍යක්ෂ, බස්නාහිර කලාපීය සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය
11. පී.දිසානායක - නියෝජ්‍ය ව්‍යාපෘති අධ්‍යක්ෂ, බස්නාහිර කලාපීය සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය

2.2 ශ්‍රී ලංකා ඉංජිනේරු ආයතනයේ ආර්ථික විද්‍යාඥ (බේරුම්කරු) නාමාවලියෙන් මෙම විෂයට ගැලපෙන ආර්ථික විද්‍යාඥයෙකු ලබා ගැනීම සඳහාත්, ආදාල ගෙවීම් ක්‍රමවේදයට අනුකූලව ගෙවීම් කිරීමටත් යෝජනා කෙරේ.

03. අනුමැතිය:

ඉහත 2.1 හා 2.2 යෝජනා සඳහා අමාත්‍ය මණ්ඩල අනුමැතිය අපේක්ෂා කරමි.

(Handwritten signature)

මහින්ද රාජපක්ෂ පා.ම
නාගරික සංවර්ධන හා නිවාස අමාත්‍ය

නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
8 වන මහල
සුභුරුපාය
බත්තරමුල්ල



CP/11

අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

CABINET DECISION

අමාත්‍ය මණ්ඩල තීරණය அமைச்சரவைத் தீர்மானம்

මගේ අංකය: අමප/21/0221/306/015

2021 පෙබරවාරි මස 23 දින.

පිටපත්:

- ජනාධිපති ලේකම්.
- නීතිපතිතුමා.
- අග්‍රාමාත්‍ය ලේකම්.
- මුදල් අමාත්‍යාංශයේ ලේකම්.
- අධිකරණ අමාත්‍යාංශයේ ලේකම්.
- විගණකාධිපති.



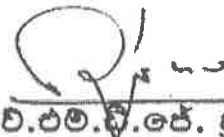
ක්‍රියා කළ යුතු:

නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්.

ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම

(නාගරික සංවර්ධන හා නිවාස ගරු ඇමතිතුමා ඉදිරිපත් කළ 2021-02-01 දිනැති සංදේශය)

2021 පෙබරවාරි මස 15 දින පැවැත්වුණු අමාත්‍ය මණ්ඩල රැස්වීමේදී එළඹී තීරණයක් අවශ්‍ය කටයුතු සඳහා මේ සමඟ එවා ඇත.


ඩබ්ලිව්.එම්.ඒ.ජේ. ප්‍රනාන්දු
අමාත්‍ය මණ්ඩලයේ ලේකම්.

07. අමාත්‍ය මණ්ඩල පත්‍රිකා අංක 21/0221/306/015 වූ, “ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම” යන මෑයෙන් නාගරික සංවර්ධන හා නිවාස ඇමතිතුමා ඉදිරිපත් කළ 2021-02-01 දිනැති සංදේශය - (අමප අංක 20/1450/312/002 පිළිබඳව වූ 2020-09-28 දිනැති අමාත්‍ය මණ්ඩල තීරණයට අදාළව) ඉහත සඳහන් සංදේශය, මුදල් ඇමතිතුමාගේ සහ අධිකරණ ඇමතිතුමාගේ නිරීක්ෂණ සමඟ සලකා බලන ලදී. මේ පිළිබඳව සාකච්ඡා කිරීමෙන් අනතුරුව, පහත සඳහන් පරිදි තීරණය කරන ලදී:

- (i) පහත දැක්වෙන පරිදි අනුමැතිය ලබා දීම:
 - (අ) සංදේශයේ සඳහන් කාර්යය සඳහා එහි 02 ඡේදයේ (2.1) අනුඡේදයෙහි යෝජිත සාකච්ඡා සම්මුති කමිටුව පත් කිරීම සඳහා;
 - (ආ) සංදේශයේ 02 ඡේදයේ (2.2) අනුඡේදයෙහි සඳහන් යෝජනාව සඳහා; සහ
- (ii) මුදල් ඇමතිතුමා විසින් මේ සම්බන්ධයෙන් ඉදිරිපත් කර ඇති නිරීක්ෂණවල අවසන් ඡේද දෙකෙහි අන්තර්ගත කරුණු සැලකිල්ලට ගෙන, ඒ අනුව පියවර ගන්නා ලෙස නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්ව නියම කිරීම.

ක්‍රියා කළ යුතු: නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - ඉහත නිරීක්ෂණ යා කොට ඇත.

පිටපත්: ජනාධිපති ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 නීතිපතිතුමා - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 අග්‍රාමාත්‍ය ලේකම් - සංදේශයේ පිටපතක් හා ඉහත නිරීක්ෂණ යා කොට ඇත.
 මුදල් අමාත්‍යාංශය - අධිකරණ ඇමතිතුමාගේ නිරීක්ෂණ යා කොට ඇත.
 අධිකරණ අමාත්‍යාංශය - මුදල් ඇමතිතුමාගේ නිරීක්ෂණ යා කොට ඇත.

07. Cabinet Paper No.21/0221/306/015, a Memorandum dated 2021-02-01 by the Minister of Urban Development & Housing on "Completion of the Light Rail Transit System (LRT) Project, implemented under the funds of the Japan International Cooperation Agency (JICA)" - (Cabinet decision dated 2020-09-28 on CP No.20/1450/312/002 refers) the above Memorandum was considered along with the observations of the Minister of Finance; and the Minister of Justice. After discussion, it was decided as follows -

- (i) to grant approval -
 - (a) to appoint the Negotiating Committee proposed in sub-paragraph (2.1) in paragraph 02 of the Memorandum, for the purpose referred to in the Memorandum;
 - (b) to the proposal in sub-paragraph (2.2) of paragraph 02 therein; and
- (ii) to direct the Secretary, Ministry of Urban Development & Housing to take note of the contents in the last two paragraphs of the observations submitted by the Minister of Finance in this regard and pursue action accordingly.

Action by: My/Urban Development & Housing - above observations annexed.

Copied to: Secretary to the President - copy of Memorandum and above observations annexed.

Attorney General - copy of Memorandum and above observations annexed.

Secretary to the Prime Minister - copy of Memorandum and above observations annexed.

My/Finance - observations of the Minister of Justice annexed.

My/Justice - observations of the Minister of Finance annexed.



නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
Ministry of Urban Development and Housing

අමුණුම 58

162

මගේ අංකය
எமது இல
My Ref

MUD&H/2021/CP/31

ඔබේ අංකය
உமது இல
Your Ref

දිනය
திகதி
Date

17-03-2021

CONFIDENTIAL

Secretary to the Cabinet
Cabinet Office
Colombo 01.

Cabinet Memorandum No. MUD&H/2021/CP/31
CONTINUATION OF THE PROPOSED "ESTABLISHMENT OF METRO RAIL
SYSTEM PROJECT" TO BE IMPLEMENTED ON PUBLIC-PRIVATE
PARTNERSHIP BASIS

I am forwarding herewith 20 copies of the above Cabinet Memorandum dated 16th March 2021 of the Hon. Minister of Urban Development and Housing.

I shall be thankful if this Cabinet Memorandum is tabled before the Cabinet of Ministers for its consideration please.

Details of the Contact Person

Name : - Mrs. Anoja Herath
Designation : - Director (Policy)
Institution : - Ministry of Urban Development and Housing
Mobile No : - 071-4421665

Dr. M.M.S.S.B. Yalegama
Additional Secretary (Policy & Administration)

Signed: **Sirinimal Perera**
Secretary,
Ministry of Urban Development
and Housing

Copies: -

1. Secretary to H.E. the President
2. Secretary to the Hon. Prime Minister
3. Secretary to the Ministry of Finance
4. Additional Secretary (Administration)- State Ministry of Urban Development, Coast Conservation, Waste Disposal and Community Cleanliness
5. Private Secretary to the Hon. Minister (Cabinet)
6. Private Secretary to the Hon. Minister (State Minister)
7. Coordinating Secretary to the Secretary

For Your
Information



නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

මගේ අංකය }
 எமது இல }
 My Ref }

MUD&H/2021/CP/31

ඔබේ අංකය }
 உமது இல }
 Your Ref }

දිනය }
 திகதி } 2021.03.16
 Date }

අමාත්‍ය මණ්ඩල සංදේශය

රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම පදනම මත ක්‍රියාත්මක කිරීමට යෝජිත “මෙට්‍රො දුම්රිය මාර්ග පද්ධතිය” ස්ථාපිත කිරීමේ ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම.

පෙර යොමු:

- අමප/16/2103/724/047-II සංදේශයට අදාළ 2016.08.09 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- අමප/16/2589/724/047-III සංදේශයට අදාළ 2016.12.21 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- අමප/17/2384/724/102 සංදේශයට අදාළ 2017.10.10 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- අමප/18/2255/819/068/විධිආර් සංදේශයට අදාළ 2018.10.17 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- අමප/19/2074/116/076 සංදේශයට අදාළ 2019.08.28 දිනැති අමාත්‍ය මණ්ඩල තීරණය

1.0 පසුබිම:

1.1 කොළඹ සහ තදාසන්න නගර ආශ්‍රිතව පවතින මාර්ග තදබදය හේතුවෙන් සිදුවන ආර්ථිකමය හානිය අවම කර ගැනීමට විසඳුමක් සෙවීම සඳහා 2014 වර්ෂයේදී එවකට නාගරික සංවර්ධන, ජාතික ආරක්ෂක අමාත්‍යාංශය සහ ප්‍රවාහන අමාත්‍යාංශය විසින් කරන ලද සවිස්තරාත්මක අධ්‍යයනයන් (ComTrans Study) සිදුකරන ලදී. එම අධ්‍යයනය විශ්ලේෂණය කොට කරන ලද මූලික ශක්‍යතා අධ්‍යයන මඟින් අනාවරණය වූයේ කොළඹ නාගරික වාහන තදබදය අවම කිරීම සඳහා හොඳම විසඳුම වනුයේ, බස්නාහිර කලාපයේ නගර ආවරණය වන පරිදි මාර්ග හතරකින් සමන්විත කුළුණු මතින් දිවෙන ශ්‍රීභූමි මෙට්‍රෝ දුම්රිය මාර්ග පද්ධතියක් (Colombo Metro Rail Network) හඳුන්වා දීම වේ. මේ සඳහා ජාතික ක්‍රමසම්පාදන දෙපාර්තමේන්තුවේ අනුමැතිය ලැබී ඇති අතර, එය කොළඹ නාගරික සංවර්ධන සැලැස්මටද ඇතුළත් කර අදාළ රජයේ ගැසට් පත්‍රයේද පළකර තිබේ.

එකී හඳුනාගත් මාර්ග හතර වන්නේ;

1. රක්ත - කි.මී. 42.1 : රාගම - කඩවත - කිරිඳිවෙල - කැලණිය - පැලියගොඩ පිටකොටුව - කොල්ලුපිටිය - කිරුළපන - නුගේගොඩ - මහරගම - කොට්ටාව
2. හරිත - කි.මී. 28.0 : මොරටුව - පිළියන්දල - බොරැස්ගමුව - කොහුවල - නාරහේන්පිට - දෙමටගොඩ - කැලණිය
3. නීල - කි.මී. 23.0 : කොට්ටාව - පන්තිපිටිය - තලවතුගොඩ - ඉසුරුපාය - කොස්වත්ත මානෙල්ගම - හුණුපිටිය
4. දම් - කි.මී. 32.0 : වරාය නගරය - පිටකොටුව - බොරැල්ල - බත්තරමුල්ල - මාලබේ හරහා කඩුවෙලට සහ අතුරුගිරියට

මාර්ග ඇතුළත් සිතියම මේ සමඟ අමුණා ඇත. (ඇමුණුම 1)

විද්‍යා මණ්ඩලය

1.2 මෙම මාර්ග හතර සඳහා වෙන වෙනම සවිස්තරාත්මක ශක්‍යතා අධ්‍යයන වාර්තා, පරිසර අධ්‍යයන වාර්තා, සමාජ අධ්‍යයන වාර්තා, නැවත පදිංචි කිරීමේ සැලසුම්, යටිතල පහසුකම් විස්තරාත්මක කිරීමට හා මාර්ග පුළුල් කිරීමේ කටයුතු වලට අදාළ මූලික දළ ඇස්තමේන්තු සකස් කිරීම යන කාර්යයන් අවසන් කොට තිබේ.

1.3 මෙට්‍රෝ දුම්රිය මාර්ග පද්ධතිය යටතේ මූලිකව හඳුනාගත් මාර්ග හතරෙන් රත්ත, හරිත, නීල මාර්ග අමප/16/2103/724/047-II, අමප/17/2384/724/102, අමප/18/2255/819/068/විධිආර් සහ අමප/19/2074/116/076 දරණ අමාත්‍ය මණ්ඩල තීරණ ප්‍රකාරව, රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම (PPP Basis) මත ක්‍රියාත්මක කිරීමට තීරණය කරන ලදී. ඒ අනුව, ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයේ දැක්වෙන ආකාරයට, විවෘත තරඟකාරී ප්‍රසම්පාදන ක්‍රියාවලිය යටතේ එක් එක් මාර්ගය සඳහා සියලුම රටවල් ආවරණය වන පරිදි අභිලාෂ (EOI) කැඳවන ලදී. මෙහිදී ආයෝජකයින් 17 දෙනෙකු ඉදිරිපත්වී තිබූ අතර, එක් එක් මාර්ගය සඳහා ආයෝජකයින් 6 දෙනා බැගින් යෝජනා කැඳවීම් (RFP) සඳහා සුදුසුකම් ලබා තිබිණි. එම සුදුසුකම් ලත් ආයෝජකයන් විසින් ඉදිරිපත් කර තිබූ යෝජනා ඊට අදාළ සාකච්ඡා කමිටුව (CANC) සහ ව්‍යාපෘති කමිටුව (PC) මගින් ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයට අනුව ඇගයීම් ආරම්භ කරන ලදී. ඉන් රත්ත මාර්ගයේ ඇගයීම් කටයුතු අවසන් අදියරෙහිදී, අනෙකුත් හරිත හා නීල මාර්ග සඳහා ඇගයීම් කටයුතු අර්ධ වශයෙන් ද නිමකර ඇත. කෙසේ වෙතත්, 2020 අගෝස්තු මස 12 වන දින නව අමාත්‍ය මණ්ඩලය පත්වූ පසු අදාළ සාකච්ඡා කමිටුව හා ව්‍යාපෘති කමිටුව යාවත්කාලීන නොවීම හේතුවෙන් එම ක්‍රියාවලිය ඉදිරියට ගෙනයාමට නොහැකි තත්ත්වයකට පත්වී තිබේ.

1.4 මෙහිදී රත්ත මාර්ගය සඳහා හඳුනාගත් යෝජනාවේ ඇතුළත් ඉදිකිරීමට අදාළ ඇස්තමේන්තු ගත පිරිවැය වෙළඳපොළ අගය පරාසය තුළ පවතින අතර, රාජ්‍ය හා පෞද්ගලික අංශ දෙකටම ප්‍රතිලාභ බෙදී යන ආකාරයට සකසා ඇත. මෙය ආයෝජකයා විසින්ම වසර හතරක කාලයක් තුළදී මූල්‍යනය, නිර්මාණය හා ඉදිකිරීම් කොට වසර 26 ක් පුරා ක්‍රියාත්මක කිරීමෙන් පසු මූල්‍යමය බැඳීමකින් තොරව අයිතිය ශ්‍රී ලංකා රජය වෙත පැවරිය හැකි මාදිලියේ ක්‍රමවේදයක් (Build-Own-Operate-Transfer, BOOT) යෝජනා කර ඇත. මේ සඳහා රජයෙන් ස්වෛරී ඇපකරයක් (Sovereign Guarantee) හෝ රික්ත මූල්‍යනයක් (Gap Finance) අවශ්‍ය බවට යෝජනාවේ සඳහන්ව නොමැත.

1.5 ඉහත 1.2 ඡේදය ප්‍රකාරව අදාළ මූලික කාර්යයන් සඳහා ප්‍රාග්ධන වියදම අමාත්‍යාංශය යටතේ “පොදු ප්‍රවාහනය නැංවීම සඳහා බස් රථ සේවාව වැඩිදියුණු කිරීම” යන වැය ශීර්ෂයෙන්ද අදාළ පුනරාවර්ථන වියදම් “මහනගර අධිකාරිය සඳහා ව්‍යාපෘති කාර්යාල ස්ථාපිත කිරීම” යන වැය ශීර්ෂය යටතේද සිදුකර තිබූ අතර, එම “මහනගර අධිකාරිය සඳහා ව්‍යාපෘති කාර්යාල ස්ථාපිත කිරීම” යන වැය ශීර්ෂය 2021 වර්ෂය සඳහා ලබා දී නොමැත.

1.6 අංක අමප/16/2589/724/047-III දරණ අමාත්‍ය මණ්ඩල පත්‍රිකාවට අදාළ තීරණය ප්‍රකාරව මෙට්‍රෝ දුම්රිය මාර්ග පද්ධතියේ දම් මාර්ගයේ එක් කොටසක් වන කිලෝ මීටර් 15.7කින් සමන්විත පිටකොටුව - මාලඹේ මාර්ග කොටස, 2016 වර්ෂයේදී එවකට මහනගර සහ බස්නාහිර සංවර්ධන අමාත්‍යාංශය විසින් ජපාන ජාත්‍යන්තර සහයෝගිතා (JICA) ආයතනයෙන් කොන්දේසි සහිත ණයක් යටතේ රජය විසින් ඉදිකිරීම සඳහා යෝජිතව තිබුණි. මේ සඳහා රජයට විශාල ණය බරක් සහ ඉදිකිරීම් කාලය තුළ අධික පිරිවැයක් දැරීමට සිදුවන බැවින් 2020.12.31 දින සිට ක්‍රියාත්මක වන පරිදි අමාත්‍ය මණ්ඩලය විසින් මෙම ව්‍යාපෘතිය අත්හිටුවන ලදී. මේ යටතේ අමාත්‍යාංශය සහ උපදේශක ආයතන සමඟ ගිවිසුම්ගත කොන්ත්‍රාත් බැඳීම් සම්බන්ධයෙන් අවසන් තීරණයකට එළඹුණු පසුව සමස්ත දම් මාර්ගයම (කි.මී. 32.0) රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම (PPP Basis) මත ක්‍රියාත්මක කිරීමට අපේක්ෂා කෙරේ.

2.0 සාධාරණීකරණය:

2.1 මෙම ව්‍යාපෘතිය මඟින් කොළඹ හා තදාසන්න නගර ආශ්‍රිතව පවතින වාහන වල සාමාන්‍ය වේගය පැයට කි.මී. 10 සිට 35 දක්වා වැඩිකරගත හැකිවීම හේතුවෙන් දිනකට සිදුවන රුපියල් මිලියන 1000කට අධික ආර්ථිකමය මූල්‍ය හානිය රුපියල් මිලියන 450ක් දක්වා අඩුකර ගතහැකි වීම, අමතරව වායු දූෂණය අවම වීම, ඉදිරියේදී වාහන සහ වාහන අමතර කොටස් ආනයනය කිරීම අඩුකර ගතහැකිවීම සහ පොදු ප්‍රවාහනයට මෙතෙක් නොපැවති ආරක්ෂිත හා කාර්යක්ෂම විකල්පයක් ලබාදීමට හැකිවීම.

2.2 එක් එක් මාර්ගය සඳහා ඉදිරිපත් කර ඇති ආයෝජන යෝජනාවේ ඇතුළත් ඉදිකිරීමට අදාළ ඇස්තමේන්තුගත පිරිවැය හා ක්‍රියාත්මක කිරීමට අදාළ පිරිවැය, මේ හා සමාන වෙනත් රටවල ක්‍රියාත්මක වන ව්‍යාපෘතීන්හි පිරිවැය හා සසඳා බැලීමේ දී සෑහීමකට පත්විය හැකි වීම.

2.3 කොළඹ මෙට්‍රො දුම්රිය මාර්ග පද්ධතිය මඟින් කොළඹ හා තදාසන්න නගර ආශ්‍රිතව පවතින රාජ්‍ය ආයතන, පරිපාලන ආයතන, පෞද්ගලික ආයතන, වාණිජමය සේවා ස්ථාන, කර්මාන්ත සේවා ස්ථාන, අධ්‍යාපන සේවා ස්ථාන, සෞඛ්‍ය සේවා ස්ථාන බහුතරයක් ද හා ශ්‍රී ලංකාවේ මෑතකදී ඉදිවන විශාල ව්‍යාපෘතියක් වන වරාය නගරය ද (Port City) ආවරණය වීම.

2.4 මෙම පද්ධතිය බස්නාහිර කලාපය තුළ ක්‍රියාත්මක වීමට යෝජිත මහාපරිමාණයේ ව්‍යාපෘතියක් බැවින් ඇ.ඩො.මි. 4000කට ආසන්න සෘජු විදේශ ආයෝජනයක් රට තුළට පැමිණීම සහ නව තාක්ෂණික ක්‍රම වේදයක් සහිතව සෑම ක්ෂේත්‍රයක්ම ආවරණය වන පරිදි විශාල රැකියා ප්‍රමාණයක් උත්පාදනය වීම.

2.5 යෝජිත මෙට්‍රෝ දුම්රිය තාක්ෂණ ක්‍රමවේදයෙහි; හදිසි අවස්ථාවකදී මගීන්ගේ සුරක්ෂිතභාවය තහවුරුකරමින් හදිසි ඉවත් කිරීමේ සැලැස්මක් සහිතව (Emergency Evacuation Plan) ක්‍රියාත්මක වීම, ගබ්දා දූෂණය අවම කිරීමට අවශ්‍ය ස්ථාන සඳහා අඩු පිරිවැයක් යටතේ ආරක්ෂක වැට් ඉදිකිරීමට හැකිවීම, ශ්‍රී ලංකාවේ දැනට ක්‍රියාත්මක වන දුම්රිය සේවය හා සමාන තාක්ෂණික ක්‍රමවේදයක් වීම හේතුකොටගෙන ඉදිරියේදී ව්‍යාපෘතියෙහි අයිතිය රජය සතුවන විට එය නඩත්තු කිරීම සහ පවත්වාගෙන යාම පහසු කාර්යයක් වීම සහ මෙම තාක්ෂණික ක්‍රමවේදය බොහෝ රටවල සුලභව පවතින බැවින් අවශ්‍ය අවස්ථා වලදී තරඟකාරී ක්‍රියාදාමය මත අමතර කොටස් ලබා ගැනීමට පහසු වීම වැනි ප්‍රතිලාභ පැවතීම.

2.6 ඉහත 1.4 ඡේදය ප්‍රකාරව, රක්ත මාර්ගය සඳහා හඳුනාගත් වඩාත් සුදුසු යෝජනාවේ සඳහන් කරුණු අනුව රාජ්‍ය සංරචකය ව්‍යාපෘති පිරිවැයෙන් 6%ක් වන සේ වසර හතරක ඉදිකිරීම් කාලයක් පුරා විහිදෙන පරිදි රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම මත ක්‍රියාත්මක වීමට සහ යෝජිත ව්‍යාපෘතියේ ප්‍රතිලාභ ප්‍රාග්ධන අනුපාතයට අනුව බෙදී යන ලෙස ඉදිරිපත්කර තිබීමත්, ආයෝජකයා විසින්ම ඉදිකිරීම් අවසන් කොට වසර 26ක් පුරා ක්‍රියාත්මක කිරීමෙන් පසු මූල්‍යමය බැඳීමකින් තොරව අයිතිය ශ්‍රී ලංකා රජය වෙත පවරා ගැනීමට හැකිවීම.

2.7 මෙහි රාජ්‍ය සංරචකයට අදාළ පිරිවැය සොයා ගැනීම සඳහා ආයෝජකයා විසින් සහයෝගය ලබා දෙන බවට යෝජනාවේ සඳහන් කර ඇත. එමෙන්ම, ප්‍රසම්පාදන මාර්ගෝපදේශ සංග්‍රහයට අනුව මෙම යෝජනාවේ සඳහන් මූල්‍යමය සහ තාක්ෂණික කරුණු රජයට අවශ්‍ය පරිදි සාකච්ඡා කොට එකඟතාවය ලබා ගත හැකිවීම.

2.8 රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම මත ව්‍යාපෘතීන් ක්‍රියාත්මක කිරීම සෞභාග්‍ය දැක්ම ප්‍රතිපත්ති ප්‍රකාශනයේ සඳහන් වන ප්‍රමුඛ සංකල්පයක් වන අතර එහි 7.1 ඡේදය ප්‍රකාරව දෛනික ගම්නාගමනය පහසුකිරීම සඳහා මෙම ව්‍යාපෘතිය මඟින් නවීන ශ්‍රීසුගාමී දුම්රිය මාර්ග පද්ධතියක් නිර්මාණය වීම.

2.9 මෙම කොළඹ මෙට්‍රෝ දුම්රිය මාර්ග පද්ධතිය රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම මත ක්‍රියාත්මක කිරීමේදී ඊට අදාළ උපදේශන සේවාවන් සඳහා ගෙවීම් කටයුතු, ඉඩම් මැනීම, ඉඩම් අත්පත් කරගැනීම්, මාර්ග පුළුල් කිරීම සහ යටිතල පහසුකම් විස්ථාපණය කිරීම ආදී කාර්යයන් සහ ව්‍යාපෘතියේ පුනරාවර්ථන වියදම් ආවරණය වන ආකාරයට නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ වෙනම ප්‍රතිපාදන වෙන්කර දීම මඟින් ව්‍යාපෘතියේ කාර්යයන් නිරවුල්ව, නිවැරදිව හා කඩිනමින් සිදුකිරීමට පහසු වීම.

3.0 යෝජනා:

3.1 රාජ්‍ය හා පෞද්ගලික හවුල්කාරී පදනම යටතේ ක්‍රියාත්මක වෙමින් පවතින කුළුණු මතින් දිවෙන කොළඹ මෙට්‍රෝ දුම්රිය මාර්ග පද්ධතියේ රක්ත, හරිත, නීල මාර්ග තුන සඳහා ඉදිරිපත් වී තිබූ යෝජනා ඇගයීම සහ ඊට අදාළ ප්‍රසම්පාදන කටයුතු අඛණ්ඩව ඉදිරියට ගෙන යාම.

3.2 ඉහත 3.1 සඳහා අවශ්‍ය සාකච්ඡා කමිටුව (CANC) හා ව්‍යාපෘති කමිටුව (PC) යාවත්කාලීන කිරීම.

3.3 කොළඹ මෙට්‍රෝ දුම්රිය මාර්ග පද්ධති ව්‍යාපෘතිය සඳහා නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය යටතේ ඡේද අංක 2.9-ප්‍රකාරව වෙනම ප්‍රතිපාදන වෙන්කිරීම සහ ඒ අනුව, 2021 වර්ෂය සඳහා රු.මි. 275ක ප්‍රතිපාදන වෙන්කර දීම.

4.0 අනුමැතිය:

ඉහත යෝජනා අංක 3.1, 3.2 සහ 3.3 සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කර සිටිමි.

(Handwritten Signature)
මහින්ද රාජපක්ෂ පා.ම
නාගරික සංවර්ධන හා නිවාස අමාත්‍ය

නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශ
8 වන මහල
සුහුරුපාය
බත්තරමුල්ල



රහස්‍යයි



ඇමුණුම 59

CP/31

අමාත්‍ය මණ්ඩල කාර්යාලය
அமைச்சரவை அலுவலகம்
OFFICE OF THE CABINET OF MINISTERS

CABINET DECISION අමාත්‍ය මණ්ඩල තීරණය அமைச்சரவைத் தீர்மானம்

මගේ අංකය: අමප/21/0510/306/035



පිටපත්:

- ජනාධිපති ලේකම්.
- අග්‍රාමාත්‍ය ලේකම්.
- මුදල් අමාත්‍යාංශයේ ලේකම්.
- විගණකාධිපති.

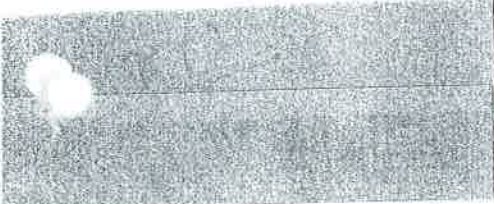
ක්‍රියා කළ යුතු:

නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්.

රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම මත ක්‍රියාත්මක කිරීමට යෝජිත 'මෙට්‍රො දුම්රිය මාර්ග පද්ධතිය' ස්ථාපිත කිරීමේ ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම

(නාගරික සංවර්ධන හා නිවාස ගරු ඇමතිතුමා ඉදිරිපත් කළ 2021-03-16 දිනැති සංදේශය)

2021 මාර්තු මස 29 දින පැවැත්වුණු අමාත්‍ය මණ්ඩල රැස්වීමේදී එළඹී තීරණයක් අවශ්‍ය කටයුතු සඳහා මේ සමඟ එවා ඇත.



ධබලිව.එම්.ඩී.ජේ. ප්‍රනාන්දු
අමාත්‍ය මණ්ඩලයේ ලේකම්.

23. අමාත්‍ය මණ්ඩල පත්‍රිකා අංක 21/0510/306/035 වූ, “රාජ්‍ය හා පෞද්ගලික හවුල්කාරී ආයෝජන පදනම මත ක්‍රියාත්මක කිරීමට යෝජිත 'මෙට්‍රො දුම්රිය මාර්ග පද්ධතිය' ස්ථාපිත කිරීමේ ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම” යන මැයෙන් නාගරික සංවර්ධන හා නිවාස ඇමතිතුමා ඉදිරිපත් කළ 2021-03-16 දිනැති සංදේශය - ඉවත් කර ගන්නා ලදී.

ක්‍රියා කළ යුතු: නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය

පිටපත: මුදල් අමාත්‍යාංශය

23. Cabinet Paper No.21/0510/306/035, a Memorandum dated 2021-03-16 by the Minister of Urban Development & Housing on "Continuation of the proposed 'Establishment of Metro Rail System Project' to be implemented on Public-Private Partnership Basis" - was withdrawn.

Action by: My/Urban Development & Housing

Copied to: My/Finance'



විදේශ සම්පත් දෙපාර්තමේන්තුව
வெளிநாட்டு வளங்கள் திணைக்களம்
Department of External Resources

ඇමුණුම 60

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මුදල් අමාත්‍යාංශය
கனரேகைத் துறைமுகம் (3 වැනි මහල), තැ.පෙ. 277, කොළඹ 00100, ශ්‍රී ලංකාව

நிதி அமைச்சு
செயலகம் (3 ஆம் மாடி), த. பெ. இல. 277, கொழும்பு 00100, இலங்கை

Ministry of Finance
The Secretariat (3rd Floor), P.O. Box 277, Colombo 00100, Sri Lanka

Web Site: www.erd.gov.lk

e-mail: info@erd.gov.lk

මගේ අංකය
எனது இல
My No

JP/JICA/L/GT:09 (Vol. V)

ඔබේ අංකය
உமது இல
Your No

දිනය
திகதி
Date

16.06.2021

Secretary,
Ministry of Urban Development and Housing.

Dear Sir,

Cabinet Appointed Committee for Negotiation on Claim Amount submitted by the OCG-JV Company

As per the directives given by the Cabinet of Ministers at its meeting held on 15th February, 2021 on the Cabinet Memorandum dated 01st February, 2021 on Completion of Light Rail Transit System (LRT) Project, Implemented under the funds of the Japan International Cooperation Agency (JICA), a review committee was established for negotiation on claim amount submitted by the OCG-JV company.

It is highly appreciated if you could kindly expedite the review process of the committee and take necessary steps to complete the task of the committee, enabling this Department to take follow up actions early.

Your urgent attention in this regard is highly appreciated.

Yours faithfully,

o/c

Ajith Abeysekera
Director General

අධ්‍යක්ෂ ජනරාල්
பணிப்பாளர் நாயகம்
Director General

94-11-2484693

කාර්යාලය
அலுவலகம்
Office

94-11-2484500
94-11-2484600

ලැක්ස් අංකය
தொலை நகல்
Fax

94-11-2447633
94-11-2387153
94-11-2434876



නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
Ministry of Urban Development and Housing

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මගේ අංකය
எமது இல
My Ref

MUD&H /ADM/01/02/06

ඔබේ අංකය
உமது இல
Your Ref

දිනය
திகதி
Date

2021.06.21



Director General
External Resources Department

Cabinet Appointed Committee for Negotiation on claim Amount submitted by the OCG-JV Company

This has reference to your letter no. JP/JICA/L/GT:09 (VOL V) dated 2021.06.21 on the above.

As you are aware, this Ministry is in the process of evaluating the claim submitted by the OCG-JV consultants. Notice to claim was submitted by consultants under following three categories and the assessment was done accordingly.

1. Summary of the Invoice, VAT and Recovery of Advance – (Already completed and discussed in the committee meeting and finalized).
2. Summary of cost of demobilizations and associated overhead cost – (Need to obtain additional supporting documents and information from OCG JV consultants).
3. Damages and losses resulting from terminating the project – (Need to obtain additional supporting documents).

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The Ministry had a meeting with OCG-JV consultants on 21st June 2021 to seek additional information and they have agreed to provide necessary information. Once the consultants submit the necessary information this ministry will finalize the Ministry Observation Report hopefully within next two weeks and finalize with the negotiating committee.

Sirinimal Perera
Secretary

ADG/sampath
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19/07

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DB R/G this on
LPS.
OK
12/07*



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நகர அபிவிருத்தி மற்றும் வீ...மைப்பு அமைச்சு
Ministry of Urban Development and Housing

මගේ අංකය
எமது இல
My Ref

MU.D&H /ADM/01/02/06

ඔබේ අංකය
உமது இல
Your Ref

දිනය
திகத
Date

15/11/2021

AG Re: c/331 - 2021

Hon. Attorney General,
Attorney General's Department,
Hulftsdorp,
Colombo 12.

Dear Sir,

Re: Payment arising under Clause 2.9.5 of the General Conditions of Contract forming part of the Contract for Consultants' Services dated 13th March 2019 bearing No. CLR/C/01, executed between Ministry of Megapolis and Western Development and the Joint Venture of Consultants (OCG-JIC-CHODAI-NK-CEA JV) for the establishment of a Light Rail Transit System in Colombo ("Contract")

Contract Name: Consultants' Services for Design and Construction Supervision of the Colombo Light Rail Project.

Contract No: CLR/C/01.(Time-based- Consultancy)

This is with reference to the Notice of Termination of Consultancy Services for the project (Contract No: CLR/C/01) dated 05th November 2020 issued by the Secretary, Ministry of Urban Development and Housing (GOSL), whereby the Government has notified the Consultant (OCG-JV) of its intention to terminate the contract as per Clause 2.9.1.(f) of the General Conditions of Contract (GCC)

Following the receipt of the Notice of Termination, the Consultant (OCG-JV) communicated the intention to make a claim (bearing reference CLRT/UDH/20-2) under Clause 2.9.5 of the GCC, which was received by the Ministry of Urban Development and Housing on 31st December 2020.

The Consultant OCG-JV has submitted their entitlement for payment in consequence of the said termination of contract including remunerations and expenses in terms of Clause 2.9.5 (a) and cost, damages, and losses in term of Clause 2.9.5 (b) and including loss of profit due to the premature termination of the project.

Clause 2.9.5 of the GCC specifies payment to be made by the Client upon such Termination. the Clause is extracted as follows;

Upon termination of the contract pursuant to Clauses GCC 2.9.1 or 2.9.2 the Client shall make the following payments to the consultant.



1

Remuneration pursuant to Clause GCC 6.2. Services satisfactorily performed prior to the effective date of termination, and reimbursable expenses pursuant to Clause GCC 6.2 for expenses actually incurred prior to the effective date of Termination.

And,

"The Clause 2.9.5 of the Contract, which states in the case of termination pursuant to paragraphs (d) and (f) of Clause GCC 2.9.1 and GCC 2.9.2, Reimbursement of any reasonable cost incidental to the prompt and orderly termination of this Contract including demobilization, associated overhead cost, the cost of the return travel of the Experts and their eligible dependents, and all other expenses, damages and losses resulting from the termination."

The Ministry refuses the forgoing claim (Loss of Profit) on the basis that,

1. Termination is allowed as per the relevant termination clauses of the agreement.
2. Profits should be expected for completed work and not for work that has not yet been done without additional expenditure (additional investment), which the loss of profit is not touched and therefore clamming of loss of profit for termination of the contract is not possible.
3. Since many projects resulted in losses even after completion, there is no evidence to eventually achieve the same expected return.


In these circumstances, it is questionable to what extent the contention of the OCG -JV could be justified. Thus, we hereby wish to seek your Opinion/ advice on the following point:

1. Whether the Consultant (OCG-JV) is entitled to claim Loss of Profit for the unexpired period of Contract, in circumstances that the loss/detriment suffered by them (owing to the fact that unilateral termination of the contract prematurely for Client's (GOSL) own convenience pursuant to Clause 2.9.1(f)

If you require consultation regarding this matter, please be kind enough to contact the undersigned.

Your immediate action in this regard will be highly appreciated.

Yours faithfully,


Thushani Liyanaarachchi,
Director (Legal Services),
Ministry of Urban Development and Housing.

Annexed the following documents herewith to assist you with the evaluation of the issue in a substantial way.

1. Contract No CLR/C/01 for Establishment of Light Train Transit System in Colombo marked as "X1" as part and parcel of this correspondence.
2. OCG Claim - Ref OCG/UDH/20-2 marked as "X2" as part and parcel of this correspondence



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 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

ඇමුණුම 63

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මගේ අංකය
 எமது இல
 My Ref

MUD&H/F/9/1 – Budget

ඔබේ අංකය
 உமது இல
 Your Ref

දිනය
 திகதி
 Date

16.10.2021



අයවැය අධ්‍යක්ෂ ජනරාල්
 ජාතික අයවැය දෙපාර්තමේන්තුව
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අතිරේක ප්‍රතිපාදන ලබා ගැනීම - 2021

වැය ශීර්ෂ 123-02-07-44-2506 (17) (සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය)

මෙම අමාත්‍යාංශය යටතේ ජපන් ජාත්‍යන්තර සහයෝගිතා ඒජන්සියේ අනුග්‍රහය මත ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතියේ කටයුතු 2020 ඔක්තෝම්බර් 06 දිනැති අමාත්‍ය මණ්ඩල අනුමැතියට අනුව අතරමඟ නතර කිරීමට සිදුවිය. ඒ වන විට මෙම ව්‍යාපෘතියේ උපදේශන සමාගම වශයෙන් කටයුතු කළ OCG – JV සමඟ ඇති කරගෙන තිබූ ගිවිසුම, එකඟ වූ ගිවිසුම්ගත කාල සීමාවට පෙර අවසන් කිරීම නිසා එම ආයතනයට සිදු වූ පාඩුව ඇස්තමේන්තු කර වන්දි මුදලක් ගෙවන ලෙස ඉල්ලීමක් ඉදිරිපත් කරන ඇත.

02. මෙම ඉල්ලුම් කල මුදල ගෙවීම් කිරීමට සලකා බැලීම සඳහා අමාත්‍ය මණ්ඩලයට සහය වීම සඳහා අමාත්‍ය මණ්ඩල සාකච්ඡා කමිටුවක් (Cabinet Appointed Negotiation Committee) අමාත්‍ය මණ්ඩලය විසින් පත්කරන ලදී. මෙම කමිටුවට සිය කාර්යයන් ඉටුකරගෙන යාමේදී ඒ සඳහා සහාය කාර්ය මණ්ඩලයක් අවශ්‍ය වූ හෙයින්, ඒ වන විට නාගරික සංවර්ධන රාජ්‍ය අමාත්‍යාංශය යටතේ ක්‍රියාත්මක වූ බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියට අනුයුක්තව සේවය කල නිලධාරීන් කිහිපදෙනෙකුගේ සහය ලබාගන්නා ලදී.

03. එසේ වෙතත් මේ වන විට එම කටයුතු සඳහා සහය ලබාගත් බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ කාර්යයන් අවසන් වීම නිසා එම නිලධාරීන්ගේ සේවය 2021.10.15 දින වන විට අවසන් වීමට නියමිතව ඇත.

04. එසේ වුවද ඉහත උපදේශන සමාගම විසින් ඉල්ලා ඇති වන්දි මුදල පිළිබඳ අවසන් තීරණයකට එළඹෙන තෙක් බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියට අනුයුක්තව සේවය කල කලින් අවශ්‍ය සහයෝගය ලබාගත් නිලධාරී පස්දෙනෙකුගේ සේවය 2021.12.31 දින දක්වා ලබාගැනීමේ අවශ්‍යතාවයක් ඇත.

05. ඒ අනුව, මෙම නිලධාරීන් පස්දෙනාට එම-කාලය සඳහා වැටුප් හා දීමනා ඇතුළු අනිකුත් ගෙවීම් සිදුකිරීම සඳහා සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිව සඳහා නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයට 123-02-07-44-2506 (17) වැය ශීර්ෂය යටතේ රු. 5,000,000/- ක අතිරේක ප්‍රතිපාදනයක් වෙන්කර දෙන මෙන් කාරුණිකව ඉල්ලා සිටිමි.

සිරිනිමල් පෙරේරා
 ලේකම්
 නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය.

පිටපත: 01. අධ්‍යක්ෂ ජනරාල්, විදේශ සම්පත් දෙපාර්තමේන්තුව
 02. අධ්‍යක්ෂ ජනරාල්, රාජ්‍ය මූල්‍ය දෙපාර්තමේන්තුව

අවශ්‍ය සහයෝගය ලබාදීම සඳහා

Handwritten signatures and notes:
 AD/S
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 ADG/samp...
 MSO/D,
 PIS file
 rws.
 2/10



20/12/12

නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
Ministry of Urban Development and Housing

ඇමුණුම 64

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32

මගේ අංකය
எமது இல
My Ref

MUD&H/F/LRT

ඔබේ අංකය
உமது இல
Your Ref

දිනය
திகதி
Date

2021.12.09

අයවැය අධ්‍යක්ෂ ජනරාල්,
ජාතික අයවැය දෙපාර්තමේන්තුව,
මහා භාණ්ඩාගාරය,
කොළඹ - 01.

සැහැල්ලු දුම්රිය සංක්‍රමන (LRT - JICA) ව්‍යාපෘතියේ උපදේශක සමාගමේ - වන්දි මුදල් නිරවුල් කිරීම.

මෙම අමාත්‍යාංශය යටතේ ක්‍රියාත්මක වී ඉන් පසුව රජය ගන්නා ලද ප්‍රතිපත්තිමය තීරණය මත නතර කරන ලද සැහැල්ලු දුම්රිය (JICA) සංක්‍රමන ව්‍යාපෘතියේ උපදේශන සමාගම වශයෙන් කටයුතු කරන ලද OCG-JV ආයතනය සමග ඇතිකරගෙන තිබූ ගිවිසුම නතර කිරීම මත ඉල්ලීම් කර ඇති වන්දි මුදල ගෙවීම් කිරීමට සලකා බැලීම සඳහා අමාත්‍ය මණ්ඩලයට සහාය වීම සඳහා අමාත්‍ය මණ්ඩල සාකච්ඡා කමිටුවේ කාර්යයන්ට අවශ්‍ය සහයෝගය ලබා දීමට බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ නිලධාරීන් කිහිපදෙනෙකු සේවය ලබා ගන්නා අතර ඔවුන්ට අදාළ වැටුප් හා දීමනා ගෙවීමට මාගේ උක්ත සමාංක හා 2021.10.16 දිනැති ලිපියෙන් ඊට අවශ්‍ය ප්‍රතිපාදන ඉල්ලීම් කළ අවස්ථාවෙහිදී ඒ සඳහා නාගරික සංවර්ධන අපද්‍රව්‍ය බැහැරලීම් හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශයේ ශීර්ෂ 411 යටතේ ලබා දී ඇති ප්‍රතිපාදන උපයෝගීකරගෙන අදාළ නිලධාරීන්ගේ වැටුප් හා දීමනා 2021.12.31 දින දක්වා ගෙවීමට කටයුතු කරන ලදී.

02. මේ වනවිට OCG-JV ආයතනය සමඟ වන්දි මුදල ගෙවීමට අදාළව සාකච්ඡා වට කිහිපයක් පවත්වා ඇති නමුත් ගෙවිය හැකි මුදලක් පිළිබඳ අවසන් ඒකභ්‍යාවයකට පැමිණ නැත. තවද සාකච්ඡා වට අවසානයේ ගෙවිය හැකි මුදලක් සම්බන්ධයෙන් ඒකභ්‍යාවකට පැමිණි පසු ඊට අදාළ වාර්තා අමාත්‍ය මණ්ඩලය වෙත ඉදිරිපත් කිරීම අවශ්‍ය කටයුතු කළයුතු අතර, ඒ සඳහා ද එම නිලධාරීන්ගේ සහයෝගය අවශ්‍ය වේ.

03. ඒ අනුව මෙම කාර්යයට සහාය වූ බස්නාහිර ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියට අනුයුක්තව සේවය කළ නිලධාරීන් පස්දෙනාගේ සේවය 2021.12.31 දිනෙන් පසු තවත් මාස තුනක පමණ කාලයක්වත් යොදවා ගැනීමට අවශ්‍ය වේ.

04. ඒ අනුව එම නිලධාරීන් සඳහා මාස තුනක කාලය සඳහා වැටුප් හා දීමනා ගෙවීමට ආසන්න වශයෙන් රුපියල් මිලියන 3 ක පමණ මුදලක් වැයවේ. ඒ අනුව එම මුදල කළමනාකරණය කරගත යුතු ආකාරය පිළිබඳ උපදෙස් ලබාදෙන මෙන් ඉල්ලා සිටිමි.

සිරිනිමල් පෙරේරා,
ලේකම්,
නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය.

MSO/5,
pls file heli.
06/20/12

ADG/Sampethu
17/12

- පිටපත්:
- 01. අධ්‍යක්ෂ ජනරාල් - විදේශ සම්පත් දෙපාර්තමේන්තුව } කරු.දැ.ගැ.පී. හා අවශ්‍ය සහාය ලබාදීම
 - 02. අධ්‍යක්ෂ ජනරාල් - රාජ්‍ය මුදල් දෙපාර්තමේන්තුව } සඳහා

20/12



නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு

ඇමුණුම 65

Ministry of Urban Development and Housing

මගේ අංකය
எனது இல
My Ref

MUD&H/ADM/01/02/06

ඔබේ අංකය
உமது இல
Your Ref

දිනය
திகதி
Date

2022.02. 04

ඉංජි. පී. දිසානායක මහතා
307/4, අයි. ජෝතිපාල මාවත
කඩුවෙල පාර
මාලවේ

ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා සේවය ලබා ගැනීම

බස්නාහිර ප්‍රදේශ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ නියෝජ්‍ය අධ්‍යක්ෂ ලෙස සේවය කළ ඔබ, අ.ම.ප. 22/0068/306/ 012 හා 2022.01.24 දිනැති අමාත්‍ය මණ්ඩල තීරණය අනුව ජපන් ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා 2022.01.01 දින සිට ක්‍රියාත්මක වන පරිදි උපදේශනා පදනම මත මාස 03 කාලයක් සඳහා (2022.03. 31 දින දක්වා) පත් කරමි.

02. OCG-JV සමාගම මගින් ඉදිරිපත් කර ඇති අලාභ හා හානි ගණනය කිරීමට අදාළව පත් කර ඇති සාකච්ඡා කමිටුවට අවශ්‍ය තාක්ෂණික සහය ලබා දීමේ රාජකාරී කටයුතු ඔබ වෙත පවරමි.

03. ඒ අනුව, ඔබ වෙත මසකට රු.225,000/- දීමනාවක් ගෙවනු ලැබේ.

ආචාර්ය එම්.එම්.එස්.එස්.බී. යාලේගම
අතිරේක ලේකම් (ප්‍රතිපත්ති හා පාලන)
01C

අත්.කළේ:
සිරිනිමල් පෙරේරා
ලේකම්
නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය

පිටපත්:

1. විගණකාධිපති, ජාතික විගණන කාර්යාලය - කරු දැ.ස
2. අති.ලේකම් (පාලන), නාගරික සංවර්ධන, අපද්‍රව්‍ය බැහැරලීම හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශය - අදාළ නිලධාරියාගේ සේවය 2021.12.31 දිනෙන් අවසන් කිරීම හා දැනට භාවිත කරනු ලබන කාර්යාල උපකරණ 2022.03.31 දක්වා ලබා දීමටත්
3. ප්‍රධාන මූල්‍ය නිලධාරී, නාගරික සංවර්ධන, අපද්‍රව්‍ය බැහැරලීම හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශය - කරු දැ.ස
4. ප්‍රධාන මූල්‍ය නිලධාරී, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - කරු දැ.ස හා අ.ක.ස
5. ප්‍රධාන ගණකාධිකාරී, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - කරු දැ.ස හා අ.ක.ස

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නගර, පුහුරුපාය, බත්තරමුල්ල
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නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

මගේ අංකය } MUD&H/ADM/01/02/06
 எமது இல }
 My Ref }

ඔබේ අංකය }
 உமது இல }
 Your Ref }

දිනය } 2022.02.08
 திகதி }
 Date }


ඉංජි. ඩබ්ලිව්.එම්.සී.මෙන්ඩිස් මිය
 නො.16, පරාක්‍රම පාර
 ධයස් පෙදෙස
 පානදුර

ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා සේවය ලබා ගැනීම

බස්නාහිර ප්‍රදේශ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ නියෝජ්‍ය අධ්‍යක්ෂ ලෙස සේවය කළ ඔබ, අ.ම.ස. 22/0068/306/ 012 හා 2022.01.24 දිනැති අමාත්‍ය මණ්ඩල තීරණය අනුව ජපන් ජාත්‍යන්තර සහයෝගිතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා 2022.01.01 දින සිට ක්‍රියාත්මක වන පරිදි උපදේශන පදනම මත මාස 03 කාලයක් සඳහා (2022.03. 31 දින දක්වා) පත් කරමි.

02. OCG-JV සමාගම මගින් ඉදිරිපත් කර ඇති අලාභ හා හානි ගණනය කිරීමට අදාළව පත් කර ඇති සාකච්ඡා කමිටුවට අවශ්‍ය තාක්ෂණික සහය ලබා දීමේ රාජකාරී කටයුතු ඔබ වෙත පවරමි.


03. ඒ අනුව, ඔබ වෙත මසකට රු.75,000/- දීමනාවක් ගෙවනු ලැබේ.


 ආචාර්ය එම්.එම්.එස්.එස්.බී. යාලේගම
 අතිරේක ලේකම් (ප්‍රතිපත්ති හා පාලන)
 එ/ල

අත්.කළේ:
 සිරිනිමල් පෙරේරා
 ලේකම්
 නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය

පිටපත්:

1. විගණකාධිපති, ජාතික විගණන කාර්යාලය - කරු දැ.ගැ.ස
2. අති.ලේකම් (පාලන), නාගරික සංවර්ධන, අපද්‍රව්‍ය බැහැරලීම හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශය - අදාළ නිලධාරියාගේ සේවය 2021.12.31 දිනෙන් අවසන් කිරීම හා දැනට භාවිත කරනු ලබන කාර්යාල උපකරණ 2022.03.31 දක්වා ලබා දීමටත්
3. ප්‍රධාන මූල්‍ය නිලධාරී, නාගරික සංවර්ධන, අපද්‍රව්‍ය බැහැරලීම හා ප්‍රජා පවිත්‍රතා කටයුතු රාජ්‍ය අමාත්‍යාංශය - කරු දැ.ස
4. ප්‍රධාන මූල්‍ය නිලධාරී, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - කරු දැ.ස හා අ.ක.ස
5. ප්‍රධාන ගණකාධිකාරී, නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය - කරු දැ.ස හා අ.ක.ස


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නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය
 நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
 Ministry of Urban Development and Housing

අංකය } MUD&H/ADM/01/02/06
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ඔබේ අංකය }
 உமது இல }
 Your Ref }

දිනය } 2022.02. 21
 திகதி }
 Date }

ඉ.පී. එන්.ඩී.ඒ.පී නිශ්ශංක මහතා
 58/c, රොබට් ගුණවර්ධන මාවත
 බත්තරමුල්ල

ප්‍රජා ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා සේවය ලබා ගැනීම

බස්නාහිර ප්‍රදේශ ප්‍රවාහන සංවර්ධන ව්‍යාපෘතියේ නියෝජ්‍ය අධ්‍යක්ෂ ලෙස සේවය කළ ඔබ, අ.ම.ප. 22/0068/306/ 012 හා 2022.01.24 දිනැති අමාත්‍ය මණ්ඩල තීරණය අනුව ප්‍රජා ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම සඳහා 2022.01.01 දින සිට ක්‍රියාත්මක වන පරිදි උපදේශන පදනම මත මාස 03 කාලයක් සඳහා (2022.03. 31 දින දක්වා) පත් කරමි.

02. OCG-JV සමාගම මගින් ඉදිරිපත් කර ඇති අලාභ හා හානි ගණනය කිරීමට අදාළව පත් කර ඇති සාකච්ඡා කමිටුවට අවශ්‍ය තාක්ෂණික සහය ලබා දීමේ රාජකාරී කටයුතු ඔබ වෙත පවරමි.

03. ඒ අනුව, ඔබ වෙත මසකට රු.202,500/- දීමනාවක් ගෙවනු ලැබේ.

අවාර්ය එම්.එම්.ඉ.පී.ඩී. යාලේගම
 අතිරේක ලේකම් (ප්‍රතිපත්ති හා පාලන)
 o/c

අත්.කළේ:
 සිරිනිමල් පෙරේරා
 ලේකම්
 නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශය

පිටපත්:

1. විගණකාධිපති, ජාතික විගණන කාර්යාලය - කරු දැ.ගැ.ස
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GOVERNMENT OF THE DEMOCRATIC SOCIALIST
REPUBLIC OF SRI LANKA



Final Report

Cabinet Appointed Committee for Negotiation of the Claim
submitted by Oriental Consultants Global – Joint Venture
(OCG-JV) Company due to the Termination of Light Rail
Transit System Project

A true copy.

Thilini

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Secretary
Ministry of Urban Development and Housing

May, 2022

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ABBREVIATION

- 1. GoSL – Government of Sri Lanka
- 2. JICA - Japanese International Cooperation Agency
- 3. OCG-JV - Japanese Oriental Consultants Global – Joint Venture
- 4. MoT – Ministry of Transport
- 5. MUDH - Ministry of Urban Development and Housing
- 6. USD – United States Dollars
- 7. SLR- Sri Lanka Rupee
- 8. JPY-Japanese Yuan

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**Report of the Cabinet Appointed Committee for Negotiation of the Claim
submitted by Oriental Consultants Global – Joint Venture (OCG-JV) Company
due to the Termination of Light Rail Transit System Project**

1. Introduction

On or about on 11th March 2019, the Government of Sri Lanka (“GoSL”) and the Japanese International Cooperation Agency (“JICA”), entered into an agreement to develop and construct a Light Rail Transit System between Colombo and Malabe under a soft credit facility. Thereafter, on or about on 13th March 2019, the Ministry of Megapolis and Western Development, the implementing agency, had awarded a contract for consultancy services for the detailed design and the construction supervision of the project to Japanese Oriental Consultants Global – Joint Venture (OCG-JV).

1.1 As per the said Consultancy Agreement, the date of commencement for services was 1st April 2019 and the contract was valid for a period of 91 months.

1.2 However, twenty-one (21) months after the commencement of the project, the Secretary to the President by letter dated 21st September 2020, informed the Secretary, the Ministry of Transport (“MoT”), that the Light Rail Transit Project funded by JICA is too costly and not a cost-effective project. In the circumstances, the MOT had been instructed to take steps terminate the project and shut the project office with immediate effect (Annexure I).

1.3 The Secretary to the President had also stated *inter alia* in the aforesaid letter that the proposed LRT Project is not a project suitable for the Colombo Metropolitan Transport Infrastructure development initiative and requested the Secretary, MoT to arrange a suitable mechanism based on the instructions of the Ministry of Urban Development and Housing (“MUDH”) and Department of National Planning.

1.4 Accordingly, the Hon. Minister of Transport had submitted a Cabinet Memorandum to terminate the project. The Cabinet of Ministers, taking into consideration that all agreements and other functions had been implemented under the purview of the MUDH (Annexure II) through its Decision No. අමප/20/1450/312/002 dated 06th October 2020 had directed the Secretary of the MUDH to: Terminate the project; Close the project office; Terminate the service of the project staff with immediate effect; and to Make payments as per the relevant agreements.

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1.5 In the aforesaid circumstances, the MUDH took measures to terminate the agreement with OCG-JV in accordance with Clause 2.9.1 (f) of the General Condition of Contract, Clause 2.9.1. (f) at the contract provides for the Client to terminate the contract by giving at least fifty-six (56) days written notice *“If the Client, in its sole discretion and for any reason whatsoever, decides to terminate this Contract”*.

1.6 Accordingly, on 5th November 2020, the MUDH informed OCG-JV to take all the necessary steps to bring the services to close in a prompt and orderly manner on or before 31st December 2020 (Annexure III). The MUDH also took steps to terminate the project staff and close the project office on 31st December 2020. In the same letter the MUDH also informed the OCG-JV that Clause 3.9 and Clause 2.9.5 (f) General Condition of Contract will apply with respect to equipment, vehicles and materials and payments upon termination. The said Clauses are reproduced below:

“2.9.1. By the Client - (f) If the Client, in its sole discretion and for any reason whatsoever, decides to terminate this Contract”)

On November 5 2020, the MUDH had informed OCG-JV to take all the necessary steps to bring the services to close in a prompt and orderly manner on or before 31st December 2020 (Annexure III). In the same letter the Ministry had informed the OCG-JV that upon the termination, Clause 3.9 and Clause 2.9.5 (f) of General Condition of Contract, will apply with respect to equipment, vehicles and materials and payments respectively which provide as follows,

“3.9, Equipment, Vehicles and Materials Furnished by the Client - Equipment, vehicles and materials made available to the Consultant by the Client, or purchased by the Consultant wholly or partly with funds provided by the Client, shall be the property of the Client and shall be marked accordingly. Upon termination or expiration of this Contract, the Consultant shall make available to the Client an inventory of such equipment, vehicles and materials and shall dispose of such equipment, vehicles and materials in accordance with the Client’s instruction. While in possession of such equipment, vehicles and materials, the Consultant, unless otherwise instructed by the Client in writing, shall insure them at the expense of the Client in an amount equal to their full replacement value”).

1.7 Pursuant to receiving the aforesaid communication sent by MUDH, the OCG-JV submitted a total claim to the MUDH amounting to USD 31,364,767.00. This total claim consisted of a claim of USD 7,707,006 as outstanding payment for work done and costs associated with termination; and a claim for USD 23,657,761 of losses of profit (Annexure IV).

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1.8 Pursuant to receiving the aforesaid claim, MUDH obtained the approval of the Cabinet of Ministers (Cabinet Decision no. 400/21/0221/306/015 dated 23rd, February 2022) to appoint a Cabinet Appointed Committee ("CAC") considering of following officials to negotiate and analyze and the claims submitted by the OCG-JV and to negotiate a settlement.

- i. Mr.Sirinimal Perera - Secretary, Ministry of Urban Development and Housing - Chairman
- ii. Dr.M.M.S.S.B. Yalagama – Additional Secretary (Policies and Administration), Ministry of Urban Development and Housing
- iii. Director General, Department of External Resources or his representative
- iv. Director General, Public Finance Department or his representative
- v. Eng. (Ms) S.K.A.P. Devaraja – Director General (Development), Ministry of Urban Development and Housing
- vi. Mr.H.P. Lalith Kumara – Chief Accountant, Ministry of Urban Development and Housing
- vii. Ms.Thushani Liyanaarachchi – Director (Legal), Urban Development Authority
- viii. Mr. Shamahil Mohideen – Chief Executive Officer, Selendiva Private Company
- ix. Dr. Asanga Gunawansa – Attorney-at-Law, Independent Legal Consultant
- x. Eng. P.P. Wijesekera- Project Director, Western Region Light Rail Transits Project
- xi. Eng.P. Dissanayake- Deputy Project Director, Western Region Light Rail Transits Project

1.9 The Cabinet of Ministers also granted approval for the CAC to obtain the assistance of an expert from the Institute of Engineers of Sri Lanka.

1.10 Thereafter, due to the transfer of certain officials, Eng. (Ms). S.K.A.P.Devaraja was replaced by Eng. (Ms).T.D. Abesuriya and Mr. H.P.L. Kumara by Mr. H.W.N.Kumara. Also Eng. P.P Wijesekera left the Ministry due to the closure of Western Region Transport Development Project (WRTDP).

The CAC obtained the services of project staff of Western Region Transport Development Project ("WRTDP") for the analysis of the claim. Following the closure of WRTDP the MUDH retained the services of Eng. P.Dissanayake, Eng. N.B.A.P. Nissanka, and Ms. W.M.C.Mendis of the project to obtain the technical assistance for the analysis of OCG-JV claim.

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2. Analysis of Claim

2.1 Under the instructions of the CAC, the technical staff of the WRTDP project analyzed the claim. The claim was analyzed in three (3) Categories, namely, Work Done (Category 1), Costs Associated with Termination (Category 2), and the Loss of Profit (Category 3).

2.2 In the process of analyzing the claim, CAC obtained a detailed breakdown for each claim category from OCG-JV. According to the detailed breakdown submitted by the OCG-JV, the original claim amounts were changed as follows:

2.2.1 Claim under Category 1 changed from USD equivalent of 4, 950,599.00 to USD equivalent of 5, 399, 323.40;

2.2.2 Claim under Category 2 changed from USD equivalent of 799,802.00 to USD equivalent of 902,122.03.

2.3 In the analysis of claim, upon instruction of CAC, the technical staff of WRTDP had obtained the relevant supporting documents from the OCG-JV and had taken clarifications through physical meetings. Thereafter, the WRTDP team prepared their Observation Report (Annexure V) calculating the compensable sum.

2.4 The CAC studied the aforementioned Observation Report and commenced negotiations with the OCG-JV to pursue the possibility of reaching a negotiated settlement. The stance of the CAC was that, whilst Category 1 and Category 2 claims could be considered for recommending payments subject to necessary deductions when the claimed sums were not adequately supported with evidence, it may not be possible to compensate OCG-JV for the Category 3 claim (Loss of Profit). The said stance with regard to Category 3 claims was maintained on the basis that the services to be provided by the OCG-JV were two-fold (two phased), and phase II of the services (construction supervision) would only be required pursuant to the Government of Sri Lanka (GOSL) deciding to proceed with the project after studying the detailed designs developed by the OCG-JV in the phase I. As the Project was terminated during Phase I, and as there was no strict obligation on the part of GOSL to proceed with Phase II. CAC was of the view that there was no justification for loss of profit relating to the period of contract falling within the said Phase 2. CAC was also of the view that OCG-JV should demonstrate that it had taken reasonable measures to mitigate its losses.

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- 2.5 Most significantly, when the CAC consulted Hon. Attorney General with regard to the aforesaid Category 3 claim, the Hon. Attorney General had opined *inter alia* that there is no legal justification for the payments of loss of profit. (Annexure VI).
- 2.6 During negotiations, the OCG-JV was informed that they could provide additional evidence to support the claimed sums. Accordingly, the OCG-JV submitted supporting documents from time to time and the WRTDP staff took such evidence into consideration when analyzing the claims.
- 2.7 The CAC prepared the Final Calculation Report for Category 1 and Category 2 claims based on the agreement reached during the negotiations (Annexure VII). The summary of the said claims and the recommended amounts under Category 1 are shown in Table 1 while Tables 2.1 and 2.2 show the claimed sums and the recommended sums under Category 2 claims (Annexure VIII).

3 Justification for payments

3.1 Category 1 payments

- 3.1.1 In the initial claim, under Category 1, OCG-JV had claimed approximately USD 4,950,599.00 equivalent. However, when the detailed claim was submitted, the claimed sum had been increased to USD 5,399,323.40 equivalent. This amended claim of USD 5,399,323.40 equivalent consists of USD 1,695,187.10, JPY 279,977,054.00 and SLR 187,646,677.00, as per the payment currencies provided in the contract.
- 3.1.2 After analyzing the said claim taking into consideration the submitted supporting documents and making corrections to calculation errors, the amount under Category 1 was amended as USD 5,372,031.65 equivalent. After deducting Advance payments of USD 667,283.64.00, JPY 99,067,898.00 and SLR 99,785,925.96 from the said sum, the claimed amount was adjusted to USD 1,027,304.06, JPY 178,366,506.00 and SLR 87,443,246.10, which in total is equivalent to USD 3,213,782.25.
- 3.1.3 During the negotiations, further deductions were made for delays on the part of the OGC-JV in submitting progress reports and their incompleteness. Accordingly, USD 90,904.09, JPY 16,932,620.10 and SLR 5,524,013.38 were deducted. This resulted in the final claim sum under Category 1 being deducted by a total sum of USD 283,474.77 equivalent.

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3.1.4 Accordingly, the recommended payment under Category 1 is USD 936,399.97, JPY 161,433,885.85 and SLR 81,919,233.08; which, altogether is equivalent to a total of USD 2,930,307.48. OCG-JV has agreed to accept this sum as the final payment due in connection with Category 1 claims.

3.2 Category 2 payments

3.2.1 OGC-JV had initially claimed a sum of USD 799,802.00 equivalent as the claim for Category 2. This included sums of USD 118,268.00, JPY 34,482,268 and SLR 64,841,578. However, when the detailed claim was submitted, the aforesaid claimed sum for Category 2 was increased to USD 902,122.03 equivalent, consisting of USD 162,788.48, JPY 37,933,972.55 and SLR 69,402,074.23.

3.2.2 The detailed claim was analyzed under nine (9) subcategories, as shown in Tables 2.1. and 2.2. Under the sub category 2.1, the OCG-JV had claimed USD 392,046.84 equivalent, as payment of compensation for the experts. However, the CAC recommended only USD 296,223.26 equivalent, taking into consideration the fact that not all experts named by OGC-JV were actively engaged in the project at the time of termination. Moreover, the OCG-JV had claimed compensation for the experts for three (3) months. However, the CAC recommended compensation only for one (1) month. Accordingly, the CAC deducted approximately USD 95,822.74 equivalent, for which the OCG-JV company agreed.

3.2.3. Under the subcategory 2.2, the OCG-JV had claimed USD 8,284.97 equivalent which the CAC recommended in total as OGC-JV had provided sufficient evidence to support its claim.

3.2.5 Under subcategory 2.3, the OGC-JV had claimed USD 80,970.30 equivalent as office rent. The CAC recommended only USD 55,914.83 equivalent based on the evidence. This was agreed to by the OCG-JV.

3.2.6 Under sub category 2.4, the OCG-JV had claimed USD 12,649.15 equivalent as payments for unassigned local staff which it claimed that it had to maintain during the project duration. However, the CAC did not recommend any payments for this unassigned staff as the OGC-JV had not obtained the approval of the Project Director for the same. The OCG-JV agreed to accept the CAC's position.

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- 3.2.7 Under sub category 2.5, the OCG-JV claimed USD 19,691.28 equivalent as payment to the unassigned staff that had been used for termination related works. The CAC recommended this payment in full as it was directly related to termination and was supported with adequate evidence.
- 3.2.8 Under subcategory 2.6, the OCG-JV had claimed USD 108,199.99 equivalent as payment for the staff from January 2021 to July, 2021 of which the CAC recommended only USD 89,911.62 equivalent. The CAC made this deduction as it recommended payment only for the staff who actually worked during the termination. The OCG-JV agreed with this deduction.
- 3.2.9 Under sub category 2.7, the OCG-JV had claimed USD 114,804.55 equivalent as unabsorbed contribution of the Colombo Light Rail Transit project for the head office overheads. The CAC did not recommend any payment under this subcategory. However, the OCG-JV company did not agree with the position of the CAC, hence, a settlement could not be reached for this subcategory. Further, the OCG-JV informed the CAC that they would be satisfied with a payment of 50% of the claimed sum under this sub-category.
- 3.2.10 Under subcategory 2.8, the OCG-JV had claimed USD 141,122.93 equivalent as expenses for participating in bidding. The CAC expressed the view that the bidding expenses were incurred by all participants who submitted bids for the project and it is an expense which every bidder has to be bear. The OCG-JV company did not agree with CAC's view. However, they indicated that they would be satisfied with a payment of 23% of the claimed bidding expenses.
- 3.2.11 Under subcategory 2.9, the OCG-JV had claimed USD 24,352.02 equivalent as incidental expenses that were not recovered, for which the CAC recommended the payment of only USD 22,751.05 equivalent. The OCG-JV agreed with the deduction under this subcategory.
- 3.2.12 Altogether, the OCG -JV had claimed USD 902,122.03 equivalent, of which the CAC recommended only USD 492,749.54 equivalent. As the CAC could not reach a settlement under subcategories 2.7 and 2.8, there is no overall settlement with respect to Category 02.
- 3.2.13 Nevertheless, the CAC agreed to pay the amount requested under subcategories 2.7 and 2.8, if the OCG-JV agrees to give up its claim under Category 3 and accept it as full and final settlement, for which no response was received from OCG-JV.

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3.3 Category 3 payments

3.3.1 Based on the Hon. Attorney General’s opinion, the CAC informed the OCG JV that it cannot recommend any payments under Category 3. However, the OCG JV was not in agreement with Hon. Attorney General’s opinion. They initially suggested to reduce the amount claimed under Category 3 by 25% and subsequently by 50% in order to reach a settlement. CAC expressed the view that the committee cannot overlook or disregard the Hon. Attorney-General’s opinion and consider any compensation to the OCG-JV for the Category 3 Claim.

4 Recommendations

1. Payment of USD 936,399.97, Japanese Yen 161,433,885.85 and SLR 81,919,233.08, (altogether equivalent to USD 2,930,307.48) for the work done by the OCG-JV company under Category 1.
2. Payment of SLR. 3,733,128.00 as the interest due to delay in reimbursing VAT payment.
3. Payment USD 95,448.87, JPY 28,337,710.00 and SLR 23,138,938.74 (equivalent USD 492,749.54) to the OCG-JV as the demobilization and associated overhead costs due to the premature termination of the project under Category 2.
4. In case, the OCG-JV does not agree on the suggestion 3.2.13, obtaining a directive from the Cabinet of Ministers on the claim made under Category 3 considering the Hon. Attorney General’s opinion.

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ANNEXURES

1. Annexure I - Letter sent by the Secretary to the President to the Secretary of the MoT
2. Annexure II - Cabinet memorandum submitted by Hon. Minister of Transport and the Cabinet Decision no. අම/20/1450/312/002 dated 06.10.2020
3. Annexure III - Letter of Termination issued to OCG-JV by MUDH
4. Annexure IV - Letter submitted by OCG-JV regarding the intension to Claim
5. Annexure V - Observation Report of MUDH
6. Annexure VI - Hon. Attorney General's opinion
7. Annexure VII - Calculation Report
8. Annexure VIII - Grand summary and Break down of the Category 1 and Category 2 Claims

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Cabinet Appointed Committee members – Ministry of Urban Development and Housing



.....
Sirinimal Perera (Chairman)
Former Secretary
Ministry of Urban Development and Housing



.....
Dr. M.M.S.S.B. Yalgama (Member)
Additional Secretary
(Policy and Administration)
Ministry of Urban Development and Housing



.....
Ajith Abesekara (Member)
Director General
Department of External Resources



.....
J.C. Weligamage (Member)
Director General
Department of Public Finance



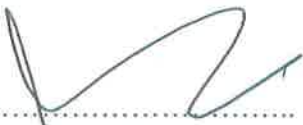
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Eng. T.D. Abey Suriya (Member)
Director General (Development)
Ministry of Urban Development and Housing




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H.W.N. Kumara (Member)
Chief Accountant
Ministry of Urban Development and Housing

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Dr. Asanga Gunawansa (Member)
Legal Advisor
Waters Edge and Selendiva Pvt. Company

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Thushani Liyanaarachchi (Member)
Director (Legal)
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Eng. P. Dissanayake (Member)
Deputy Project Director
Western Region Transport
Development Project

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திகதி
Date } 2022.06.28

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ජපාන ජාත්‍යන්තර සහයෝගීතා ආයතනයේ (JICA) ආධාර යටතේ ක්‍රියාත්මක වූ සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය (LRT) ව්‍යාපෘතිය අවසන් කිරීම.

පූර්ව යොමු:

- i. 2016.06.16 දිනැති අමාත්‍ය මණ්ඩල සංදේශය හා අංක අමප/16/1175/724/047 හා 2016.06.28 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- ii. අංක අමප/17/0552/724/019 හා 2017.03.21 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- iii. අංක අමප/18/1404/724/029 හා 2018.07.10 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- iv. අංක අමප/20/1450/312/002 හා 2020.09.28 දිනැති අමාත්‍ය මණ්ඩල තීරණය
- v. අංක අමප/21/0221/306/015 හා 2020.02.15 දිනැති අමාත්‍ය මණ්ඩල තීරණය

1. පසුබිම:

1.1 උක්ත පූර්ව යොමු (iv) හි අමාත්‍ය මණ්ඩල තීරණය මඟින් සැහැල්ලු දුම්රිය සංක්‍රමණ පද්ධතිය අවසන් කිරීම නිසා ඇමරිකානු ඩොලර් 31,364,767.00 සමාන මුදලක් OCG-JV සමාගමට අයත් විය යුතු බව දන්වමින් එම සමාගම විසින් හිමිකම් ඉල්ලීමක් ඉදිරිපත් කර ඇත.

1.2 OCG-JV සමාගම මඟින් ඉදිරිපත් කරන ලද හිමිකම් ඉල්ලීම කාණ්ඩ තුනක් යටතේ ඉදිරිපත් කර ඇත. පළමු කාණ්ඩය යටතේ මෙම ව්‍යාපෘතියේ 2020 ජුනි මාසයේ සිට 2020 දෙසැම්බර් මාසය දක්වා OCG-JV සමාගම විසින් කරන ලද කාර්යයන් සඳහා ලැබිය යුතු ගෙවීම් සහ 2019 දෙසැම්බර් මස සිට 2020 දෙසැම්බර් මස දක්වා අයවිය යුතු හිඟ වැට බදු සඳහන් කර ඇත. පළමු කාණ්ඩය යටතේ ඉල්ලා ඇති මුදල ඇමරිකානු ඩොලර් 4,950,599.00 සමාන මුදලක් වේ.

1.3 දෙවන කාණ්ඩය යටතේ රජය විසින් මෙම ව්‍යාපෘතිය අත්හිටුවීම හේතුවෙන් OCG-JV සමාගමේ කාර්ය මණ්ඩලයේ සේවය අවසන් කිරීම ඇතුළු පොදු කාර්ය පිරිවැය සඳහා වැය වූ වියදම් ලෙස ඇමරිකානු ඩොලර් 799,802.00 කට සමාන මුදලක් ඉල්ලා ඇත.

1.4 තුන්වන කාණ්ඩය යටතේ ව්‍යාපෘතිය අවසන් කිරීම හේතුවෙන් සමාගමට ඇති වූ අලාභ හා හානි ලෙස ඇමරිකානු ඩොලර් 23,657,761.00 ක මුදලක් ඉල්ලා ඇත.

1.5 මෙම හිමිකම් ඉල්ලීම විශ්ලේෂණය කර OCG-JV සමාගම සමඟ සාකච්ඡා කර නිර්දේශ ඉදිරිපත් කිරීම සඳහා පූර්ව යොමු (v) හි අමාත්‍ය මණ්ඩල තීරණය අනුව සාකච්ඡා කමිටුවක් පත් කළ අතර, එම සාකච්ඡා කමිටුව විසින් සිය වාර්තාව ඉදිරිපත් කර ඇත.

2. විස්තරය හා සාධාරණීකරණය:

කාණ්ඩ තුනක් යටතේ ගොනු කර ඇති OCG-JV සමාගමේ හිමිකම් ඉල්ලීම සම්බන්ධයෙන් අධ්‍යයනය කළ සාකච්ඡා කමිටුවේ නිරීක්ෂණයන්හි සාරාංශය පහත පරිදි වේ.

2.1 පළමු කාණ්ඩය යටතේ වැට් රහිතව හා අත්තිකාරම් මුදල් අඩු කිරීමෙන් පසු ඇමරිකානු ඩොලර් 4,950,599.00 කට සමාන මුදලක් ඉල්ලා තිබුණද, සාකච්ඡා කමිටුව විසින් මෙම හිමිකම් ඉල්ලීම විශ්ලේෂණය කර ගෙවිය යුතු මුදල ඇමරිකානු ඩොලර් 2,930,307.48 කට සමාන මුදලක් ලෙස ගණනය කර ඇත. මෙම මුදල ගණනය වන ආකාරයේ සාරාංශයක් වග අංක 1 හි (ඇමුණුම 1) දැක්වේ. මෙම අඩු කිරීම සම්බන්ධයෙන් OCG-JV සමාගම එකඟතාවය පල කර ඇත.

2.2 දෙවන කාණ්ඩය යටතේ OCG-JV සමාගම විසින් ඇමරිකානු ඩොලර් 799,802.00 සමාන මුදලක් ඉල්ලා ඇත. නමුත්, පසුව ඉදිරිපත් කරන ලද විස්තරාත්මක හිමිකම් ඉල්ලීම අනුව OCG-JV සමාගම මගින් දෙවන කාණ්ඩය යටතේ ඉල්ලා ඇති මුදල ඇමරිකානු ඩොලර් 902,122.03 කට සමාන මුදලක් ලෙස සංශෝධනය විය. කෙසේ වෙතත්, සාකච්ඡා කමිටුව මගින් දෙවන කාණ්ඩය යටතේ ගෙවීමට නිර්දේශ කර ඇති මුදල ඇමරිකානු ඩොලර් 492,749.54 කට සමාන මුදලක් වේ. දෙවන කාණ්ඩය යටතේ ඉල්ලා තිබූ ගෙවීම් උප කොටස් නවයක් යටතට ගොනු කර තිබිණි. ඉන් කොටස් හතක් සඳහා පාර්ශවයන් සාකච්ඡා කර ගෙවීම් පිළිබඳ එකඟතාවයකට පත් වූ අතර, ඉතිරි කොටස් දෙක යටතේ ඉදිරිපත් කර ඇති ගෙවීම් සඳහා එකඟතාවයට පැමිණීමට නොහැකි විය. එකඟතාවයකට පැමිණීමට නොහැකි වූ 2.7 හා 2.8 කොටස් දෙක යටතේ OCG-JV සමාගම ඉල්ලා ඇති මුළු මුදල ඇමරිකානු ඩොලර් 255,927.48 කට සමාන මුදලකි. දෙවන කාණ්ඩය යටතේ OCG-JV සමාගම විසින් හිමිකම් ඉදිරිපත් කර තිබූ මුදල් හා සාකච්ඡා කමිටුව විසින් අනුමත කළ හිමිකම් මුදලේ සාරාංශය වග අංක 2.1 හි හා 2.2 හි දැක්වේ (ඇමුණුම 2).

2.3 තුන්වන කාණ්ඩය යටතේ අලාභ හා හානි ලෙස ඇමරිකානු ඩොලර් 23,657,761.00 මුදලක් OCG-JV සමාගම ඉල්ලා ඇත. මෙම කොන්ත්‍රාත්තුව මාස 91 ක කාල පරිච්ඡේදයකට යටත්ව ගිවිසුම් ගත වී තිබූ අතර, එය කාලය පදනම් කරගත් (time based contract) කොන්ත්‍රාත්තුවක් විය. මෙම කොන්ත්‍රාත්තුවෙහි මුල් මාස 23 දී සැඟලේදු දුම්රිය ව්‍යාපෘතියට අදාළ විස්තරාත්මක නිර්මාණ (Detailed Design) කටයුතු සිදු කිරීම හා ඊට අදාළ වාර්තා පිළියෙල කිරීම සඳහා විශේෂඥයන් යොදවා ගත යුතුව තිබිණි. ඉතිරි මාස 68 දී රජය විසින් ඉදිකිරීම් සඳහා කොන්ත්‍රාත්කරුවකු තෝරා ගැනීමෙන් පසු එම ඉදිකිරීම් අධීක්ෂණය සඳහා විශේෂඥයන් යොදවා ගැනීමට නියමිතව තිබිණි. කෙසේ වෙතත් මාස 21 ක් ගත වූ පසු රජය විසින් කොන්ත්‍රාත්තුව අත්හිටුවන ලද බැවින් කොන්ත්‍රාත් ආයතනයේ ඉදිරි මාස 70 ක් සඳහා ලැබිය යුතු ලාභය උපකල්පනය කොට ගණනය කරන ලද මුදල අලාභ හා හානි ලෙස OCG-JV සමාගම විසින් ඉල්ලා ඇත. මේ පිළිබඳව අමාත්‍යාංශය විසින් නීතිපතිවරයා විමසා සිටි අතර, මෙම ගෙවීම කිරීම සඳහා කොන්ත්‍රාත්තුවේ ප්‍රතිපාදන නොමැති බැවින් එම මුදල් ගෙවීමේ හැකියාවක් නොමැති බව නීතිපතිවරයා විසින් දැනුම් දෙන ලදී (ඇමුණුම - 3). ඒ අනුව, තුන්වන කාණ්ඩය යටතේ ඉල්ලා ඇති මුදල් ගෙවීමට හැකියාවක් නොමැති බව OCG-JV සමාගමට සාකච්ඡා කමිටුව විසින් දැනුම් දී ඇත. OCG-JV සමාගම විසින් මෙම අලාභ හා පාඩු ගෙවීම සඳහා FIDIC (The Fédération Internationale Des Ingénieurs-Conseils) කොන්ත්‍රාත් කොන්දේසි මාලාව ප්‍රකාරව ප්‍රතිපාදන ඇති බව දන්වා සිටි අතර, එයට එකඟවිය නොහැකි බව සාකච්ඡා කමිටුව මගින් සමාගම වෙත දැනුම් දී ඇත. බෙරුම්කරණයකට (settlement) පැමිණිය හැකි නම් තුන්වන කාණ්ඩය යටතේ ඉල්ලා ඇති හිමිකම් මුදල 50% කින් අඩු කිරීමට OCG-JV සමාගම විසින් යෝජනා කර ඇත. කෙසේ වෙතත්, නීතිපතිවරයා ගේ මතය අනුව සාකච්ඡා කමිටුව මේ සම්බන්ධයෙන් එකඟතාවයක් ලබා දී නොමැත.

2.4 OCG-JV සමාගම මගින් ඉල්ලා ඇති හිමිකම් මුදල් සම්බන්ධයෙන් බෙරුම්කරණයකට (Settlement) නොපැමිණියහොත් එම හිමිකම් මුදල් සම්බන්ධ බෙරුම්කරණය (Arbitration) සඳහා ජාත්‍යන්තර අධිකරණයට යැමේ හැකියාවක් පවතින බව ද කමිටුව නිරීක්ෂණය කර ඇත. එසේ වුවහොත් විශාල පිරිවැයක් වැය විය හැකි බව ද සාකච්ඡා කමිටුවේ අවධානයට යොමු විය.

3. යෝජනා:

3.1 OCG-JV සමාගම විසින් සිදු කරන කාර්යයන් සඳහා (පළමු කාණ්ඩය) ඇමරිකානු ඩොලර් 936,399.97 ක්ද, ජපාන යෙන් 161,433,885.85 ක්ද, ශ්‍රී ලංකා රුපියල් 81,919,233.08 ක්ද වශයෙන් ඇමරිකානු ඩොලර් 2,930,307.48 කට සමාන මුදලක් OCG-JV සමාගම වෙත ගෙවීම.

3.2 වැට් බදු ප්‍රතිපූරණය කිරීම ප්‍රමාදවීම නිසා ප්‍රමාද වූ මුදලට අදාළ පොලී මුදල ලෙස ඉල්ලා ඇති රු.3,733,128.00 ක මුදල OCG-JV සමාගම වෙත ගෙවීම.

3.3 ව්‍යාපෘතිය අත්හිටුවීම හේතුවෙන් OCG-JV සමාගමේ කාර්ය මණ්ඩලයේ සේවය අවසන් කිරීම ඇතුළු පොදු කාර්ය පිරිවැය සඳහා වැය වූ වියදම් ලෙස ඉල්ලා තිබූ මුදලින් (දෙවන කාණ්ඩය) ඇමරිකානු ඩොලර් 95,448.87 ක්ද, ජපාන යෙන් 28,337,710.00 ක්ද, ශ්‍රී ලංකා රුපියල් 23,138,938.74 ක්ද වශයෙන් ඇමරිකානු ඩොලර් 492,749.54 කට සමාන මුදලක් OCG-JV සමාගම වෙත ගෙවීම.

3.4 සාකච්ඡා කමිටුවට එකඟතාවයකට පැමිණීමට නොහැකි වූ තුන්වන කාණ්ඩය යටතේ වූ අලාභ හා හානි ලෙස ඉල්ලා තිබූ ගෙවීම් සම්බන්ධයෙන් ඉහත 2.3 හා 2.4 හි විස්තර කර ඇති කරුණු පිළිබඳ සලකා බලා සුදුසු නියෝගයක් නාගරික සංවර්ධන හා නිවාස අමාත්‍යාංශයේ ලේකම්වරයා වෙත ලබා දීම.

3.5 ඉහත යෝජනා යටතේ ඉදිරිපත් කර ඇති ගෙවීම් සිදු කිරීම සඳහා අවශ්‍ය වන මුදල් ශ්‍රී ලංකා රජය හා ජපාන ජාත්‍යන්තර සහයෝගිතා ආයතනය අතර ඇති කර ගත් ගිවිසුම ප්‍රකාරව ලබා දී ඇති ණය මුදලින් ප්‍රතිපූරණය කිරීමට ඇති හැකියාව සොයා බලා, ඒ අනුව කටයුතු කිරීමට විදේශ සම්පත් දෙපාර්තමේන්තුවට නියෝග කිරීම.

4. අනුමැතිය:

ඉහත 3.1 සිට 3.5 දක්වා වූ යෝජනා සඳහා අමාත්‍ය මණ්ඩලයේ අනුමැතිය අපේක්ෂා කරමි.

(Handwritten signature)

ප්‍රසන්න රණතුංග පා.ම
නාගරික සංවර්ධන හා නිවාස අමාත්‍ය

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8,17 හා 18 වන මහල
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difference from recommendation

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2.1 Under the first category, although an amount equivalent to US \$ 4,950,599.00 has been claimed excluding VAT and after deducting the advance, the Negotiation Committee, having analyzed this claim, has calculated this due amount as an amount equivalent to US \$ 2,930,307.48. A summary on how this amount is calculated is given in Table No. 1 (Annexure 1). The OCG-JV has conveyed its concurrence regarding this deduction.

2.2 Under the second category, the OCG-JV has claimed a sum equivalent to US \$ 799,802.00. But the amount claimed by OCG-JV under the second category was amended as an amount equivalent to US \$ 902,122.03 according to the subsequently submitted detailed claim. However, the amount recommended by the Negotiating Committee to be paid under the second category was equivalent to US \$ 492,749.54. The payments requested under the second category were filed under nine subsections. The parties negotiated and agreed to pay for seven sections out of those, and were unable to reach an agreement on the payments made under the remaining two. The total amount claimed by OCG-JV under sections 2.7 and 2.8, the sections for which an agreement couldn't be reached, is equivalent to US \$ 255,927.48. Tables 2.1 and 2.2 show a summary of the claims submitted by the OCG-JV and the claims approved by the Negotiation Committee under the second category (Annexure 2).

2.3 The OCG-JV has claimed an amount of US \$ 23,657,761.00 under the third category as loss of profit and damages. This contract had been agreed upon for a period of 91 months and was a time-based contract. During the first 23 months of this contract, it had to deploy experts to carry out detailed design works on the Light Rail Transit Project and to prepare relevant reports. In the remaining 68 months, after the government selected a contractor for the construction, experts were to be deployed to supervise the construction. However, after 21 months, as the government had terminated the contract, OCG-JV claimed loss of profit and damages having assumed the contractor's profit for the next 70 months. The Ministry consulted the Attorney General in this regard, and the Attorney General has informed that it is not possible to make those payments as there was no provision in the contract for this payment (Annexure - 3). Accordingly, the Negotiating Committee has informed the OCG-JV that it is unable to pay the amount requested under the third category. OCG-JV has informed that there are provisions in terms of the FIDIC (The Fédération Internationale Des Ingénieurs-Conseils) Contract Terms and Conditions for the payment of these losses of profit and damages, and the Negotiating Committee has informed the Company that it is not possible to agree on this. The OCG-JV has proposed to reduce the claim under the third category by 50% if a settlement can be reached. However, as per the opinion of the Attorney General, the Negotiating Committee has not agreed upon this.

2.4 The Committee has also observed that if it does not come to a settlement regarding the claims demanded by OCG-JV, there is a possibility of going to the International Court of Justice for arbitration regarding those claims. If it happens so, the Committee also noted that it would be a huge cost.

3. Proposals:

3.1 To pay an amount equivalent to US \$ 2,930,307.48 as USD 936,399.97, JPY 161,433,885.85, and LKR 81,919,233.08 to the OCG-JV for the works done by the OCG-JV (first category).



நகர அபிவிருத்தி மற்றும் வீடமைப்பு அமைச்சு
Ministry of Urban Development and Housing

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எனது இல.
My Ref:

MUD&H/2022/CP/46

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Your Ref.

දිනය
திகதி
Date } 28.06.2022

Cabinet Memorandum

Termination of the Light Rail Transit (LRT) Project implemented under Japan International Cooperation Agency (JICA) Assistance.

Previous References:

- Cabinet Memorandum dated 16.06.2016 and the Cabinet decision No. අමප/16/1175/724/047 and dated 28.06.2016.
- Cabinet Decision No. අමප/17/0552/724/019 and dated 21.03.2017
- Cabinet Decision No. අමප/18/1404/724/029 and dated 10.07.2018
- Cabinet Decision No. අමප/20/1450/312/002 and dated 28.09.2020
- Cabinet Decision No. අමප/21/0221/306/015 and dated 15.02.2020

1. Background:

1.1 Due to the termination of the Light Rail Transit (LRT) Project by the Cabinet decision of the above Previous Reference (iv), the OCG-JV has submitted a claim for an amount equivalent to US \$ 31,364,767.00 to be settled to that joint venture.

1.2 The claim filed by OCG-JV has been submitted under three categories. The first category lists the payments due for work done by OCG-JV from June 2020 to December 2020 and the arrears of VAT due from December 2019 to December 2020. The amount claimed under the first category is equivalent to US \$ 4,950,599.00.

1.3 Under the second category, it has been claimed an amount equivalent to US \$ 799,802.00 as the expenditure incurred for the overhead cost including the termination of the OCG-JV staff due to the termination of this project by the government.

1.4 Under the third category, it has been claimed an amount of US \$ 23,657,761.00 as the loss of profit and damages caused to the venture due to the termination of the project.

1.5 A Negotiation Committee had been appointed as per the Cabinet decision of the above Previous Reference (v) to analyze this claim, and to submit recommendations in consultation with the OCG-JV, and the said Negotiation Committee has submitted its report.

2. Description and Justification:

The summary of observations of the Negotiation Committee on the claim of OCG-JV, which is filed under three categories, is as follows.

3.2 To pay the amount of Rs.3,733,128.00 that has been claimed as the interest relevant to delay charges due to the delaying of reimbursement of VAT to the OCG-JV .

3.3 To pay an amount equivalent to US \$ 492,749.54 as USD 95,448.87, JPY 28,337,710.00, and LKR 23,138,938.74 out of the claim requested as the expenditure incurred for the overhead cost including the termination of the OCG-JV staff due to the termination of this project (second category).

3.4 To issue an appropriate order to the Secretary of the Ministry of Urban Development and Housing after considering the matters described in 2.3 and 2.4 above regarding the claims on loss of profits and damages under the third category which the Negotiating Committee could not reach an agreement.

3.5 After exploring the possibility of reimbursement of the funds required to make the payments made under the above proposals with the loan granted in accordance with the Agreement between the Government of Sri Lanka and the Japan International Cooperation Agency, to order the External Resources Department to act accordingly.

4. Approval:

Approval of the Cabinet of Ministers is sought for Proposals 3.1 to 3.5 above.

Sgd/

Prasanna Ranathunga M.P.

Minister of Urban Development and Housing

Ministry of Urban Development and Housing
8th, 17th and 18th Floor
Suhurupaya
Battaramulla.

2022/068

ඇමුණුම 68



විදේශ සම්පත් දෙපාර්තමේන්තුව
வெளிநாட்டு வளங்கள் திணைக்களம்
Department of External Resources

මුදල්, ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශය
මහලේකම් කාර්යාලය (3 වැනි මහල), තැ.පො. 277, කොළඹ 00100, ශ්‍රී ලංකාව
சிதி, பொருளாதார, உறுதியாக்கியமை மற்றும் தேசியக் கொள்கைகள் அமைச்சு
வெள்ளம் (3 ஆம் மாட), த. பொ. இல. 277, கொழும்பு 00100, இலங்கை
Ministry of Finance, Economic Stabilization and National Policies
The Secretariat (3rd Floor), P.O. Box 277, Colombo-00100, Sri Lanka

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e-mail: info@erd.gov.lk

මගේ අංකය } JP/97/B } ඔබේ අංකය } } දිනය } 2022.10.07
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විගණනය සඳහා තොරතුරු ගැනීම - කැමැත්ත ප්‍රකාශනය (කොළඹ පිට මාලයේ දක්වා)

උත්තර කැමැත්ත අදාළවීමේ අංක : TPD/A/ERD/22/INFO/04 හා 2022.10.06 දිනැති ලිපිය හා බැඳේ.

ඒ අනුව, අදාළ පිළිතුරු පහත පරිදි වේ.

- (අ) SLP- 119 (2019011) දරණ ණය හිච්ඡුම් අවලංගු කර තැන.
- (ආ) අදාළ නොවේ.
- (ඇ) ඉහත ව්‍යාපෘතියට අදාළ කොන්ත්‍රාත් හිච්ඡුම් අවලංගු කිරීම හේතුවෙන්, උපදේශන කොන්ත්‍රාත් සමාගම ඉල්ලා ඇති වත්දී මුදල ද ඇතුළුව විදේශ මුදල් මගින් සිදුකළ යුතු ගෙවීම් මේ මගින් සිදුකළ හැකි බැවින්, එම කටයුතු අවසන් වනතුරු ණය හිච්ඡුම් අවලංගු කිරීමේ කටයුතු සිදු නොකරන ලදී. මෙම ණය හිච්ඡුමට අදාළ කැපවීමේ ගාස්තුවක් (Commitment Fee) නොමැත.

මෙයට - විශ්වාසී

අතින් අභිමතකර
අධ්‍යක්ෂ ජනරාල්

පිටපත : සහකාර අධ්‍යක්ෂ (මුදල්) - කරු. දැ.ගැ.ස.

අධ්‍යක්ෂ ජනරාල් සාමාන්‍ය පුරුදු Director General	} 94-11-2484693	සාර්ථක අලුතින් Office	} 94-11-2484500 94-11-2484600	සැස්සුණු අංකය දුරකථන Fax	} 94-11-2447633 94-11-2387153
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58

13 322

දැනුවත් 02

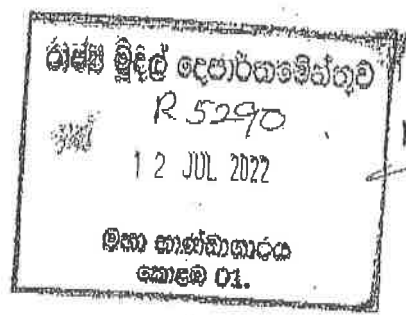
නවවැනි පාර්ලිමේන්තුවේ දෙවැනි සභාවාරය
ශ්‍රී ලංකා පාර්ලිමේන්තුවේ කාරක සභා කාර්ය මණ්ඩලය 02 හි සවිස්ථිත ලද රජයේ ගිණුම් පිළිබඳ කාරක සභාවේ
12 වැනි රැස්වීමේ කාර්ය සටහන්

2022 ජූනි මස 09 වැනි බ්‍රහස්පතින්දා ප.ව. 2.00

වර්තමාන ආර්ථික අර්බුදයට අදාළව විදේශ සම්පත් දෙපාර්තමේන්තුවේ වර්තමාන කාර්යසාධනය පරීක්ෂා කිරීම සඳහා පැවැති විශේෂ රජයේ ගිණුම් පිළිබඳ කාරක සභා රැස්වීම

පැමිණ සිටී

- ගරු (මහාධාරය) කිස්ස විතාරණ මහතා (සභාපති)
- ගරු තිස්ස අත්තනායක මහතා
- ගරු දුමින්ද දිසානායක මහතා
- ගරු දයාසිරි ජයසේකර මහතා
- ගරු ලසන්ත අලහියවන්ත මහතා
- ගරු නිරෝෂන් පෙරේරා මහතා
- ගරු (පවුල) සුදර්ශනී ප්‍රනාන්දුපුත්ර මහත්මිය
- ගරු අනෙල්ස් අලෙක්සිස මහතා
- ගරු ප්‍රසන්න රණවීර මහතා
- ගරු බී. වයි. ජී. රත්නසේකර මහතා
- ගරු සිව්ඤානම් ශ්‍රීකරන් මහතා
- ගරු (පවුල) උපුල් ගලප්පත්ති මහතා
- ගරු චිරසුමන චිරසිංහ මහතා
- ගරු (ආධාරය) හරිනි අමරසූරිය මහත්මිය



Handwritten signatures and notes:
 02/14
 Runkala
 Kundham
 Mr. A. P. B.
 7/22

අනුෂා සී.පී. සූරියප්පෙරුම මහත්මිය - කාරක සභාවේ ලේකම්

විත්තා එම්. බුලත්සිංහල මහත්මිය - ප්‍රධාන නිලධාරී - රජයේ ගිණුම් පිළිබඳ කාරක සභා කාර්යාංශය
සුදීපා නිර්මාණ මහත්මිය - පාර්ලිමේන්තු නිලධාරී - එම්-

සභායට පැමිණ සිටී

- පී.එල්.කේ. පෙරේරා මහතා, අතිරේක විගණකාධිපති - ජාතික විගණන කාර්යාලය
- ඩී.ඒ.ඒ. වනිඟුසේකර මහතා, ජ්‍යෙෂ්ඨ සහකාර විගණකාධිපති - එම්-
- එන්.ඩී.එන්.සී. කුමාරි මහත්මිය, සහකාර විගණකාධිපති - එම්-
- විරාජ් විජේවර්ධන මහතා, අධ්‍යක්ෂ - ජාතික අයවැය දෙපාර්තමේන්තුව
- ඒ.පී. කුරුමිබලපිටිය මහතා, අතිරේක අධ්‍යක්ෂ ජනරාල් - කළමනාකරණ විගණන දෙපාර්තමේන්තුව
- එස්.එන්. මිකලාව මහත්මිය, අධ්‍යක්ෂ - කළමනාකරණ සේවා දෙපාර්තමේන්තුව
- විමසිකා පතිරණ මහත්මිය, අධ්‍යක්ෂ - රාජ්‍ය ගිණුම් දෙපාර්තමේන්තුව
- ඒ.එන්. හසුගල මහතා, සහකාර අධ්‍යක්ෂ ජනරාල් - රාජ්‍ය මුදල් දෙපාර්තමේන්තුව
- ඒ.ඒ.අයි. දිල්ලක්ෂි මහත්මිය, අධ්‍යක්ෂ - භාණ්ඩාගාර මෙහෙයුම් දෙපාර්තමේන්තුව

01. සුර්ව දැනුම් දීමට අනුව කාරක සභාව රැස් විය.
02. කාරක සභාවේ සභාපති පැමිණ නොසිටි බැවින් ගරු නිරෝෂන් පෙරේරා මහතාගේ සහ ගරු (ආධාරය) හරිනි අමරසූරිය මහත්මිය යෝජනා ස්ථිරත්වයෙන් ගරු කිස්ස අත්තනායක මහතා මූලාසනාරූඪ විය.
03. වර්තමාන ආර්ථික අර්බුදයට අදාළව විදේශ සම්පත් දෙපාර්තමේන්තුවේ වර්තමාන කාර්යසාධනය පරීක්ෂා කිරීම සඳහා මුදල්, ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශයේ හා විදේශ සම්පත් දෙපාර්තමේන්තුවේ සහක සඳහන් නිලධාරීහු පැමිණ සිටියහ.
04. කාරක සභාවේ දිනට නියමිත කටයුතු ආරම්භ විය.

මහින්ද සිරිවර්ධන මහතා, ලේකම්
 අජිත් අලෙක්සේකර මහතා, අධ්‍යක්ෂ ජනරාල්
 මුදල් ආර්ථික ස්ථායීකරණ සහ ජාතික ප්‍රතිපත්ති අමාත්‍යාංශය
 විදේශ සම්පත් දෙපාර්තමේන්තුව

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- සමපත් මන්ත්‍රිනායක මහතා, අතිරේක අධ්‍යක්ෂ ජනරාල් -එම-
- රොහාන් ක්‍රිපාන්ත මහතා, අතිරේක අධ්‍යක්ෂ ජනරාල් -එම-
- විශාකා අමරසේකර මහත්මිය, අතිරේක අධ්‍යක්ෂ ජනරාල් -එම-
- උදේනී උඩුගහපවුටු මහත්මිය, අතිරේක අධ්‍යක්ෂ ජනරාල් -එම-
- පදුල ශ්‍රී රත්නේ මහතා, අධ්‍යක්ෂ -එම-
- හේමන්තා පුඤ්ඤසිරි මෙනවිය, අධ්‍යක්ෂ -එම-
- සමන්ත බණ්ඩාර මහතා, අධ්‍යක්ෂ -එම-
- ප්‍රභාෂ් ජයලක් මහතා, අධ්‍යක්ෂ -එම-
- හිමාලී බෝගොඩගෙදර මහත්මිය, අධ්‍යක්ෂ -එම-
- රංග නිශාන්ත මහතා, අධ්‍යක්ෂ -එම-

05. කාරක සභාවේ දිනට නියමිත කටයුතු ආරම්භ විය.

06. කාරක සභාව කළ පූර්ව දැනුම්දීමට අනුව විදේශ සමපත් දෙපාර්තමේන්තුව පහත සඳහන් කරුණු පිළිබඳ සාකච්ඡා කිරීම සඳහා පුද්ගලිකව පැමිණ තිබේ.

- * දෙපාර්තමේන්තුවේ අනුමැතිය සඳහා පොරොක්කු ලේඛනගතව ඇති ව්‍යාපෘති, එම ව්‍යාපෘතිවල වටිනාකම ඇ. ඩොලර්වලින් හා එම ව්‍යාපෘති සඳහා මෙමකක් අනුමැතිය නොලැබීමට හේතු
- * දෙපාර්තමේන්තුවේ අනුමැතිය ලද නමුත් මෙකෙක් ක්‍රියාත්මක නොවුණු ව්‍යාපෘති, එම ව්‍යාපෘතිවල වටිනාකම ඇ. ඩොලර්වලින් හා එම ව්‍යාපෘති කවමක් ක්‍රියාත්මක නොවීමට හේතු
- * ශ්‍රී ලංකාවේ වර්තමාන ආර්ථික අර්බුදය කළමනාකරණය සඳහා රජයට සහාය වීම පිණිස දෙපාර්තමේන්තුව විසින් සිය කාර්යයන් පුළුල් කිරීමට ගනු ලබන වර්තමාන හා අනාගත සැලැස්ම

මෙහිදී ග.නී. විසින් ඉහත කරුණු සම්බන්ධයෙන් සකස් කරනු ලැබූ වාර්තාවක් කාරක සභාවට ඉදිරිපත් කරනු ලැබීය.

07. මේ අවස්ථාවේදී කාරක සභාවේ ගරු සභාපති (මහාචාර්ය) කිස්ස විතාරණ මහතා මූලාසනාරූඪ විය.

08. කාරක සභාවේ සාකච්ඡාවට භාජනය කළ වැදගත් විගණන නිරීක්ෂණයන්

* ණය උපයෝජනය සම්බන්ධයෙන් මහභරවා ගත හැකි දුර්වලතා

2020 හා 2021 වර්ෂවල විදේශ ව්‍යාපෘති සඳහා වගකීමට බැඳීමේ ගාස්තු (commitment fee) ලෙස පිළිවෙළින් රු. බිලියන 4ක් හා රු. බිලියන 1.8ක් බැගින් ගෙවා ඇති බවත් නිසි ව්‍යාපෘති කළමනාකරණ ක්‍රියාදාමයක් මඟින් මෙම තත්ත්වය මහභරවා ගත හැකි බවත් කාරක සභාවේ අදහස විය. ඇතැම් ව්‍යාපෘති කිසිදු තර්කානුකූල පදනමකින් තොරව අතරමග නවසා දැමීම හේතුවෙන්ද රජයට විශාල පාඩුවක් සිදු වීම පිළිබඳවද කාරක සභාවේ අවධානය යොමු විය. රු. බිලියන 5ක මුදලක් වියදම් කර එලෙස අතරමග නවසාදැමුණු සැහැල්ලු දුමරිය සංක්‍රමණ ව්‍යාපෘතිය හේතුවෙන් අමතර රු. බිලියන 5ක දඩ මුදලක්ද සමඟින් රු. බිලියන 10ක පාඩුවක් ශ්‍රී ලංකා රජයට දැරීමට සිදුව ඇති බව කාරක සභාව හමුවේ අනාවරණය විය.

විදේශ ප්‍රතිපාදන මගින් ක්‍රියාත්මක වන ව්‍යාපෘති අනුමත කිරීමේ ක්‍රියාදාමය පිළිබඳව පැහැදිලි කළ ගණන්දීමේ නිලධාරී (ග.නී.) විදේශ සමපත් දෙපාර්තමේන්තුව විසින් මෙම ව්‍යාපෘති අනුමත කිරීමේ ක්‍රියාවලිය සිදු නොකරන බවත්, ව්‍යාපෘති සඳහා මූල්‍ය ප්‍රතිපාදන සපයා ගැනීමේ යාන්ත්‍රණය මෙහෙයවීම පමණක් සිදු කරන බවත් සඳහන් කළේය. එසේම අඩුරුදු කිහිපයක් පුරා පවතින ව්‍යාපෘති සඳහා ක්‍රමිකව මුදල් ගෙවීම (disburse) සිදු කරන බවද, මෙම මුදල් වියදම් කිරීමට අදාළව මුදල් ප්‍රවාහ සටහනක් (cash flow) සකස් කරන බවද, වියදම් වූණු මුදලට පොළීය (interest) ගෙවිය යුතු බවද, වියදම් නොකළ මුදල (undisbursed money) සඳහා එම වර්ෂයට අදාළ වගකීමට බැඳීමේ ගාස්තු (commitment fee) ගෙවිය යුතු බවද ග.නී. පැහැදිලි කළේය. ඒ අනුව ව්‍යාපෘතිය සඳහා අනුග්‍රහය දක්වන දායක රාජ්‍යයන් විසින් ලබාදෙන දායකත්වය වෙනුවෙන් අදාළ කාල පරාසය පුරාවට වගකීමට බැඳීමේ ගාස්තු ගෙවීමට සිදු වන අතර ව්‍යාපෘතිය නියමිත කාල රාමුවෙන් බැහැරව කඩිනම් කිරීම සිදු කළ නොහැකි බවද මෙහිදී අනාවරණය විය.

කෙසේ වෙතත්, විවිධ හේතූන් මත සිදු වන ව්‍යාපෘති ප්‍රමාදයන් මහභරවා ගැනීම සඳහා මුදල් අමාත්‍යාංශය විසින් MOFPE&PD/ERD/2020/1 අංක දරන 2020.02.12 දිනැතිව "Ensuring Project Readiness for Effective Disbursement of Foreign/Local Financing and Strengthening the Project Management" නමින් වක්‍රලේඛයක් නිකුත් කරන ලද බව ග.නී. ප්‍රකාශ කළේය. ඒ අනුව රේඛීය අමාත්‍යාංශය විසින් ව්‍යාපෘතියක් සඳහා අමාත්‍ය මණ්ඩල පත්‍රිකාව ඉදිරිපත් කිරීමට පෙර ව්‍යාපෘතිය ප්‍රමාද විය හැකි කරුණු පුරෝකථනය කට හිමිය යුතු බවද, එයින් ව්‍යාපෘතිය ප්‍රමාදවීම හේතුවෙන් සිදුවන වගකීමට බැඳීමේ ගාස්තු එකතු වීම අවම කර ගත හැකි බවද

හෙතෙම ප්‍රකාශ කළේය. එසේම ව්‍යාපෘති භාරකාරත්වය සහ වගකීම මෙන්ම ඇගයීමේ කාර්යයද අදාළ රේඛීය අමාත්‍යාංශය සතුටු වන බව මෙහිදී අනාවරණය විය.

ව්‍යාපෘති නිෂ්පාදන කළමනාකරණය වන්නේ නම් වගකීමට බැඳීමේ ගාස්තු ගෙවීම බොහෝදුරට අවම කර ගත හැකි බවද, එය අදාළ ව්‍යාපෘතිවල භාරකාරත්වය ඒම ආයතනවල වගකීම වන නමුත්, විදේශ සම්පත් දෙපාර්තමේන්තුවද එහි අයිතිකරු වගකීම පැවරෙන බවද කාරක සභාව මෙහිදී අවධාරණය කළේය.

* ජාතික ඇගයුම් ප්‍රතිපත්තියක (National Evaluation Policy) අවශ්‍යතාවය

ජාතික ඇගයුම් ප්‍රතිපත්තියක් දැනට නොමැති බව අනාවරණය වූ හෙයින් විදේශ ණය නිසි අයුරින් කළමනාකරණය කරගැනීමට මෙවන් ප්‍රතිපත්තියක ඇති වැදගත්කම පැහැදිලි කළ කාරක සභාව ජාතික ඇගයීමේ ප්‍රතිපත්තියක් සැකසීම පිළිබඳව සිය අවධානය යොමු කරන ලෙසට ප්‍ර.ග.නි.ට නියෝග කළේය.

ජාතික ඇගයුම් ප්‍රතිපත්තියක් සේම විදේශ ණය ආරාධනා කාර්යයන් නිවැරදිව ව්‍යාපෘති සඳහාද ඉන් ලැබෙන අනාගත ප්‍රතිලාභ කවරේද, එම ණය නැවත ගෙවීමේ යාන්ත්‍රණය කවරේද යන කරුණු පිළිබඳවද පූර්ව අවධානය යොමු කිරීම ඉතා වැදගත් වන බවද මෙහිදී ප්‍ර.ග.නි. ප්‍රකාශ කළේය.

* අතරමග නවකඳවුණු සැඟලුණු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය

ඇ.බෙ.බ. බිලියන 1.85ක ණය ආධාර හා ශ්‍රී ලංකා රජය දැරූ විදේශීය සම්භූමි වටිනාකම ඇ.බෙ.බ. බිලියන 2.2ක් වන මෙම ව්‍යාපෘතිය වසර 40ක කාලයක් සඳහා ජපන් රජයේ ණය සහනාධාර මත ක්‍රියාත්මක වීමට නියමිතව තිබූ බව ග.නි. ප්‍රකාශ කළේය. නමුත් ව්‍යාපෘතිය ක්‍රියාත්මක වෙමින් පවතින කාලය තුළ අත්ගරු ජනාධිපතිතුමාගේ නියෝගයක් පරිදි ව්‍යාපෘතිය නතර කිරීම සඳහා ජනාධිපති ලේකම් කාර්යාලය හරහා රේඛීය අමාත්‍යාංශයට උපදෙස් ලැබී තිබූ බව ඔහු සඳහන් කළේය. ඒ අනුව රේඛීය අමාත්‍යාංශය මේ සම්බන්ධයෙන් අමාත්‍ය මණ්ඩලය දැනුවත් කිරීමෙන් පසුව සිදුවූ දීර්ඝ අමාත්‍ය මණ්ඩලීය සාකච්ඡාවන්ගෙන් අනතුරුව ව්‍යාපෘතිය නතර කිරීමට තීරණය කළ අමාත්‍ය මණ්ඩලය, මෙම ණය ගිවිසුම අවසන් කිරීමේ කටයුතු ඇරඹීම සඳහා කම දෙපාර්තමේන්තුවට උපදෙස් දුන් බව ග.නි. අනාවරණය කළේය. ඒ අනුව ව්‍යාපෘතිය අත්හිටුවීම හේතුව ජපාන රජයට සිදුවූ පාඩුව වෙනුවෙන් එම රජයට ගෙවිය යුතු වන්දි සම්බන්ධයෙන් සාකච්ඡා කිරීමට ඔවුන්ගේ නියෝජිතයන්ගෙන්ද සමන්විත කමිටුවක් පත් කර අදාළ වන්දි මුදල පිළිබඳ එකඟතාවයකට පැමිණි බව ග.නි. වැඩිදුරටත් ප්‍රකාශ කළේය.

අමාත්‍ය මණ්ඩලය විසින් මේ සම්බන්ධයෙන් දෙපාර්තමේන්තුවේ ප්‍රතිචාර සඳහා යොමු කළ අවස්ථාවේදී විරුද්ධතාවයන් යොමු නොකළේ මන්ද යැයි කාරක සභාව විමසීය. අත්ගරු ජනාධිපතිතුමා ලබාදුන් නියෝගයකට හා අමාත්‍ය මණ්ඩල තීරණයකට විරුද්ධ වීමට රාජ්‍ය නිලධාරීන් වන තමන්ට හැකියාවක් නොමැති බව ප්‍ර.ග.නි./ග.නි. මෙහිදී ප්‍රකාශ කළේය. විධායකයේ නියෝගයන් ඒ ආකාරයෙන්ම පිළිපැදීම වෙනුවට වඩාත් නිවැරදි නිර්දේශ හා මහජනවාදීන්ගේ ලබාදීමට හැකි නිලධාරීන්ගෙන් සමන්විත රාජ්‍ය යාන්ත්‍රණ සඳ්ධතියක අවශ්‍යතාවය පිළිබඳ කාරක සභාව මෙහිදී අවධාරණය කළේය.

සැඟලුණු දුම්රිය ව්‍යාපෘතිය නවතා දැමීමේ කාරණයට තුඩු දුන් වාතාවරණය පිළිබඳ විස්තරයක් කළ ග.නි., වර්ෂ 2017/2018 වූ එම කාලය වන විට රථ ණය බර දිගින් දිගටම උග්‍ර වන බව පැහැදිලි වූ හෙයින් විදේශ සම්පත් දෙපාර්තමේන්තුව, මහ බැංකුව හා ලෝක බැංකුව හා එක්ව මධ්‍යම කාලීන ණය කළමනාකරණ උපායමාර්ගික සැලැස්මක් සකස් කළ බව ප්‍රකාශ කළේය. ඒ අනුව, 2020.05.13 දින 'Foreign Resource Mobilization 2020-2025' යන නමින් අමාත්‍ය මණ්ඩල පත්‍රිකාවක් නිකුත් කළ බව සඳහන් කළ ප්‍ර.ග.නි./ග.නි. එහිදී වර්තමානයේ උද්ගතව ඇති ආර්ථික අර්බුදය පුරෝකථනය කළ බවද සඳහන් කළේය. මෙකී කරුණුද මත පදනම්ව ඉහත ව්‍යාපෘතිය ඉදිරියට පවත්වාගෙන යාම් අපහසු බව අමාත්‍ය මණ්ඩලය තීරණය කරන්නට ඇති බව ග.නි. සඳහන් කළේය.

කෙසේ වෙතත්, ඉහත ව්‍යාපෘති සඳහා ගිවිසුම්ගත වීමට පෙර මෙවැනි තත්වයන් උද්ගත වන බව පුරෝකථනය කළේ නම් රජයට සිදුවූ විශාල පාඩුව හේම රාජ්‍ය කාර්මික සබඳතා පළද විමද වළකාගත හැකිව තිබූ බව කාරක සභාව පෙන්වා දුන්නේය.

* නිශ්චිතව හඳුනාගත් සංවර්ධන සැලැස්මක අවශ්‍යතාවය

අප රට ණය ගිවිසුම්වලට එළැඹ ක්‍රියාත්මක කරන්නේ ජාතික භෞතික සැලැස්මට අනුකූල, රටට අත්‍යවශ්‍ය ව්‍යාපෘතිමය යන්ත්‍ර පිළිබඳව විමසා බැලිය යුතු බව කාරක සභාව ප්‍රකාශ කළේය.

මෙහිදී ග.නි. ප්‍රකාශ කළේ අප රටට වසර 10ක පමණ කාලයක් සඳහා නිශ්චිතව හඳුනාගත් සංවර්ධන සැලැස්මක් නොමැතිවීම විශාල අඩුපාඩුවක් බවයි. මේ අවස්ථාවේදී ආසියානු සංවර්ධන බැංකුව හා ලෝක බැංකුව වැනි ආයතන හා එක්ව එවන් වසර 10ක නිශ්චිත සංවර්ධන සැලැස්මක් සකසා, එය පාර්ලිමේන්තුවේ යම්මත කර, එය ක්‍රියාවට නැගිය හැකි නම් අද අප මුහුණ දී ඇති අර්බුදයට විසඳුම සැපයිය හැකි බව ග.නි. වැඩිදුරටත් ප්‍රකාශ කළේය. මෙහිදී අදහස් දැක්වූ ප්‍ර.ග.නි. ප්‍රකාශ කළේ වසර 10ක සංවර්ධන සැලැස්මක් පමණක් නොව රජය වෙනස්වීමේදී දේශපාලන ප්‍රතිපත්ති මත වෙනස් නොවන සාර්ව ආර්ථික ප්‍රතිපත්තියක් අප රටට අවශ්‍ය වන බවයි. මෙවැනි ජාතික සංවර්ධන සැලැස්මක් සඳහා මේ යුද්ධම කාලය බව අවධාරණය කළ කාරක සභාව එය සැකසීමට කටයුතු කරන ලෙසත්, එය සාර්ථක කරගැනීමේහිලා උපරිම සහයෝගය ලබා දෙන බවත් ප්‍රකාශ කළේය.

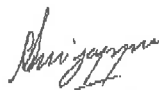
* පවතින ආර්ථික අර්බුදයෙන් මිදීම සඳහා ජාත්‍යන්තර සහාය ලබා ගැනීමට අවශ්‍ය ජනප්‍රිය විශ්වසනීයත්වය අප විසින් කහවුරු කරගත යුතුව ඇතැයිද, දේශපාලන අධිකාරිය හා රාජ්‍ය ජනප්‍රිය අතර සංවරණ හා කුලන ඝණිත සමබර සම්බන්ධතාවයක් සහිත ක්‍රමයක් ඇති කිරීමේ වැදගත්කම පිළිබඳවද කාරක සභාවේදී සාකච්ඡාවට භාජනය විය. මෙවැනි කරුණු අත්කරගත කරමින් පනත් කිහිපයක් සම්පාදනය කිරීමට සූදානම් වන බවත්, නව ආණ්ඩුක්‍රම ව්‍යවස්ථා සම්පාදන ක්‍රියාවලියේදී මහජන මූල්‍ය පිළිබඳ පරිච්ඡේදයක් ඊට ඇතුළත් කිරීමට බලාපොරොත්තු වන බවත් ප්‍ර.ග.නි. ප්‍රකාශ කළේය. මේ සම්බන්ධයෙන් සාධනීය පියවර ඇතුළත් රාමුවක් (framework) හැකි ඉක්මනින් කාරක සභාවේ නිර්දේශ සඳහා ඉදිරිපත් කරන ලෙසට කාරක සභාව ප්‍ර.ග.නි.ට නියෝග කළේය.

* ශ්‍රී ලංකාවේ වර්තමාන ආර්ථික අර්බුදය කළමනාකරණය සඳහා රජයට සහාය වීමට විදේශ සම්පත් දෙපාර්තමේන්තුව විසින් සිය කාර්යයන් පුළුල් කිරීමට ගනු ලබන වර්තමාන හා අනාගත සැලැස්ම පිළිබඳ කාරක සභාවට සපයනු ලැබූ පිළිතුරු

ශ්‍රී ලංකාව දැනට ණය වාරික ගෙවීම් නවතා ඇත්තේ ද්විපාර්ශ්වික හා වාණිජ ණය සම්බන්ධයෙන් බවත්, බහුපාර්ශ්වික ණය ගනුදෙනුවල ණය වාරික ගෙවීම තවදුරටත් සිදු කරන බවත් ග.නි. ප්‍රකාශ කළේය. නමුත් ශ්‍රී ලංකාව අන්තර්ජාතික වශයෙන් ණය ගෙවීම පැහැර හරින රටක් බවට පත්ව ඇති නිසා එම ණය මුදල් තවදුරටත් ව්‍යාපෘති සඳහා වියදම් කිරීමට දායක රටවල් අකැමැති බව හා එම නිසා බොහෝ ව්‍යාපෘති දැනට නැවතී ඇති බවද, ඒ හරහා බොහෝ පිරිසකට රැකියා අහිමි වී ඇති බවද ග.නි. වැඩිදුරටත් අනාවරණය කළේය. නමුත් දැනට අන්තර්ජාතික මූල්‍ය අරමුදල ගමන සිදු කරන සාකච්ඡාවන්ට අනුව ණය ප්‍රතිව්‍යුහගතකරණය නිසි ලෙස කළමනාකරණය කරගනිමින් නිසි මූල්‍ය විනයක් සහිතව කටයුතු කළහොත් අන්තර්ජාතික සහාය ලබාගෙන මෙම ආර්ථික අර්බුදයෙන් මිදීමේ හැකියාව ඇතැයිද ග.නි. ප්‍රකාශ කළේය.

* ඉහත සාකච්ඡා කළ පරිදි වසර 10ක් සඳහා නිශ්චිතව හඳුනාගත් ජාතික සංවර්ධන වැඩසටහනක් පිළියෙළ කිරීමේ කටයුතු දෙපාර්තමේන්තුවේ මූලිකත්වයෙන් ආරම්භ කර, සැලැස්ම සකස් කර හැකි ඉක්මනින් වාර්තා කරන ලෙස කාරක සභාව ප්‍ර.ග.නි./ග.නි.ට නියෝග කළේය.

09. කාරක සභාව ප.ව. 04.30ට පමණ නැවත දැනුම් දෙන තෙක් කල් ගියේය.


අනුෂා සී.පී. සූරියප්පෙරුම
කාරක සභාවේ ලේකම්

රජයේ ගිණුම් පිළිබඳ කාරක සභාව
ශ්‍රී ලංකා පාර්ලිමේන්තුව
ශ්‍රී ජයවර්ධනපුර නෝට්ටේ
2022/06/09

*කාරක සභාව වෙත ලබා දිය යුතුයැයි තීරණය කර ඇති සියලුම වාර්තා භාෂා ත්‍රිත්වයෙන්ම පිටපත් සහිතව (සිංහල - 05, ඉංග්‍රීසි - 01, දෙමළ - 01) හා එහි මෘදු පිටපත් (soft copies), paac@parliament.lk විද්‍යුත් ලිපිනය ඔස්සේ රජයේ ගිණුම් පිළිබඳ කාරක සභාව වෙත ලබා දිය යුතු අතර එම වාර්තාවල පිටපතක් විගණකාධිපතිවරයා වෙත ද ඉදිරිපත් කළ යුතුය)



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 நிதி, பொருளாதாரம் மற்றும் கொள்கை அபிவிருத்தி அமைச்சு
 MINISTRY OF FINANCE, ECONOMY AND POLICY DEVELOPMENT

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Cabinet Memorandum
Ministry of Finance, Economic and Policy Development
Foreign Resource Mobilization 2020 - 2025

01. Background

Foreign resources has been an important source of financing in bridging domestic savings-investment gap and in particular to maintain planned annual public investment levels for economic development. At present about forty percent of the public investment expenditure is financed through the external financing. As the country is advancing towards upper middle income category status, the availability of concessional financing to Sri Lanka has gradually declined and become limited. As such, the foreign financing requirement is increasingly supplemented by non-concessional and commercial borrowings with diverse funding options to create assets and economic activities that will generate future stream of income sources in support of debt servicing. In this background, foreign direct investment in areas acceptable and terms and conditions are within the legal and the constitutional framework as well as sustainable financial arrangements should be encouraged to reduce pressure on public investment.

02. Foreign Debt Service Obligations

(a). At the end of December 2019, as per the recorded figures, the total debt stock of the country was around Rs 13,031 billion (USD 72 billion) of which the foreign currency debt stock amounts to almost 50 percent at around Rs. 6,402 billion (approx. USD 35 billion). It is noted that unlike in 2014, when only around USD 5 billion or 25 percent of the debt was at commercial terms, at the end of 2019, commercial borrowings has increased by almost 3 fold to USD 16 billion or almost 47 percent of the foreign currency debt. Even bilateral funding arrangements from financial institutions are not concessional official debt.

(b). During the period May – December 2020 alone, it is required to service and repay almost USD 3.3 billion of the foreign currency debt including the repayment of International Sovereign Bonds and official debt from multilateral agencies. The repayment of International Sovereign Bonds due in October 2020 amounts to USD 1 billion. Moreover, in 2021 and 2022 approximately, USD 6 billion per annum will be required to meet the foreign currency debt servicing and repayment. The project pipeline for foreign funded projects for the next 3 years stands around USD 08 billion. In addition, the foreign financing already committed for development projects but so far undisbursed (Committed Undisbursed Balance) amounts to around USD 09 billion.

03. Impact of "Forced Global Shut down"

(a). While the economic impact of COVID -19 is still uncertain, it appears that economies will not be realizing a turnaround in the immediate future. In fact, the IMF has slashed the global growth predictions for 2020, to a negative 3 percent from a positive 2.9 percent recorded in 2019. In the same time, the Euro zone, United Kingdom and USA, the largest destinations of the country's exports, are expected to record negative growth of 7.5 percent, 6.5 percent and 5.9 percent respectively. China and India are also projected to record a growth in 2020 around 1.2 percent and 1.9 percent respectively which is a significant dip from that of 2019 where it was as high as 6.1 percent for China and 4.2 percent for India. This would have a significant impact on all countries especially countries such as Sri Lanka, which will experience a significant dip in the foreign currency inflows by way of tourism, exports and remittances. In fact preliminary estimates indicate a decline in both exports and remittances by almost 50 percent. This will certainly create a significant pressures on the foreign currency reserves which at present stands at only around USD 7.1 billion.

(b). In view of the above, further accumulation of foreign debt will have serious ramifications on the country's capacity to service and repay such loans with rating agencies also taking a less than positive outlook on the country. The results of such a scenario includes a hike in the cost of borrowing of Sri Lanka and particularly in the background of capital outflows from emerging markets to advanced economies. In addition, the country is still in the high risk category (category 6) of the OECD risk classification where high risk premium is applied for all borrowings including from EXIM banks, governed by the OECD rules.

(c). In this background, with the twin impact of COVID-19; fiscal space being limited with government revenues being almost 25-30 percent less than the expected in normal situations, the increase in foreign currency debt needs to be managed prudently. In fact, given the objective of the government to limit its foreign currency exposure from the current levels, the new foreign currency borrowings that the country can accommodate per annum will have to be limited to less than USD 2.5 billion per annum, out of which USD 1 billion for project loans bearing in mind that if programme loans are not forthcoming in large quantum, then commercial borrowings will have to be accommodated at least for refinancing arrangements. There is almost another USD 9 billion of loans of committed undisbursed amounts, yet to be disbursed within the next 5-6 years and the project pipeline worth USD 8 billion must be revisited to ensure these projects are well within the Government's policy priorities after COVID-19 outbreak.

04. Paradigm Shift in External Financing

(a). In the above context, the government borrowing strategy should be aimed at the reduction of government external commercial debt in the medium to long term while increasing domestic financing for development activities. The Government should shift to long term maturity structure of commercial foreign loans while focusing on the efficiency in resource utilization with selected projects and programmes. The government will explore other liability management options as well as cost of borrowing and incorporating reasonable grace periods. Meantime, the Government, should take further steps to diversify external debt portfolio to accommodate sizable portion of Asian currencies to maintain evenly distributed risk profile. It would be prudent to invite Asian based rating agencies also to the country for a better and balanced risk assessment.

(b) The public investment strategy of the country should be governed by a debt reduction investment approach with increase in foreign investments in commercial projects. As the rate of domestic savings and investment supplemented with foreign direct investment will be the most pertinent determinants to achieve sustained economic growth, it is imperative to increase domestic savings and attract higher amounts of foreign investments in commercial infrastructure development projects such as ports, airports, refinery, and power generation etc., which can generate substantial economic value addition to the nation to achieve the desired growth rate. By adopting such strategy, the national budget has the space to accommodate non-commercial financing from multilateral and bilateral sources to economic sectors such as health, education, skills development, agriculture and rural infrastructure etc.

(c) The aforementioned strategic approach can be realized through critical analysis, having taken into account the key aspects including, asset and liabilities mismatches, tenure, currency mismatches and the cost of structure of such projects and options to use local resources and construction industry for higher domestic value addition. This would mean that line Ministries and agencies must assess their own needs, prioritize such projects not limited to the immediate impact but also any contingency liability that may also arise byway of government guarantees, including revenue gap financing etc., and reduce reliance on foreign funded projects.

05. Foreign Funding for Development

(a) The government closely work with the Multilateral Development Agencies (MDAs) such as Asian Development Bank (ADB), World Bank (WB), Asian Infrastructure Investment Bank (AIIB), United Nations (UN), OPEC Fund for International Development (OFID) for mobilization of concessional/non-concessional external financing for economic sectors including health, education, transport, skills development, roads, water and sanitation, agriculture, irrigation, renewable energy, and rural livelihood development. MDAs adopt international bidding procedures and the GOSL will have to utilize these financing to the very extent with related domestic funding to match the funding requirement of public investment in the Annual Budget over the medium term budgetary framework. A standard procurement procedure is also required to improve project execution.

(b) Bilateral Development Sources (BDSs) such as China, Japan, Korea, India, Saudi Development Fund (SDF), Kuwait Fund for Arab Economic Development (KFAED) and Bilateral Western countries Provide foreign financing with different conditionality with limited or no competitive bidding process while French Development Agency (AFD) offers concessional loans to finance priority development projects of the Government with the option of competitive bidding procedure. Financing from some bilateral lending agencies including China, Japan, India and Western countries etc. can be considered as "tied Loans" where selection of contractor and some material import requirements are limited to the specific country of lending. As such, when determining the source of foreign financing within BDSs, the advantages of engaging different lending institutions in different economic sectors and development projects should be assessed carefully in terms of the strategic nature of the project, cost of borrowing, past experience of the lender, conditionalities, availability of technical expertise etc., and also the corporate priorities of the lending agency. In every case such borrowings to be discouraged or work on agreed working methods and if agreed once on the hundred percent financing arrangements.

06. Project pipeline for foreign financing

In view of the above, project pipeline for foreign financing have been earmarked by the GOSL for the next 3 years (2020-2023) of which the major project list is attached (Annex – 1).

07. Financing Modality

With a view to strengthening the vital infrastructure facilities of the country having regard to the facts mentioned in the above paragraph 02-05, investments in the fields of power generation, petroleum infrastructure, property development, port, airport and expressway construction etc. will be promoted in line with above framework. These investments will facilitate the implementation of prioritized projects and provide opportunities to attract foreign investment while minimizing the debt burden to the national budget. In order to initiate the aforementioned financing modality for investment projects, the following criteria are recognized.

- 1) Appoint a technically competent group of experts comprising project analysts, financial experts, engineers and bankers to examine all projects in the pipeline to the value of USD 8 billion and to make recommendations on such projects.
- 2) Department of External Resources and Department of National Planning is to re-examine existing project portfolio (Committed undisbursed funds) and identify the projects which are either early stage of implementation or projects which take long time to implement or projects which are no longer priority in the context of COVID 19 impact on the economy. Authorize the Secretary to the Treasury to request from respective lending agencies to re-allocate to new priorities such as health care, SME, rural employment creation, infrastructure development projects, agriculture and exports.
- 3) In view of the government commitment to promote local construction industry for projects which has no large import content, such projects has to be identified for local financing. This will facilitate the local construction industry while minimizing the foreign currency borrowings. All projects must have more than 70 percent local employees not only at the semi-skilled or unskilled levels but also at the skilled levels.
- 4) In the case foreign financing of public expenditure projects, implementing agencies are required to pay due attention to select contractors to implement the projects on competitive basis from the qualified contractors of the lender / lending country, adhering to the lender's specific guidelines. This will facilitate in obtaining favorable financial conditions while obtaining a best contract price for the projects.
- 5) Project proposals should be in line with the development priorities identified as per the strategy specified in paragraph 04(c).
- 6) In case of foreign construction companies involved in the project constructions, a commitment for hundred percent financing on a turnkey arrangement should be obtained from the contractors, who should deposit mobilization capital requirement, as a pre-requisite to ensure financial guarantee,

over the agreed time period, and also involve at least two local construction companies for construction work.


- 7) All financial arrangements should be in the form of long term financing which are acceptable to the Ministry of Finance.
- 8) Before awarding contracts and initiating any construction work, the total contract price should be agreed with the GOSL by the contractor in view of the geological, geographical and geotechnical concerns etc. in order to minimize design & cost variations during the construction period. No changes will be entertained to the total contract price during the construction period.
- 9) It is the contractor's responsibility to submit, indicative financial proposal for 100% contract price to the Ministry of Finance for proper evaluation once contract price and funding is confirmed.
- 10) The implementing agency and the contractor of the project should be responsible for ensuring the project readiness in terms of feasibility study, environmental clearance, land acquisition and resettlement activities, utility shifting and other relevant approvals from government agencies in order to smooth implementation of the project within the specified implementation period. Such local cost should be reflected in project cost so that budget will not have to meet such expenditure and make project liable to implementation delays.
- 11) In case of multilateral lending agencies, the procurement procedure recommended by them is adopted to prevent dual procurement systems, one by the Government and one by the lender.
- 12) All project agreement should have the clearance of Attorney General, evaluation by the Central Bank, Department of External Resources, Department of National Planning, Department of National Budget and Deputy Secretary to the Treasury when required authorization under the Foreign Loan Act by His Excellency the President as already instructed.

08. Approval

In light of the above, approval of the Cabinet of Ministers is sought to;

1. The proposed external resource mobilization strategy and recommendations given in item 07.
2. Authorize Secretary to the Treasury appoint a Project Evaluation Committee headed by Dr. Lalithasiri Gunaruwan as per paragraph 7(1).
3. Authorize Secretary Power and Energy, Chairman BOI, and Chairman CEB to ensure the implementation of construction of fourth unit of 300 MW coal power plant as an extension of the Lakvijaya Power Plant as a joint investment by a Chinese investor and Ceylon Electricity Board (CEB) as a foreign investment project under which the equity contribution of CEB is also arranged by the investing Company.

4. Authorize Chairman BOI and Secretary to the Ministry of Highways to finalize the investment proposal received on Construction of Elevated Expressway from Athurigiriya Interchange of Outer Circular Expressway to New Kelaniya Bridge via Rajagiriya to be done as a foreign investment project to be structured by the BOI, RDA and UDA on a BOT basis.
5. Authorize Secretary to the Treasury and Secretary Ministry of Highways to conduct contract negotiation on Central Expressway Section 3 and Section 4 as hundred percent foreign funded Turnkey projects with at least two local contractors involvement in such projects and report to the Cabinet.
6. Any deviation to this policy framework requires prior Cabinet approval.


Mahinda Rajapaksa, M.P
Minister of Finance, Economic and Policy Development

Project pipeline for foreign financing (2020 – 2023)

Project Name	Indicative Loan Amount USD million
ADB	
2020	
SME Line of Credit Project (Second Additional Financing)	115
Second Education Sector Development Programme	400
COVID 19 Responsive Assistance	500
Integrated water Productivity Improvement Project (PRF)	10
2021	
300MW Liquid Natural Gas (LNG) Power Plant at Kerawalapitiya and the associated pipelines	250
The Power System Reliability Strengthening Project	275
Preparing power development and interconnection project	10
SME Credit Guarantee Institution	50
Northern Province Sustainable Fisheries Development Project	155
Second Integrated Road Investment Program (Tranche 3)	150
Integrated Road Investment Program (Tranche 5)	150
Integrated Water Supply Investment Program	150
Second Transport Project Preparatory Facility	40
2022	
Secondary Towns Sustainable Development Project	180
Integrated Water Productivity Improvement Project	170
Mahaweli Water Security Investment Program	173.8
Strategic Cities Sustainable Urban Development Program	200
2023	
Second Integrated Road Investment Program (T5)	150
Integrated Road Investment Program (T6)	93
WB	
Water and Sanitation Improvement project – Additional Financing	40
Road safety and Rural Roads Improvement Project	90
AIIB	
Budget Support	Expect 500, but TBD*
Credit Facility for BOC and Peoples Bank	TBD
OFID	
Budget Support	Expect 50 mn, but TBD
Project Financing	TBD
Fourteen storied multi-tasking building at teaching hospital Peradeniya	46
China	
Lakvijaya Power Plant – 300 MW Extension Project	TBD
Construction of Elevated Expressway from Athurugiriya Interchange of OuterCircular Expressway to New Kelaniya Bridge via Rajagiriya	TBD



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வெளிநாட்டு வளங்கள் திணைக்களம்
Department of External Resources

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උක්ත කරුණට අදාළව විගණකාධිපතිගේ අංක : SAAG/TPD/22/39 හා 2022.10.05 දිනැති ලිපිය හා බැඳේ.

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නාගරික ප්‍රවාහනයට අදාළ ව්‍යාපෘති අධීක්ෂණය මෙම කමිටුව මගින් සිදු කරන අවස්ථාව වන විට, එවකට සිටි අතිගරු ජනාධිපතිවරයා විසින් සැහැල්ලු දුම්රිය සංක්‍රමණ ව්‍යාපෘතිය අවලංගු කිරීම සම්බන්ධයෙන් තීරණය කර තිබූ බැවින්, එම ව්‍යාපෘතිය සම්බන්ධයෙන් උක්ත සඳහන් කළ කමිටුවේදී වැඩිදුරටත් සාකච්ඡා නොවූ බව කාරුණිකව දන්වා සිටිමි.

මෙයට - විශ්වාසී

(Signature)
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 අතිරේක අධ්‍යක්ෂ ජනරාල් - ද්විපාර්ශ්වීය මූල්‍ය
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පිටපත : සහකාර අධ්‍යක්ෂ (මුදල්) - කරු. දැ.ගැ.ස.

අධ්‍යක්ෂ ජනරාල්
 பணிப்பாளர் நாயகம்
 Director General

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