

භාණ්ඩ ප්‍රවාහනය සඳහා දුම්රිය සේවය භාවිතා කිරීම ඇගයීම සඳහා වූ
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1. විධායක සාරාංශය

1885 අංක 26 දරන දුම්රිය ආඥා පනත, 1902 අංක 09 දරන ආඥා පනත හා එම පනතෙහි සංශෝධනයන්ට අනුව දුම්රිය දෙපාර්තමේන්තුව මගින් භාණ්ඩ ප්‍රවාහන කටයුතු සිදු කරනු ලබන අතර එම කාර්යය ආරම්භ කර 2018 වර්ෂය වන විට වර්ෂ 151 ක් ගත වී ඇත. 1867 – 1934 කාල පරිච්ඡේදය තුළදී දුම්රිය දෙපාර්තමේන්තුවේ සමස්ත ආදායමෙන් භාණ්ඩ ප්‍රවාහනය මගින් සියයට 57 ක ආදායමක් උපයා තිබූ අතර එය 2017 වර්ෂය වන විට සියයට 9.3 දක්වා පහල වැටී තිබුණි. තවද 1968 වර්ෂය වන විට භාණ්ඩ ප්‍රවාහන වෙළඳපොල කොටසින් සියයට 38 ක් දුම්රිය දෙපාර්තමේන්තුව සතුව පැවති නමුත් වර්තමානය වන විට එය සියයට 0.3 දක්වා පහල ගොස් තිබුණි. තවද භාණ්ඩ ප්‍රවාහනය සඳහා මාර්ග පද්ධතිය භාවිතා කිරීම හේතුවෙන් පාරිසරික ගැටළු ද මතු වී ඇති බව හඳුනාගන්නා ලදී. ඒ අනුව දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය කාර්යක්ෂමවත්, ඵලදායීවත් සිදු නොවීම හේතුවෙන් ආදායමට වූ බලපෑම මෙන්ම පාරිසරික, සමාජ හා ආර්ථික බලපෑම ඇගයීම සඳහා මෙම වාර්තාව සකස් කරන ලදී. මෙම වාර්තාව සකස් කිරීමේ දී අදාළ අණපනත්, වක්‍රලේඛ ඇතුළු ලේඛණ පරීක්ෂා කිරීමද, පදනම් වූ දත්ත විශ්ලේෂණය කිරීම හා භෞතික පරීක්ෂා මගින් තොරතුරු රැස් කර ගන්නා ලදී.

ඒ අනුව පළමු පන්තියේ හා දෙවන පන්තියේ භාණ්ඩ ප්‍රවාහනය සියයට 80 ක් පමණ අත්හැර දමා තිබීම, භාණ්ඩ ප්‍රවාහනයට අදාළ නීති අවශ්‍ය පරිදි සකස් නොවීම, ප්‍රාදේශීය අවශ්‍යතාවන්ට අනුව ඉන්ධන ප්‍රවාහනය නොකිරීමත්, ඉන්ධන ප්‍රවාහනයෙන් සියයට 60 ක වෙළඳපොල කොටස අත්හැර තිබීම, මහා මාර්ග මගින් භාණ්ඩ ප්‍රවාහනය හේතුවෙන් පාරිසරික ගැටළු මෙන්ම මානසික හා සමාජයීය ගැටළු ඇති වී ඇති බව හඳුනාගත හැකි විය. ඒ අනුව භාණ්ඩ ප්‍රවාහනය සඳහා සේවාස්ථ පහසුකම් ස්ථාපනය කිරීමට ප්‍රතිපත්තිමය තීරණ ලබා ගැනීම අතුළු වාර්තාවේ 10 වැනි පරිච්ඡේදයේ දක්වා ඇති ක්‍රියාමාර්ග ගත යුතු බව හඳුනාගන්නා ලදී.

2. වාර්තාවේ පසුබිම හා ස්වභාවය

කෘෂිකාර්මික භාණ්ඩ කොළඹට ප්‍රවාහනය කර යුරෝපා සහ ලෝක වෙළඳපොලට අලෙවි කිරීම අරමුණු කරගෙන ආරම්භ කරන ලද ශ්‍රී ලංකා දුම්රිය සේවයේ ආදායමින් වැඩි කොටසක් භාණ්ඩ ප්‍රවාහන ආදායම වූ බව අතීත තොරතුරු වලින් හෙළිවිය. වර්තමානයේ එනම් 2017 වර්ෂයේ දී සමස්ථ දුම්රිය ආදායමින් භාණ්ඩ ප්‍රවාහන ආදායම රු. 600,048,346 ක් වූ අතර එය සමස්ථ ආදායමෙන් සියයට 9.3 ක ප්‍රතිශතයකි. 1868 – 1934 කාල පරිච්ඡේදය හා සසඳා බලන විට එය සියයට 47.70 කින් පහල ගොස් ඇති බව නිරීක්ෂණය විය. තවද 1968 වන විට රටේ භාණ්ඩ ප්‍රවාහන වෙළඳපොල කොටසින් සියයට 38 ක් දුම්රිය දෙපාර්තමේන්තුව සතුව පැවති අතර අද වන විට එය

සියයට 0.3 ක් දක්වා පහත වැටී ඇත. මේ හේතුවෙන් දුම්රිය දෙපාර්තමේන්තුවේ භාණ්ඩ ප්‍රවාහන ආදායමද පහත වැටී ඇති අතර භාණ්ඩ ප්‍රවාහනය සඳහා පෞද්ගලික ප්‍රවාහන සේවා භාවිතා කිරීම හා මාර්ග පද්ධතිය භාවිතා කිරීම හේතුවෙන් පාරිසරික ගැටළු රාශියක් මතු වී ඇති නිසා ඒ තුළින් රටේ ජනතාවගේ ජීවන තත්වයේ සඵලදායීත්වයත් සමඟ ඔවුන්ගේ කාර්යක්ෂමතාවය හා ආර්ථිකමය තත්වයේ සඵලදායීත්වයට ඉන් ලැබී තිබෙන දායකත්වය හා ජන ජීවිතයට හා පරිසරයට මෙම තත්වය කොපමණ දුරට බලපෑමක් සිදු කර තිබේ ද යන්න පිළිබඳ ඇගයීම පරීක්ෂා කිරීම සඳහා මෙම වාර්තාව සකස් කරන ලදී.

3. අනුගමනය කරන ලද ක්‍රමවේදයන්

පහත සඳහන් ක්‍රමවේදයන් අනුගමනය කරන ලදී.

- 3.1 භාණ්ඩ ජරවාහනයට සම්බන්ධ අදාළ ජරතිපත්තිමය තීරණ, අණපනත්, වකර්ලේඛ හා වෙනත් ලියවිලි අධ්යයනය කිරීම.
- 3.2 භාණ්ඩ ජරවාහනය පදනම් කරගත් දත්ත අධ්යයනය හා විශ්ලේෂණය කිරීම.
- 3.3 අදාළ පරිපාලනමය ක්‍රියාවලිය සම්බන්ධව අනුගමනය කර ඇති වැඩපිළිවෙල සම්බන්ධව නිලධාරීන්ගෙන් හා සම්බන්ධිත ආයතනවලින් අවශ්‍ය පැහැදිලි කිරීම් ලබා ගැනීම.
- 3.4 ක්ෂේත්‍ර පරීක්ෂණ මගින් භෞතික තත්වය පරීක්ෂා කිරීම හා මහජන අදහස් ලබා ගැනීම.
- 3.5 පාරිසරික බලපෑම් පිළිබඳ ජාතික හා අන්තර් ජාතික පර්යේෂණාත්මක දත්ත විශ්ලේෂණය කිරීම.

4. විෂය පථය

දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය කාර්යක්ෂමව සිදු නොවීමෙන් හා අධාලවීමෙන් රටේ ජීවත්වන ජනතාවගේ සාමාජයීය, ආර්ථිකමය, පාරිසරික හා සෞඛ්‍යය අංශයන් සඳහා සිදුවන බලපෑම පිළිබඳව අධ්‍යයනය කිරීම.

5. විෂය පථයේ සීමාවන්

5.1 ගිණුම් දෙපාර්තමේන්තුව හා දුම්රිය වාණිජ අධිකාරී කාර්යාල කටයුතු අතර අන්තර් සම්බන්ධයක් නොතිබුණු බැවින් යාවත්කාලීන නිවැරදි දත්ත ලබාගැනීමේ දුෂ්කරතාවය.

5.2 ආයතනික තොරතුරු, නීතිරීති රෙගුලාසිවලට අදාළ අණ පනත් හා ලේඛණ ලබා ගැනීමේ දුෂ්කරතාවය.

6. ක්‍රියාවලිය හැඳින්වීම

6.1. භාණ්ඩ ප්‍රවාහන ආදායම අඩුවීම තුළින් එය දෙපාර්තමේන්තුවේ හා රටේ සංවර්ධනයට සිදු කර ඇති ආර්ථික බලපෑම ඇගයීම.

6.2. දුම්රිය මගින් භාණ්ඩ ප්‍රවාහන වෙළඳපොළ කොටස අත්හැරීම තුළ ඒ මගින් රටේ නාගරික හා තදාසන්න ප්‍රදේශවල ජීවත්වන ජනතාවගේ මානුෂීය, සෞඛ්‍යය හා සාමාජීය සංවර්ධනයට බලපෑම් ඇති වී තිබේද යන්න ඇගයීම.

6.3. දුම්රිය මගින් මහා පරිමාණ ලෙස භාණ්ඩ ප්‍රවාහනය අත්හැරීම තුළ භාණ්ඩ ප්‍රවාහක සමාගම් වෙතින් පවත්වාගෙන යන ඒකාධිකාරීය නිසා සිදුව ඇති පාරිසරික බලපෑම් පිළිබඳ ඇගයීම.

6.4. භාණ්ඩ ප්‍රවාහන ආදායම ප්‍රවර්ධනය සඳහා දුම්රිය දෙපාර්තමේන්තුවේ බලධාරීන් විසින් ගෙන ඇති පරිපාලනමය ක්‍රියාමාර්ග ඇගයීම.

7. ක්‍රියාවලිය

7.1. දුම්රියෙන් භාණ්ඩ ප්‍රවාහනය කිරීමේ ආරම්භය.

1885 අංක 26 දරන දුම්රිය ආඥා පනතේ (ඇමුණුම 01) හා 1902 අංක 09 දරන ආඥා පනතේ (ඇමුණුම 02) විධි විධාන හා ඊට සිදු කරන ලද සංශෝධන වලට යටත්ව දුම්රිය දෙපාර්තමේන්තුවේ භාණ්ඩ ප්‍රවාහන කටයුතු සිදු කරනු ලබයි. එකී කාර්යයට බද්ධව දුම්රිය දෙපාර්තමේන්තුව භාණ්ඩ ප්‍රවාහනය ආරම්භ කර වර්ෂ 66 ක් ගත වන තුරු ලාභ උපයන ලද අතර 1937 න් පසු දෙපාර්තමේන්තුව අලාභ ලබන තත්ත්වයට පත් වී ඇත. එම වර්ෂය වන විට දෙපාර්තමේන්තුව සතුව බඩු ගබඩා 123 ක්, පොහොර ගබඩා 25 ක් භාවිතයට ගෙන තිබූ අතර භාණ්ඩ පැටවීම හා බැම සඳහා දොඹකර 57 ක්ද පටවන ලද බඩු ගැල්වල බර කිරීම සඳහා පාලම් තරාදි 71 ක් භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා භාවිතා කර තිබුණි. (ඇමුණුම 03)

7.2. 1885 අංක 26 දරන දුම්රිය ආඥා පනත අනුව දුම්රියෙන් භාණ්ඩ ප්‍රවාහනය කිරීමේ තත්ත්වය.

1885 අංක 26 දරන ආඥා පනතට අනුව ආණ්ඩුකාරවරයා විසින් විධායක සභාවේ උපදෙස් පරිදි නීතිරීති සම්පාදනය කිරීම, අහෝසි කිරීම හෝ සංශෝධනය කිරීම හා භාණ්ඩ වර්ගීකරණය සඳහා වන නීතිරීති ඇතුළු භාණ්ඩ හා මගී ප්‍රවාහනය සඳහා විශේෂ ගාස්තු නියම කිරීම හා ලාභදායී දුම්රිය සේවයක් පවත්වාගෙන යාමට අදාළව කටයුතු කළ යුතු අතර එකී නීති හා කොන්දේසි දුම්රිය සේවය භාවිතා කරන්නන්ගේ දැන ගැනීම සඳහා සෑම දුම්රිය ස්ථානයකම ප්‍රදර්ශනය කළ යුතුය. මෑත කාලීනව එකී බලතල 1950 අංක 18 නියෝග 03 වන (ඇමුණුම 04) වගන්තිය අනුව අමාත්‍යවරයා වෙත පවරා ඇත.

7.2.1. එකී පනතේ 16 වගන්තිය අනුව ප්‍රවාහනය සඳහා භාරගන්නා ලද භාණ්ඩ නැතිවීම හෝ අලාභ හානි විම දුම්රිය සේවකයින්ගේ නොසැලකිලිමත්කම හෝ අනිසි ක්‍රියාකාරකම් නිසා නොවන්නට කිසිදු වගකීමක් රජය භාර නොගනී. දුම්රිය ආඥා පනත අනුව වන්දි ගෙවීමට හිමිකම ඇති නීතිමය ආවරණයක් ලබාගෙන ඇති අවස්ථාවක වන්දි මුදල් ප්‍රදානය කරනු ඇත.

7.2.2. යටෝක්ත පනතේ උපලේඛන B අනුව භාණ්ඩ ප්‍රවාහනය පළමු පන්තිය, දෙවන පන්තිය හා තුන්වන පන්තිය වශයෙන් පන්ති 03 ක් යටතේ වර්ගීකරණය කර තිබුණි. ඒ අනුව දෙපාර්තමේන්තුව විසින් භාණ්ඩ ප්‍රවාහන ආදායම වැඩිකර ගැනීමට කටයුතු කළ යුතුය.

(ඇමුණුම 05) එම පන්ති තුනෙහි වෙන් වෙන් වශයෙන් ප්‍රවාහනය කළහැකි භාණ්ඩ වර්ග පහත පරිදි වේ.

- පළමු පන්තිය :- ලීබඩු, පියානෝ වැනි සංගීත උපකරණ, බෝතල් කරන ලද වයින් ඇතුළු මත්පැන්, සාප්පු බඩු, තෙල් වර්ග හා ක්‍රීම් වර්ග, පවුඩර් වර්ග, රෙදිපිළි වර්ග, විදුරුභාණ්ඩ, ඉවුම් පිහුම් උපකරණ, මස් හා මාළුද
- දෙවන පන්තිය :- කෝපි, සහල්, ධාන්‍ය, වයින් හා මත්පැන් බැරල්, මී හරක් අං, හකුරු, සීනි, පොල්, දුම්කොළ, කුරුදු, එළවළු, පැලවර්ග, ධාන්‍ය බීජ, කෘෂිකාර්මික නිෂ්පාදිත, ලුණු, යන්ත්‍ර උපකරණ, නිෂ්පාදිත ලෝහ භාණ්ඩ, ලණු පැදුරු, චීනච්චට්ටි, සබන්, වැලි, ගඩොල් සහ සිමෙන්ති ද
- තුන්වන පන්තිය :- කෝක්, ගල් අඟුරු, බනිජ සම්පත්, ගොඩනැගිලි උපකරණ, නිමකරන ලද ලෝහ භාණ්ඩ, පොහොර හා දර ඇතුළත් විය.

ඉහත පන්ති 03 ට අයත් නොවන ඇති කරන සතුන්, මෘත ශරීර, ජීඅයි තහඩු, ට්‍රොලි තුන්වන පන්තියට අයත් වේ.

7.2.3. ගිනි අවි, බර යන්ත්‍ර උපකරණ, වෙඩි බෙහෙත්, පල්මාණික්කම්, ගිනිපෙට්ටි ඇතුළු අනතුරුදායක භාණ්ඩ සඳහා විශේෂ ගාස්තු ක්‍රමයක් හඳුන්වාදෙන ලද අතර ඒ සඳහා විශේෂිත ආරක්ෂිත ක්‍රම උපයෝගී කර ගනිමින් නිම කරන ලද ගැල් භාවිතයට ගැණින.

7.2.4. භාණ්ඩ ප්‍රවාහනයේ දී හා ගාස්තු අයකිරීමේ දී අවම දුර සැතපුම් 10 ක් සේ ගණනය කිරීමටත් හොන්ඩරයකට අඩු බර සඳහා හොන්ඩර් භාගයකට ගාස්තු අය කිරීමටත්, ටොන් 04 කට අඩු බරෙන් යුත් භාණ්ඩ ප්‍රවාහනයේ දී අවම ගාස්තුව ටොන් 04 කට අය කිරීමටත් එසේ නොකරන්නේ නම් දෙවන පන්තිය යටතට ගැනෙන ප්‍රවාහන ගාස්තු අය කිරීමටත් නීති පැනවිණි.

7.2.5. ඉහත ගාස්තු වලට අමතරව ප්‍රවාහනය කරනු ලබන භාණ්ඩ සඳහා ප්‍රමාද ගාස්තු, වටිනා භාණ්ඩ සඳහා රක්ෂණ ගාස්තු, ගුදම් කුලී, පැට්ටීමේ ගාස්තු යන ආදියද අය කළ යුතුය.

7.2.6. ඉහත කොන්දේසි වලට පනවා තිබුණු ගාස්තු 1926 පෙබරවාරි 26 දිනැති අංක 7514 දරන ගැසට් නිවේදනයට (ඇමුණුම 06) යටත්ව 2007 අගෝස්තු 30 දින අංක 1512/03 දරන අති විශේෂ ගැසට් නිවේදනයෙන් (ඇමුණුම 07) සංශෝධනයක් කර තිබුණු අතර 2018 දක්වා ක්‍රියාත්මක වූයේ එකී ගැසට් නිවේදනයෙන් සංශෝධිත ගාස්තු විය. 2018 අගෝස්තු 24 දිනැති අංක 2085/23 අතිවිශේෂ ගැසට්පත්‍රය ප්‍රකාර (ඇමුණුම 08) 2018 ඔක්තෝබර් 01 දින සිට බල පැවත්වෙන පරිදි නව සංශෝධිත ගාස්තු ක්‍රියාත්මක වේ.

7.3. භාණ්ඩ ප්‍රවාහන මෙහෙයුම් කටයුතු

7.3.1. දුම්රිය මගින් ඉන්ධන ප්‍රවාහනය සඳහා අවශ්‍ය දුම්රිය එන්ජින් ප්‍රමාදයකින් තොරව සැපයීම හා ඉන්ධන පැටවීම සඳහා අවශ්‍ය ටැංකි හා වැගන් ප්‍රතිසංස්කරණය කර සැපයීම තුළින් බනිජ තෙල් සංස්ථාවේ අවශ්‍යතාවය අනුව ප්‍රාදේශීය ශාඛාවලට අවශ්‍ය ඉන්ධන තොග ප්‍රවාහනය කිරීම. (ඇමුණුම 09)

7.3.1.1. දුම්රිය මගින් ඉන්ධන ප්‍රවාහනය කර ගබඩා කළ හැකි ප්‍රාදේශීය ගබඩා 11 ක් බනිජ තෙල් සංස්ථාව සතු වන අතර එම ප්‍රාදේශීය ගබඩා වල 2017 වර්ෂයේ මාස 10 ක ඉන්ධන අවශ්‍යතාවය (ජනවාරි හා දෙසැම්බර් මාස හැර) ලීටර් 987,402,120 කි. නමුත් දුම්රිය දෙපාර්තමේන්තුව මගින් 2017 වර්ෂය තුළදී එම ප්‍රාදේශීය ගබඩා වෙත ප්‍රවාහනය කර ඇති ඉන්ධන තොගය ලීටර් 315,435,760 කි.

7.3.1.2. දිනකට තෙල් සංස්ථාව විසින් දුම්රිය මගින් ඉන්ධන ප්‍රවාහනයට අමතරව ඉන්ධන ප්‍රවාහනය සඳහා භාවිතා කරන ඉන්ධන බවුසර් 500 ක් පමණ පාසැල් හා කාර්යාල වේලාවන්හි දී මාර්ග පද්ධතියට මුදා හැරීම හේතුවෙන් දෛනිකව ඔරුගොඩවත්ත හා බේස්ලයින් මාර්ගය අවට විශාල වාහන තදබදයක් නිර්මාණය වීම කොළඹ නගරාශ්‍රිත තදාසන්න ප්‍රදේශවල මාර්ග තදබදයට විශාල වශයෙන් බල පා ඇත.

7.3.2. භාණ්ඩ ප්‍රවාහනය, ගල් අගුරු ප්‍රවාහනය, ඉන්ධන ප්‍රවාහනය සහ අනෙකුත් භාණ්ඩ ප්‍රවාහනයට අදාළව ගාස්තු හා විධි විධාන 2007 අගෝස්තු 30 දිනැති අංක 1512/3 දරන අති විශේෂ ගැසට් නිවේදනය මගින් සංශෝධනය කර තිබුණු අතර වසර 10 කට පසු 2018 අගෝස්තු 24 දිනැති අංක 2085/23 දරණ අතිවිශේෂ ගැසට් නිවේදනයෙන් සංශෝධිත නව ගාස්තු ක්‍රියාත්මක කර තිබුණි.

7.3.3. දුම්රිය සේවාවේ ආරම්භක වර්ෂය වූ 1867 වර්ෂයේ සිට 1934 වර්ෂය දක්වා දෙපාර්තමේන්තුවේ සමස්ත ආදායමෙන් භාණ්ඩ ප්‍රවාහන ආදායම සියයට 57 ක් විය. වර්තමානය වන විට එනම් 2017 දෙසැම්බර් 31 වන විට දුම්රිය දෙපාර්තමේන්තුවේ සමස්ත ආදායම රු. බිලියන 6.49 කි. එයින් භාණ්ඩ ප්‍රවාහන ආදායම සියයට 9.3 ක් වූ බැවින් භාණ්ඩ ප්‍රවාහන ආදායම් පහළයාමේ ප්‍රතිඵලය සියයට 47.7 ක් වූ අතර සමස්ත පුනරාවර්තන වියදම රු. බිලියන 14.08 කි. මේ අනුව පුනරාවර්තන පාඩුව රු. බිලියන 7.59 කි.

7.3.4. සිමෙන්ති ප්‍රවාහන ආදායම් සම්බන්ධයෙන් වසර 05 ක ආදායම් සමාලෝචනයට භාජනය කිරීමේ දී 2013 වර්ෂයට සාපේක්ෂව 2017 වර්ෂයේ ආදායම පහත වැටීමේ ප්‍රතිඵලය සියයට 60 ක් වූ අතර ප්‍රමාණාත්මකව එය රු. 13,216,875 කි. (ඇමුණුම 10)

7.3.4.1 සිමෙන්ති ගබඩා කිරීම සඳහා අවශ්‍ය ගබඩා පහසුකම් හා ප්‍රවාහනය සඳහා ප්‍රමාණවත් දුම්රිය සහ වැගන් සපයා නොතිබීම.

7.3.4.2 විධිමත් වැඩ පිළිවෙලක් යටතේ සිමෙන්ති නිෂ්පාදකයන් හා සිමෙන්ති අලෙවිකරුවන් දුම්රියෙන් සිමෙන්ති ප්‍රවාහනය සඳහා පෙළඹවීමක් සිදු නොකිරීම හා පාරිසරික ගැටළු ඇතිවන බවට විවිධ හේතු දක්වමින් දෙපාර්තමේන්තුව විසින් ඔවුන් දුම්රියෙන් සිමෙන්ති ප්‍රවාහනයට අධෛර්යමත් කිරීම.

7.3.4.3 දුම්රිය දෙපාර්තමේන්තුවට සිමෙන්ති ප්‍රවාහනයේ දී සිදුවන පාරිසරික හානි වැළැක්වීමේ වැඩපිළිවෙලක් නොමැතිවීම හේතුවෙන් හා යටිතල පහසුකම් සපයා නොමැතිවීම හේතුවෙන් දුම්රියෙන් සිමෙන්ති ප්‍රවාහනය කළ සමාගම් එම කාර්යයෙන් ඉවත් වීම.

7.3.5. සිමෙන්ති ප්‍රවාහනය සඳහා හොල්සිම් සමාගම සමඟ පවතින ගිවිසුම පුත්තලම සිමෙන්ති කර්මාන්තශාලාවට ත්‍රිකුණාමලය වරාය හරහා ගල් අඟුරු ප්‍රවාහනය සඳහා හොල්සිම් සමාගම සමඟ දුම්රිය දෙපාර්තමේන්තුව විසින් 2015 දෙසැම්බර් 23 දින අත්සන් කරන ලද ගිවිසුමට අනුව 2020 දෙසැම්බර් 20 දින දක්වා ගල් අඟුරු ප්‍රවාහනය කළ යුතු වේ. ඒ සඳහා ටොන් කිලෝ මීටරයකට රු. 925 බැගින් ගාස්තු ගෙවිය යුතු අතර ගිවිසුමේ 08 වන වගන්තිය ප්‍රකාර පෙරියනාගවිල්ල සිට පාලාවි දක්වා දුම්රිය මගින් ගල් අඟුරු ප්‍රවාහනය සඳහා ගාස්තු නිශ්චය කර ඒ අනුව ගාස්තු අයකළ යුතුය. (ඇමුණුම 11)

7.3.5.1 ගිවිසුම ප්‍රකාර මෙහෙයුම් ආරම්භයේ සිට වසර 02 ක් ඉක්මවා යාමට පෙර මඟව දුම්රිය ස්ථාන අංගනයෙන් මෙහෙයුම් කටයුතු නවතාලීමට කටයුතු කළහොත් හොල්සිම් සමාගම විසින් දුම්රිය දෙපාර්තමේන්තුවට වන්දියක් ලෙස රු. 3,800,000 ක් ගෙවිය යුතුය.

7.3.5.2 කිසිදු පාර්ශවයක් විසින් දින 30 ක පූර්ව දැනුම්දීමකින් තොරව ගිවිසුමේ කරුණු උල්ලංගනය කිරීමක් හෝ පැහැර හැරීමක් සිදු නොකළ යුතුය.

7.3.6. තැපැල් සේවය සඳහා දුම්රිය යොදා ගැනීම

තැපැල් සේවය සඳහා දුම්රිය මගින් විශාල සේවයක් ඉටු විය. ජංගම දුම්රිය තැපැල් රථ ධාවනයෙන් මෙන්ම තැපැල් මලු ප්‍රවාහනයෙන් මෙම කාර්යයට දෙපාර්තමේන්තුව දායක විය. මහනුවර හරහා බදුල්ලට, යාපනයට, තලෙයි මන්නාරම් තොටට, ගාල්ලට ජංගම තැපැල් කාර්යාල මැදිරි (Traveling Post Office Van) අමුණා දුම්රිය ධාවනය සිදුවිය. දිවයින පුරා නියමිත සැලැස්සුමකට අනුව දුම්රියෙන් තැපැල් මලු ප්‍රවාහනය සිදු විය. මෙම සේවාවන් සඳහා ගාස්තු අයකර ගැනීම ජංගම තැපැල් මැදිරි ප්‍රවාහනය වෙනුවෙන් ධාවන සැකසුම් ගණන පදනම් කරගෙනත්, තැපැල් මලු ප්‍රවාහනයේ දී දුම්රිය හා තැපැල් දෙපාර්තමේන්තුව අතර ඇති කර ගත් ගිවිසුම මතත් සිදු විය. (ඇමුණුම 12)

7.3.7. වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම

1931 වන විට දුම්රිය දෙපාර්තමේන්තුව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනයට යොමු වී තිබුණි. වතු හිමියන්ට තවදුරටත් පහසුකම් සපයමින් දුම්රිය මාර්ග ආශ්‍රිතව වතු සමාගම් වල අවශ්‍යතාවය මත වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම ලංකාවේ දුම්රිය සේවය නමැති ග්‍රන්ථයෙහි සඳහන් පරිදි කොන්දේසි 04 කට යටත්ව සිදු කෙරුණු අතර වතු වේදිකා ඉදිකිරීමේ බරපැන වතු හිමියන් විසින් දැරිය යුතුය. එම කොන්දේසි පහත පරිදි වේ.

- (i) වතු වේදිකා පරිහරණය කිරීම, භාණ්ඩ ප්‍රවාහනය සඳහා පමණක් විය යුතුය.
- (ii) වරකට පැටවිය යුතු භාණ්ඩ වල අවම බර ටොන් 01 ක් විය යුතුය.
- (iii) බඩු ටොන් 01 ක් පැටවීම මිනිත්තු 03 ක් වැනි කාලයකදී සිදු කළ යුතුය. භාණ්ඩ පැටවීම සඳහා වතු වේදිකා වල දුම්රිය නතර කරන කාලය උපරිම මිනිත්තු 10 ක් වන අතර පැටවීම වතු කම්කරුවන් විසින් සිදු කළ යුතුය.
- (iv) බඩු පැටවීම සඳහා ගැල් ඇණවුම් කිරීම වතු අධිකාරී විසින් කල් වේලා ඇතිව යාබද දුම්රිය ස්ථානයේ දුම්රිය ස්ථානාධිපති මගින් සිදු කර ගත යුතුය. (ඇමුණුම 13)

1930 දශකය වන විට දුම්රිය දෙපාර්තමේන්තුව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනයෙන් විශාල ආදායමක් උපයාගන්නා ලදී. ප්‍රධාන මාර්ගයේ වතු වේදිකා 17 ක් මගින් ද, උතුරු මාර්ගයේ හා මඩකලපු මාර්ගයේ 01 බැගින්ද උඩපුස්සැල්ලාව මාර්ගයේ 04 ක් හා කැලණිවැලි මාර්ගයේ 11 ක්ද, භාණ්ඩ ප්‍රවාහනය සඳහා ඉදිකර තිබුණි.

7.3.8. දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය කිරීම හා සෞඛ්‍යය හා සාමාජීය සංවර්ධනය අතර පවතින සම්බන්ධතාවය

7.3.8.1 දුම්රිය මගින් නාවික භාණ්ඩ සහිත කන්ටේනර් හා ගැල් ප්‍රවාහනයේ දී අත්කර ගත හැකි පාරිසරික වාසි පිළිබඳ ඇගයීම හා ප්‍රයිම්මුවර් මගින් කන්ටේනර් ප්‍රවාහනයේ දී ජනතාවට මුහුණ දීමට සිදුවන ගැටළු හා සාමාජීය ප්‍රශ්න පිළිබඳ අවධානය යොමු කිරීම. (ඇමුණුම 14)

7.3.8.2 1937 වන විට ජේරාදෙණිය, මහනුවර, හැටන්, කොටගල, හපුතලේ, කුරුණෑගල, අනුරාධපුරය, කිලිනොච්චිය හා ත්‍රිකුණාමලය යන දුම්රිය ස්ථාන පරිශ්‍රයන් තුළ තෙල් සමාගම් වලට අයත් තෙල් ගබඩා සංකීර්ණ ඉදිකර තිබුණු අතර එම ප්‍රදේශවලට අවශ්‍ය පෙට්‍රල්, භූමිතෙල් හා ඩීසල් ප්‍රවාහනය ප්‍රමුඛ වශයෙන් සිදු වූයේ දුම්රිය සේවය මගිනි. දුම්රිය මගින් ඉන්ධන ප්‍රවාහනය දුර්වලවීම මත මහා පරිමාණව බඩුසර් මගින් ඉන්ධන ප්‍රවාහනය සිදුකිරීම තුළ ජනතාවට මුහුණදීමට සිදුව ඇති මාර්ග තදබද ගැටළු හා කාබනික ද්‍රව්‍ය පරිසරයට විමෝචනය හරහා සිදුවන සෞඛ්‍ය හා සාමාජීය ප්‍රශ්න පිළිබඳ අවධානය යොමු කිරීම. (ඇමුණුම 15)

7.3.9. ආර්ථික පාරිසරික බලපෑම්.

7.3.9.1. දෙපාර්තමේන්තුවේ ධාවනාගාර හා ප්‍රාදේශීය ඉන්ධන ගබඩා පවත්වාගෙන යාම සඳහා පාරිසරික බලපත්‍ර ලබාගත යුතුවීම. (ඇමුණුම 16)

7.3.9.2. 1926 වන විට බේරේ වැව අසබඩ පැවති (Lake Side) දුම්රිය බඩු ගබඩාවට ඇළ මාර්ග ඔස්සේ බෝට්ටු හා බත්තල් මගින් භාණ්ඩ රැගෙන විත් භාරදීම හා භාර ගැනීම සිදුවිය. ඇළ මාර්ග ඔස්සේ මෙම Lake Side බඩු ගබඩාව හරහා ප්‍රමුඛ පෙළේ සමාගම් 13 ක් භාණ්ඩ ප්‍රවාහනය සිදු කර ගන්නා ලදී. (ඇමුණුම 17)

- 7.3.9.3. වාර්ෂිකව වරාය මගින් බැහැර කරන කන්ටේනර් ප්‍රමාණය 232,000 ක් පමණ වන අතර අවම වශයෙන් එම කන්ටේනර් වරායේ සිට ඔරුගොඩවත්ත කන්ටේනර් අංගනය වෙත ඇති දැනට භාවිතා නොකරන කිලෝමීටර් 3.3 ක දුර ප්‍රමාණය ප්‍රවාහනය කරනු ලබන්නේ නම් දුම්රිය දෙපාර්තමේන්තුවට වාර්ෂිකව ලබාගත හැකි ආදායම $(232,000 \times 3.3 \times 150)$ රුපියල් 114,840,000 කි.
- 7.3.9.4. කන්ටේනර් වලට අමතරව කැඩු තොග (Break Bulk) බෑග් (Bags) සහ වාහන (Motor Vehicles) දුම්රිය මගින් වරායේ සිට ප්‍රවාහනය කිරීමෙන් ආදායම තව දුරටත් වැඩිකර ගැනීම.
- 7.3.9.5. දුම්රිය මගින් කන්ටේනර් ප්‍රවාහනයේ දී දුම්රිය එන්ජිමක් මගින් අඩි 20 කන්ටේනර් 18 ක් ප්‍රවාහනය කළ හැකි අතර අඩි 40 කන්ටේනර් 09 ක් ප්‍රවාහනය කළ හැකිය. මේ සඳහා කිලෝ මීටර් 01 ක දුරක් ගමන් කිරීමට දුම්රිය එන්ජිමකින් දහනය වන සාමාන්‍යය ඉන්ධන ප්‍රමාණය ලීටර් 01 කි. අඩි 20 කන්ටේනර් 18 ක් ප්‍රවාහනය සඳහා ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) 18 ක් භාවිතා කරන්නේ නම් ඒ සඳහා කිලෝමීටරයකට වැය වන ඉන්ධන ප්‍රමාණය (0.26×18) ලීටර් 4.68 කි. අඩි 40 කන්ටේනර් 09 ක් ප්‍රවාහනය සඳහා ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) 09 ක් භාවිතා කළ යුතු අතර ඒ සඳහා කිලෝමීටරයකට වැය වන ඉන්ධන ප්‍රමාණය (0.37×9) ලීටර් 3.33 කි. (ඇමුණුම 18)
- 7.3.9.6. වරාය අධිකාරිය මගින් වාර්ෂිකව කන්ටේනර් 232,000 ක් පමණ මුදාහරින අතර එම කන්ටේනර් ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) මගින් ප්‍රවාහනය කිරීම හරහා දහනය කරන අමතර ඉන්ධන ප්‍රමාණය ලීටර් 696,000 කි.
- 7.3.9.7. ශ්‍රී ලංකාවේ වායු දූෂණයෙන් සියයට 12.5 (2001 වර්ෂය) වාහන වලින් පිටකරන දුම් මගින් සිදුවන අතර වර්තමානයේ එය සියයට 40 සීමාව දක්වා ළඟා වී ඇති බව සමීක්ෂණ වලින් හෙළි වී තිබේ. දුම්රිය මගින් කන්ටේනර් ප්‍රවාහනය සිදු කරන්නේ නම් වාර්ෂිකව ඉන්ධන ලීටර් 696,000 ක දහන වායු හා කාබනික ද්‍රව්‍යය මගින් පරිසරයට මුදා හරින කාබන්මොනොක්සයිඩ් (CO), සල්ෆර් ඔක්සයිඩ් (SO_x), නයිට්‍රජන් ඔක්සයිඩ් (NO_x), අවලම්භිත අංශුමය පදාර්ථ (SPM) හා බැර ලෝහ හා ඊයම් (Heavy Metals, Pb) යම් ප්‍රමාණයකට පාලනය කිරීමේ හැකියාව ඇත. (ඇමුණුම 19)

7.3.9.8. දුම්රියෙන් ප්‍රවාහනය කළ හැකි එහෙත් වාර්ෂිකව වරායෙන් බැහැර කරන කන්ටේනර් 232,000 ක් ප්‍රවාහනය සඳහා ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) එම ප්‍රවාහනයට භාවිතා කරන්නේ නම් දිනකට නගරයේ සැරිසරන ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) ගණන 967 කි. (ඇමුණුම 14)

7.4. පරිපාලන ක්‍රියාමාර්ග වලින් වන බලපෑම

7.4.1 භාණ්ඩ ප්‍රවාහනය සඳහා උපයෝගී කරගනු ලැබූ බඩු ගබඩා හා පොහොර ගබඩා 147 න් දැනට ප්‍රයෝජනයට ගනු ලබන්නේ ගබඩා 83 කි. මේ අනුව නිශ්කාර්යව පවතින හෝ කිසිදු ආදායමකින් තොරව වෙනත් ආයතන විසින් අත්පත් කර ගෙන ඇති ගබඩා සංඛ්‍යාව 65 කි. මීට අමතරව දොඹකර 57 ක් හා පාලම් තරාදි 71 ක් භාණ්ඩ ප්‍රවාහන කටයුතු හා හැසිරවීමේ කටයුතු සඳහා භාවිතා නොකර විනාශ වෙමින් පැවතීමි. (ඇමුණුම 03)

7.4.2 1937 දුම්රිය කාල සටහනට අනුව දෛනිකව දුම්රිය 362 ක් ධාවනය වූ අතර එයින් 64 ක් බඩු දුම්රියන් වූ අතර 136 ක් මිශ්‍ර දුම්රියන්ය. මේ අනුව ධාවනය වූ දුම්රිය 362 න් 200 ක්ම භාණ්ඩ ප්‍රවාහනය සඳහා යොදවා තිබූ අතර ප්‍රතිශතයක් ලෙස එය සියයට 55 කි. 2017 දෙසැම්බර් 31 දිනට දත්ත අනුව දෛනිකව ධාවනයට යොදවා ඇති දුම්රිය ගණන 381 ක් වූ අතර එයින් 23 ක් බඩු දුම්රියන් හා 28 ක් මිශ්‍ර දුම්රියන්ය. මේ අනුව ධාවනයට යොදවන ලද දුම්රිය 387 න් භාණ්ඩ ප්‍රවාහනය සඳහා යොදවා තිබූ දුම්රිය ප්‍රමාණය 51 ක් වන බැවින් ප්‍රතිශතයක් ලෙස එය සියයට 13 ක් විය.

7.4.3 අතිරේක දුම්රිය සාමාන්‍යාධිකාරී කාර්යාලයේ 2018 අප්‍රේල් 24 දින පැවති මෙහෙයුම් සමාලෝචන කමිටු වාර්තාවේ සඳහන් පරිදි කන්ටේනර් සහ ගැල් ප්‍රවාහනය සඳහා යෙදවිය හැකි දුම්රිය සංඛ්‍යාව, දුම්රිය වාර ගණන හා කන්ටේනර් තට්ටු ප්‍රතිසංස්කරණය කර ධාවනය සඳහා යොදවා ගත යුතුය. (ඇමුණුම 20)

7.4.4 නියමිත කාලවේලාවට ප්‍රමාදයකින් තොරව දුම්රිය ධාවනය කරවීමට කාල සටහනක් සකස් කිරීම හා ප්‍රාදේශීයව හිස්වන ටැංකි වැගන් ප්‍රමාදයකින් තොරව හා කාර්යක්ෂමව ආපසු රැගෙන ඒම සඳහා අවශ්‍ය විධි විධාන සැලසිය යුතුය. (ඇමුණුම 21)

7.4.5 ප්‍රවාහනයේ දී සිදුවන හානි හා අස්ථානගතවීම් හේතුවෙන් පාරිභෝගිකයන්ට සිදුවන හානි ප්‍රතිපූර්ණය කිරීම සඳහා විධිමත් හා ක්ෂණික වැඩපිළිවෙලක් ක්‍රියාත්මක කිරීම සිදුකළ යුතුය. (ඇමුණුම 22)

7.4.6 ශ්‍රී ලංකා රජයේ අමාත්‍ය මණ්ඩල අනුමැතිය අනුව දුම්රිය දෙපාර්තමේන්තුව හා ශ්‍රී ලංකා රජය එක්ව හුණුගල් ප්‍රවාහනය සඳහා 1999 ජනවාරි 01 දින සිට ක්‍රියාත්මක වන පරිදි සීමිත පුත්තලම සිමෙන්ති සමාගම සමඟ වසර 30 කට ගිවිසුමක් අත්සන් කර ඇති අතර එකී ගිවිසුම ප්‍රකාරව දෙපාර්ශවය විසින් කටයුතු කළ යුතුය. (ඇමුණුම 23)

7.4.7 1926 දී බ්‍රිතාන්‍ය පාලකයින් විසින් ප්‍රවාහන ක්ෂේත්‍රය වැඩි දියුණු කිරීම සඳහා පත් කරන ලද "ස්ට්‍රැට්ටන් කොමිෂම" වාර්තාවේ විශේෂ මහපෙන්වීම් කිහිපයක් පහත දැක්වේ. (ඇමුණුම 24)

- (i) 04 වන වගන්තියට අනුව භාණ්ඩ හා පාර්සල් ප්‍රවාහනයේ දී බඩු අඩුවීම පිළිබඳව ගැටළු මගහරවා භාණ්ඩ ප්‍රවාහනයේ දී පාරිභෝගිකයන්ගේ විශ්වාසය දිනා ගැනීම.
- (ii) 07 වන වගන්තිය අනුව භාණ්ඩ පැටවීමේ දී බැමේ දී පාරිභෝගිකයන්ට අවශ්‍ය පහසුකම් ලබා දී කඩිනම් සේවාවක් ලබාදීමත්, භාණ්ඩ ප්‍රවාහනයේ දී ඒවායේ තත්වයට හානි නොවන අයුරින් ආරක්ෂාකාරීව ප්‍රවාහනය කිරීම සඳහා අවශ්‍ය කටයුතු සිදු කළ යුතුවීම.
- (iii) 09 වන වගන්තිය අනුව දුම්රිය ධාවනයට අදාළ එන්ජින් මැදිරි හා ගැල් හිඟයකින් තොරව ලබාදිය යුතුවීම.

7.4.8 කන්ටේනර් හැසිරවිය හැකි රු. 7,500,000 ක් වටිනා යන්ත්‍රයක් දුම්රිය දෙපාර්තමේන්තුව සතුව පවතින අතර එය නඩත්තුවකින් තොරව මරදාන අංගනයේ ගරාජයක දිරාපත් වීමට ඉඩ දී ඇත.

8. නිරීක්ෂණ

8.1. භාණ්ඩ ප්‍රවාහනයට අදාළව විද්‍යාත්මක වැඩපිළිවෙලක් සහිත වූ විධිමත් ගාස්තු හා විධි විධාන පිළිබඳව කිසිදු නීතියක් අමාත්‍යවරයා විසින් 2007 වර්ෂයෙන් පසු 2018 ඔක්තෝබර් 01 දින

දක්වා වූ වසර 10 ක කාලය තුළ පනවා නොමැති අතර විග්‍රහාත්මකව සිදුකරන ලද අධ්‍යයනයක් පදනම් කරගත් සංශෝධනයක් 2018 වර්ෂයේ කර නොතිබුණි.

8.2. දුම්රිය ආඥා පනතේ B උපලේඛනයේ සඳහන් දෙවන පන්තියට අයත් භාණ්ඩ ප්‍රවාහනය මුළුමනින්ම මෙන් අත්හැර දමා ඇති අතර පළමු පන්තියේ භාණ්ඩ සියයට 80 ක් පමණම ප්‍රවාහනය අත්හැර ඇති බැවින් එකී භාණ්ඩ ප්‍රවාහනයෙන් උපයාගත හැකි ආදායම අහිමි වී ඇති බව නිරීක්ෂණය විය.

8.3. මහා භාණ්ඩාගාරය විසින් වාර්ෂිකව එනම් 2017 දෙසැම්බර් 31 දක්වා වූ වර්ෂය සඳහා වැය කර ඇති අමතර සමස්ත පුනරාවර්තන පිරිවැය රු. බිලියන 7.59 ක් බව නිරීක්ෂණය විය.

8.4. වාර්ෂිකව වරාය මගින් බැහැර කරන කන්ටේනර් හා අනෙකුත් භාණ්ඩ ඔරුගොඩවත්ත කන්ටේනර් අංගනය වෙත ප්‍රවාහනය මගින් රු. 114,840,000 ක ආදායමක් උපයා ගැනීම පිළිබඳව අවධානය යොමු කර භාණ්ඩ ප්‍රවාහන ආදායම වැඩිකර ගැනීමට කටයුතු කර නොතිබුණි.

8.5. බේරේ ඇළ හරහා වරායේ සිට බෝට්ටු මගින් රැගෙන එන භාණ්ඩ සෘජුවම දුම්රිය වැගන් වලට පැටවීමේ පහසුකම් සහිතව සකස් කර තිබූ දුම්රිය මාර්ග කොටස ඉවත් කර එම භූමියේ කඩ සාප්පු ඉදිකර ඇති බව නිරීක්ෂණය වූ අතර එම කඩ සාප්පු වලින් කිසිදු බදු ආදායමක් දුම්රිය දෙපාර්තමේන්තුවට නොලැබෙන බවද නිරීක්ෂණය විය.

8.6. ප්‍රාදේශීය අවශ්‍යතාවලට අදාළව ප්‍රවාහනය නොකළ ඉන්ධන තොගය ලීටර් 671,966,360 ක් විය. ප්‍රවාහනය නොකළ මෙම තොගය ඩීසල් වලින් ප්‍රවාහනය කලේ නම් (BGT) දෙපාර්තමේන්තුවට අය කර ගත හැකිව තිබූ ආදායම රු. 449,389,421 ක් වන අතර එම ප්‍රමාණය ප්‍රෙට්ට් (BMT) වලින් ප්‍රවාහනය කලේ නම් අයකර ගත හැකිව තිබූ ආදායම රු. 360,435,330 ක් බව නිරීක්ෂණය විය.

8.7. ඉන්ධන ප්‍රවාහනයෙන් සියයට 68 ක විශාල වෙළඳපොළ කොටසක් දෙපාර්තමේන්තුව විසින් අත්හැර තිබුණු බව නිරීක්ෂණය විය.

8.8. සිමෙන්ති ප්‍රවාහන ආදායම අබන්ධවම අඩුවෙමින් පවතින තත්ත්වයක් පිළිබිඹු කළද එය ආරක්ෂා කර ආදායම වැඩිකර ගැනීමට විධිමත් වැඩ පිළිවෙලක් ක්‍රියාවට නංවා නොතිබුණි.

- 8.9. එක් කිලෝමීටරයක් ධාවනය කිරීමට දුම්රිය වෙනුවට ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) භාවිතයේදී අමතරව දහනය වන ඉන්ධන වල සාමාන්‍යය ලීටර් 03 ක් වීම හේතුවෙන් පරිසරයට මුදා හරින වායු හා කාබනික ද්‍රව්‍යය සාමාන්‍යය ප්‍රමාණයට වඩා තුන් ගුණයක් බව නිරීක්ෂණය විය. ඒ අනුව කන්ටේනර් දුම්රියෙන් ප්‍රවාහන මගින් පරිසරයට මුදා හරින අහිතකර දහන වායු හා කාබනික ද්‍රව්‍යය පාලනය කිරීමේ හැකියාව ඇති බව නිරීක්ෂණය විය.
- 8.10. කන්ටේනර් ප්‍රවාහනය හා බඩුසර් මගින් ඉන්ධන ප්‍රවාහනය තුළින් පරිසරයට මුදා හරින අහිතකර වායු හා බැර ලෝහ ආසුභණය මගින් ඇතිවන රෝග වන හිස කැරකැවිල්ල, හිසරදය, ස්වභූත ආබාධ, සෞම්‍ය පටල ඇවිස්සීම, නිව්මෝනියාව, ක්ලෝමප්‍රදාහය හා ඇස්මා වැනි රෝග වලින් නිරෝගී ජන ජීවිතයට වන හානිය අවම කිරීමේ හැකියාව ඇති බැවින් ඒ ගැන අවධානය යොමුකර නොතිබුණි. ඒ අනුව නාගරික ජනතාවට මෙන්ම පරිසරයට පීඩාකාරී හා හානිකර තත්වයන්ට මුහුණදීමට සිදු වී ඇති බව නිරීක්ෂණය විය.
- 8.11. ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) එම ප්‍රවාහනයට භාවිතා කිරීම තදාසන්න ප්‍රදේශවල විශාල මාර්ග තදබදයක් පවතින අතර නගරයේ සාමාන්‍ය ජන ජීවිතයට හා මගී ප්‍රවාහනයට එය විශාල බාධාවක් වී ඇති බව නිරීක්ෂණය විය.
- 8.12. සෘජුව පුත්තලමට ප්‍රවාහනය කළ හැකිව තිබූ ගල් අඟුරු මහව දුම්රිය ස්ථානයේ සිට හොල්සිම් සමාගම වෙත ප්‍රයිම්මුවර් හරහා ප්‍රවාහනය කිරීම හේතුවෙන් මහව සිට නිකවැරටිය හරහා පුත්තලම දක්වා වූ මාර්ගය අඛණ්ඩව පාදක කරගෙන මහජන විරෝධතා මතු වී ඇති බව නිරීක්ෂණය විය.
- 8.13. ධාවනයට යොදවන ලද දුම්රිය ප්‍රමාණයෙන් භාණ්ඩ ප්‍රවාහනය සඳහා යොදවා තිබූ දුම්රිය ප්‍රමාණය සියයට 55 සිට සියයට 13 ක් දක්වා අඩු වීම භාණ්ඩ ප්‍රවාහන වෙළඳ පොල කොටස අඩුවීම කෙරෙහි සෘජුව බලපා ඇති බව නිරීක්ෂණය විය.
- 8.14. ඉන්ධන ප්‍රවාහනය සඳහා දුම්රිය දෙපාර්තමේන්තුව හා ඛනිජ තෙල් නීතිගත සංස්ථාව විසින් ඒකාබද්ධ යාන්ත්‍රණයක් ක්‍රියාවට නගා නොතිබුණු අතර දුම්රිය දෙපාර්තමේන්තුව හා ඛනිජ තෙල් නීතිගත සංස්ථාවේ සේවක මණ්ඩලය අන්තෝන්‍ය අවබෝධයකින් යුතුව කටයුතු නොකරන බව නිරීක්ෂණය විය.

- 8.15. ගල් අඟුරු ප්‍රවාහනය සඳහා ප්‍රමාණවත් දුම්රිය සහ දුම්රිය වැගන් කලට වේලාවට සැපයීමට නොහැකි වීම හේතුවෙන් හා හොල්සිම් සමාගම විසින් ඒකපාර්ශවිකව ගිවිසුම කඩ කිරීම හේතුවෙන් 2018 අප්‍රේල් සිට දෙපාර්තමේන්තුවට ලැබිය යුතුව තිබූ ආදායමක් අහිමි වී ඇති බව නිරීක්ෂණය විය.
- 8.16. හුණුගල් ප්‍රවාහනය සඳහා වසර පහෙන් පහට ගාස්තු ගැලපීම් කර තිබූ නමුත් වැඩිවන බර ප්‍රමාණය කොපමණ ද යන්න නිවැරදිව නිශ්චය කිරීමට වැඩපිළිවෙලක් දෙපාර්තමේන්තුව සතුව නොතිබූ බව නිරීක්ෂණය විය.
- 8.17. පෙර වර්ෂ හා සැසඳීමේ දී පාර්සල් හා තැපැල් ප්‍රවාහන ආදායම් වල ප්‍රමාණවත් වර්ධනයක් පෙන්නුම් නොකරන අතර පාර්සල් ප්‍රවාහන ආදායම පහළ වැටීමට හේතුව ස්ට්‍රැවන් කොමිෂම් වාර්තාවේ මඟ පෙන්වීම් ක්‍රියාත්මක නොකිරීම බව නිරීක්ෂණය විය.
- 8.18. භාණ්ඩ හා පාර්සල් එකතු කිරීමේ හා බෙදා හැරීමේ සේවය 1971 සිට අත්හැර දමා ඇති අතර භාණ්ඩ ප්‍රවාහන ආදායම පහළ යාමට එයද විශාල වශයෙන් බලපා ඇති බව නිරීක්ෂණය විය.
- 8.19. පශු සම්පත් (ගවයින් සහ එළුවන්) හා වාහන දුම්රිය මගින් ප්‍රවාහනය කිරීම දෙපාර්තමේන්තුව විසින් මුළුමනින්ම අත්හැර දමා ඇති අතර පශු සම්පත් හා වාහන ප්‍රවාහන ආදායම වසර කිහිපයක සිට දෙපාර්තමේන්තුවට අහිමි වී ඇති බව නිරීක්ෂණය විය.
- 8.20. කුරුණෑගල පිහිටි බනිජ තෙල් නීතිගත සංස්ථාවේ ගබඩාව වෙත දුම්රිය මගින් තෙල් ප්‍රවාහනය මුළුමනින්ම මෙන් අත්හිටුවා ඇති අතර කුරුණෑගලට බවුසර් මගින් තෙල් ප්‍රවාහනය හේතු කොට ගෙන කුරුණෑගල නගරාශ්‍රිත ප්‍රදේශවල විශාල වශයෙන් මාර්ග තදබදයක් නිර්මාණය වී ඇත. කුරුණෑගල නගරයේ මාර්ග තදබදයට පිළියම් ලෙස කුරුණෑගල ත්‍රිකුණාමලය යා කරන ප්‍රධාන මාර්ගයට නාගරික සීමාව මඟ හැර ගමන් කිරීමට සකස් කර තිබූ විකල්ප මාර්ගය මේ හේතුවෙන් මුළුමනින්ම අවහිර වී ඇති බැවින් මාර්ගය අවට වාහන තදබදය උත්සන්න වී ඇති අතර මෙය විශාල පාරිසරික ප්‍රශ්නයක් බවටද පරිවර්තනය වී ඇත.
- 8.21. දිනකට තෙල් සංස්ථාව විසින් දුම්රිය මගින් ඉන්ධන ප්‍රවාහනයට අමතරව ඉන්ධන ප්‍රවාහනය සඳහා භාවිතා කරන ඉන්ධන බවුසර් 500 ක් පමණ පාසැල් හා කාර්යාල වේලාවන්හි දී මාර්ග පද්ධතියට මුදා හැරීම හේතුවෙන් දෛනිකව ඔරුගොඩවත්ත හා බේස්ලයින් මාර්ගය අවට විශාල

වාහන තදබදයක් නිර්මාණය වීම කොළඹ නගරාශ්‍රිත තදාසන්න ප්‍රදේශවල මාර්ග තදබදයට විශාල වශයෙන් බල පා ඇති බව නිරීක්ෂණය විය.

8.22. බෝට්ටු හා බත්තල් මගින් ඇළ මාර්ග ඔස්සේ භාණ්ඩ ප්‍රවාහනය කළ සමාගම් සියල්ල එම ක්‍රියාවලියෙන් ඉවත්ව ඇති අතර එකී ඇළ මාර්ග භාණ්ඩ ප්‍රවාහනය සඳහා උපයෝගී කර නොගැනීම හේතුවෙන් එම ඇළ මාර්ග දුෂණයට ලක්වීම පාරිසරික ප්‍රශ්නයක් බවට ද පරිවර්තනය වී ඇති බව නිරීක්ෂණය විය.

8.23 නාවික භාණ්ඩ වරායට රැගෙන එන හා වරායෙන් පිටතට රැගෙන යන දුම්රිය මාර්ග පද්ධතිය නිසි නඩත්තුවක් නොමැති අතර වසර 10 ක පමණ කාලයක සිට එය භාවිතා කර නොමැති බව වාර්තා වී ඇත. තවද මෙම මාර්ගය දෙපස ඇති භූමි භාගය අනවසර පදිංචිකරුවන් විසින් අත්පත් කර ගෙන ඇති බවද නිරීක්ෂණය විය.

8.24 නාවික භාණ්ඩ සහිත කන්ටේනර් හැසිරවීම සඳහා අවශ්‍ය ඉඩ පහසුකම් සහිත කන්ටේනර් අංගනයක් නොමැති අතර දුම්රිය ස්ථාන ආසන්නයේද එවැනි අංගන පහසුවෙන් පිහිටුවීමට කටයුතු කර නැත.

8.25 නැව් මගින් වරායට ගෙන එනු ලබන වෙනත් රටවලට හුවමාරු කරන කන්ටේනර් හැසිරවීමේ දී දුම්රිය දෙපාර්තමේන්තුවට විශාල ආදායමක් ලබා ගැනීමට ඇති ඉඩකඩ පිළිබඳ අවධානය යොමු කර නොමැති අතර ඒ සඳහා ක්‍රියාත්මක වැඩපිළිවෙලක් සකස් කිරීමටද බලධාරීන් විසින් කටයුතු කර නැත.

8.26 දුම්රිය මගින් භාණ්ඩ සහිත කන්ටේනර් හැසිරවීමේ දී අත්වන මූල්‍යමය වාසිය සහ පාරිසරික වාසිය පිළිබඳ ජනතාව දැනුවත් කර දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය සඳහා වෙළඳ ප්‍රජාව පෙළඹවීමේ වැඩපිළිවෙලක් වානිජ අධිකාරී කාර්යාලය මගින් ක්‍රියාවට නංවා නොතිබුණි.

8.27 ඉන්ධන ප්‍රවාහනය සඳහා දුම්රිය දෙපාර්තමේන්තුව හා බනිජ තෙල් නීතිගත සංස්ථාව විසින් ඒකාබද්ධ යාන්ත්‍රණයක් ක්‍රියාවට නගා නොතිබුණු අතර දුම්රිය දෙපාර්තමේන්තුව හා බනිජ තෙල් නීතිගත සංස්ථාවේ සේවක මණ්ඩලය අන්තෝන්‍ය අවබෝධයකින් යුතුව කටයුතු නොකරන බව නිරීක්ෂණය විය.

- 8.28 කොළොන්නාව දුම්රිය ස්ථානයේ දුම්රිය ට්‍රැක් (මාර්ග) 02 ක් පමණක් තිබීම හේතුවෙන් ඉන්ධන පටවන ලද ටැංකි වැගන් සහිත දුම්රියක් (විශේෂයෙන් කටුනායකට ඉන්ධන ප්‍රවාහනය සඳහා) ඡන්ටින් කර රඳවා තැබීමට දුම්රිය ට්‍රැක් එකක් නොතිබීම හේතුවෙන් එම දුම්රිය පිටත් වන තෙක් අළුතෙන් දුම්රියක් ඇතුළු කිරීමේ ඉඩකඩ සීමා වී ඇති බැවින් යම් අවස්ථාවන් වලදී දුම්රිය අවලංගු කිරීමට පවා සිදු වී තිබූ අවස්ථා නිරීක්ෂණය විය.
- 8.29 ප්‍රධාන පෙළේ සිමෙන්ති සමාගම් වැඩි ප්‍රමාණයක කර්මාන්තශාලා හා බෙදා හැරීම් මධ්‍යස්ථාන දුම්රිය මාර්ග වලට ආසන්න නගර වල පිහිටා ඇති බැවින් එම සිමෙන්ති කර්මාන්තශාලාවල නිෂ්පාදන අදාළ නාගරික වෙළඳ මධ්‍යස්ථාන වෙත බෙදා හැරීමේ කටයුතු දුම්රිය මගින් පහසුවෙන් සිදු කිරීමේ හැකියාව ඇති නමුත් දෙපාර්තමේන්තුව මගින් ඒ සඳහා විධිමත් වැඩ පිළිවෙලක් ක්‍රියාවට නඟා නොතිබුණි.
- 8.30 දුම්රිය මගින් සිමෙන්ති ප්‍රවාහනය කිරීමේ දී පාරිසරික හානි අවම කළ හැකි අතර මාර්ග තදබදයට ද විසඳුම් ලැබෙන බැවින් ඒ පිළිබඳ දුම්රිය දෙපාර්තමේන්තුව නිසි අවධානයක් යොමු කර නොතිබුණි.
- 8.31 2018 අප්‍රේල් 27 දිනෙන් පසු ගල් අඟුරු ප්‍රවාහනය අත්හිටුවා ඇති බැවින් ගල් අඟුරු ප්‍රවාහනය සඳහා මහව දුම්රිය ස්ථානයේ සකස් කළ අංගනය හා කිලෝමීටරයක දුරට සකස් කරන ලද දුම්රිය මාර්ග නිශ්ක්‍රීය වත්කමක් ලෙසට පරිවර්තනය වෙමින් පවතින බව නිරීක්ෂණය විය.
- 8.32 ආහාර ද්‍රව්‍ය හා බෙහෙත් ද්‍රව්‍ය සාමාන්‍යයෙන් ඒ සඳහාම වෙන් වූ දුම්රියක් මගින් ප්‍රවාහනය නොකරන බැවින් හා එම භාණ්ඩ ප්‍රවාහනය සඳහා බඩු දුම්රිය වෙන් කර ගැනීමේ අපහසුතාවයක් දෙපාර්තමේන්තුව මගින් ප්‍රදර්ශනය කිරීම හේතුවෙන් බොහෝ ප්‍රවාහකයින් භාණ්ඩ ප්‍රවාහනය අත්හැර දමා ඇති බව නිරීක්ෂණය විය.
- 8.33 පශු සම්පත් ප්‍රවාහනය සඳහා භාවිතා කළ දුම්රිය වැගන් දුම්රිය අංගන වල දිරාපත් වෙමින් පවතින බව නිරීක්ෂණය විය.
- 8.34 දිවයින පුරාම විසිරී ඇති වාහන අලෙවිකරුවන්ගේ වරායෙන් ගොඩබාන වාහන අදාළ නගර වෙත ප්‍රවාහනය කිරීමේ පහසුව දුම්රිය දෙපාර්තමේන්තුව සතුව තිබිය දී එය

ප්‍රයෝජනයට ගෙන භාණ්ඩ ප්‍රවාහන ආදායම වැඩි කර ගැනීම සඳහා දුම්රිය වාණිජ අධිකාරී කාර්යාලය මගින් විධිමත් වැඩ පිළිවෙලක් ක්‍රියාවට නඟා නොතිබුණි.

- 8.35 වතු වේදිකා හරහා භාණ්ඩ ප්‍රවාහන කටයුතු සිදු කිරීම මුළුමනින්ම අත්හැර දමා ඇති අතර ඒ සඳහා වතු අධිකාරීන් පෙළඹවීමේ වැඩපිළිවෙලක් දෙපාර්තමේන්තුව සතුව නොමැති බව නිරීක්ෂණය විය.
- 8.36 භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා උපයෝගී කරගනු ලැබූ ගබඩා භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා භාවිතා නොකර දිරාපත් වෙමින් පවතින බව නිරීක්ෂණය විය.
- 8.37 අස්ථානගත වන භාණ්ඩ සම්බන්ධයෙන් ගනු ලබන ක්‍රියාමාර්ග හා වන්දි ප්‍රදානය පිළිබඳ විධිමත් වැඩපිළිවෙලක් නොමැති බව නිරීක්ෂණය විය.

9. පද්ධති හා පාලන දුර්වලතා

සමස්තයක් ලෙස ගත් කළ දුම්රිය දෙපාර්තමේන්තුව විසින් භාණ්ඩ ප්‍රවාහන ආදායම වැඩිකිරීම සඳහා ගත යුතු ක්‍රියාමාර්ග සඳහා 200 වන අධිකාරිය වන දුම්රිය ආඥා පනත මගින් දුම්රිය සාමාන්‍යාධිකාරී වෙත බලතල පවරා ඇත. නමුත් දුම්රිය දෙපාර්තමේන්තුවේ භාණ්ඩ ප්‍රවාහන ආදායම් රැස් කිරීම සඳහා සෘජුව සම්බන්ධ වන දුම්රිය වාණිජ අධිකාරී කාර්යාලය මේ සඳහා සෘජුව හා කාර්යක්ෂමව මැදිහත් නොවීම හා පහත දක්වා ඇති කරුණු කෙරෙහි නිසි අවධානය යොමු නොකිරීම තුලින් භාණ්ඩ ප්‍රවාහන ආදායම පහත වැටී පාරිසරික හා සාමාජීය ගැටළු උත්සන්නවීමට හේතු වී ඇති බව නිරීක්ෂණය විය. (ඇමුණුම 25)

- 9.1 දුම්රිය වැගන්වලට පැටවීම සඳහා ලොරි රථ වලින් හා කන්ටේනර් රථ වලින් රැගෙන එන භාණ්ඩ සහිත රථ හැසිරවීම සඳහා දුම්රිය අංගන වල ප්‍රමාණවත් ඉඩකඩක් සපයා නොතිබීම.
- 9.2 භාණ්ඩ පැටවීමේ දී හා බැමේ දී වර්ෂාවෙන් ආරක්ෂාවීම සඳහා වහල සහිත දුම්රිය වේදිකා භාවිතා නොකිරීම.
- 9.3 දුම්රිය ගබඩාවට යාව ඇති දුම්රිය මාර්ග සියල්ල අවහිරවන පරිදි එම මාර්ගවල අබලන් වූ වැගන් සහ ටැංකි වැගන් රඳවා තැබීම.

- 9.4 දුම්රිය ගබඩා අංගනයේ ඇති වේදිකා අසල අපද්‍රව්‍යය හා කසළ ගොඩගසා තිබීම.
- 9.5 පිටතින් රැගෙන එන භාණ්ඩ නිදහස් කරන හා ගබඩා කරන දුම්රිය අංගනයේ බලවේග කට්ටල නවතා තිබීම.
- 9.6 පාර්සල් ප්‍රවාහනයේ දී මගීන් විසින් ප්‍රවාහනය සඳහා ලබාදෙන පාර්සල් අස්ථානගතවීම හා පාර්සල් කඩා විවෘත කර ඒවායේ ඇති භාණ්ඩ අස්ථානගත වීම.
- 9.7 වාහන ප්‍රවාහනය සඳහා භාවිතා කරනු ලැබූ ගැල් බොහොමයක් භාවිතයකින් තොරව මරදාන අංගනයේ ගාල් කර තැබීම.
- 9.8 ප්‍රවාහනය කරනු ලබන ඉන්ධන යාවත්කාලීනව තෙල් සංස්ථාවේ ටැංකි වලට පොම්ප නොකිරීම හේතුවෙන් ටැංකි වැගන් හිස් කිරීමට දින 02 ක් පමණ ගත වන බැවින් අවශ්‍යතාවයට අනුව වැගන් සැපයීමට නොහැකිවීම.
- 9.8 භාවිතා කළ හැකි එහෙත් අබලන් වූ වැගන් හා ගැල් බොහොමයක් ප්‍රතිසංස්කරණය කර ධාවනයට යෙදවීම සඳහා අවශ්‍ය ක්‍රියාමාර්ග නොගැනීම.

10. නිර්දේශ

- 10.1 භාණ්ඩ, ගල් අඟුරු, ඉන්ධන හා අනෙකුත් භාණ්ඩ ප්‍රවාහනය සඳහා සේවා හා යටිතල පහසුකම් ස්ථාපනය සම්බන්ධයෙන් වර්තමානයට ගැලපෙන පරිදි ප්‍රතිපත්තිමය තීරණ ලබා ගත යුතුය. (8.1, 8.2)
- 10.2 භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා භාවිතා කළ යුතු අංගනයන් අමතර කාර්යයන් සඳහා භාවිතයට නොගෙන භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා භාවිතයට ගැනීම හා ප්‍රවාහනය සඳහා රැගෙන එන භාණ්ඩ දුම්රිය වැගන් වලට පැටවීමේ දී වර්ෂාවෙන් සහ තද හිරු එළියෙන් ආරක්ෂාවීම සඳහා වූ වහල සහිත දුම්රිය වේදිකා ප්‍රයෝජනයට ගැනීම. (9.2)
- 10.3 දුම්රිය බඩු ගබඩා අංගනයේ ඇති දුම්රිය මාර්ග වල නවතා ඇති අනවශ්‍ය වැගන් සහ යකඩ සහිත වැගන් දුම්රිය මාර්ගයෙන් ඉවත් කර දැනට වල් බිහි වී ඇති දුම්රිය බඩු ගබඩා

අංගනයේ ඇති මාර්ග එළිපෙහෙළි කර ඡන්ටින් එන්ජිම පහසුවෙන් හැසිරවිය හැකි පරිදි පිළිසකර කිරීම. (9.3)

10.4 දුම්රිය බඩු ගබඩා අංගනයේ නවතා ඇති බලවේග කට්ටල එයින් ඉවත් කර මරදාන හා දෙමටගොඩ අංගනවල ස්ථානගත කර භාණ්ඩ ප්‍රවාහනය සඳහා එම අංගනයේ ඉඩ කඩ ලබාදීම හා අංගනවල අබලන් වී ඇති මාර්ග සහ අබලන් වී ඇති ගබඩා පිළිසකර කර භාවිතයට සුදුසු තත්වයට පත් කිරීම. (9.5)

10.5 විධිමත් අධීක්ෂණයක් හා මහ පෙන්වීමක් යටතේ භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා දැනට උපයෝගී කර නොගන්නා දුම්රිය ගබඩා තක්සේරු කර තක්සේරු වටිනාකමට වාර්ෂිකව ටෙන්ඩර් කිරීම හා බදුදීම. (8.36)

10.6 නාවික භාණ්ඩ ප්‍රවාහනය සඳහා අවශ්‍ය පහසුකම් සැලසීම සඳහා උපයෝගී කර නොගන්නා වරාය දුම්රිය මාර්ගය පිළිසකර කිරීම, නාවික භාණ්ඩ ප්‍රවාහනය සම්බන්ධයෙන් වූ විධිමත් වැඩපිළිවෙලක් සඳහා ප්‍රතිපත්තිමය තීරණ ගැනීම හා ඒවා ක්‍රියාත්මක කිරීම හා සුපරීක්ෂණය සඳහා වූ යාන්ත්‍රණයක් ක්‍රියාවට නැංවීම. (8.4)

10.7 වරායෙන් මුදාහරින කන්ටේනර් හැසිරවීම හා හිස් කන්ටේනර් හැසිරවීම සඳහා දුම්රිය දෙපාර්තමේන්තුවේ රාගම දුම්රිය ස්ථානයට අයත් මුතුරාජවෙල ප්‍රයෝජනයට ගෙන එහි කන්ටේනර් අංගනයක් ඉදිකිරීම සඳහා අවශ්‍ය ප්‍රතිපත්තිමය තීරණ ගැනීම හා එය ක්‍රියාවට නැගීම. (8.24)

10.8 නාවික භාණ්ඩ ප්‍රයිම්මුවර් (බහාලුම් ප්‍රවාහක) හරහා ප්‍රවාහනයේ දී සිදුවන පාරිසරික හානිය අවම කිරීම සඳහාත් පෞද්ගලික ආයතන හා තරඟ කිරීමට හැකිවන පරිදි දුම්රිය මගින් භාණ්ඩ ප්‍රවාහන සේවය කාර්යක්ෂම කිරීම හා එමගින් අත්වන ආර්ථිකමය වාසිය හා ආරක්ෂාව පිළිබඳව වෙළඳ ප්‍රජාව හා ජනතාව දැනුවත් කිරීමේ වැඩපිළිවෙලක් ක්‍රියාවට නැගීම. (8.9, 8.10, 8.11, 8.26)

10.9 ඉන්ධන ප්‍රවාහනය සඳහා භාවිතා කරන ටැංකි වැගන් හිස් කිරීමේ ප්‍රමාදයක් පවතින අතර හිස් වැගන් ආපසු ගෙන්වා ගැනීමට වැඩි කාලයක් ගත වන බැවින් එය නිවැරදි කිරීමට අවශ්‍ය ක්‍රියාමාර්ග ගැනීම. (8.14)

10.10 කොළොන්නාව දුම්රිය ස්ථානය හා ඔරුගොඩවත්ත අතර කිලෝමීටර් 01 ක පමණ දුර ප්‍රමාණයේ ද්විත්ව මාර්ගයක් බවට පරිවර්තනය කිරීම සහ කොළොන්නාව දුම්රිය ස්ථානයේ රැඳවිය හැකි ඉන්ධන පුරවන ලද ටැංකි වැගන් හා දුම්රිය එන්ජින් නවතා තැබීමට හා ඡන්ටින් එන්ජිම ක්‍රියාත්මක කිරීමේ පහසුකම් වැඩි දියුණු කිරීම සඳහා දුම්රිය ටැංකි වැගන් 11 ක්, නිරිංග පෙට්ටියක් හා දුම්රිය එන්ජින් 01 ක් හැසිරවිය හැකි මාර්ග කොටසක් සහිතව දුම්රිය අංගනය ත්‍රිත්ව මාර්ගයක් බවට පරිවර්තනය කිරීම. (8.28)

10.11 බනිජ තෙල් සංස්ථාවේ ප්‍රාදේශීය අවශ්‍යතාවයන් සඳහා අවශ්‍ය ඉන්ධන තොග දුම්රිය මගින් ප්‍රවාහනය වෙනුවට ප්‍රාදේශීය අවශ්‍යතාවලට අදාළ තොග බඩුසර් මගින් ප්‍රවාහනය හේතුවෙන් බනිජ තෙල් සංස්ථාව විසින් දරන අධික වැය බර අඩු කිරීම හා දිනකට 500 කට ආසන්න බඩුසර් ප්‍රමාණයක් මාර්ගයට මුදා හැරීම හේතුවෙන් තදාසන්න ප්‍රදේශවල ඇතිවන මාර්ග තදබදය අවම කිරීමට අවශ්‍ය වැඩපිලිවෙලක් ක්‍රියාවට නැගීම. (8.21)

10.12 මගී ප්‍රවාහනයට බාධාවක් නොවන පරිදි ඉරු දින හා රජයේ නිවාඩු දිනයන්හි ඉන්ධන ප්‍රවාහනය සඳහා අවශ්‍ය විධිවිධාන සැලැස්වීම. (8.27)

10.13 දුම්රිය ස්ථාන වලට යාබදව පිහිටා ඇති සිමෙන්ති කර්මාන්තශාලා හා නියෝජිත අලෙවිහල් පිළිබඳ නිසි ඇගයීමක් කර නිෂ්පාදකයින් සහ අලෙවිකරුවන් දුම්රියෙන් සිමෙන්ති ප්‍රවාහනය සඳහා දිරිගැන්වීමේ වැඩ පිලිවෙලක් ක්‍රියාවට නැංවීම. (8.30)

10.14 දුම්රියෙන් ප්‍රවාහනය කරනු ලබන සිමෙන්ති තොග නියෝජිත ආයතන අතර බෙදා හරින තෙක් ගබඩා කිරීම සඳහා අවශ්‍ය ගබඩා ඉඩකඩ ලබාදීම හා සිමෙන්ති ප්‍රවාහන ආදායම සියයට 60 කින් පමණ පහල වැටීමට හේතු සොයා එයට පිළියම් යෙදීමත් හා සිමෙන්ති දුම්රියට පැටවීමේ දී හා බෑමේ දී සිදුවන පාරිසරික හානිය අවම වන පරිදි පැටවීම් බෑම් සඳහා අවශ්‍ය පහසුකම් සලසා දීම සඳහා ක්‍රියාකාරී යාන්ත්‍රණයක් ඇති කිරීම. (8.29)

10.15 ගල් අඟුරු ප්‍රවාහන ය දැනට අත්හිටුවා ඇති බැවින් ඒ පිළිබඳව සමාලෝචනය කර ගිවිසුම් ප්‍රකාරව කටයුතු කර ගල් අඟුරු ප්‍රවාහන ආදායම වැඩි කර ගැනීම සඳහා අදාළ සමාගමට අමතරව ගල් අඟුරු උපයෝජනය කරනු ලබන අනෙකුත් ආයතන හා සාකච්ඡා කර ගල් අඟුරු ප්‍රවාහන ආදායම වැඩි කර ගැනීම සඳහා විධිමත් වැඩ පිලිවෙලක් ක්‍රියාවට නැගීම. (8.31)

- 10.16 චිත වරාය හරහා රැගෙන එන ගල් අඟුරු මහව අංගනය තුළ ගොඩ බාමින් ප්‍රයිම්මුවර් මගින් පුත්තලමට ප්‍රවාහනය හේතුවෙන් මහව සිට නිකවැරටිය හරහා පුත්තලම දක්වා මාර්ගය අඛණ්ඩව වැළක්වීම හා මාර්ගය අවට නාගරික ප්‍රදේශ වල මාර්ග තදබදය ඇතිවීම වැළක්වීමට කටයුතු කිරීම. (8.12)
- 10.17 ගල් අඟුරු ප්‍රවාහනය සඳහා සකස් කරන ලද මහව අංගනය හා දුම්රිය මාර්ගය පොහොර ප්‍රවාහනය හා කෘෂිකාර්මික භාණ්ඩ ප්‍රවාහනය සඳහා උපයෝගී කර ගත හැකි බැවින් ඒ සඳහා අදාළ ආයතන හා සාකච්ඡා කර වැඩ පිළිවෙලක් සකස් කිරීම. (8.31)
- 10.18 ප්‍රවාහන ක්ෂේත්‍රයේ (කෘෂිකාර්මික, ආහාර හා බෙහෙත් ද්‍රව්‍යය) ප්‍රවාහකයින් සහ නිෂ්පාදකයින්ට දුම්රිය මගින් භාණ්ඩ ප්‍රවාහනය කිරීමේ වාසිදායක තත්ත්ව පිළිබඳ දැනුවත් කිරීම හා ඒ සඳහා ඔවුන් උනන්දු කරවීම. (8.32)
- 10.19 පාර්සල් හා තැපැල් ප්‍රවාහනයේ දී ඒවායේ ආරක්ෂාව පිළිබඳව දැඩි සැලකිල්ලක් දැක්වීම සහ ප්‍රවාහනය කරනු ලබන භාණ්ඩ හානිවිම් හා අස්ථානගතවීම් සම්බන්ධයෙන් වන හානි පූර්ණය සඳහා රක්ෂණ ක්‍රමයක් ස්ථාපනය කිරීම. (8.37)
- 10.20 පාර්සල් භාණ්ඩ හසුරුවන දුම්රිය සේවකයින් විසින් සිදු කරනු ලබන යම් අකටයුත්තක් හා අස්ථානගත කිරීමක් සම්බන්ධයෙන් ඔවුන්ට එරෙහිව විනය ක්‍රියාමාර්ග ගැනීම විධිමත් හා කාර්යක්ෂම කිරීම. (8.19)
- 10.21 දුම්රිය මගින් සතුන් ප්‍රවාහනය සඳහා අවශ්‍ය විධිවිධාන හා සැලසුම් සකස් කිරීමත් ප්‍රවාහනය කරනු ලබන සතුන් රැක බලා ගැනීම සඳහා අවශ්‍ය වැඩපිළිවෙලක් සකස් කිරීම. (8.19)
- 10.22 දුම්රිය මගින් වාහන ප්‍රවාහනය විධිමත් කර වාහන ප්‍රවාහනය සඳහා අවශ්‍ය පහසුකම් සැලසීම. අවම වශයෙන් වරායෙන් ගොඩබෑන වාහන වරායෙන් ඉවතට ගැනීම සඳහා අවශ්‍ය වැඩපිළිවෙලක් සකස් කිරීම. (8.34)
- 10.23 භාණ්ඩ ප්‍රවාහනය සඳහා භාවිතා කළ හැකි, සෑම දුම්රිය ස්ථානයකම පිහිටා ඇති එහෙත් අඛණ්ඩ වූ දුම්රිය ගබඩා ප්‍රතිසංස්කරණය කර භාවිතයට ගැනීම හෝ බදු දීම හා භාණ්ඩ

ප්‍රවාහනය සඳහා උපයෝජනය කළ හැකි හා වෙන්ව ඇති ප්‍රාදේශීය දුම්රිය මාර්ග හා දුම්රිය අංගන පිළිසකර කර භාණ්ඩ ප්‍රවාහන කටයුතු සඳහා භාවිතා කිරීම. (8.36)

10.24 වතු වේදිකා හරහා භාණ්ඩ ප්‍රවාහනය නැවත ආරම්භ කිරීම හා ඒ පිළිබඳව වතු සමාගම් හා සාකච්ඡා කර ක්‍රියාත්මක වැඩපිළිවෙලක් සකස් කිරීම. (8.35)

10.25 Lake Side බඩු ගබඩාව භාවිතයට ගෙන ඇළ මාර්ග ඔස්සේ ප්‍රවාහනය කිරීමට අවශ්‍ය වැඩ පිළිවෙලක් සකස් කිරීම. (8.22)

10.26 දුම්රිය මගින් කන්ටේනර් සහ ඉන්ධන ප්‍රවාහනය අත්හිටුවීම හා ප්‍රවාහන කටයුතු කාර්යක්ෂම නොවීම හේතුවෙන් පැන නැගී ඇති ආර්ථික, පාරිසරික හා සාමාජීය පිරිහීම පිළිබඳ දැඩිව අවධානය යොමුකර එම තත්වය නිවැරදි කිරීමට අවශ්‍ය කඩිනම් ක්‍රියාමාර්ග ගැනීම. (8.10, 8.11)

11. නිගමනය

11.1 1934 න් පසු භාණ්ඩ ප්‍රවාහන ආදායම් ප්‍රතිශතයෙහි පහත වැටීමට හේතු සොයා බලා ඊට වගකිව යුතු පාර්ශවයන් සම්බන්ධයෙන් ක්‍රියාමාර්ග ගැනීම හා සපයනු ලබන සේවාවේ ව්‍යුහාත්මක වෙනස්කම් තුළින් භාණ්ඩ ප්‍රවාහන ආදායම වැඩිකර ගැනීම සඳහා අවධානය යොමු කර නොමැති බව නිගමනය කරමි.

11.2 කන්ටේනර් සහ ඉන්ධන ප්‍රවාහන කටයුතු සඳහා මහා මාර්ග පද්ධතිය භාවිතය හේතුවෙන් පැන නැගී ඇති මානුෂීය, සාමාජීය, සෞඛ්‍ය හා පාරිසරික හානි අවම කරමින් දුම්රිය මගින් භාණ්ඩ ප්‍රවාහන වෙළඳපොළ පුළුල් කිරීමේ ජාතික වැඩපිළිවෙලක් ක්‍රියාත්මක වී නොමැති බව නිගමනය කෙරේ.

11.3 දුම්රිය වාණිජ අධිකාරී කාර්යාලයෙහි පවතින පරිපාලන හා අලෙවිකරණ අකාර්යක්ෂමතාව හා නිලධාරීන් විසින් තාර්කික නොවන ලෙස තීරණ ගැනීම හේතුවෙන් භාණ්ඩ ප්‍රවාහන ආදායම රජයට අහිමිකර ඇති බව නිගමනය කෙරේ.

11.4 භාණ්ඩ ප්‍රවාහනය සඳහා මාර්ග පද්ධතිය උපයෝගී කරනු ලබන වරාය අධිකාරිය, බනිජ තෙල් නීතිගත සංස්ථාව, සතොස, ආහාර දෙපාර්තමේන්තුව, වී අලෙවි මණ්ඩලය හා දැව සංස්ථාව වැනි රාජ්‍ය ආයතන හා එක්ව ආර්ථික, සාමාජීය, සෞඛ්‍ය හා මානුෂික ගැටළු මගහරවා ගැනීම සඳහා ඒකාබද්ධ යාන්ත්‍රණයක් ක්‍රියාවට නැංවීමට කටයුතු කළ යුතු බව නිගමනය කරමි.



එච්.එම්. ගාමිණී විජේසිංහ

විගණකාධිපති.

2019 අප්‍රේල් 22 දින

பொருட்கள் போக்குவரத்திற்காக புகையிரத சேவையைப்
பயன்படுத்துவதனை மதிப்பீடு செய்வதற்கான விசேட கணக்காய்வு
அறிக்கை.

ශ්‍රී ලංකා දුම්රිය සේවය
இலங்கை புகையிரத சேவை
Sri Lanka Railways

பொருட்கள் போக்குவரத்திற்காக புகையிரத சேவையைப் பயன்படுத்துவதனை மதிப்பீடு செய்வதற்கான விசேட கணக்காய்வு அறிக்கை.

01. நிறைவேற்றுப் பொழிப்பு

1985 இன் 26 ஆம் இலக்க புகையிரத கட்டளைச் சட்டம், 1902 இன் 09 ஆம் இலக்க கட்டளைச் சட்டம் மற்றும் அச் சட்டங்களின் திருத்தங்களுக்கு இணங்க புகையிரதத் திணைக்களத்தின் மூலம் பொருள் போக்குவரத்து நடவடிக்கை இடம்பெற்று வருவதுடன் அச் செயற்பாடு ஆரம்பிக்கப்பட்டு 2018 ஆம் ஆண்டளவில் 151 ஆண்டுகள் கடந்துள்ளது. 1867 – 1934 காலப்பகுதியின் போது புகையிரதத் திணைக்களத்தின் ஒட்டுமொத்த வருமானத்தில் பொருள் போக்குவரத்தின் மூலம் 57 சதவீதமான வருமானம் உழைக்கப்பட்டிருந்ததுடன் அது 2017 ஆம் ஆண்டளவில் 9.3 சதவீதம் வரை வீழ்ச்சியடைந்திருந்தது. மேலும் 1968 ஆம் ஆண்டளவில் பொருள் போக்குவரத்து சந்தைப் பங்கில் 38 சதவீதம் புகையிரதத் திணைக்களத்திற்குரியதாகக் காணப்பட்ட போதிலும் நிகழ்காலத்தில் அது 0.3 சதவீதம் வரை வீழ்ச்சியடைந்திருந்தது. மேலும் பொருள் போக்குவரத்து ஆக்கபூர்வமாகவும் விளைதிறனாகவும் இடம் பெற்றிருக்காததன் காரணமாக வருமானத்திற்கான தாக்கத்தைப் போல சுற்றாடல், சமூக மற்றும் பொருளாதார தாக்கங்களையும் மதிப்பீடு செய்வதற்காக இந்த அறிக்கை தயாரிக்கப்படுகின்றது. இந்த அறிக்கையைத் தயாரிக்கும் போது உரிய கட்டளைச் சட்டங்கள், சுற்றறிக்கைகள் என்பவற்றை உள்ளடக்கிய ஆவணங்களைப் பரிசீலித்தல், அடிப்படையாகக் கொள்ளப்பட்ட தரவுகளை மீளாய்வு செய்தல், பௌதீகப் பரிசோதனை என்பவற்றின் மூலம் தகவல்கள் சேகரிக்கப்பட்டன.

அதற்கிணங்க முதலாவது வகுப்பிலும் இரண்டாவது வகுப்பிலும் பொருள் போக்குவரத்து 80 சதவீதம் அளவில் கைவிடப்படுதல், பொருள் போக்குவரத்திற்குரிய சட்டங்கள் தேவைப்பாட்டிற்கு இணங்க தயாரிக்கப்படாமை பிராந்திய தேவைப்பாடுகளுக்கிணங்க எரியொருள் போக்குவரத்து செய்யப்படாமை, எரிபொருள் போக்குவரத்தில் 60 சதவீதமான சந்தைப் பங்கு கைவிடப்பட்டமை பெருந்தெருக்கள் மூலம் பொருட்கள் போக்குவரத்துச் செய்வதன் காரணமாக சுற்றாடல் சிக்கல்களைப் போல உளரீதியான மற்றும் சமூகரீதியான சிக்கல்களும் உருவாகியுள்ளது என்பதனை இனங்காணக்கூடியதாக இருந்தது. அதற்கிணங்க பொருள் போக்குவரத்திற்காக சேவை சார்ந்த வசதிகளைத் தோற்றுவிப்பதற்கு கொள்கைரீதியான தீர்மானத்தை எடுப்பதனை உள்ளடக்கி அறிக்கையின் 10 ஆவது அத்தியாயத்தில் காட்டப்பட்டுள்ள நடைமுறைகள் எடுக்கப்பட வேண்டும் என்பது இனங்காணப்பட்டிருந்தது.

02. அறிக்கையின் பின்னணியும் தன்மையும்

விவசாயப் பொருட்களை கொழும்புக்கு எடுத்து வந்து ஐரோப்பா மற்றும் உலக சந்தைகளுக்கு விற்பனை செய்யும் குறிக்கோளுடன் ஆரம்பிக்கப்பட்ட இலங்கை புகையிரதச் சேவையின் வருமானத்தில் அதிக பங்கு பொருள் போக்குவரத்து வருமானம் என ஆதிகால தகவல்களிலிருந்து தெளிவாகின்றது. நிகழ்காலத்தில் அதாவது 2017 ஆம் ஆண்டின் போது ஒட்டுமொத்த புகையிரத வருமானத்தில் பொருள் போக்குவரத்து வருமானம் ரூபா 600,048,346 ஆக இருந்ததுடன் அது ஒட்டு மொத்த வருமானத்தில் 9.3 சதவீதமாகும். 1868 – 1934 காலப்பகுதியுடன் ஒப்பிடும் போது அது 47.70 சதவீதத்தால் வீழ்ச்சியடைந்துள்ளது என்பது அவதானிக்கப்பட்டது. மேலும், 1968 ஆம் ஆண்டளவில் நாட்டின் பொருள் போக்குவரத்து சந்தைப் பங்கில் 38 சதவீதம் புகையிரதத் திணைக்களத்திற்குரியதாகக் காணப்பட்டதுடன் இன்றளவில் அது 0.3 சதவீதம் வரை வீழ்ச்சியடைந்திருந்தது. இதன் காரணமாக புகையிரத திணைக்களத்தின் பொருள் போக்குவரத்து வருமானமும் வீழ்ச்சியடைந்துள்ளதுடன் பொருள் போக்குவரத்திற்காக தனியார் போக்குவரத்து சேவை பயன்படுத்துதல் மற்றும் வீதி முறைமையை பயன்படுத்துவதன் காரணமாக பல சுற்றாடல் சிக்கல்கள் உருவாகியுள்ளதனால் காரணமாக அதன் மூலம் நாட்டிலுள்ள மக்களின் வாழ்க்கை நிலைமையில் விளைதிறனுடன் அவர்களின் ஆக்கபூர்வம் மற்றும் பொருளாதார நிலைமையில் விளைதிறனுக்கு அவற்றிலிருந்து கிடைத்த பங்களிப்பு மற்றும் மக்கள் வாழ்க்கைக்கும் சுற்றாடலுக்கும் இந் நிலைமை எவ்வளவு தூரம் தாக்கத்தை ஏற்படுத்தியுள்ளது என்பது தொடர்பான மதிப்பீட்டைப் பரீட்சிப்பதற்காக இந்த அறிக்கை தயாரிக்கப்படுகின்றது.

03. கடைப்பிடிக்கப்பட்ட நடைமுறைகள்

பின்வரும் நடைமுறைமைகள் கடைப்பிடிக்கப்பட்டன.

- 3.1 பொருள் போக்குவரத்து சம்பந்தமாக உரிய கொள்கைத் தீர்மானம், கட்டளைச் சட்டங்கள், சுற்றறிக்கைகள் மற்றும் ஏனைய ஆவணங்களை ஆய்வு செய்தல்
- 3.2 பொருள் போக்குவரத்தை அடிப்படையாகக் கொண்ட தரவுகளை ஆய்வு செய்தலும் பகுப்பாய்வு செய்தலும்.
- 3.3 உரிய நிர்வாகரீதியான நடைமுறைகள் சம்பந்தமாக கடைப்பிடிக்கப்பட்டுள்ள வேலைத்திட்டங்கள் தொடர்பாக உத்தியோகத்தர்களிடமிருந்தும் தொடர்புபட்ட நிறுவனங்களிடமிருந்தும் தேவையான விளக்கங்களைப் பெற்றுக்கொள்ளல்.

- 3.4 வெளிக்களப் பரிசோதனைகளின் மூலம் பௌதீக நிலைமையைப் பரீட்சித்தலும் பொது மக்கள் கருத்துக்களைப் பெற்றுக்கொள்ளலும்.
- 3.5 சுற்றாடல் தாக்கங்கள் தொடர்பாக தேசிய மற்றும் சர்வதேச ஆராய்ச்சி சார்ந்த தரவுகளைப் பகுப்பாய்வு செய்தல்.

04. நோக்கெல்லை

புகையிரதத்தின் மூலம் பொருள் போக்குவரத்து ஆக்கபூர்வமாக இடம் பெறாமையாலும் அரைகுறையாக செய்யப்பட்டமையாலும் நாட்டில் வாழுகின்ற மக்களின் சமூக, பொருளாதார, சுற்றாடல் மற்றும் சுகாதார துறைகளுக்கு ஏற்படுகின்ற தாக்கங்கள் தொடர்பாக ஆய்வு செய்தல்.

05. நோக்கெல்லையின் மட்டுப்பாடுகள்

- 5.1 கணக்குகள் பிரிவு மற்றும் புகையிரத வணிக அதிகாரி அலுவலக நடவடிக்கைகளுக்கிடையே உள்ளகத் தொடர்பு இல்லாததனால் நாளது வரையாக்கப்பட்ட சரியான தரவுகளைப் பெற்றுக்கொள்ளுதல் சிக்கலாக இருத்தல்.
- 5.2 நிறுவன ரீதியான தகவல்கள், சட்ட விதிகள், பிரமாணங்கள் உரிய கட்டளைச் சட்டங்கள், ஆவணங்களைப் பெற்றுக்கொள்ளுதல் சிக்கலாக இருத்தல்.

06. நடைமுறையினை அறிமுகப்படுத்துதல்

- 6.1 பொருள் போக்குவரத்து வருமானம் குறைவடைவதன் மூலம் அது திணைக்களத்தின் மற்றும் நாட்டின் அபிவிருத்திக்கு ஏற்படுத்தியுள்ள பொருளாதார தாக்கங்களை மதிப்பீடு செய்தல்.
- 6.2 புகையிரதத்தின் மூலம் பொருள் போக்குவரத்து சந்தைப் பங்கினை கைவிடுவதன் மூலம் நாட்டின் நகர மற்றும் அண்மித்த பிரதேசங்களில் வாழும் மக்களின் உளவியல், சுகாதார மற்றும் சமூக அபிவிருத்திகளுக்கு தாக்கம் ஏற்பட்டுள்ளதா என்பதனை மதிப்பீடு செய்தல்.
- 6.3 புகையிரதத்தின் மூலம் அதிக அளவு பொருள் போக்குவரத்தினை கைவிட்டதன் மூலம் பொருள் போக்குவரத்து கம்பனியால் பேணப்பட்டு வருகின்ற தனியுரிமையின் காரணமாக ஏற்பட்டுள்ள சுற்றாடல் தாக்கம் தொடர்பான மதிப்பீடு.

6.4 பொருள் போக்குவரத்து வருமானத்தை மேம்படுத்துவதற்காக புகையிரதத் திணைக்களத்தின் அதிகாரிகளால் எடுக்கப்பட்டுள்ள நிருவாகீதியான நடவடிக்கைகளை மதிப்பீடு செய்தல்.

7. நடைமுறைகள்

7.1 புகையிரதத்தால் பொருட்களை எடுத்து செல்வதனை ஆரம்பித்தல்.

1885 இன் 26 ஆம் இலக்க புகையிரத கட்டளைச் சட்டத்தின் (பின்னிணைப்பு 01) மற்றும் 1902 இன் 09 ஆம் இலக்க கட்டளைச் சட்டத்தின் (பின்னிணைப்பு 02) ஒழுங்கு விதிகள் மற்றும் அவற்றிற்கு மேற்கொள்ளப்பட்ட திருத்தங்களுக்கு உட்பட்டு புகையிரதத் திணைக்களத்தின் பொருள் போக்குவரத்து நடவடிக்கை இடம்பெற்று வருகின்றது. அச்செயற்பாட்டிற்கு இணைவாக புகையிரதத் திணைக்களம் பொருள் போக்குவரத்தை ஆரம்பித்து 66 ஆண்டுகள் வரை இலாபம் உழைத்திருந்ததுடன் 1937 ஆம் ஆண்டின் பின்னர் திணைக்களம் நட்டம் அடையும் நிலைக்கு மாறியுள்ளது. அந்த ஆண்டு வரை திணைக்களத்திற்குச் சொந்தமாக 123 பொருள் களஞ்சியங்களும் 25 பசளைக் களஞ்சியங்களும் பயன்பாட்டிற்கு எடுத்துக் கொள்ளப்பட்டிருந்ததுடன் பொருட்களை ஏற்றுதல் மற்றும் இறக்குவதற்காக 57 பாரந்துக்கிகளும் (Crane) ஏற்றிய பொருட்களை புகையிரத சரக்கு வண்டிகளில் நிறைபார்ப்பதற்காக 71 பாலம் தராசுகளும் பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்படுத்தப்பட்டிருந்தது. (பின்னிணைப்பு 03)

7.2 1885 இன் 26 ஆம் இலக்க புகையிரத கட்டளைச் சட்டத்தின் பிரகாரம் புகையிரதத்தால் பொருட்களை போக்குவரத்துச் செய்யும் நிலைமை.

1885 இன் 26 ஆம் இலக்க புகையிரத கட்டளைச் சட்டத்தின் பிரகாரம் ஆளுநரால் நிறைவேற்று சபையின் ஆலோசனையின் பிரகாரம் சட்டங்களை உருவாக்குதல், செல்லுபடியற்றதாக்குதல், அல்லது திருத்தங்கள் செய்தல் மற்றும் பொருட்களை வகைப்படுத்துவதற்கான சட்ட விதிகளை உள்ளடக்கி பொருட்கள் மற்றும் பிரயாணிகள் போக்குவரத்திற்காக விசேட கட்டணங்களை நிர்ணயித்தல் மற்றும் இலாபகரமான புகையிரதச் சேவையைப் பேணுவதற்குரிய நடவடிக்கைகள் எடுக்கப்பட வேண்டியதுடன் அச்சட்டங்கள் மற்றும் நிபந்தனைகள் புகையிரதச் சேவைகளைப் பயன்படுத்துபவர்கள் தெரிந்து கொள்வதற்காக ஒவ்வொரு புகையிரத நிலையத்திலும் காட்சிப்படுத்துதல் வேண்டும். அண்மைக்காலத்தில் அந்த அதிகாரம் 1950 இன் 18 ஆவது கட்டளையின்

03 ஆவது (பின்னிணைப்பு 04) பிரிவின் பிரகாரம் அமைச்சருக்கு ஒப்படைக்கப்பட்டுள்ளது.

7.2.1 அந்த அதிகாரச் சட்டத்தின் 16 ஆம் பிரிவின் பிரகாரம் போக்குவரத்திற்காக பொறுப்பேற்கப்பட்ட பொருட்கள் காணாமல் போகாதல் அல்லது சேதமடைதல் புகையிரத சேவையாளர்களின் கவனயீனம் அல்லது முறையற்ற செயற்பாட்டின் காரணமாக ஏற்படாமைக்கு எதுவித பொறுப்பையும் அரசாங்கம் ஏற்றுக்கொள்வதில்லை. புகையிரத கட்டளைச் சட்டத்தின் பிரகாரம் இழப்பீட்டினைச் செலுத்துவதற்கு தகமையுள்ள சட்டரீதியான காப்புறுதியைப் பெற்றுள்ள சந்தர்ப்பத்தில் இழப்பீட்டுப் பணம் வழங்கப்படுகின்றது.

7.2.2 மேற்கூறிய அதிகாரச் சட்டத்தின் B பட்டோலையின் பிரகாரம் பொருள் போக்குவரத்தானது முதலாவது வகுப்பு, இரண்டாவது வகுப்பு, மூன்றாவது வகுப்பு என்பனவாக 03 வகுப்புகளின் கீழ் வகைப்படுத்தப்பட்டுள்ளன. அதற்கிணங்க திணைக்களத்தால் பொருள் போக்குவரத்து வருமானத்தை அதிகரிப்பதற்கு நடவடிக்கை எடுக்கப்படுதல் வேண்டும். (பின்னிணைப்பு 05) அம் மூன்று வகுப்புகளில் வெவ்வேறாகப் போக்குவரத்துச் செய்யக்கூடிய பொருட்களின் வகைகள் பின்வருமாறாகும்.

- முதலாவது வகுப்பு :- தளபாடம், பியானோ போன்ற சங்கீத உபகரணங்கள், போத்தலில் அடைக்கப்பட்ட வயின் உட்பட மதுபானங்கள், கடைச்சரக்குகள், எண்ணை வகைகள், விளையாட்டு பொருட்கள், பவுடர் வகைகள், ஆடை வகைகள், கண்ணாடிப் பொருட்கள், சமையல் உபகரணங்கள், இறைச்சி, மீன் என்பன
- இரண்டாம் வகுப்பு :- கோப்பி, அரிசி, தானியம், வயின் மற்றும் மதுபான பெரல்கள், எருமைகள், சக்கரை, சீனி, தேங்காய், புகையிலை, கருவா, மரக்கறி, நாற்றுக்கள், தானிய விதைகள், விவசாய உற்பத்திகள், உப்பு இயந்திர உபகரணங்கள், தயாரிக்கப்பட்ட உலோகப் பொருட்கள், தும்பு பாய், சீனச் சட்டி, சவர்க்காரம், மணல், கல், சீமெந்து என்பன.
- மூன்றாவது வகுப்பு :- கொக்கா நிலக்கரி, பெற்றோலிய வளங்கள், கட்டிட உபகரணங்கள், பூர்த்தி செய்யப்பட்ட உலோகப் பொருட்கள், பசளை, விறகுகள் என்பன உள்ளடக்கப்படும்.

மேற்கூறிய 03 வகுப்புக்களைச் சாராத வளர்க்கப்படுகின்ற மிருகங்கள், இந்நத உடல்கள், ஜீஜ தகடுகள், ட்ரொலி என்பன மூன்றாம் வகுப்பைச் சார்ந்தனவாகும்.

- 7.2.3 ஆயுதங்கள், பாரமான இயந்திர உபகரணங்கள், வெடி மருந்துகள், வெண்கல சல்பெட் (Copper Sulphate), நெருப்பு பெட்டி என்பவைகளை உள்ளடக்கிய ஆபத்தான பொருட்களுக்காக விசேட கட்டண முறைமை அறிமுகப்படுத்தப்பட்டுள்ளதுடன் அதற்காக விசேட பாதுகாப்பு முறையை பயன்படுத்தி தயாரிக்கப்பட்ட சரக்குப் பெட்டிகள் பயன்படுத்தப்படுகின்றன.
- 7.2.4 பொருள் போக்குவரத்தின் போதும் கட்டணங்கள் அறிவிடும் போதும் ஆகக்குறைந்த தூரம் 10 மைல்களாகக் கணக்கீடு செய்வதற்கும் நூற்றுக்கு குறைவான பாரத்திற்காக ஐம்பதுக்கு கட்டணங்கள் அறவீடு செய்வதற்கும் 04 தொன்களுக்கு குறைவான பாரமுள்ள பொருட்களை எடுத்துச் செல்லும் போது ஆகக் குறைந்த கட்டணத்தை 04 தொன்களுக்கு அறவீடு செய்வதற்கும் அவ்வாறு செய்யப்படாதுவிட்டால் இரண்டாவது வகுப்பின் கீழ் கொண்டுவரப்பட்டுள்ள கட்டணத்தை அறவீடு செய்வதற்கும் சட்டங்கள் விதிக்கப்பட்டுள்ளது.
- 7.2.5 மேற்கூறிய கட்டணங்களுக்கு மேலதிகமாக எடுத்துச் செல்லப்படுகின்ற பொருட்களுக்காக தாமதக் கட்டணங்கள், பெறுமதியான பொருட்களுக்கான காப்புறுதிக் கட்டணம், களஞ்சிய வாடகை, ஏற்றுதல் கட்டணம் முதலியனவும் அறவிடப்படுதல் வேண்டும்.
- 7.2.6 மேற்கூறிய நிபந்தனைகளுக்கு விதிக்கப்பட்ட கட்டணங்கள் 1926 பெப்ரவரி 26 ஆந் திகதிய 7514 ஆம் இலக்க வர்த்தமாணி அறிவுறுத்தலுக்கு உட்பட்டு (பின்னிணைப்பு 06) 2007 ஆகஸ்ட் 30 ஆந் திகதிய 1512/03 ஆம் இலக்க அதிவிசேட வர்த்தமாணி அறிவித்தலால் (பின்னிணைப்பு 07) திருத்தப்பட்டிருந்ததுடன் அந்த வர்த்தமாணி அறிவித்தலினால் திருத்தப்பட்ட கட்டணமே 2018 ஆம் ஆண்டு வரை அமுல்படுத்தப்படுகின்றது. 2018 ஆகஸ்ட் 24 ஆந் திகதிய 2085/23 ஆம் இலக்க அதிவிசேட வர்த்தமாணியின் பிரகாரம் (பின்னிணைப்பு 08) 2018 ஒக்தோபர் 01 ஆந் திகதியிலிருந்து அமுலுக்கு வரும் வகையில் புதிய திருத்திய கட்டணம் அமுல்படுத்தப்படுகின்றது.

7.3 பொருள் போக்குவரத்து செயற்பாட்டு நடவடிக்கைகள்

7.3.1 புகையிரதத்தின் மூலம் எரிபொருளை எடுத்துச் செல்வதற்குத் தேவையான புகையிரத இன்ஜின்களை தாமதமின்றி வழங்குதல் மற்றும் எரிபொருளை ஏற்றுவதற்காகத் தேவையான தாங்கிகளையும் வெகன்களையும் மீளமைத்து வழங்குவதன் மூலம் பெற்றோலியக் கூட்டுத்தாபனத்தின் தேவைப்பாட்டின் பிரகாரம் பிராந்திய கிளைகளுக்குத் தேவையான எரிபொருள் இருப்பை எடுத்துச் செல்லல். (பின்னிணைப்பு 09)

7.3.1.1 புகையிரதத்தின் மூலம் எரிபொருளை எடுத்துச் சென்று களஞ்சியப்படுத்தக்கூடிய 11 பிராந்திய களஞ்சியங்கள் பெற்றோலியக் கூட்டுத்தாபனத்திற்குச் சொந்தமாக இருந்ததுடன் அப்பிராந்தியக் களஞ்சியங்களில் 2017 ஆம் ஆண்டிற்கான 10 மாதங்களுக்கான எரிபொருள் தேவை (சனவரி மற்றும் திசம்பர் மாதங்களைத் தவிர்த்து) 987,402,120 லீற்றர்களாகும். எனினும், புகையிரதத் திணைக்களத்தின் மூலம் 2017 ஆம் ஆண்டின் போது அப்பிராந்திய களஞ்சியத்திற்கு எடுத்துச் செல்லப்பட்ட எரிபொருள் இருப்பு 315,435,760 லீற்றர்களாகும்.

7.3.1.2 ஒரு நாளைக்கு பெற்றோலியக் கூட்டுத்தாபனத்தினால் புகையிரதத்தின் மூலம் எரிபொருளை எடுத்துச் செல்வதற்கு மேலதிகமாக எரிபொருளை எடுத்துச் செல்வதற்காகப் பயன்படுத்துகின்ற 500 எரிபொருள் பவுசர்கள் பாடசாலை மற்றும் அலுவலக நேரங்களின் போது வீதி முறைமைக்கு விடுவிக்கப்படுவதன் காரணமாக நாளாந்தம் ஒருகொடவத்த மற்றும் பேஸ்லைன் வீதிக்கு அருகாமையில் பாரியளவு வாகன நெருசல் உருவாகுதல் கொழும்பு நகருக்கு அருகாமையிலள்ள பிரதேசங்களிலுள்ள வீதிகளில் பாரியளவு வாகன நெரிசலுக்கு தாக்கமளித்துள்ளது.

7.3.2 பொருள் போக்குவரத்து, நிலக்கரி போக்குவரத்து, எரிபொருள் போக்குவரத்து மற்றும் ஏனைய பொருள் போக்குவரத்திற்கான கட்டணங்கள் மற்றும் ஒழுங்குவிதிகள் 2007 ஆகஸ்ட் 30 அந் திகதிய 1512/3 ஆம் இலக்க அதிவிசேட வர்த்தமானி அறிவித்தலின் மூலம் திருத்தம் செய்யப்பட்டிருந்ததுடன் 10 ஆண்டுகளின் பின்னர் 2018 ஆகஸ்ட் 24 ஆந் திகதிய 2085/23 ஆம் இலக்க அதிவிசேட வர்த்தமானி அறிவித்தலால் திருத்திய புதிய கட்டணம் அமுல்படுத்தப்பட்டிருந்தது.

7.3.3 புகையிர சேவையின் ஆரம்ப ஆண்டாகிய 1867 ஆம் ஆண்டிலிருந்து 1934 ஆம் ஆண்டு வரை திணைக்களத்தின் ஒட்டுமொத்த வருமானத்தில் பொருள் போக்குவரத்து வருமானம் 57 சதவீதமாகும். நிகழ்காலத்தில் அதாவது 2017 திசம்பர் 31 அளவில் புகையிரதத் திணைக்களத்தின் ஒட்டு மொத்த வருமானம் ரூபா 6.49 பில்லியனாகும். அதில் பொருள் போக்குவரத்து வருமானம் 9.3 சதவீதமாக இருந்தனால் பொருள்

போக்குவரத்து வருமானம் வீழ்ச்சியடையும் சதவீதம் 47.7 சதவீதமாக இருந்ததுடன் ஓட்டுமொத்த மீண்டுவரும் செலவு ரூபா 14.08 மில்லியனாகும். இதற்கிணங்க மீண்டுவரும் நடட்டம் ரூபா 7.59 மில்லியனாகும்.

7.3.4 சீமெந்து போக்குவரத்து வருமானம் சம்பந்தமாக 05 ஆண்டுகளின் வருமானங்களை மீளாய்விற்கு பயன்படுத்திய போது 2013 ஆம் ஆண்டுடன் ஒப்பிடும் போது 2017 ஆம் ஆண்டில் வருமானம் வீழ்ச்சியடையும் சதவீதம் 60 சதவீதமாக இருந்ததுடன் தொகையளவில் அது ரூபா 13,216,875 (பின்னிணைப்பு 10)

7.3.4.1 சீமெந்தை களஞ்சியப்படுத்துவதற்காக தேவையான களஞ்சிய வசதிகள் மற்றும் போக்குவரத்திற்காக போதியளவு புகையிரதம் மற்றும் சரக்குப் பெட்டிகள் வழங்கப்படாமை.

7.3.4.2 முறைப்படியான ஒரு வேலைத்திட்டத்தின் கீழ் சீமெந்து உற்பத்தியாளர்கள் மற்றும் சீமெந்து விற்பனையாளர்கள் புகையிரதத்தில் சீமெந்தை எடுத்துச் செல்வதற்காக ஏற்பாடுகள் செய்யப்படாமை மற்றும் சுற்றாடல் சிக்கல்கள் ஏற்பட்டுள்ளது என பல்வேறு காரணங்களைக் காட்டி திணைக்களத்தால் அவர்கள் புகையிரதத்தால் சீமெந்தினை எடுத்துச் செல்வதற்கு உற்சாகமின்மையை ஏற்படுத்தியமை.

7.3.4.3 புகையிரதத் திணைக்களத்திற்கு சீமெந்தினை எடுத்துச் செல்லும் போது ஏற்படுகின்ற சுற்றாடல் பாதிப்புக்களைத் தடுக்கும் ஒரு வேலைத்திட்டம் இல்லாமையின் காரணமாகவும் உட்கட்டமைப்பு வசதிகள் வழங்கப்படாமையின் காரணமாகவும் புகையிரதத்தால் சீமெந்தினை எடுத்துச் சென்ற கம்பனிகள் அச்செயற்பாட்டிலிருந்து நீங்கியுள்ளமை.

7.3.5 **சீமெந்து போக்குவரத்திற்காக ஹொல்சிம் கம்பனியுடன் காணப்படுகின்ற உடன்படிக்கை.**

புத்தளம் சீமெந்து தொழிற்சாலைக்கு திருகோணமலை துறைமுகம் ஊடாக நிலக்கரியினைப் போக்குவரத்து செய்வதற்காக ஹொல்சிம் கம்பனியுடன் புகையிரதத் திணைக்களத்தால் 2015 திசெம்பர் 23 ஆந் திகதி கையெழுத்திட்ட உடன்படிக்கையின் பிரகாரம் 2020 திசெம்பர் 20 ஆந் திகதி வரை நிலக்கரி போக்குவரத்துச் செய்யப்படுதல் வேண்டும். அதற்காக நிலக்கரி ஒரு கிலோ மீற்றருக்கு ரூபா 925 வீதம் கட்டணம் செலுத்தப்பட வேண்டியதுடன் உடன்படிக்கையின் 08 ஆம் பிரிவின் பிரகாரம் பெரிய நாகவில்லிருந்து பாலாவி வரை புகையிரதத்தின் மூலம் நிலக்கரி போக்குவரத்துச் செய்வதற்காக கட்டணத்தை நிர்ணயித்து அதற்கிணங்க கட்டணம் அறவிடப்படுதல் வேண்டும். (பின்னிணைப்பு 11)

7.3.5.1 உடன்படிக்கையின் பிரகாரம் செயற்பாடுகள் ஆரம்பத்திலிருந்து 02 ஆண்டுகளை மிகைத்து செல்வதற்கு முன்னர் மாஹோ புகையிரத நிலைய வேலைத்தளத்தின் செயற்பாட்டு நடவடிக்கைகளை நிறுத்தி வைப்பதற்கு நடவடிக்கை எடுக்கப்படுமாபுரிருந்தால் ஹொல்சிம் கம்பனியால் புகையிரதத் திணைக்களத்திற்கு இழப்பீடாக ரூபா 3,800,000 செலுத்தப்படுதல் வேண்டும்.

7.3.5.2 எந்தரப்பினாலும் 30 நாட்கள் முன் அறிவித்தலின்றி உடன்படிக்கையின் விடயங்களை மீறுதல் அல்லது தவிர்த்தல் செய்யாதிருத்தல் வேண்டும்.

7.3.6 தபால் சேவைக்காக புகையிரதத்தை ஈடுபடுத்துதல்

தபால் சேவைக்காக புகையிரதத்தின் மூலம் அதிகஅளவான சேவை நிறைவேற்றப்படுகின்றது. நடமாடும் புகையிரத தபால் பெட்டி ஓடுவதைப் போல தபால் பொதிகள் போக்குவரத்தினால் இச் செயற்பாட்டிற்கு திணைக்களம் பங்களிப்பு செய்கின்றது கண்டியினூடாக பதுளைக்கு, யாழ்ப்பாணத்திற்கு, தலைமன்னார் இறங்கு துறைக்கு, காலிக்கு நடமாடும் தபால் அலுவலக பெட்டி (Travelling Post Office Van) இணைத்த புகையிரதம் ஓடுதல் இடம்பெறுகின்றது. நாடு முழுவதும் நிர்ணயித்த ஒரு திட்டத்தின் பிரகாரம் புகையிரதத்தால் தபால் பொதிகள் போக்குவரத்து செய்யப்படுகின்றது. இச் சேவைக்காக கட்டணம் அறவிடுவதற்கு நடமாடும் தபால் பெட்டி போக்குவரத்திற்காக ஓடுகின்ற மைல் அளவு அடிப்படையாகக் கொள்ளப்பட்டிருந்தும் தபால் பொதி போக்குவரத்தின் போது புகையிரத மற்றும் தபால் திணைக்களத்திற்கு இடையே ஏற்படுத்தப்பட்ட உடன்படிக்கையின் அடிப்படையிலும் இடம் பெறுகின்றது. (பின்னிணைப்பு 12)

7.3.7 தோட்ட மேடைகளின் மூலம் பொருட்களை போக்குவரத்துச் செய்தல்

1931 ஆம் ஆண்டளவில் புகையிரத திணைக்களம் தோட்ட மேடைகளின் மூலம் பொருட்களை போக்குவரத்துக்கு அனுப்பிவைத்த தோட்ட உரிமையாளர்களுக்கு மேலும் வசதிகளை வழங்கி புகையிரத வீதிகளுக்கு அருகாமையிலுள்ள தோட்ட கம்பனிகளின் தேவைப்பாட்டின் அடிப்படையில் தோட்ட மேடைகளின் மூலம் பொருள் போக்குவரத்துச் செய்தல் இலங்கையின் புகையிரத சேவை என்ற பெயருடைய புத்தகத்தில் குறிப்பிடப்பட்டவாறு 04 நிபந்தனைகளின் கீழ் இடம்பெற்று வருவதுடன் தோட்ட மேடைகளை நிர்மாணிக்கும் செலவு தோட்ட உரிமையாளர்களால் மேற்கொள்ளப்படுதல் வேண்டும். அந் நிபந்தனைகள் பின்வருமாறாகும்.

- (i) தோட்ட மேடைகளைப் பயன்படுத்துதல், பொருள் போக்குவரத்திற்காக மாத்திரம் இடம்பெறுதல் வேண்டும்.
- (ii) ஒரு தடவைக்கு ஏற்ற வேண்டிய பொருட்களின் ஆகக் குறைந்த பாரம் 01 தொன்னாக இருத்தல் வேண்டும்.
- (iii) 01 தொன் பொருளை ஏற்றுதல் 03 நிமிடம் என்ற காலத்தில் இடம்பெறுதல் வேண்டும். பொருட்களை ஏற்றுவதற்காக தோட்ட மேடைகளில் புகையிரதத்தை நிறுத்தும் உச்ச அளவு காலம் 10 நிமிடங்களாக இருந்ததுடன் ஏற்றுதல் தோட்ட ஊழியர்களால் செய்யப்படுதல் வேண்டும்.
- (iv) பொருட்களை ஏற்றுவதற்காக சரக்குப் பெட்டிகளுக்கு கட்டளையிடுதல் தோட்ட அதிகாரிகளால் உரிய காலத்தில் அருகாமையிலுள்ள புகையிரத நிலையத்தில் புகையிரத நிலைய அதிபரின் மூலம் செய்யப்படுதல் வேண்டும். (பின்னிணைப்பு 13)

1930 தசாப்தம் அளவில் புகையிரத திணைக்களம் தோட்ட மேடைகளின் மூலம் பொருட்களை போக்குவரத்துச் செய்வதனால் அதிகளவு வருமானத்தை உழைத்திருந்தது. பிரதான வீதியில் 17 தோட்ட மேடைகளின் மூலமும் வடக்கு வீதியிலும் மட்டக்களப்பு வீதியிலும் 01 மேடை வீதமும் உடபுசல்லாவ வீதியில் 04 மேடைகளும் களணிவெளி வீதியில் 11 மேடைகளும் பொருள் போக்குவரத்திற்காக நிர்மாணிக்கப்பட்டிருந்தன.

7.3.8 புகையிரதத்தின் மூலம் பொருட்களை போக்குவரத்துச் செய்வதற்கும் சுகாதார மற்றும் சமூக அபிவிருத்திகளுக்குமிடையே காணப்படுகின்ற தொடர்புகள்.

7.3.8.1 புகையிரதத்தின் மூலம் கப்பல் சரக்குகளுடன் கொள்கலன்கள் மற்றும் சரக்குப் பெட்டிகளை போக்குவரத்துச் செய்யும் போது உட்படக்கூடிய சுற்றாடல் நலன்கள் தொடர்பான மதிப்பீடும் பிரைம் மூவர்கள் மூலம் கொள்கலன்களை போக்குவரத்துச் செய்யும் போது பொது மக்கள் முகங்கொடுக்கின்ற சிக்கல்கள் மற்றும் சமூகப் பிரச்சினைகள் தொடர்பாக கவனம் செலுத்துதல் (பின்னிணைப்பு 14)

7.3.8.2 1937 ஆம் ஆண்டளவில் பேராதெனிய, கண்டி, ஹற்றன், கொடகல, ஹப்புத்தளை, குருநாகல், அனுராதபுரம், கிளிநொச்சி, திருகோணமலை ஆகிய புகையிரத நிலையங்களின் சுற்றாடலில் எண்ணைக் கம்பனிகளுக்குச் சொந்தமான எண்ணை களஞ்சிய தொகுதிகள் நிர்மாணிக்கப்பட்டிருந்ததுடன் அப் பிரதேசங்களுக்குத்

தேவையான பெற்றோல், மண்ணெண்ணை, டீசல் என்பவற்றை போக்குவரத்துச் செய்தல் புகையிரதச் சேவை மூலம் முன்னுரிமை அடிப்படையில் மேற்கொள்ளப்படுகின்றது. புகையிரதத்தின் மூலம் எரிபொருள் போக்குவரத்து இடம்பெறுவதனுடாக பொது மக்கள் முகங்கொடுக்கின்ற போக்குவரத்து நெரிசல் பிரச்சினை மற்றும் காபன் புகைகள் சுற்றாடலுக்கு வெளியிடப்படுவதினுடாக ஏற்படுகின்ற சுகாதார மற்றும் சமூக பிரச்சினைகள் தொடர்பாக கவனம் செலுத்துதல். (பின்னிணைப்பு 15)

7.3.9 பொருளாதார சுற்றாடல் தாக்கம்

7.3.9.1 திணைக்களத்தின் திரவியக் களஞ்சியம் மற்றும் பிராந்திய சுற்றாடல் களஞ்சியங்களைப் பேணுவதற்காக சுற்றாடல் உத்தரவுப் பத்திரங்களை பெற்றுக்கொள்ள வேண்டியிருத்தல். (பின்னிணைப்பு 16)

7.3.9.2 1926 ஆம் ஆண்டளவில் பேரே குளத்திற்கு அருகாமையில் காணப்பட்ட (Lake Side) புகையிரத பொருள் களஞ்சியத்திற்கு கால்வாயினுடாக படகுகள் மற்றும் தோணிகள் மூலம் பொருட்களை எடுத்துச் சென்று ஒப்படைத்தல் இடம் பெறகின்றது. கால்வாய் வழியாக இந்த Lake Side பொருள் களஞ்சியத்தினுடாக 13 முன்னணி தொகுதிக் கம்பனிகள் பொருள் போக்குவரத்தினை மேற்கொண்டிருந்தன. (பின்னிணைப்பு 17)

7.3.9.3 வருடாந்தம் துறைமுகத்தின் மூலம் வெளிப்படுத்தப்படுகின்ற கொள்கலன்களின் அளவு 232,000 ஆக இருந்ததுடன் ஆகக் குறைந்தது அக்கொள்கலன்களை துறைமுகத்திலிருந்து ஒருகொடவத்த கொள்கலன் தளத்திற்கு உள்ள தற்பொழுது பயன்படுத்தப்படாத 3.3 மீற்றர் தூரம் பிரயாணம் செய்யப்படுமாக இருந்தால் புகையிரதத் திணைக்களத்திற்கு வருடாந்தம் பெற்றுக்கொள்ளக் கூடியதாக இருந்த வருமானம் (232,000 X 3.3 X 3 X 150) ரூபா 114,840,000 ஆகும்.

7.3.9.4 கொள்கலன்களுக்கு மேலதிகமாக உடைந்த பொருட்கள் (Break Bulk) மூடைகள் (Bags) மற்றும் வாகனங்கள் (Motor Vehicles) புகையிரதத்தின் மூலம் துறைமுகத்திலிருந்து போக்குவரத்துச் செய்யும் வருமானத்தை மேலும் அதிகரிக்கச் செய்தல்.

7.3.9.5 புகையிரதத்தின் மூலம் கொள்கலன்களை எடுத்துச் செல்லும் போது புகையிரத இன்ஜின்களின் மூலம் 20 அடி நீளமான 18 கொள்கலன்களை போக்குவரத்துச் செய்யக்கூடியதாக இருந்ததுடன் 40 அடி நீளமான 09 கொள்கலன்களை எடுத்துச் செல்ல முடியும். அதற்காக 01 கிலோ மீற்றர் தூரம் பயணம் செய்வதற்கு புகையிரத

இன்ஜினால் நுகரப்படுகின்ற சராசரி எரிபொருளின் அளவு 01 லீற்றராகும். 20 அடி நீளமான 18 கொள்கலன்களை போக்குவரத்துச் செய்வதற்காக 18 பிரைம் மூவர்கள் (கொள்கலன் வாகனம்) பயன்படுத்தப்படுமாக இருந்தால் அதற்காக ஒரு கிலோ மீற்றருக்கு செலவு செய்யப்படுகின்ற எரிபொருளின் அளவு (0.26X18) 4.68 லீற்றர்களாகும். 40 அடி நீளமான 09 கொள்கலன்களைப் போக்குவரத்துச் செய்வதற்காக 09 பிரைம் மூவர்கள் (கொள்கலன் வாகனம்) பயன்படுத்த வேண்டியுள்ளதுடன் அதற்காக ஒரு கிலோ மீற்றருக்குச் செலவு செய்யப்படுகின்ற எரிபொருளின் அளவு (0.37 X 9) 3.33 லீற்றர்களாகும். (பின்னிணைப்பு 18)

7.9.3.6 துறைமுக அதிகார சபையின் மூலம் வருடாந்தம் 232,000 கொள்கலன்கள் விடுவிக்கப்படுவதுடன் அக்கொள்கலன்கள் பிரைம் மூவர் (கொள்கல வாகனம்) மூலம் போக்குவரத்துச் செய்யப்படுவதினூடாக நுகரப்படுகின்ற மேலதிக எரிபொருளின் அளவு 696,000 லீற்றர்களாகும்.

7.3.9.7 இலங்கையில் வளி மாசடைதல் 12.5 சதவீதம் (2001 ஆம் ஆண்டு) வாகனங்களால் விடுவிக்கப்படுகின்ற புகையின் மூலம் இடம் பெறுவதுடன் நிகழ்காலத்தில் அது 40 சதவீத எல்லை வரை அடைந்து கொள்ளப்பட்டுள்ளது என்பது பரிசோதனைகளிலிருந்து வெளிப்படுத்தப்பட்டிருந்தது. புகையிரதத்தின் மூலம் கொள்கலன்கள் போக்குவரத்துச் செய்யப்படுமாயிருந்தால் வருடாந்தம் 696,000 லீற்றர் எரிபொருள், எரிவாயு மற்றும் கரியப் பொருள் மூலம் சுற்றாடலுக்கு விடுவிக்கப்படுகின்ற காபன்மொனாக்சைட் (CO) சல்பர் ஓக்சைட் (SOx) நைட்ரஜன் ஓக்சைட் (NOx) தொங்கவைக்கும் வெளிச்ச பதார்த்தம் (SPM) பாரமான உலோகங்களும் ஈயமும் (Heavy Metals pb) என்பவற்றை குறித்த அளவுக்கு கட்டுப்படுத்தக்கூடியதாக உள்ளது (பின்னிணைப்பு 19)

7.3.9.8 புகையிரதத்தால் போக்குவரத்து செய்யக்கூடியதாக இருந்த எனினும் வருடாந்தம் துறைமுகத்திலிருந்து விடுவிக்கப்படுகின்ற 232,000 கொள்கலன்கைப் போக்குவரத்துச் செய்வதற்காக பிரைம் மூவர்கள் (கொள்கலன்கள் வாகனம்) அப் போக்குவரத்திற்குப் பயன்படுத்தப்படுமாயிருந்தால் ஒரு நாளுக்கு நகரத்தில் பயணிக்கின்ற பிரைம் மூவர்களின் (கொள்கல வாகனம்) எண்ணிக்கை 967 ஆகும். (பின்னிணைப்பு 14)

7.4 நிர்வாக நடைமுறைகளினால் ஏற்படுகின்ற தாக்கம்

7.4.1 பொருள் போக்குவரத்திற்காக பயன்படுத்தப்படுகின்ற 147 பொருள் களஞ்சியங்கள் மற்றும் பசளை களஞ்சியங்களில் தற்பொழுது 83 களஞ்சியங்களே பயன்பாட்டிற்கு எடுத்துக் கொள்ளப்படுகின்றன. இதற்கிணங்க விளைவற்றுக் காணப்பட்ட அல்லது

எதுவித வருமானமுமின்றி ஏனைய நிறுவனங்களால் கைப்பற்றப்பட்டுள்ள களஞ்சியங்களின் எண்ணிக்கை 65 ஆகும். இதற்கு மேலதிகமாக 57 பாரந்தூக்கிகளும் 71 பாலம் தராசுகளும் பொருள் போக்குவரத்து நடவடிக்கை மற்றும் எடுத்துச் செல்லல் நடவடிக்கைகளுக்காக பயன்படுத்தப்படாது அழிவடைந்து காணப்படுகின்றன. (பின்னிணைப்பு 03)

7.4.2 1937 ஆம் ஆண்டு புகையிரத நேர அட்டவணையின் பிரகாரம் நாளாந்தம் 362 புகையிரதங்கள் ஓடியிருந்ததுடன் அவற்றில் 64 சரக்கு புகையிரதங்களாகவும் 136 கலப்பு புகையிரதங்களாகவும் இருந்தன. இதற்கிணங்க ஓடிய 362 புகையிரதங்களில் 200 புகையிரதங்கள் பொருள் போக்குவரத்திற்காக ஈடுபடுத்தப்பட்டிருந்ததுடன் சதவீதமாக அது 55 சதவீதமாகும். 2017 திசம்பர் 31 இல் உள்ளவாறான தரவுகளின் பிரகாரம் நாளாந்தம் ஓடுவதற்கு ஈடுபடுத்தப்பட்டுள்ள புகையிரதங்களின் எண்ணிக்கை 381 ஆக இருந்தது அவற்றில் 23 பொருள் புகையிரதமாகவும் 28 கலப்பு புகையிரதமாகவும் இருந்தன. இதற்கிணங்க ஓடுவதற்கு ஈடுபடுத்தப்பட்டுள்ள 387 புகையிரதங்களில் பொருள் போக்குவரத்திற்காக ஈடுபடுத்தப்பட்டுள்ள அளவு 51 ஆக இருந்தனால் சதவீதமாக அது 13 சதவீதமாகும்.

7.4.3 மேலதிக பொது முகாமையாளர் அலுவலகத்தில் 2018 ஏப்ரல் 24 ஆந் திகதி நடைபெற்ற செயற்பாட்டு மீளாய்வுக்குழு கூட்ட அறிக்கையில் குறிப்பிடப்பட்டவாறு கொள்கலன்கள் மற்றும் சரக்கு பெட்டி போக்குவரத்திற்காக ஈடுபடுத்தக்கூடிய கூடிய புகையிரதங்களின் எண்ணிக்கை, புகையிரத தவணைகளின் அளவு கொள்கலன் தட்டு என்பவற்றை மறுசீரமைப்பு செய்து ஓடுவதற்காக ஈடுபடுத்தப்படுதல் வேண்டும். (பின்னிணைப்பு 20)

7.4.4 உரிய கால வேளைக்கு தாமதமின்றி புகையிரதம் ஓடுவதற்கு கால அட்டவணை தயாரித்தல் மற்றும் பிராந்திய ரீதியாக வெறுமையாகும் எண்ணைத் தாங்கி பெட்டிகளை தாமதமின்றியும் செயற்திறனாகவும் மீள எடுத்துச் செல்வதற்காக தேவையான ஒழுங்கு விதிகளைத் தயாரித்தல் (பின்னிணைப்பு 21)

7.4.5 போக்குவரத்தின் போது ஏற்படுகின்ற சேதங்கள் மற்றும் காணமால் போவதன் காரணமாக பாவனையாளர்களுக்கு ஏற்படுகின்ற சேதங்களை மீளளிப்புச் செய்வதற்காக முறையாக மற்றும் விரைவாக ஒரு வேலைத்திட்டத்தை அமுல்படுத்துதல் இடம்பெறுதல் வேண்டும். (பின்னிணைப்பு 22)

7.4.6 இலங்கை அரசாங்கத்தின் அமைச்சரவை அங்கீகாரத்தின் பிரகாரம் புகையிரதத் திணைக்களமும் இலங்கை அரசாங்கமும் இணைந்து சுண்ணக்கல் போக்குவரத்திற்காக 1999 சனவரி 01 ஆந் திகதியிலிருந்து அமுலுக்கு வரும் வகையில் வரையறுத்த புத்தளம் சீமெந்துக் கம்பனியுடன் 30 ஆண்டுகளுக்கு உடன்படிக்கையில் கையெழுத்திட்டிருந்ததுடன் அந்த உடன்படிக்கையின் பிரகாரம் இரண்டு தரப்பினர்களாலும் நடவடிக்கை எடுக்கப்படுதல் வேண்டும். (பின்னிணைப்பு 23)

7.4.7 1926 ஆம் ஆண்டின் போது பிரித்தானிய நிருவாகத்தினர்களால் போக்குவரத்து துறையை மேம்படுத்துவதற்காக நியமிக்கப்பட்ட ‘ஸ்ட்ருவன் ஆணைக்குழு’ அறிக்கையின் விசேட வழிகாட்டிகளில் சில கீழே தரப்படுகின்றன. (பின்னிணைப்பு 24)

(i) 04 ஆவது பிரிவின் பிரகாரம் பொருட்கள் மற்றும் பொதிகள் போக்குவரத்தின் போது பொருட்கள் குறைவடைதல் தொடர்பான சிக்கல்களைத் தவிர்த்து பொருள் போக்குவரத்தின் போது பாவனையாளர்களின் நம்பிக்கையை வெற்றி கொள்ளுதல்.

(ii) 07 ஆவது பிரிவின் பிரகாரம் பொருட்களை ஏற்றும் போதும் இறக்கும் போதும் பாவனையாளர்களுக்கு தேவையான வசதிகளை வழங்கி விரைவான சேவைகளை வழங்குதல் மற்றும் பொருட்கள் போக்குவரத்தின் போது அவற்றின் தரத்திற்கு சேதம் ஏற்படாத வகையில் பாதுகாப்பாக போக்குவரத்துச் செய்வதற்காக தேவையான நடவடிக்கை எடுக்கப்படுதல் வேண்டும்.

(iii) 09 ஆவது பிரிவின் பிரகாரம் புகையிரதம் ஓடுவதற்காக இன்ஜினும் சரக்குப் பெட்டியும் தட்டுப்பாடின்றி வழங்கப்படுதல் வேண்டும்.

7.4.8 கொள்ளைகளை நகர்த்தக் கூடிய ரூபா 7,500,000 பெறுமதியான ஒரு இயந்திரம் புகையிரதத் திணைக்களத்திற்குச் சொந்தமாகக் காணப்பட்டதுடன் அது பராமரிக்கப்படாது மருதானை வேலைத்தளத்தின் கராஜில் அழிவடைவதற்கு இடமளிக்கப்பட்டிருந்தது.

அவதானிப்புக்கள்

8.1 பொருள் போக்குவரத்திற்காக விஞ்ஞான ரீதியான வேலைத்திட்டத்துடன் முறையான கட்டணம் மற்றும் ஒழுங்கு விதிகள் தொடர்பான எதுவித சட்டமும் அமைச்சரால் 2007 ஆம் ஆண்டின் பின்னர் 2018 ஒக்டோபர் 01 ஆந் திகதி வரையான 10 ஆண்டுகள் காலத்தில் நிறைவேற்றப்படாதிருந்ததுடன் பகுப்பாய்வு ரீதியாக மேற்கொள்ளப்பட்ட ஒரு

ஆய்வினை அடிப்படையாகக் கொண்ட ஒரு திருத்தம் 2018 ஆம் ஆண்டில் செய்யப்பட்டிருக்கவில்லை.

- 8.2 புகையிரத கட்டளைச் சட்டத்தின் B பட்டோலையில் குறிப்பிடப்பட்ட இரண்டாவது வகுப்பிற்குரிய பொருள் போக்குவரத்து முழுமையாக இதில் கைவிடப்பட்டிருந்ததுடன் முதலாவது வகுப்பில் பொருட்களின் 80 சதவீதம் அளவான போக்குவரத்து கைவிடப்பட்டுள்ளதனால் அப்பொருள் போக்குவரத்தினால் உழைக்கக் கூடியதாகவிருந்த வருமானம் இழக்கப்பட்டுள்ளன என்பது அவதானிக்கப்பட்டது.
- 8.3 பொதுத் திறைசேரியால் வருடாந்தம் அதாவது 2017 திசெம்பர் 31 ஆந் திகதி வரையான ஆண்டிற்காக செலவு செய்யப்பட்டுள்ள மேலதிக ஒட்டுமொத்த மீண்டுவரும் கிரயம் ரூபா 7.5.9 பில்லியன் என்பது அவதானிக்கப்பட்டது.
- 8.4 வருடாந்தம் துறைமுகத்தின் மூலம் விடுவிக்கப்பட்ட கொள்கலன்களும் ஏனைய பொருட்களும் ஒருகொடவத்த கொள்கலன் தளத்திற்கு போக்குவரத்து செய்வதன் மூலம் ரூபா 114,840,000 வருமானம் உழைப்பது தொடர்பாக கவனம் செலுத்தி பொருள் போக்குவரத்து வருமானத்தை அதிகரிப்பதற்கு நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை.
- 8.5 பேர கால்வாயினூடாக துறைமுகத்திலிருந்து படகுகள் மூலம் எடுத்துவருகின்ற பொருட்களை நேரடியாக புகையிரத வெகன்களுக்கு ஏற்றும் வசதிகளுடன் தயாரிக்கப்பட்ட புகையிரத வழியின் ஒரு பகுதியை நீக்கி அக்காணியில் கடைகள் நிர்மாணிக்கப்பட்டுள்ளன என்பது அவதானிக்கப்பட்டதுடன் அக்கடைகளிலிருந்து எதுவித குத்தகை வருமானமும் புகையிரதத் திணைக்களத்திற்கு கிடைத்திருக்கவில்லை என்பதுவும் அவதானிக்கப்பட்டது.
- 8.6 பிராந்திய தேவைப்பாடுகள் தொடர்பாக போக்குவரத்து செய்ய முடியாத எரிபொருள் இருப்பு 671,966,360 லீற்றர்களாகும். போக்குவரத்து செய்யப்படாத இந்த இருப்பை டீசல்களினால் போக்குவரத்து செய்வதனால் (BGT) திணைக்களத்தினால் அறவிடக்கூடியதாக இருந்த வருமானம் ரூபா 449,389,421 ஆக இருந்ததுடன் அந்த அளவை பெற்றோலால் போக்குவரத்து செய்வதாக இருந்தால் அறவிடக்கூடியதாக இருந்த வருமானம் ரூபா 360,435,330 என்பது அவதானிக்கப்பட்டது.

- 8.7 எரிபொருள் போக்குவரத்தில் 68 சதவீதமான பெருமளவு சந்தைப் பங்கு திணைக்களத்தால் கைவிடப்பட்டிருந்தமை அவதானிக்கப்பட்டது.
- 8.8 சீமெந்து போக்குவரத்து வருமானம் தொடர்ச்சியாக குறைவாக காணப்படுகின்ற நிலைமை வெளிப்படுத்தப்பட்டிருந்தும் அதனைப் பாதுகாத்து வருமானத்தை அதிகரிப்பதற்கு முறையான வேலைத் திட்டம் நடைமுறைப்படுத்தப்பட்டிருக்கவில்லை.
- 8.9 ஒவ்வொரு கிலோமீற்றர் ஓடுவதற்கு புகையிரதத்திற்குப் பதிலாக பிரைம் மூவர்கள் (கொள்கல வாகனம்) பயன்படுத்தும் போது மேலதிகமாக எரிகின்ற எரிபொருள்களின் சராசரி 03 லீற்றர்களாக இருப்பதன் காரணமாக சுற்றாடலுக்கு விடுவிக்கப்படுகின்ற எரிவாயு மற்றும் கரியமில வாயு சராசரி அளவை விட மூன்று மடங்காகும் என்பது அவதானிக்கப்பட்டது. அதற்கிணங்க கொள்கலன்களை புகையிரதத்தால் போக்குவரத்து செய்வதன் மூலம் சுற்றாடலுக்கு விடுவிக்கப்படுகின்ற பாதகமான எரிவாயு மற்றும் கரியப் பொருட்களை கட்டுப்படுத்த வேண்டியுள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.10 கொள்கலன் போக்குவரத்து மற்றும் பவுசர்களின் மூலம் எரிபொருளை போக்குவரத்துச் செய்வதனூடாக சுற்றாடலுக்கு விடுவிக்கப்படுகின்ற பாதகமான வாயு மற்றும் உலோகத்தாது என்பவற்றை சுவாசிப்பதன் மூலம் ஏற்படுகின்ற நோய்களான தலை சுற்றுதல், தலைவலி, மூச்சுத் திணறல், சளிகட்டுப்படுதல், நிமோனியா காச்சல், நுரையீரல் வீங்குதல், ஆஸ்மா ஆகிய நோய்களால் சுகாதாரமான மக்கள் வாழ்க்கைக்கு ஏற்படுகின்ற பாதிப்புக்களைக் குறைப்பதற்கான இயலுமை உள்ளதால் அது பற்றி கவனம் செலுத்தப்பட்டிருக்கவில்லை. அதற்கிணங்க நகரத்திலுள்ள மக்களைப் போல சுற்றாடலும் துன்பமான மற்றும் பாதிப்பான நிலைமையை எதிர்கொள்ள வேண்டியுள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.11 பிரைம் மூவர் (கொள்கல வாகனம்) அப்போக்குவரத்திற்காகப் பயன்படுத்துதல் அண்மித்த பிரதேசங்களில் அதிக போக்குவரத்து நெரிசலை ஏற்படுத்துவதுடன் நகரத்திலுள்ள பொதுமக்களின் வாழ்க்கைக்கும் பயணிகள் போக்குவரத்திற்கும் அதிக தடவையாக உள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.12 நேரடியாக புத்தளத்திற்கு எடுத்துச்செல்லக் கூடியதாக இருந்த நிலக்கரியை மாகோ புகையிரத நிலையத்திலிருந்து ஹொல்சீம் கம்பனிக்கு பிரைம் மூவரினூடாக போக்குவரத்துச் செய்வதனூடாக மஹவயிலிருந்து நிக்கவரட்டியினூடாக புத்தளம் வரையான வீதி சேதமடைவதனை அடிப்படையாகக் கொண்டு பொதுமக்கள் எதிர்ப்புக்கள் உருவாகியுள்ளமை அவதானிக்கப்பட்டது.

- 8.13 ஓடுவதற்கு ஈடுபடுத்தப்பட்டுள்ள புகையிரதத்தின் அளவில் பொருள் போக்குவரத்திற்காக ஈடுபடுத்தப்பட்டுள்ள புகையிரதத்தின் அளவு 55 சதவீதத்திலிருந்து 13 சதவீதம் வரை குறைவடைந்தமையானது பொருள் போக்குவரத்திற்கு சந்தைப் பங்கு குறைவடைவது தொடர்பாக நேரடியான தாக்கத்தை ஏற்படுத்தியுள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.14 எரிபொருள் போக்குவரத்திற்காக புகையிரதத் திணைக்களம் மற்றும் பெற்றோலிய கூட்டுத்தாபனத்தால் ஒன்றிணைந்த ஒரு பொறிமுறை செயற்படுத்தப்படாதிருந்ததுடன் புகையிரத திணைக்களம் மற்றும் பெற்றோலியக் கூட்டுத்தாபனத்தின் பதவியணியினர் பரஸ்பர புரிந்துணர்வுடன் செயற்படவில்லை என்பது அவதானிக்கப்பட்டது.
- 8.15 நிலக்கரி போக்குவரத்திற்காக போதியளவு புகையிரதம் மற்றும் புகையிரத வெகன்களை உரிய வேளைக்கு வழங்க முடியாமையின் காரணமாக மற்றும் ஹொல்சிம் கம்பனியால் தன்னிச்சையாக உடன்படிக்கையை மீறியதன் காரணமாக 2018 ஏப்ரல் மாதத்திலிருந்து திணைக்களத்திற்கு கிடைக்க வேண்டியிருந்த வருமானம் இழக்கப்பட்டுள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.16 சுண்ணக்கல் போக்குவரத்திற்காக ஐந்து ஆண்டுகளுக்கு ஒரு தடவை கட்டணம் செம்மையாக்கப்பட வேண்டிய போதிலும் அதிகரித்த பாரத்தின் அளவு எவ்வளவு என்பதனை சரியாக உறுதிப்படுத்திக் கொள்வதற்கான ஒரு வேலைத்திட்டம் திணைக்களத்திடம் இல்லை என்பது அவதானிக்கப்பட்டது.
- 8.17 முன்னைய ஆண்டுகளுடன் ஒப்பிடும் பொழுது பொதிகள் மற்றும் தபால் போக்குவரத்து வருமானங்களில் குறிப்பிடத்தக்க அளவு முன்னேற்றம் சுட்டிக்காட்டப்படாததுடன் பொதிகள் போக்குவரத்து வருமானம் வீழ்ச்சியடைவதற்கு காரணம் ஸ்ட்ருவன் ஆணைக்குழு அறிக்கையின் வழிகாட்டல்கள் அமுல்படுத்தப்பட்டிருக்கவில்லை என்பது அவதானிக்கப்பட்டது.
- 8.18 பொருட்களையும் பொதிகளையும் சேகரித்தல் மற்றும் பகிர்ந்தளித்தல் சேவைகள் 1971 இலிருந்து கைவிடப்பட்டிருந்ததுடன் பொருள் போக்குவரத்து வருமானம் வீழ்ச்சியடைவதற்கு அதுவும் பாரியளவில் தாக்கமளித்துள்ளது என்பது அவதானிக்கப்பட்டது.

- 8.19 கால்நடைகள் (பசுக்கள் மற்றும் ஆடுகள்) மற்றும் வாகனங்களை புகையிரதத்தின் மூலம் போக்குவரத்துச் செய்தல் திணைக்களத்தால் முழுமையாக கைவிடப்பட்டிருந்ததுடன் கால்நடைகளையும் வாகனங்களையும் போக்குவரத்துச் செய்யும் வருமானம் பல ஆண்டுகளாக திணைக்களத்தால் இழக்கப்பட்டிருந்தமை அவதானிக்கப்பட்டது.
- 8.20 குருநாகலில் அமைந்துள்ள பெற்றோலியக் கூட்டுத்தாபனத்தின் களஞ்சியத்திற்கு புகையிரதத்தின் மூலம் எரிபொருளை போக்குவரத்துச் செய்தல் முழுமையாக கைவிடப்பட்டிருந்ததுடன் குருநாகலுக்கு பவுசர்களின் மூலம் எரிபொருள் போக்குவரத்துச் செய்வதன் காரணமாக குருநாகலுக்கு அண்மையாகவுள்ள பிரதேசங்களில் பாரியளவில் போக்குவரத்து நெரிசல் உருவாகியுள்ளது. குருநாகல் நகரத்தின் போக்குவரத்து நெரிசலுக்கு தீர்வாக குருநாகல் திருகோணமலையை இணைக்கின்ற பிரதான வீதிக்கு நகர எல்லையைத் தவிர்த்து பிரயாணம் செய்வதற்கு தயாரிக்கப்பட்ட மாற்றுவழி வீதி இதன் காரணமாக முழுமையாக தடைப்பட்டிருந்ததனால் வீதிக்கு அருகாமையில் வாகன நெரிசல் அதிகரித்திருந்ததுடன் இது பாரியளவில் சுற்றாடல் பிரச்சினையாகவும் மாறியிருந்தது.
- 8.21 ஒரு நாளுக்கு பெற்றோலியக் கூட்டுத்தாபனத்தால் புகையிரதத்தின் மூலம் எரிபொருளை போக்குவரத்துச் செய்வதற்கு மேலதிகமாக எரிபொருளை போக்குவரத்துச் செய்வதற்காக பயன்படுத்தப்படுகின்ற 500 அளவிலான எரிபொருள் பவுசர்கள் பாடசாலை மற்றும் அலுவலக நேரங்களின் போது வீதிமுறைமைக்கு விடுவிக்கப்படுவதன் காரணமாக நாளாந்தம் ஒருகொடவத்த மற்றும் பேஸ்லைன் வீதிக்கு அருகாமையில் பாரியளவு வாகன நெரிசல் உருவாகியிருத்தல் கொழும்புக்கு அண்மையிலுள்ள பிரதேசங்களில் போக்குவரத்து நெரிசலுக்கு அதிக அளவில் தாக்கமளித்துள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.22 படகுகள் மற்றும் தோணிகளின் மூலம் கால்வாயினூடாக பொருட்களை போக்குவரத்துச் செய்த அனைத்து கம்பனிகளும் அந்நடைமுறைகளிலிருந்து நீங்கியுள்ளதுடன் அக்கால்வாய்களை பொருள் போக்குவரத்திற்காக பயன்படுத்தாமையின் காரணமாக அக்கால்வாய்கள் மாசடைந்து சுற்றாடலுக்குப் பிரச்சினையாக மாறியுள்ளது என்பது அவதானிக்கப்பட்டது.
- 8.23 கப்பல் சரக்குகளை துறைமுகத்திற்கு எடுத்துவருகின்ற மற்றும் துறைமுகத்திலிருந்து எடுத்துச் செல்கின்ற புகையிரதப் பாதை முறைமை முறையாகப் பராமரிக்கப்படாதிருந்ததுடன் 10 ஆண்டுகள் காலமாக அவை பயன்படுத்தப்பட்டிருக்கவில்லை என அறிவிக்கப்பட்டிருந்தது. மேலும் இவ்வீதிகளின்

இரண்டு பக்கங்களிலுமுள்ள காணிகள் அத்துமீறிக் குடியிருப்பாளர்களால் சுவீகரிக்கப்பட்டுள்ளன என்பதுவும் அவதானிக்கப்பட்டது.

- 8.24 கப்பல் சரக்குகளுடனான கொள்கலன்களை நகர்த்துவதற்கு தேவையான இடவசதிகளுடனான கொள்கலன் தளங்கள் இல்லாதிருந்ததுடன் புகையிரத நிலையத்திற்கு அண்மையிலும் அவ்வாறான தளவசதிகளைத் தோற்றுவிப்பதற்கு நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை.
- 8.25 கப்பல்கள் மூலம் துறைமுகத்திற்கு கொண்டுவரப்பட்டு ஏனைய நாடுகளுக்கு பரிமாற்றம் செய்யப்படுகின்ற கொள்கலன்களை இடத்துக்கிடம் நகர்த்தும் போது புகையிரதத் திணைக்களத்திற்கு அதிகளவு வருமானத்தைப் பெற்றுக்கொள்வதற்கு இருந்த வாய்ப்பு தொடர்பாக கவனம் செலுத்தப்படாதிருந்ததுடன் அதற்காகசெயற்பாடான வேலைத்திட்டத்தை தயாரிப்பதற்கும் அதிகாரிகளால் நடவடிக்கை எடுக்கப்பட்டிருக்கவில்லை.
- 8.26 புகையிரதத்தின் மூலம் பொருட்களுடனான கொள்கலன்களை எடுத்துச் செல்லும் போது கிடைக்கின்ற நிதிசார் நலன்கள் மற்றும் சுற்றாடல் நலன்கள் தொடர்பாக பொதுமக்களுக்கு தெளிவுபடுத்தி புகையிரதத்தின் மூலம் பொருள் போக்குவரத்திற்காக வணிக சமூகத்தை ஊக்குவிக்கும் வேலைத்திட்டம் வணிக அதிகாரி அலுவலகத்தின் மூலம் நடைமுறைப்படுத்தப்பட்டிருக்கவில்லை.
- 8.27 எரிபொருள் போக்குவரத்திற்காக புகையிரத திணைக்களம் மற்றும் பெற்றோலியக் கூட்டுத்தாபனத்தால் ஒருங்கிணைந்த ஒரு பொறிமுறை நடைமுறைப்படுத்தப்படாதிருந்ததுடன் புகையிரதத் திணைக்களம் மற்றும் பெற்றோலியக் கூட்டுத்தாபனத்தின் பதவியணியினர் பரஸ்பர புரிந்துணர்வுடன் நடவடிக்கை எடுத்திருக்கவில்லை என்பது அவதானிக்கப்பட்டது.
- 8.28 கொலன்னாவ புகையிரத நிலையத்தில் 02 வழிகள் (பாதைகள்) மாத்திரம் இருப்பதன் காரணமாக எரிபொருள் ஏற்றுகின்ற தாங்கிகளுடனான புகையிரதத்தை (விசேடமாக கட்டுநாயக்கா எரிபொருள் போக்குவரத்திற்காக) சன்டின் செய்து நிறுத்திவைப்பதற்கு புகையிரத வழி இல்லாமையின் காரணமாக அப்புகையிரதம் வெளியேறும் வரை புதிதாக புகையிரதத்தை உள்ளே எடுப்பதற்கு இடவசதி மட்டுப்படுத்தப்பட்டுள்ளதனால் ஏதாவது சந்தர்ப்பத்தில் புகையிரதத்தை இரத்துச் செய்வதற்கு கூட ஏற்பட்டிருந்த சந்தர்ப்பம் அவதானிக்கப்பட்டது.

- 8.29 பிரதானமாக சீமெந்துக் கம்பனிகளின் அதிக அளவான தொழிற்சாலைகளும் பகிர்ந்தளித்தல் நிலையங்களும் புகையிரத பாதைகளுக்கு அண்மித்த நகரங்களில் அமைந்துள்ளதனால் அச்சீமெந்து தொழிற்சாலைகளின் உற்பத்திகள் உரிய நகர வர்த்தக நிலையங்களுக்கு பகிர்ந்தளிக்கும் நடவடிக்கையை புகையிரதத்தின் மூலம் இலகுவாக மேற்கொள்ளக்கூடியதாக இருந்த போதிலும் திணைக்களத்தின் மூலம் அதற்காக முறையான வேலைத்திட்டம் நடைமுறைப்படுத்தப்பட்டிருக்கவில்லை.
- 8.30 புகையிரதத்தின் மூலம் சீமெந்து போக்குவரத்துச் செய்யப்படும் போது சுற்றாடல் பாதிப்புக்களை குறைத்துக்கொள்ளக் கூடியதாக இருந்ததுடன் போக்குவரத்து நெரிசல்களுக்கும் தீர்வு கிடைப்பதனால் அது தொடர்பாக புகையிரதத் திணைக்களம் முறையாக கவனம் செலுத்தியிருக்கவில்லை.
- 8.31 2018 ஏப்ரல் 27 ஆந் திகதியின் பின்னர் நிலக்கரிப் போக்குவரத்து கைவிடப்பட்டிருந்ததனால் நிலக்கரிப் போக்குவரத்திற்காக மாகோ, புகையிரதத் திணைக்களத்தில் தயாரிக்கப்பட்ட புகையிரத தளம் மற்றும் ஒரு மீற்றர் தூரத்திற்கு தயாரிக்கப்பட்ட புகையிரதப் பாதை விளைவற்ற சொத்தாக மாற்றமடைந்து காணப்பட்டன என்பது அவதானிக்கப்பட்டது.
- 8.32 உணவுப் பொருள் மற்றும் மருந்துப் பொருட்கள் வழமையாக அதற்காக ஒதுக்கப்பட்ட புகையிரதத்தின் மூலம் போக்குவரத்துச் செய்யப்படாததனாலும் அப்பொருட்கள் போக்குவரத்திற்காக சரக்கு புகையிரதம் ஒதுக்கீடு செய்யப்படுகின்ற சிக்கல்களும் திணைக்களத்தின் மூலம் காட்சிப்படுத்தப்பட்டதன் காரணமாக பல போக்குவரத்தாளர்கள் பொருள் போக்குவரத்தை கைவிட்டுள்ளார்கள் என்பது அவதானிக்கப்பட்டது.
- 8.33 கால்நடை போக்குவரத்திற்காக பயன்படுத்திய புகையிரதப் பெட்டி புகையிரத தளத்தில் அழிவுற்றுக் காணப்படுகின்றமை அவதானிக்கப்பட்டது.
- 8.34 நாடு முழுவதும் பரவியுள்ள வாகன விற்பனையாளர்களின் துறைமுகத்தில் தரையிறக்கப்பட்ட வாகனங்களை உரிய நகரத்திற்குப் போக்குவரத்துச் செய்யும் வசதி புகையிரதத் திணைக்களத்திற்கு காணப்பட்டிருந்தும் அதனை பயன்பாட்டிற்கு எடுத்து பொருள் போக்குவரத்து வருமானத்தை அதிகரிப்பதற்காக வணிக அதிகார அலுவலகத்தின் முறையான வேலைத்திட்டம் நடைமுறைப்படுத்தப்பட்டிருக்கவில்லை.

- 8.35 தோட்ட மேடைகளினூடாக பொருட்களை போக்குவரத்துச் செய்யும் நடவடிக்கை இடம்பெறுதல் முழுமையாக கைவிடப்பட்டிருந்ததுடன் அதற்காக தோட்ட அதிகாரிகளை ஊக்குவிக்கும் வேலைத்திட்டம் திணைக்களத்திடம் இருக்கவில்லை என்பது அவதானிக்கப்பட்டது.
- 8.36 பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்படுத்தப்படுகின்ற களஞ்சியம் பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்படுத்தப்படாது துருப்பிடித்துக் காணப்படுகின்றமை அவதானிக்கப்பட்டது.
- 8.37 காணாமல் போன பொருட்கள் சம்பந்தமாக எடுக்கப்படுகின்ற நடைமுறைகள் மற்றும் இழப்பீடு வழங்குதல் தொடர்பான முறையான வேலைத்திட்டம் இல்லை என்பது அவதானிக்கப்பட்டது.

9. முறைமைகள் மற்றும் கட்டுப்பாட்டு பலவீனங்கள்

ஒட்டுமொத்தமாக எடுத்துக்கொள்கையில் புகையிரதத் திணைக்களத்தால் பொருட்கள் போக்குவரத்து வருமானத்தை அதிகரிப்பதற்காக எடுக்கப்பட வேண்டிய நடைமுறைகளுக்காக 200 ஆவது அதிகாரமான புகையிரத கட்டளைச் சட்டத்தின் மூலம் புகையிரத பொது முகாமையாளருக்கு அதிகாரம் ஒப்படைக்கப்பட்டுள்ளன. எனினும் புகையிரதத் திணைக்களத்தின் பொருள் போக்குவரத்து வருமானத்தைச் சேகரிப்பதற்கு நேரடியாகத் தொடர்புபட்ட புகையிரத வணிக அதிகாரரி அலுவலகம் இதற்காக நேரடியாக மற்றும் ஆக்கபூர்வமாக ஈடுபடாமை மற்றும் கீழே காட்டப்பட்டுள்ள விடயங்கள் தொடர்பாக முறையான கவனம் செலுத்தப்படாமையின் மூலம் பொருட்கள் போக்குவரத்து வருமானம் வீழ்ச்சியடைந்து சுற்றாடல் மற்றும் சமூக சிக்கல்கள் உருவாவதற்கு காரணமாக இருந்துள்ளது என்பது அவதானிக்கப்பட்டது (பின்னிணைப்பு 25)

- 9.1 புகையிரத சரக்கு வண்டிகளில் ஏற்றுவதற்காக லொறிகளினாலும் கொள்கலன் வாகனங்களினாலும் எடுத்து வரப்பட்ட பொருட்களுடனான வாகனங்களை நகர்த்துவதற்காக புகையிரத தளங்களில் போதியளவு இடவசதிகள் வழங்கப்பட்டிருக்காமை.

- 9.2 பொருட்களை ஏற்றும் போதும் இறக்கும் போதும் மழையிலிருந்து பாதுகாப்பதற்காக கூரையுடனான புகையிரத மேடை பயன்படத்தப்படாமை.
- 9.3 புகையிரத களஞ்சியத்திற்கு அருகாமையிலுள்ள அனைத்து புகையிரத பாதைகளுக்கும் தடை ஏற்படும் வகையில் பாதைகளில் உடைந்த சரக்குப் பெட்டிகளும் எண்ணைத் தாங்கி பெட்டிகளும் நிறுத்திவைக்கப்பட்டிருந்தமை.
- 9.4 புகையிரத களஞ்சிய தளத்திலுள்ள மேடைகளுக்கு அருகில் உடைந்த பொருட்களும் குப்பைகளும் குவிக்கப்பட்டிருந்தமை.
- 9.5 வெளியிலிருந்து எடுத்துவரப்படுகின்ற பொருட்களை விடுவிக்கப்படுகின்ற மற்றும் களஞ்சியப்படுத்துகின்ற புகையிரத தளத்தில் இன்ஜின்களை நிறுத்தி வைத்தல்.
- 9.6 பொதிகள் போக்குவரத்தின் போது பிரயாணிகளால் போக்குவரத்திற்காக வழங்கப்படுகின்ற பொதிகள் காணாமல் போதல் மற்றும் பொதிகளை உடைத்து திறந்து அவற்றிலுள்ள பொருட்களை காணாமலாக்குதல்.
- 9.7 வாகன போக்குவரத்திற்காக பொருட்களை பயன்படுத்துகின்ற பல சரக்குப் பெட்டிகள் பயன்படுத்தப்படாது மருதானை புகையிரத தளத்தில் நிறுத்தி வைக்கப்பட்டுள்ளமை.
- 9.8 போக்குவரத்துச் செய்யப்படுகின்ற எரிபொருளை நாளது வரையாக பெற்றோலியக் கூட்டுத்தாபனத்தின் எண்ணைத் தாங்கிகளுக்கு பம்பிகளால் பாய்ச்சப்படாததன் காரணமாக எண்ணெய்த் தாங்கிப் பெட்டிகளை காலியாக்குவதற்று 02 நாட்கள் அளவில் எடுப்பதனால் தேவைப்பாட்டின் பிரகாரம் எண்ணை தாங்கி பெட்டியை வழங்குவதற்கு முடியாமை.
- 9.9 பயன்படுத்தக் கூடியதான எனினும் உடைந்த பல சரக்குப் பெட்டிகளையும் புகையிரத வண்டிகளையும் மறுசீரமைப்புச் செய்து ஓடுவதற்கு ஈடுபடுத்துவதற்காக தேவையான நடவடிக்கை எடுக்காமை.

10. சிபார்சுகள்

- 10.1 பொருட்கள், நிலக்கரி, எரிபொருள் மற்றும் ஏனைய பொருட்களளை போக்குவரத்து செய்வதற்கான சேவைகள் மற்றும் உட்கட்டமைப்பு வசதிகளை தோற்றுவித்தல் சம்பந்தமாக நிகழ்காலத்திற்குப் பொருத்தமான வகையில் கொள்கை ரீதியான தீர்மானம் எடுக்கப்படுதல் வேண்டும் (8.1, 8.2)

- 10.2 பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்படுத்தக்கூடிய புகையிரத தளங்களை மேலதிக செயற்பாடுகளுக்காக பயன்பாட்டிற்கு எடுத்துக்கொள்ளப்படாது பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்பாட்டிற்கு எடுத்துக் கொள்ளல் மற்றும் போக்குவரத்திற்காக எடுத்துவரப்படுகின்ற பொருட்களை சரக்குப் பெட்டிகளுக்கு ஏற்றும் போது மழை மற்றும் கடுமையான சூரிய ஒளியிலிருந்து பாதுகாப்பதற்காக கூரைகளுடனான புகையிரத மேடைகளை பயன்பாட்டிற்கு எடுத்துக்கொள்ளல் (9.2)
- 10.3 புகையிரத பொருள் களஞ்சிய தளத்திலுள்ள புகையிரத பாதைகளில் நிறுத்திவைக்கப்பட்டுள்ள தேவையற்ற சரக்கு வண்டிகளையும் இரும்புகளுடனான சரக்கு வண்டிகளையும் புகையிரதப் பாதைகளிலிருந்து அகற்றி தற்பொழுது காடுகள் வளர்ந்துள்ள புகையிரத பொருள் களஞ்சிய தளத்திலுள்ள பாதைகளை வெளியாக்கி சன்டின இன்ஜின்கள் வசதியாக நகரக்கூடிய வகையில் தயாரித்தல். (9.3)
- 10.4 புகையிரத பொருள் களஞ்சிய தளத்தில் நிறுத்திவைக்கப்பட்டுள்ள இன்ஜின்களை அதிலிருந்து அப்புறப்படுத்தி மருதானை மற்றும் தெமட்டகொட தளங்களில் நிறுத்தி வைத்து பொருள் போக்குவரத்திற்காக அத்தளத்தில் இடவசதிகளை வழங்குதல் மற்றும் தளத்தில் உடைந்துள்ள பாதை மற்றும் உடைந்துள்ள களஞ்சியத்தை திருத்தம் செய்து பயன்படுத்துவதற்கு பொருத்தமான நிலைக்கு மாற்றுதல் (9.5)
- 10.5 முறைப்படியான மேற்பார்வை மற்றும் வழிகாட்டல்களின் கீழ் பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக தற்பொழுது பயன்படுத்தப்படாத புகையிரத களஞ்சியங்களை மதிப்பீடு செய்து மதிப்பீட்டு பெறுமதிக்கு வருடாந்தம் கேள்வி கோருதலும் குத்தகைக்கு வழங்குதலும் (8.36)
- 10.6 கப்பல் சரக்குகள் போக்குவரத்திற்காக தேவையான வசதிகளை வழங்குவதற்காக பயன்படுத்தப்படாத துறைமுக புகையிரத பாதைகளை திருத்தம் செய்தல், கப்பல் சரக்கு போக்குவரத்து சம்பந்தமான முறைப்படியான வேலைத்திட்டத்திற்காக கொள்கை ரீதியான தீர்மானம் எடுத்தலும் அவற்றை நடைமுறைப்படுத்தலும் மற்றும் மேற்பார்வை செய்வதற்கான பொறிமுறையை நடைமுறைப்படுத்தலும் (8.4)
- 10.7 துறைமுகத்திலிருந்து விடுவிக்கப்படுகின்ற கொள்கலன்களை நகர்த்துதல் மற்றும் வெற்றுக் கொள்கலன்களை நகர்த்துவதற்காக புகையிரத திணைக்களத்தின் ராகம புகையிரத நிலையத்திற்குரிய முத்துராஜவெலையை பயன்பாட்டிற்கு எடுத்து அதில் கொள்கலன் தளத்தை நிர்மாணிப்பதற்காக தேவையான கொள்கை ரீதியான தீர்மானம் எடுத்தலும் அதனை நடைமுறைப்படுத்தலும் (8.24)

- 10.8 கப்பற் சரக்குகளை பிரைம் மூவர் (கொள்கலன் வாகனம்) ஊடாக போக்குவரத்துச் செய்யும் போது ஏற்படுகின்ற சுற்றாடல் பாதிப்புக்களைத் குறைப்பதற்காகவும் தனியார் நிறுவனங்களுடன் போட்டியிடுவதற்கும் முடியுமான வகையில் புகையிரதத்தின் மூலம் பொருட்களை போக்குவரத்துச் செய்யும் சேவையை ஆக்கபூர்வமாகச் செய்தலும் அவற்றின் மூலம் பெற்றுக்கொள்ளும் பொருளாதார நலன்கள் மற்றும் பாதுகாப்பு தொடர்பாக வணிக சமூகம் மற்றும் பொது மக்களுக்கு தெளிவுபடுத்தும் வேலைத்திட்டத்தை அமுல்படுத்துதல் (8.9, 8.10, 8.11, 8.26)
- 10.9 எரிபொருள் போக்குவரத்திற்காகப் பயன்படுத்துகின்ற எண்ணை தாங்கிகளை வெறுமைப் படுத்தலில் தாமதம் காணப்படுவதுடன் வெற்று வண்டிகளை மீள்ப் பெற்றுக் கொள்வதற்கு அதிக காலம் எடுப்பதனால் அதனை சரி செய்வதற்கு தேவையான நடவடிக்கை எடுத்தல் (8.14)
- 10.10 கொலன்னாவ புகையிரத நிலையத்திற்கும் ஒருகொடவத்தைக்குமிடையே 01 கிலோ மீற்றர் அளவான தூரத்தினை இருவழிப் பாதையாக மாற்றுதல் மற்றும் கொலன்னாவ புகையிரத நிலையத்தில் நிறுத்தி வைக்கக்கூடிய எரிபொருள் நிரப்பப்பட்ட எண்ணைத்தாங்கி பெட்டியையும் புகையிரத இன்ஜின்களையும் நிறுத்திவைப்பதற்கும் சன்டின் இன்ஜின்களை செயற்படுத்தும் வசதிகளை மேம்படுத்துவதற்குமாக 11 புகையிரத எண்ணை தாங்கி வண்டிகளும் ஒரு பாரந்தூக்கி இயந்திர பெட்டியும் 01 புகையிரத இன்ஜினும் நகரக்கூடிய பாதையுடனான புகையிரத தளத்தை மூன்று வழிப்பாதையாக மாற்றுதல் (8.28)
- 10.11 பெற்றோலியக் கூட்டுத்தாபனத்தின் பிராந்திய தேவைப்பாட்டிற்குத் தேவைப்படுகின்ற எரிபொருள் இருப்பை புகையிரதத்தின் மூலம் போக்குவரத்து செய்வதற்குப் பதிலாக பிராந்திய தேவைப்பாட்டிற்குரிய இருப்புக்களை பவுசர்களின் மூலம் போக்குவரத்துச் செய்வதன் காரணமாக பெற்றோலியக் கூட்டுத்தாபனத்தால் மேற்கொள்ளப்படுகின்ற அதிக செலவைக் குறைத்தல் மற்றும் ஒரு நாளுக்கு 500 இற்கு அண்மித்த பவுசர்கள் வீதிக்கு விடுவிக்கப்படுவதன் காரணமாக அண்மித்த பிரதேசங்களில் ஏற்படுகின்ற போக்குவரத்து நெரிசலைக் குறைப்பதற்குத் தேவையான வேலைத்திட்டத்தை நடைமுறைப்படுத்துதல் (8.21)
- 10.12 பயணிகள் போக்குவரத்திற்கு தடை ஏற்படாதவாறு ஞாயிற்றுக்கழமை மற்றும் அரசாங்க விடுமுறை தினங்களில் எரிபொருளை போக்குவரத்து செய்வதற்காக தேவையான ஒழுங்கு விதிகளைத் திட்டமிடுதல் (8.27)

- 10.13 புகையிரத நிலையங்களுக்கு அண்மையில் அமைந்துள்ள சீமெந்து தொழிற்சாலைகள் மற்றும் முகவர் விற்பனை நிலையங்கள் தொடர்பாக முறையான மதிப்பீடு செய்து உற்பத்தியாளர்களையும் விற்பனையாளர்களையும் புகையிரதத்தால் சீமெந்தை போக்குவரத்துச் செய்வதற்காக ஊக்குவிக்கும் வேலைத்திட்டத்தை நடைமுறைப்படுத்துதல் (8.30)
- 10.14 புகையிரதத்தால் போக்குவரத்துச் செய்கின்ற சீமெந்து இருப்பை முகவர் நிறுவனங்களுக்கு பகிர்ந்தளிக்கும் வரை களஞ்சியப்படுத்துவதற்காக தேவையான களஞ்சிய வசதிகளை வழங்குதலும் சீமெந்து போக்குவரத்து வருமானம் 60 சதவீதத்தால் வீழ்ச்சியடைவதற்கான காரணத்தை தேடிப்பார்த்து அதற்கான பரிகாரத்தை ஈடுபடுத்துதல் மற்றும் சீமெந்தினை புகையிரதத்தில் ஏற்றும் போதும் இறக்கும் போதும் ஏற்படுகின்ற சுற்றாடல் பாதிப்புக்களை குறைக்கும் வகையில் ஏற்றுதல் மற்றும் இறக்குவதற்காக தேவையான வசதிகளை வழங்குவதற்காக செயற்பாட்டு பொறிமுறை ஒன்றினை உருவாக்குதல் (8.29)
- 10.15 நிலக்கரி போக்குவரத்து தற்பொழுது கைவிடப்பட்டுள்ளதால் அது தொடர்பாக மீளாய்வு செய்து உடன்படிக்கைகளின் பிரகாரம் நடவடிக்கை எடுத்து நிலக்கரி போக்குவரத்து வருமானத்தை அதிகரிப்பதற்காக உரிய கம்பனிக்கு மேலதிகமாக நிலக்கரியை பயன்படுத்தி வருகின்ற ஏனைய நிறுவனங்களுடன் கலந்துரையாடி நிலக்கரி போக்குவரத்து வருமானத்தை அதிகரிப்பதற்காக முறையான வேலைத்திட்டத்தை நடைமுறைப்படுத்தல். (8.31)
- 10.16 சீனா துறைமுகத்தினூடாக எடுத்துவரப்படுகின்ற நிலக்கரியை மாகோ புகையிரத தளத்தில் இறக்கி வைத்து பிறைம் மூவர்களின் மூலம் புத்தளத்திற்கு போக்குவரத்துச் செய்வதன் காரணமாக மாகோவிலிருந்து நிக்கவரட்டியவினூடாக புத்தளம் வரையான வீதி பழுதடைவதனைத் தவிர்த்தல் மற்றும் வீதிக்கு அருகாமையிலுள்ள நகரப் பிரதேசங்களில் போக்குவரத்து நெரிசலைத் தவிர்ப்பதற்கு நடவடிக்கை எடுத்தல். (8.12)
- 10.17 நிலக்கரி போக்குவரத்திற்காக தயாரிக்கப்பட்ட மாகோ புகையிரதத் தளம் புகையிரதப் பாதை என்பவற்றை பசளை போக்குவரத்திற்காகவும் விவசாயப் பொருள் போக்குவரத்திற்காகவும் பயன்படுத்தக்கூடியதாக இருப்பதனால் அதற்காக உரிய நிறுவனங்களுடன் கலந்துரையாடி ஒரு வேலைத்திட்டத்தை தயாரித்தல். (8.31)

- 10.18 போக்குவரத்து துறையிலுள்ள (விவசாய, உணவு மற்றும் மருந்துப் பொருள்) போக்குவரத்தாளர்கள் மற்றும் உற்பத்தியாளர்களுக்கு புகையிரதத்தின் மூலம் பொருட்களை போக்குவரத்துச் செய்யும் சாதகமான நிலைமை தொடர்பாக தெளிவுபடுத்தலும் அதற்காக அவர்களை ஊக்குவித்தலும் (8.32)
- 10.19 பொதிகள் மற்றும் தபால் போக்குவரத்தின் போது அவற்றின் பாதுகாப்பு தொடர்பாக அதிக கவனம் செலுத்துதல் மற்றும் போக்குவரத்துச் செய்யப்படும் பொருட்கள் சேதமடைதல் மற்றும் காணாமல் போவது சம்பந்தமாக சேதங்களை ஈடுசெய்வதற்காக காப்புறுதி முறைமையை உருவாக்குதல். (8.37)
- 10.20 பொதிகள் மற்றும் பொருட்களை நகர்த்தும் புகையிரத ஊழியர்களால் இடம்பெறுகின்ற ஏதாவது பாதகமான செயற்பாடுகள் மற்றும் காணாமலாக்குதல் சம்பந்தமாக அவர்களுக்கு எதிராக ஒழுக்காற்று நடவடிக்கைகள் எடுத்தலினை ஒழுங்குமுறைப்படுத்தலும் ஆக்கபூர்வமானதாக்குதலும் (8.19)
- 10.21 புகையிரதத்தின் மூலம் கால்நடைகளைப் போக்குவரத்து செய்வதற்காக ஒழுங்குவிதிகள் மற்றும் திட்டங்களைத் தயாரித்து போக்குவரத்துச் செய்கின்ற கால்நடைகளை பேணிப் பாதுகாப்பதற்காக தேவையான வேலைத் திட்டங்கள் தயாரித்தல். (8.19)
- 10.22 புகையிரதத்தின் மூலம் வாகனங்களை போக்குவரத்துச் செய்வதனை முறைப்படுத்தி வாகனங்களைப் போக்குவரத்துச் செய்வதற்கான வசதிகளை வழங்குதல். ஆகக் குறைந்தது துறைமுகத்திலிருந்து இறக்கப்படுகின்ற வாகனங்களை துறைமுகத்திலிருந்து வெளியே கொண்டுவருவதற்காக தேவையான வேலைத்திட்டத்தை தயாரித்தல் (8.34)
- 10.23 பொருள் போக்குவரத்திற்காக பயன்படுத்தக்கூடிய அனைத்து புகையிரத நிலையங்களிலும் தோற்றுவிக்கப்பட்டுள்ள எலினும் பழுதடைந்துள்ள புகையிரத களஞ்சிய தொகுதியை பயன்பாட்டிற்கு எடுத்துக்கொள்ளல் அல்லது குத்தகைக்கு வழங்குதல் மற்றும் பொருள் போக்குவரத்திற்காக பயன்படுத்தக்கூடிய மற்றும் தனியாக உள்ள பிராந்திய புகையிரத பாதைகளையும் புகையிரத தளங்களையும் திருத்தி பொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பயன்படுத்தல் (8.36)
- 10.24 தோட்ட மேடைகளினூடாக பொருள் போக்குவரத்தை மீண்டும் ஆரம்பித்தல் மற்றும் அது தொடர்பாக தோட்ட கம்பனிகளுடன் கலந்துரையாடி செயற்படுத்தக்கூடிய வேலைத்திட்டத்தை தயாரித்தல் (8.35)

10.25 Lake Side பொருள் களஞ்சியம் பயன்பாட்டிற்கு எடுத்துக்கொள்ளப்பட்டு கால்வாயினூடாக போக்குவரத்துச் செய்வதற்கு தேவையான வேலைத்திட்டத்தை தயாரித்தல் (8.22)

10.26 புகையிரதத்தின் மூலம் கொள்கலன்களையும் எரிபொருள்களையும் போக்குவரத்து செய்வது கைவிடப்பட்டமை மற்றும் போக்குவரத்து நடவடிக்கை ஆக்கபூர்வமாக இல்லாமையின் காரணமாக உருவாகியுள்ள பொருளாதார, சுற்றாடல் மற்றும் சமூக வீழ்ச்சி தொடர்பாக கூடிய கவனம் செலுத்தி அந்நிலையை சரிசெய்வதற்கு தேவைப்படுகின்ற விரைவான நடவடிக்கை எடுத்தல் (8.10, 8.11)

11. இறுதித் தீர்வுகள்

11.1 1934 ஆம் ஆண்டின் பின்னர் பொருள் போக்குவரத்து வருமான சதவீதத்தில் வீழ்ச்சி ஏற்படுவதற்கான காரணத்தை தேடிப்பார்த்து அதற்குப் பொறுப்பான தரப்பினர்கள் சம்பந்தமாக நடவடிக்கை எடுத்தல் மற்றும் வழங்கப்படுகின்ற சேவைகளின் கட்டமைப்பு ரீதியான மாற்றங்களின் மூலம் பொருள் போக்குவரத்து வருமானத்தை அதிகரிப்பதற்காக கவனம் செலுத்தப்படவில்லை என இறுதித்தீர்வளிக்கின்றேன்.

11.2 கொள்கலன் மற்றும் எரிபொருள் போக்குவரத்து நடவடிக்கைகளுக்காக பெருந்தெருக்கள் முறைமையைத் பயன்படுத்துவதன் காரணமாக உருவாகியுள்ள உளவியல், சமூக, சுகாதார மற்றும் சுற்றாடல் பாதிப்புக்களைக் குறைத்து புகையிரதத்தின் மூலம் பொருள் போக்குவரத்து சந்தையை விஸ்தரிக்கும் தேசிய வேலைத் திட்டம் நடைமுறைப்படுத்தப்பட்டிருக்கவில்லை என இறுதித்தீர்வளிக்கின்றேன்.

11.3 புகையிரத வணிக அதிகாரி அலுவலகத்தில் காணப்படுகின்ற நிர்வாக மற்றும் சந்தைப்படுத்தல் செயற்திறனின்னமை மற்றும் உத்தியோகத்தர்களினால் நடைமுறைச் சாத்திய மற்ற வகையில் தீர்மானம் எடுப்பதன் காரணமாக பொருள் போக்குவரத்து வருமானம் அரசாங்கத்தினால் இழக்கப்பட்டுள்ளது என இறுதித்தீர்வளிக்கின்றேன்.

11.4 பொருள் போக்குவரத்திற்காக வீதி முறைமையை உபயோகப்படுத்துகின்ற துறைமுக அதிகார சபை, பெற்றொலியக் கூட்டுத்தாபனம், சதொச, உணவு திணைக்களம், நெல் சந்தைப்படுத்தும் சபை, மரக் கூட்டுத்தாபனம் ஆகிய அரசாங்க நிறுவனங்களுடன் இணைந்து பொருளாதார, சமூக, சுகாதார மற்றும் உளவியல் பிரச்சினைகளைத் தவிர்த்துக் கொள்வதற்காக ஒருங்கிணைந்த ஒரு பொறிமுறையை நடைமுறைப்படுத்துவதற்கு நடவடிக்கை எடுக்க வேண்டுமென இறுதித்தீர்வளிக்கின்றேன்.

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கணக்காய்வாளர் தலைமை அதிபதி

Special Audit Report to evaluate the use of the Railway for goods transportation.

1. Executive Summary.

According to the Railway Ordinance No. 26 of 1885, the provisions of the ordinance No. 09 of 1902 and the amendments made to those act for good transport activities are being carried out by the Department of Railway while the work started in 2018 has now been 151 years. During the period of 1867 - 1934 Railway Department had earned 57 percent of the overall freight revenue, and it has dropped up to 9.3 percent to the year 2017. Further, the Department of Railways had 38 percent of the goods transport sector by the year 1968 but now it has gone down up to 0.3 percent. Further, it has been identified that environmental problems have arisen due to use of the road system for goods transportation. Accordingly, this report was prepared to evaluate the impact of revenue as well as environmental social and economic impact due to non-availability of good transport on efficient and effective manner. For preparation of this report information had been collected by analyzing base data, legislation; check the document including circulars and physical verification.

Accordingly, it was abandoned more than 80 percent of cargo in first class and second class, legislation had not been imposed for transport of goods, fuel transportation had not been done according to the local need, 60 percent market share of fuel had been abandoned, due to use of road for good transportation the environmental problems as well as emotional and social problems had been identified. The established service facilities for good transportation policy decision and action should have been identified in accordance with 10th chapter of this report.

2. Background and the nature of the report.

Historical information reveals that much of the revenues from the Sri Lanka Railways purposely started to transport agricultural products to Colombo and sold to Europe and the world market that were goods transportation income. At present, the income from commodities in 2017 was Rs. 600,048,346, which is 9.3% of overall income. When compared with the period of 1868-1934 it was observed that, it has decreased by 47.70 percent. In 1968, the Department of Railways had 38 percent of the country's goods transport share, which is now dropped up to 0.3 percent. This report has been prepared to

evaluate this situation how far effect to the environment, lives and wellbeing of people's productivity and, as a result the Railway good transportation income has dropped and there are many environmental problems that have resulted from the use of private transport services and the use of the road system, the contribution made by the people towards the productivity, efficiency and economic viability of the country.

3. Methodologies, which have been followed.

Following procedures had been applied.

- 3.1 studying the policy decision, acts, circulars and other document connecting to good transportation.
- 3.2 Studying and analyzing the data based on good transportation.
- 3.3 Calling clarification from relevant officers and institution regarding the procedures followed in respect of the relevant administrative process.
- 3.4 Observing the physical condition by field investigations and calling the comments from general public.
- 3.5 Analyzing the National and international research data regarding the effect of environmental.

4. Scope.

Studying the effects caused to the social, economic, environmental and health sector of the population of the country due to non-efficient and collapsed good transportation by the Rail.

5. Limits of the scope.

- 5.1 Inability to obtain up-dated data due to non-availability of inters relation between the accounts departments and the commercial superintendent of Railway activities.

5.2 Difficulty to get Corporate Information, Rules and Regulations, relevant to the acts and Documents.

6. **Introduction on the process.**

6.1. Making an Evaluation of the economic impacts on the development of the country and the Department through the reduction of goods transport income.

6.2. Making an Evaluation whether, there has been any impact on the humanitarian, health and social development of the people living in the urban and suburban areas in the abandonment of the goods transport market through the train.

6.3. Making an Evaluation of the environmental impacts caused due to give up the transport of large volumes of goods by the train from the monopoly of freight companies.

6.4. Making an Evaluation of the administrative measures taken by the authorities of the Department of Railways to promote goods transport revenue.

7. **Process.**

7.1. **The commencement of goods transport by the train .**

Action had been taken to goods transport of Railway Department by Railway ordinance Act No 26 of 1885(Annex 01) and No 09 of 1902 ordinance (Annex 02) and the provisions of the amendments to its place. The Department had suffered loss after 1937 and the Railway department had earned profits until the 66 years of age from the commencement of goods transportation relating to its activities. On that year the department had used 123 stores, 25 fertilizer storage and 57 cargo cranes for the loading and unloading of cargo and 71 bridges scales for weighing freight cargo. (Annex 03)

7.2. Status of the transport of goods by trains in accordance with the Railway Ordinance, No. 26 of 1885.

According to the ordinance No 26 of 1885, The Governor may, with the advice of the Executive council, make, and made when made, revoke, add to and alter rules regulation the classification of goods, the goods that are to be charged for at special rates, the charges to be made for the conveyance of passengers and goods and profitable rail service should be maintained and those rules and conditions should be demonstrated at every stations for knowing the passengers who used that service. In recent, those powers had delegated to the Minister in terms of the chapter 03 of ordinance No 18 of 1950. (Annex 04)

7.2.1. The Government shall in no case be liable for loss or damage to any articles or goods to be carried out by the Railway, unless such loss or damage should have been caused by negligence or misconduct on the Railway servants, compensation will be granted at the time the legal cover has been obtained to pay compensation according to the Railway Ordinance.

7.2.2. In the schedule B of the said Act, the transportation of goods was classified under Class 3 as first Class, second Class and third Class. Accordingly, the department should officiate to increase the good transportation income. (Annex 05) The types of goods that can be transported separately in those three classes are as follows:

- First class : - Furniture, piano music, or other musical instrument, wine or liquor in bottle ,groceries, oilman's stores, millinery ,textile fabrics ,glassware, crockery ,meat and fish.
- Second class : - Coffee, rice, grains, of all kinds in bags or packages or in bulk buffalo horns, jaggery, sugar, coconut, tobacco, cinnamon, vegetable, plants, grain seeds, agricultural products, salt, machinery, iron products,

coir mattings, casting, soap , Sand, bricks and cement

- **Third Class** :- Coke, coal, minerals, building materials, finished metal goods, manure and firewood.
Pet animals, bodies, GI plates, and Trolleys are belongs to third class which are not included in the above three classes.

7.2.3. A special fare system was introduced for the dangerous goods, including firearms, heavy equipment, gunpowder, magnotherms, and fireworks used the wagon prepared by using specialized safety methods.

7.2.4. In transporting goods and charging rate minimum length count as 10 mile weights estimated to Honduras and to less than 04 tons in weight of goods transported 04 tons of the fare Legislations were also enacted to charge transportation fees to the second class if they did not do so.

7.2.5. In addition to the above fees, delayed fares for goods transported, insurance premiums for non-precious goods, warehouse charges, and loading fees etc. should be charged.

7.2.6. Charges were laid under the terms of the gazette Notification No. 7514 dated 26 February 1926 (Annex 06), subject to a special gazette notification No. 1512/03 of 30 August 2007 (Annex 07) was amended and the implementation of fees had done until 2018 by the revised Gazette. According to the Gazette Extraordinary No. 2085/23 dated August 24, 2018 (Annex 08) the new revised charges will be imposed effective from October 01, 2018.

7.3. Freight transport operations activities.

- 7.3.1.** Provision of Railway engines for the transportation of fuel by train without delay and the supply of fuel according to the requirement of the regional branches of Ceylon petroleum co-operation and provide the necessity of renovated tanks and wagons for the fuel loading. (Annex 09)
- 7.3.1.1.** A sum 987, 402, 120 Litters of fuel required for the 10 month for year 2017 (except January and December) of rural stores and Ceylon Petroleum Corporation had 11 rural stores for storing fuel transported by the rail. However, in 2017, the Railway Department had only been transported 315,435,760 liters of fuel to the regional stores.
- 7.3.1.2.** Around 500 fuel bowsers released to road system daily by Ceylon Petroleum Corporation at school and office time in addition to transport of fuel by the rail ,were also create heavy traffic congestion around Orugodawatta and Baseline Roads around Colombo and the suburbs in Colombo suburban areas daily.
- 7.3.2.** Cargo, coal transportation, the transportation of fuel and other items pertaining to the transport charges had revised by the Extraordinary gazette No 1512/3, dated 30 August 2007 and new revised fees had been imposed by the Extraordinary gazette No 2085/23 dated 24 August 2018 after 10 years.
- 7.3.3.** Good transportation on income was 57 percent of the overall income of the department from the initial years 1867 of the Railway service up to the year 1934. At percent as to 31 December 2017, the total income of the Railway Department is Rs. 6.49 billion. Thereby, the good transportation revenue was 9.3 percent, and good transportation income dropping 47.7 percentages the total recurrent expenditure was 14.08 billion. Accordingly, the recurrent loss is Rs. 7.59 billion.
- 7.3.4.** If was materially Rs. 13,216,875 and, the decline of income as of present year 2017 comparing with the year 2013 regarding cement transport income review with the 05 years income.

7.3.4.1 Required Storage facilities and lack of sufficient rail and wagons for transport had not been supplied for store of cement

7.3.4.2 Under the formal work order Cement Producers and Cement sellers are not motivated to Transport cement by the train and discouraging then for transport cement from the train by stating various reasons for that causing environmental problems.

7.3.4.3 The Companies which are transport cement by train had removed due to lack of infrastructure provided and lack of prevention measure to avoid environmental damage from cement Transport to the railway department.

7.3.5. The agreement with Holcim company for transport cement.

According to the agreement made by Holcim Company with the Department of Railway at 23th December 2015 for Transport coal through Trincomalee harbor to the Puttalam cement Co – Operation the coal should be transported up to the 20th December 2020. In accordance with the 08 Chapter of the said agreement coal should be transported from Periyanaagawillu to Palavi by train and been should be charged as Rs. 925 per Ton Kilometer for coal transport as decided early. (Annex 11)

7.3.5.1 A sum of Rs. 3,800,000 should be paid as a penalty to Railway department for stopped operating activities from the Maho Railway Station yard before the overlook 02 years from the inception of the operation as per the agreement.

7.3.5.2 No party shall violate or terminate the agreement without a prior notice of 30 days.

7.3.6. Use of trains for the postal service.

A great Service was occurred for the Postal service by the Train. The department contributed to this task by using mobile train, Postal vehicle running and transport of postage. Through Kandy, Badulla, Jaffna, TalliMannar and Galle mobile post offices compartments (Traveling Post Office Van) was attached to the train. Postage was transported Island wide by train on a daily schedule. The charges for these services took place on the basis of the number of mobile miles for the transportation of mobile mail carriages, and the agreements between, the Railways and the Postal Department in postal messengers. (Annex 12)

7.3.7. Transport of goods by estate platforms.

In 1931, the railway Department had focused to goods transport through estate platforms. The construction cost of the state platform should bear With the plantation owners under the 04 condition of the book mention Ceylon Railway service required with plantation company by providing further the facilities to the estate owners closed to the railway line. Those conditions are as follow.

- (i) The use of the estate platforms should only be for transport of good.
- (ii) The minimum load of goods to be loaded shall be 1 tons.
- (iii) Loading 1 tons of cargo should be carried out during a period of 03 minutes. The period of stopping the train at the plantation stations for load balancing is at maximum 10 minutes and loading must be done by the plantation workers.
- (iv) Order of carriage for loading the goods The Superintendent of Railways should adhere to the station at the adjacent Railway Station Master. (Annex 13)

By the 1930s, the Railway Department earned a huge income from transport Of goods through state platforms. The main road through 17, North and Batticale

road 01 each, Udapussellawa route 04 and Kalanivallay 11 state plantation had been constructed.

7.3.8. Relation between health and social development , and Transport of Goods by Railway.

7.3.8.1 Attention to social issues and problem people take transport containers by the Container Carriers and evaluation environmental advantages through shipping goods with containers and freight by the Railway. (Annex 14)

7.3.8.2. In 1937, the Peradeniya, Kandy, Hatton, Kotagala, Haputale, Kurunegala, Anuradhapura, Kilinochchi and Trincomalee stations premises had built, the oil storage complex owns to oil companies and petrol, kerosene and diesel required for those area had transported prominently by Railway. Considering the problems of the people facing road congestion and the handling of organic matter to the health and social issues through the transport of fuel by bowsers on a massive basis due to the weakening of fuel transportation by rail the attention should be paid. (Annex 15)

7.3.9. Effect of Economic and environmental.

7.3.9.1. Environmental permit should be obtained for maintained rural Fuel stores for running shad of the department. (Annex 16)

7.3.9.2. The goods receipt and handing over, to railway stores had done through barges, boats and canal nearby (Lake Side) of Bere tank at 1926. 13 Leading companies transported good through this Lake side store on canal (Annex 17)

7.3.9.3. A amount of 232,000 containers disposed annually by port and If the distance of 3.3 K.M. so far not used had utilized for transport containers from port to Orugodawaththa container yard through rail there should be earn Rs. 114,840,000 ($232,000 \times 3.3 \times 150$) income annually.

- 7.3.9.4.** The income can further increase by transport Break Bulk, Bags and Motor vehicle from port to the railway in addition to the container transport.
- 7.3.9.5.** An 18 No's. Of 20 Feet containers and 09 No. of 40 feet containers can be transported by one engine at transportation of container by rail. For, this travel to one (0.1) k.m. distance combustion of average Fuel is One letter for One engine. If, the 18 No of Containers Carries are used to transport 18 No of 20 feet container, consumable Fuel quantity may be 4.68 Letter (0.26×18) per one k.m. For the transport of 09 No. of 40 Feet container should be used to transport 09 Nos. Containers Carries and consumable fuel quantity may be 3.33 Letters (0.37×9) per One K.m. (Annex 18)
- 7.3.9.6.** The Ports Authority releases 232,000 containers annually and extra fuel Combustion 696,000 liters by transporting containers through the Containers Carries.
- 7.3.9.7.** The Research data reveals that the 12.5 percent of (year 2001) emissions from air pollution in Sri Lanka and it reached to 40 percent at present. If the transport of containers will be done by rail annually, combustion gas and organic matter of 696,000 liters fuel released for environment like Carbon monoxide (CO), sulfur oxide (SO_x), nitrogen oxide (NO_x), Suspended Particulate Matters (SPM) and heavy metals (Pb) has ability to control somewhat. (Annex 19)
- 7.3.9.8.** If the 232,000 container which are released from the harbor annually can be Transport by train a 967 Containers Carries are moving daily in the city of the Containers Carries are used for transport. (Annex 14)

7.4. The impact of administrative activities.

- 7.4.1.** Out of the 147 stores and fertilizer stores which were used for cargo transportation, now being 83 used stores. Accordingly, 65 stores have been acquired by other agencies without any income or remain idle. In addition, 57 cranes and 71 bridges scales had being destroyed without using good handling and transport activities. (Annex 03)
- 7.4.2.** According to the 1937 train timetable, 362 trains run daily and out of those 64 trains, are good trains and others are mixed train. Accordingly, over 200 of the 362 trains operated for good transportation, and it is as proportionately 55 percent. As of December 31, 2017, data 381 train had used for running daily and out of that 23 train are good and others are mix train. Accordingly out of 387 train used for running 51 numbers of train used for good transport purpose and it is proportionate 13 percent.
- 7.4.3.** As mentioned in operation review committee report held is the Additional General manager office at 24 April 2018 the train, which can be used for transport container and cargo train trips and container bed should be used for running by renovation. (Annex 20)
- 7.4.4.** Required arrangement should be made be bringing back efficiently and locally empty Tank wagon and preparing time table to run the train on time and without delay. (Annex 21)
- 7.4.5.** The proper and instant measures should be implemented for reimburse the damage to customers due to damage and misplacement occurred in transport of good. (Annex 22)
- 7.4.6.** According to the approval of cabinet of ministers in Sri Lankan government railway department and Sri Lankan Government had signed an agreement between Puttlam cement Co. Ltd for 30 years and transport limestone act on

01 January 1999 and the parties should be act in accordance with the agreement.
(Annex 23)

7.4.7. Improve the field of transport committee report appointed as "Strachan Commission" by British rules in 1926 some of the special guidance are as follows. (Annex 24)

- (i) Conferring the trust of the customers in the transport of goods, thereby avoiding issues related to the movement of goods and parcels in accordance with article 04.
- (ii) Necessary action to be taken to transport the goods without damage these status and loading goods in scams in facilitating the quick service to customers in accordance with article 07.
- (iii) The engine, compartment and wagon should be provided without any shortage for Train running according to the article 09.

7.4.8 The Department of Railways has a machine worth Rs. 7,500,000 and it is allowed to decay in a garage at Maradana Yard without any maintenance.

8. Observations.

8.1. Any Law had not been imposed during the 10 year period start form 2007 up to 01 October 2018 with the scientific program to formal rate and rules and regulation relating to the good transportation and amendment had not been done in the year 2018 based on the analytical study by the Minister.

8.2. It was observed that the income had lost to earn by the said goods which are included in the Railway ordinance act schedule B second class good transportation abundant completely and 80 percent of good in class one also abundant.

- 8.3.** It was observed that, the additional overall recurrent cost of Rs. 7.59 billion had spent up to the year ended 31 December 2017 annually by the General Treasury.
- 8.4.** Increase the good transportation income had not been act paying the attention for earn Rs. 114,840,000 income by transport the container and other goods which are discharged from the port annually through the Orugodawatta container yard.
- 8.5.** It was observed that the shops had been constructed in the land by removing the track which was prepared to load and un load the goods directly to the rail wagon bring the good from Port by boat through Bere - Ela and it was further Observed that there is not any tax income to the Railway department from those Shops.
- 8.6.** The stock of fuel 671,966,360 litter had not transported in relation to the local requirements it was observed that, this stock which are not transport had transported by Diesel (BGT) the income should have earned to the Department is amounting Rs. 449,389,421 and if that quantity had transported by petrol (BMT) the income should have been earned is amounting Rs. 360,435,330.
- 8.7.** It was observed that the department had left behind a large market share of 68 percent of the fuel transport.
- 8.8.** Reflected the situation of Transport revenues of cement decreased gradually by the formal program had not implemented to increased revenue by recovering it.
- 8.9.** It was observed that gas and organic matter release to the environment three times more than average quantity since the additional combustion of average fuel 3 litters on behalf of the usage of praymower for Train running to one Kilometer. Accordingly, it was observed that the transport of container through the train was able to control the adverse combustible gas and organic substances that are released to the environment.

- 8.10.** Attention had not been paid that the ability to minimize the damage of healthy life by diseases of the head, dizziness, headaches, emphysema, disorders, mucous membranes, namely pneumonia, diseases such as klōmapradāhaya and asma from inspired harmful gases and heavy metals aromas which are released to the environment through container transport and transportation of fuel by bowsers. Accordingly, it was observed that both the urban people and the environment were compelled to face adverse and compromising condition.
- 8.11.** The use of Primemover transport has been major traffic congestion in the suburbs area and it was observed that it was a major hindrance to the normal life and passenger transportation.
- 8.12.** It was observed that massive protests were made based on the damage of the stretch of road from Mahawa to Nikaweratiya due to the transportation of coal from Maho station to the Holcim Company from Primemovers which were able to transport directly to the Puttalam.
- 8.13.** Train quantity was used for the transport of goods in quantity utilized railway from 55 percent to 13 percent reduction in the freight market share directly affecting decrease was observed.
- 8.14.** It was observed that a joint mechanism was not implemented by the Department of Railways and Petroleum Corporation for the transport of fuel while it was further observed that the staff of the Railway and the CPC staff were not functioning with the mutual understanding.
- 8.15.** Since the required train and train wagon had not provide on time for transport of coal and the breach of the agreement unilaterally by Holcim company observed that the loss of income which, should have received to the department from April 2018.

- 8.16.** The adjustment of fess for every five years had done for transport of Limestone, but the amount of how much incremental weight to correctly observe that the department has not program to determine it.
- 8.17.** Company with the previous years, parcels and mail transport income had not demonstrated sufficient growth and it was observed that the causes for decline of income not implemented the guidelines of the "Strachan Commission" Report.
- 8.18.** The service of collection and distribution of goods and parcels has been abandoned since 1971 and it was observed that, it has greatly affected to decline goods transport income.
- 8.19.** The Department has completely abandoned livestock (cattle and goats) and transports of vehicles and it was observed that the Department lost its livestock and vehicle transport revenue from several years.
- 8.20.** Fuel transportation to Ceylon petroleum cooperation stores in Kurunegala by the train had completely suspended and, due to transport of oil to Kurunegala by Bowser there is huge road congestion in Kurunegala town area. As a solution for road congestion in the Kurunegala town, the alternative route which was used to avoid the city crossing of the main road connecting Kurunegala Trincomale road, has been totally blocked and traffic congestion around the road has been intensified and this has become a major environmental issue.
- 8.21.** In addition to transport fuel by rail petroleum corporation had released of the road system in the fuel bowsers around 500 at school and office time daily, around Orugodawaththa and Baseline road, creation of large road congested largely effect to the suburbs Colombo city road congested was observed.

- 8.22.** It was observed that all the companies that transported goods through the canals and barges have left the process and that these canals have not been used for cargo transportation has been transformed into an environmental problem.
- 8. 23** Due to, Rail road Network had not maintained properly shipping goods bring and out right from Port and it has not been used for nearly 10 years. It was also observed that the land on this road has been acquired by unauthorized residents.
- 8. 24** **While, There is not** enough yard space for handling containers with container shipping goods and that type yards has not easily been established nearby Railway station.
- 8. 25** Prepare an active program the authorities had not officiated and bring the focus has not been on the possibility of a large income to the department of Railway in the handling of containers and transfer to other countries through the ship.
- 8. 26** The commercial superintendent office was not implement a program to educate the public regarding the financial benefits and environmental benefits of handling goods containers by the Train and, encourage the trade community for transport goods by the train.
- 8. 27** **The Joint** mechanism had not been implemented by the Department of Railways and the Petroleum Corporation for the transportation of fuel while it was observed that the staff of the Department of Railways and the staff of the Petroleum Corporation do not have a mutual understanding.
- 8. 28** It was observed that some instance train has cancelled due to limit of room for enter new train until the train depart because non availability of additional Track shunting and retain the fuel train with fuel loaded tank wagon due to two (02) railway track only been available at Kolonnawa Railway Station.
- 8. 29** leading cement companies Industries and distribution centers are situated is cities as close to the Railway Department and ability to distribution activities of product of cement industry deliver to relevant urban trade center and there was no arrangement in place by the department.

- 8.30** The Railway Department has not paid attention to the reduction of environmental damage in the transportation of cement by train and get the solutions for the traffic congestion.
- 8.31** It was observed that the transport of coal has been suspended after the 27th of April 2018 and the yard and Rail constructed of Maho Railway station up to the length of one Kilometer road were converted to a disposable asset.
- 8.32** It was observed that many transport had abandoned good transport due to reservation of good train for that good transport demonstrate some difficulty by the department and the food and medicine generally transport by train reserved for that purpose.
- 8.33** It was observed that, Rail Wagon used for livestock transportation were decayed in trains yard.
- 8.34** The Auto Dealers scattered throughout the Island wide vehicles unloaded by the port transport to the city of the facility to the department of railway have taken advantage of it in the Railways to increase freight revenue Commercial Superintendent's Office had not implemented a formal program through.
- 8.35** The transport of goods through the estate platforms has been completely omitted, and it was observed that the department does not have a program to encourage the estate superintendents to do so.
- 8.36** It was observed that, the stores goods for transport activities were decomposed without using for the transport activities.
- 8.37** It was observed that, the formal program had not taken regarding missiles items for take compensation measures and the granting launched.

9. System and control weaknesses.

In general, the General Manager of Railways has been authorized by the Railway Ordinance of the 200 AEA to take action to increase cargo transportation revenue as a general rule. However the Railway Commercial Superintendent's which directly involved in the collection of goods and services from the Railway Department has not directly and efficiently intervened in this and, it was observed that due to negligence on the following issues, the income from transport has been reduced due to environmental and social issues. (Annex 25)

- 9.1** Sufficient space has not provided for handling vehicle with the goods bringing by the containers and Lorries loading to the Rail Wagon.
- 9.2** Non-Roofing Railway Platforms has not used to recover from rain at loading and unloading goods.
- 9.3** All Rail roads near by Railway stores as restrain wagon and Tank wagon has retain in those dilapidated roads.
- 9.4** Wastes and dumps have piled at the platforms of the railway stores yard.
- 9.5** Set of power sets have stopped at the railway yard releasing and storing the goods bringing outside.
- 9.6** At the transport of parcels hand over for transport are missing by passenger and the displaced of good is those parcels by opened.
- 9.7** Without the use of most of the wagon stopped of Maradana Yard which is used for vehicle transportation.

9.8 Unable to provide Wagon for the requirement since, failure due to spent 02 days for unload tank wagon because of the Fuel transported had not pumped updatedly to the tank of the petroleum Co- operation.

9.9 Action had not taken for use to run by renovation lot of wagon and barges can be used but dilapidated.

10. Recommendation

10.1 Establishment of services and infrastructure facilities for transportation of goods, coal, fuel and other goods, policy decisions should be made regarding to match the present. (8.1, 8.2)

10.2 Yard which is used for goods transport activities without using for additional task should be used for good transport and goods carrying for transport to load rail wagon the roofing platforms should be used to protect them by heavy sunlight and rain. (9.2)

10.3 Unnecessary wagon and wagons with steel which are stopped at the rail road in Railway stores yard remove from the rail road and clearing the wild road of railway cargo storage yard has been able to easily handle the shunting engine. (9.3)

10.4 Power sets which are stopped in the Railway cargo stores yard removed from the yard and place them at the Maradana and Dematagoda yards to ensure and facilities the transport of goods to the yard and fixing the dilapidated roads and dilapidated warehouses in the yards becoming usable status. (9.5)

10.5 The Railway stores do not utilized for good transport activities under proper monitoring and guidance and made assessment and leasing and tendering them for annual Estimated value. (8.36)

- 10.6** The Reconstruction of the port rail would not be used to facilitate the transport of goods to shipping, policy decision may take for formal program to transport of goods and mechanisms should operate for implementation and monitoring them. (8.4)
- 10.7** Required policy decisions may be implemented for the construction of a container yard and use the Muthurajawela nearby Ragama Railway station is Railway department to handle containers and handling empty containers release from the port. (8.24)
- 10.8** Minimize the Environmental damage occurred through transport of shipping goods by Containers Carries (Cargo carrier) in order to ensure an efficient transport of goods by rail and the private sector to enable it to compete and derived economic benefit and regarding security implement the program to educate the business community and the people. (8.9, 8.10, 8.11, 8.26)
- 10.9** Necessary measures may take it, to correct because, the more time to bring back the empty wagons and the delay in the emptied tank wagons used for transport fuel. (8.14)
- 10.10** Convert to double line of the distance of 01 Kilometer between Kolonnawa railway station and Orugodawatte to retained the wagons full of Fuel and stopped Rail engine and unproved the facilities for activate shunting engine in Kollonnawa Railway station should be converted in to triple line for huddling 11 rail tank wagon, a braking box and one Locomotive engine. (8.28)
- 10.11** The Petroleum Corporation, instead of transporting fuel for the needs of the local fuel requirement, transporting relevant stock to the local needs by bowser, reduced the heavy costs of the CPC and released nearly 500 bowsers to the road per day, causing roads in the suburbs Implement a program to minimize congestion. (8.21)
- 10.12** Necessary regulations should impose for the transport of fuel During Sunday and public holidays without affecting the passenger transport. (8.27)

- 10.13** Undertake a program to encourage manufacturers and traders to transport cement from train by properly assessing cement factories and dealers' premises adjacent to railway stations. (8.30)
- 10.14** The cement stocks transport by train provide storage space needed to store until distribution amount agencies and the cause for cement transport income drop by about 60 per cent blame the scams and reduce the environmental damage loading and unloading cement to the train Creating an effective mechanism for facilitating loading and unloading. (8.29)
- 10.15** Since, The coal transport has now been suspended review the agreements regarding it for increase the revenue of coal transportation in addition to the relevant company and other institution which are utilization of coal disuse and formal program should be implemented to increase coal transport income. (8.31)
- 10.16** Prevent a dilapidation of the way from Maho to Puttalama via Nikaweratiya due to transport coal bringing through the china harbor stocking at Maho yard to puttalam by Containers Carries and avoid the traffic congestion around road in urban area. (8.12)
- 10.17** Maho yard and Railway track prepared for transport coal can be used for transport fertilizer and agricultural goods for that program should be prepared with the consulting of relevant institution.(8.31)
- 10.18** Transport sector (agriculture, food and medical materials) Awareness and motivation program should be done for carriers and manufacturers to benefit from the transport of goods by rail. (8.32)
- 10.19** When, the transportation of parcels and postal should be ensure hard attention for their safety and establishing an insurance scheme for the damages in respect of damage and misappropriation of goods transported. (8.37)

- 10.20** Proper and efficient disciplinary action taking against them for missing a certain irregularity made by railway workers handling goods pack. (8. 19)
- 10. 21** Preparation of arrangements for the transport of animals by train and preparation of a program for the care of the animals transported. (8.19)
- 10. 22** Required, program should be prepared for the removal of landing vehicle from the port and, provide facilities for transport of vehicles by train and formalize the transportation of vehicles. (8.34)
- 10. 23** Possible to use for goods transport but, at all stations located in an old restored train storage can utilize or lease and by renovation and used for transport goods reserve rail track and yard in rural can utilized for good transport by renovation. (8.36)
- 10. 24** Start the transportation of goods return across the plantation stage and prepare an efficient Program discussing with the companies. (8.35)
- 10.25** By utilizing lake side good store prepare a required program to use to transport goods through canals. (8.22)
- 10.26** Take immediate action to eliminate that status, pay attention hardly arisen the economic, environmental and social deterioration due to non – efficient transport activities and suspended containers and Fuel transportation by train.

11. Conclusions.

- 11.1** It is here by concluded that attention have not been made for increase goods transport income the service provided by the structural differences and causes of action in connection with the parties responsible for fall down the ratio of good transport income after 1934.

- 11.2 It is here by concluded that the National program had not been implemented to expand the rail good transport market minimizing arisen humanitarian, social, health and environmental damage due to use the road network for container and Fuel transport activities.
- 11.3 It is concluded that good transportation income had lost to the Government due to non – rational decisions taken by the officer’s and administration and marketing inefficiencies of the Commercial Superintendents office in Railway.
- 11.4 It is here by concluded that, joint Mechanism should be officiated to implement for avoiding economic, social, health and humanitarian issues and altogether port Authority, Petroleum Corporation, CWE, Food department, the paddy marketing Board and Timber Corporation of public institutions which are used road system for good transport.

H. M. Gamini Wijesinghe,
Auditor General.

April 2019 .22.

Sgd./ H.M. GAMINI WIJESINGHE
Auditor General

Supply, 1886.

Ceylon Railways.

No. 25.—1885.

An Ordinance for making provision for the Contingent Services for the year 1886.

[30th January, 1886.]

No. 26.—1885.

An Ordinance relating to the Ceylon Railways.

ARTHUR GORDON.

Preamble.

WHEREAS it is expedient to consolidate and amend the Law relating to the Ceylon Railways and to the conveyance thereby of Passengers and Goods: Be it therefore enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

Short title.

Commencement.

1 This Ordinance may be cited as "The Ceylon Railways Ordinance, 1885"; and it shall come into operation at such time as the Governor shall by Proclamation, to be published in the *Government Gazette*, appoint.

Repeal of Ordinances

- No. 10 of 1865,
- No. 12 of 1871,
- No. 5 of 1872,
- No. 3 of 1874,
- No. 9 of 1877,
- No. 10 of 1878,
- No. 2 of 1881.

2 The Ordinances specified in Schedule A to this Ordinance are hereby repealed, provided that such repeal shall not affect

- (a) The past operation of any enactment hereby repealed; nor
- (b) Any right, privilege, obligation, or liability acquired, accrued, or incurred under any enactment hereby repealed; nor
- (c) Any penalty, forfeiture, or punishment incurred in respect of any offence committed against any enactment hereby repealed; nor
- (d) Any investigation, legal proceeding, or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture, or punishment as aforesaid; and any such investigation, legal proceeding, and remedy may be carried on as if this Ordinance had not passed.

Interpretation clause:

- "Railway."
- "Railway official."

3 For the purposes of this Ordinance, the expression "railway" shall include all railways already constructed, or in course of construction, or to be hereafter constructed, by or on behalf of the Ceylon Government; and the expression "railway official" shall include the General Manager, the Assistant Managers, Traffic Superintendents, and all such officers, servants, agents, and other persons as shall be from time to time employed to do any act upon the railway.

General and Assistant Managers, clerks, and other officers.

4 The Governor may appoint a fit and proper person to execute the duties and powers hereinafter mentioned, who shall be called "The General Manager," and one or more persons, as he may deem necessary, to assist the General Manager in the execution of the said duties and powers, who shall be called "Assistant Managers," and such clerks and other officers as to him may appear necessary. And all duties and powers hereinafter required to be performed and exercised by the General Manager shall and may be performed and exercised by any Assistant Manager.

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5 The Governor may, from time to time, with the advice of the Executive Council, make, and when made, revoke, add to, and alter rules regulating the classification of goods, the goods that are to be charged for at special rates, the charges to be made for the conveyance of passengers and goods by the railway, and regarding all other matters not specially enacted by this Ordinance, and necessary to provide, in every respect, for the management and due and profitable working of the railway. Provided that the charges for the conveyance of passengers and goods at rates other than special shall in no case exceed the rates specified in Schedule B hereto annexed. Provided further, that if in any detailed classifications of goods sanctioned by the Governor, with the advice aforesaid, special provision be made for any articles which are deemed exceptional, such provision shall prevail and be of force, anything in the Schedule B to the contrary notwithstanding.

Rules.

6 A copy of any rule or rules made under the authority of the 4th section may be hung up and affixed and continued on the front or other conspicuous part of every railway station, and knowledge of the contents of such rule or rules shall be presumed as against any person using the railway, upon proof that such copy was hung up, affixed, and continued as herein required.

Rules to be affixed publicly in railway stations, and persons using the railway legally presumed to be acquainted with them.

7 All rules which are in force at the coming into operation of this Ordinance, and which are not inconsistent with any of its provisions, shall continue to be in force until revoked, added to, or altered in manner hereinbefore provided.

Existing rules to continue in force until superseded.

8 No person shall enter any carriage used on the railway, for the purpose of travelling therein, without having first paid his fare and obtained a ticket. Every person desirous of travelling on the railway shall, upon payment of his fare, be furnished with a ticket specifying the class of carriage for, and the station from, and the station to, which the fare has been paid, and shall, when required, show his ticket to any railway official, duly authorized to examine the same, and shall deliver up such ticket upon demand to any of the railway officials duly authorized to collect tickets. Any person not producing or delivering up his ticket as aforesaid shall be liable to pay the fare from the place whence the train originally started, unless he can prove that he has travelled a less distance only, in which case he shall be liable to pay the fare only from the place whence he has travelled.

Fares to be prepaid.

Passenger tickets to be given up on demand.

9 The fare or freight paid for the conveyance of passengers or goods respectively shall be deemed to be accepted only upon condition that there be room in the train. In case there shall not be room for all the passengers or goods, those passengers who shall have obtained tickets for the longest distance shall have the preference, and those who shall have obtained tickets for the same distance shall have the preference according to the order in which they shall have received their tickets; and the like order shall be observed as to goods. Provided that all officers and troops of Her Majesty on duty, and all other persons travelling on the business of Government, shall be entitled to be conveyed on the railway in preference to, or in priority over, the public, without reference to the distance for which, or the order in which, they shall have received their tickets.

Fare and freight to be accepted conditionally.

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Penalty for fraud.

10. Any person who shall defraud or attempt to defraud the Government by travelling or attempting to travel upon the railway, without having previously paid his fare; or by riding in or upon a carriage of a higher class than that for which he shall have paid his fare; or by continuing his journey in or upon any of the carriages beyond the station for which he shall have paid his fare, without having previously either paid the fare for the additional distance, or obtained the sanction of the station master or guard of the train; or who shall knowingly and wilfully refuse or neglect, on arriving at the station to which he shall have paid his fare, to quit such carriage and railway premises; or who shall transfer or profit by the transfer of the return half of any ticket obtained by him, or who shall, in any other manner whatever, attempt to evade the payment of his fare, shall be liable to a fine not exceeding fifty rupees for each offence.

Fine for entering carriage in motion; or riding on the steps.

11 Any passenger who shall get into or upon, or attempt to get into or upon, or shall quit or attempt to quit any carriage upon the railway, while such carriage is in motion; or who shall ride or attempt to ride upon the railway on the steps or any other part of a carriage, except on those parts which are intended for the accommodation of passengers, shall be liable to a fine not exceeding twenty rupees for each offence.

Fine for riding on engine, tender, or luggage-van.

12 Any person other than the engineman and fireman, and assistant fireman, if any, who, without the special license of the General Manager or Locomotive Engineer, shall ride, or attempt to ride upon any locomotive engine or tender upon the railway; and any person other than the guard or breaksman, who, without special permission of the General Manager or Traffic Superintendent, shall ride or attempt to ride upon the railway in or upon any luggage-van or goods-wagon, or other vehicle not appropriated to the carriage of passengers, shall be liable to a fine not exceeding fifty rupees for each offence.

Smoking, &c., and chewing of betel prohibited.

13 If any person shall smoke, or shall chew betel, bhang, tobacco, opium, or other like substance, either on the premises or in or upon any of the carriages belonging to the railway, except in places or carriages which may be specially provided for the purpose, he shall be liable to a fine not exceeding twenty rupees for each offence; and if any person persist in infringing this regulation, after being warned to desist by any of the railway officials or passengers, such person, in addition to incurring the liability above mentioned, may be removed by any such official from any such carriage, and from the premises appertaining to the railway; and shall forfeit his fare.

Penalty for intoxication or nuisance.

14 Any person who shall be in a state of intoxication, or be insufficiently or indecently clad, or who shall commit any nuisance or act of indecency in any railway carriage, or upon any part of the premises appertaining to the railway, or who shall wilfully and without lawful excuse interfere with the comfort of any passenger on the railway, shall be liable to a fine not exceeding fifty rupees, or to imprisonment, with or without hard labour, for any term not exceeding three months, or to both; and, in addition to such liability, the offender may be removed by any

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of the railway officials from any such carriage, and also from the premises appertaining to the railway, and shall forfeit his fare.

15 If any special carriage or portion of a carriage, or any private room or apartment, shall be provided for the exclusive use of females, any male person who, without lawful excuse, shall enter such carriage, or portion of a carriage, or any such room or apartment, knowing the same to be exclusively appropriated as aforesaid, or shall remain therein after having been informed of its exclusive appropriation, or if any passenger of one class shall knowingly and wilfully refuse or neglect to leave rooms or places set apart for passengers of higher classes, shall be liable to a fine not exceeding one hundred rupees, and may be removed therefrom, and also from the premises appertaining to the railway, by any of the railway officials, and shall forfeit his fare.

Penalty for entering private room or carriage.

16 The Government shall in no case be liable for loss or injury to any articles or goods to be carried by the railway, unless such loss or injury shall have been caused by negligence or misconduct on the part of their agents or servants, and unless the articles or goods in respect of which compensation is claimed shall have been booked and paid for in conformity with this Ordinance or the rules and regulations in that behalf provided.

Liability for goods lost, destroyed, or injured.

17 If any person shall fail to pay on demand any sum due for the conveyance of any goods, it shall be lawful for the General Manager to detain all or any part of such goods, or, if the same shall have been removed from the premises appertaining to the railway, any other goods of such person which shall then be on their premises, or shall thereafter come into their possession; and also, after reasonable notice to such person, to sell by public auction sufficient of such goods to realize the sum payable as aforesaid, and all charges and expenses of such detention and sale, and out of the proceeds of the sale to retain the sum so payable, together with the charges and expenses aforesaid, rendering the overplus, if any, of the money arising by such sale, and such of the goods as shall remain unsold, to the person entitled thereto; or the General Manager may recover any such sum by action at law. The goods of passengers may also be detained, sold, and the proceeds disposed of as above provided for non-payment of the fare due by them.

Remedy for non-payment of the carriage of goods.

18 The owner or person having the care of any goods which shall have been carried upon the railway, or shall be brought to the premises appertaining to the railway for the purpose of being carried on the railway, shall, on demand by any railway official, deliver to such official an exact account in writing, signed by him, of the number or quantity and description of such goods. This provision shall not apply to passengers' luggage.

Remedy for non-payment of freight and fare.

Written account of goods to be given on demand.

19 If any such owner or person as aforesaid shall, on demand by any such railway official as aforesaid, fail to give such account to such railway official, or if he shall wilfully give a false account thereof, he shall, for every such offence, be liable to a fine not exceeding fifty rupees for every ton of goods, and to a fine not exceeding twenty rupees for any quantity of goods less than a ton.

Penalty for giving no account, or false account.

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Carriage of goods of a dangerous nature.

20 No person shall carry upon the railway any dangerous article, or be entitled to require any railway official to carry upon the railway any article which, in the judgment of any of the railway officials, shall be of a dangerous nature, or so bulky that it would be unsafe for the railway to convey the same; and if any person shall carry upon the railway any dangerous article, or shall deliver to such railway official any such article for the purpose of being carried upon the railway, without distinctly marking their nature on the outside of the package containing the same, and likewise giving notice in writing of the nature thereof to the station master or other railway official to whom the same shall be delivered for the purpose of being so carried, he shall be liable to a fine not exceeding two hundred rupees for every such offence; and it shall be lawful for the railway officials to refuse to carry any luggage or parcel that they may suspect to contain articles of a dangerous nature, and to require the same to be opened to ascertain the fact previously to carrying the same; and in case any such luggage or parcel shall be received by the railway officials for the purpose of being carried on the railway, it shall be lawful for any railway official to stop the transit thereof until he shall be satisfied as to the nature of the contents of the luggage or parcel.

Persons afflicted with small-pox, &c., not allowed to travel.

21 If any person afflicted with small-pox or other contagious disease shall travel by the railway, he shall be guilty of an offence and liable to a fine not exceeding fifty rupees; and if any person, whilst travelling, be discovered to be so afflicted, it shall be lawful for any railway official to remove him from the carriage and from the railway premises at the first opportunity.

Penalty for removing stakes or pegs, or defacing marks.

22 Any person who shall remove any stakes, or pegs, or other marks placed by any railway official or by any surveyor or his servants or agents along the line of any railway already constructed, or any other line which may be hereafter undertaken with the sanction of the Government, or contiguous thereto, for the purpose of setting out, tracing, or showing such line, shall be liable to a fine not exceeding fifty rupees.

Penalty for trespass.

23 Any person who shall trespass upon the railway, or upon any of the lands, stations, or other premises appertaining to the railway, shall be liable to a fine not exceeding twenty rupees; and if any such person shall refuse to leave the railway or premises on being requested to do so by any railway official, or by any other person on his behalf, he shall be liable to a fine not exceeding fifty rupees, and may be immediately removed from the railway or premises by such officer or other person as aforesaid.

Penalty for driving an animal upon or across the railway.

24 Any person who shall wilfully ride, lead, or drive upon or across the railway any animal, except in directly crossing the railway at any road or place appointed for that purpose, at a time at which he shall be lawfully authorized so to do, shall be liable to a fine not exceeding fifty rupees for each offence.

Precaution if railway cross road.

25 If the railway cross any public carriage road (not defined to be an occupation crossing as hereinafter provided) on a level, the General Manager shall, when the line is open for traffic, cause to be erected and maintained good and efficient gates, either

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across the railway or across the road on each side of the railway where the same shall communicate with the road, and shall employ proper persons to open and shut such gates. If such gates be across the road, they shall be kept constantly closed, except during the time when horses, cattle, carts, or carriages passing along the same shall have to cross the railway; and the gates shall be of such dimensions and so constructed as when closed to fence in the railway, and prevent persons, cattle, or horses passing along the road from entering upon the railway. If the gates be across the railway, they shall be kept closed, except when engines or carriages passing along the railway shall have occasion to cross the road, and shall be of such dimensions, and so constructed as when open to fence in the railway, and prevent persons, cattle, or carriages, from entering upon the railway: Provided that it shall be lawful for the Governor, in any case, to order that the gates shall be across the road or across the railway, as the Governor may think fit, and in such case the gates shall be erected, maintained, and closed accordingly. If the General Manager shall wilfully fail to comply with the provisions of this section, he shall be liable to a fine not exceeding two hundred rupees for each offence; and any Police Magistrate may, in case any such gates be not erected or maintained, order the General Manager to cause the same to be erected and maintained within a time to be specified in the order; and in case of wilful failure on his part to comply with such order, he shall be liable to a fine not exceeding two hundred rupees for every day that he shall wilfully fail so to do.

Proviso.

26 It shall be lawful for the Governor from time to time to declare by Proclamation any road or path which the railway may cross to be an "occupation crossing," and such Proclamation to alter, vary, or repeal. The gates of occupation crossings are not to close across the railway, and are to be kept locked by means of padlocks, the keys of which shall be kept by railway officials or others authorized thereto by the General Manager. Any person desiring to use the same must give such notice of his intention to do so, as the Governor shall from time to time require, to the station master of the nearest station, or such other person as the General Manager may from time to time appoint, to allow of arrangements being made for the opening of the gates with safety to the public. The General Manager will define from time to time the hours suitable for such openings, and the gates can only be opened at the hours so defined by him. Cattle passing over the occupation crossing must not be driven, but led by a suitable and properly-secured halter. Any person using or attempting to use an occupation crossing without such notice as aforesaid, or at hours other than those defined as aforesaid, and any person causing cattle to cross without such halter as aforesaid, and the owner of any cattle so crossing, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees, or to imprisonment with or without hard labour not exceeding three months.

Occupation crossings.

27 The owner of any animal which shall trespass or stray upon the railway or upon any lands appertaining to the railway, shall be liable to a fine not exceeding ten rupees for each animal;

Liability of owner of animal trespassing.

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and it shall be lawful for any railway official, or his servants or agents, to take or drive every animal which shall be found so trespassing, to the nearest police station, there to be detained until the highest amount of fine incurred by such trespass, and the expense of feeding and keeping the animal, be paid, or until a Police Magistrate shall otherwise order. A Police Magistrate may, upon proof of the trespass, cause such animal to be sold by public auction, and the proceeds of the sale, after deducting therefrom such fine or such a sum not exceeding ten rupees for each animal, as the Magistrate shall award, to be paid in lieu of the fine to which the owner is hereby made liable, and such further sum as the Magistrate shall order to be paid for the expenses of detaining, feeding, and selling such animal, shall be returned to the owner of the animal on demand.

Penalty for
injury
to carriage, &c.

28 Any person who shall unlawfully and wilfully remove or deface the number-plates, or remove or extinguish any lamp on any carriage or signal-post belonging to the railway; or shall wilfully imitate any railway signal; or shall wilfully or negligently damage or injure any carriage, engine, wagon, truck, station, warehouse, bridge, building, machine, rail-points, fence, or any other matter or thing belonging to the railway, shall be liable to a fine not exceeding two hundred rupees.

Penalty for
opening or not
properly shutting
gates.

29 If any person for whose use or accommodation any gate shall have been set up by any railway official, on either side of the railway, or any other person shall open such gate, or pass, or attempt to pass, or drive, or attempt to drive any cattle, carriage, or other animal or thing across the railway, at a time when any engine or train approaching along the same shall be in sight; or shall at any time omit to shut and fasten such gate as soon as he and any cattle, carriage, or other animal or thing under his charge, shall have passed through the same, he shall be liable to a fine not exceeding one hundred rupees.

Obstructing
engine or
carriages, or
endangering
safety of
passengers.

30 If any person shall wilfully and maliciously put, place, cast or throw upon or across the railway any wood, stone, or matter, or thing, or shall wilfully and maliciously take up, remove, or displace any rail, sleeper, or matter or thing belonging to the railway, or shall wilfully and maliciously turn, move, or divert any points or other machinery belonging to the railway, or shall wilfully and maliciously make or show, hide or remove, any signal or light upon or near the railway, or shall wilfully or maliciously do or cause to be done any other matter or thing with intent, in any of the cases aforesaid, to upset, obstruct, overthrow, injure, or destroy any engine, tender, carriage, or truck used upon the railway, or to endanger the safety of any persons travelling or being upon the railway, or cast, throw, or cause to fall or strike against, into, or upon any engine, tender, carriage, or truck used upon the railway, any wood, stone, or other matter or thing, with intent to endanger the safety of any person being in or upon such engine, tender, carriage, or truck, every such offender shall be guilty of an offence, and, being convicted thereof, shall be liable, at the discretion of the Court, to corporal punishment not exceeding fifty lashes, or fine not exceeding one thousand rupees, or imprisonment with or without hard labour for any period not

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exceeding twenty years, or to any two or more of these punishments.

31 Whoever shall wilfully do any act, or shall wilfully omit to do what he is legally bound to do, intending by such act or omission to cause, or knowing that he is thereby likely to cause, the safety of any person travelling or being upon the railway to be endangered, shall be liable to corporal punishment not exceeding twenty lashes, or fine not exceeding two hundred rupees, or to imprisonment with or without hard labour for any term not exceeding seven years, or to any two or more of those punishments.

Penalty for wilful act or omission endangering a passenger.

32 Any railway official who shall be in a state of intoxication whilst actually employed upon the railway, or any of the works connected therewith, in the discharge of any duty, and any railway official who negligently shall omit to perform his duty, or shall perform the same in an improper manner, shall be liable to a fine not exceeding fifty rupees; and if the duty in any of the cases in this section above-mentioned be such, that the omission or negligent performance thereof would be likely to endanger the safety of any person travelling or being upon the railway, such official shall, on conviction, be liable to imprisonment, with or without hard labour, for a term not exceeding one year, or to fine not exceeding two hundred rupees, or to both.

Penalty for drunkenness or breach of duty by railway official.

33 If any person shall rashly or negligently, and without lawful excuse, do any act which shall be likely to endanger his own safety or that of any person travelling or being upon the railway, he shall, upon conviction, be liable to imprisonment, with or without hard labour, for a term not exceeding six months, or to fine not exceeding one hundred rupees, or to both.

Penalty for an act not wilful.

34 If any person shall wilfully do any act, or wilfully omit to do any act, contrary to the provisions of the rules sanctioned by the Governor, with the advice of the Executive Council, as already provided, he shall be guilty of an offence, and be liable on conviction to a fine not exceeding twenty rupees.

Breach of rules.

35 Every person who shall give a false or untrue certificate as to coolies forming gangs, with intent to defraud or to entitle them to the low rate of fare allowed to gangs of coolies by the Schedule A, shall be guilty of an offence, and be liable on conviction to a fine not exceeding one hundred rupees.

Penalty for false certificate.

36 Every person who shall be guilty of any offence mentioned in this Ordinance may be lawfully apprehended, without any warrant or written authority, by any railway official, or by any other person whom such railway official shall call to his aid, or by any police officer, anything in "The Criminal Procedure Code, 1883," to the contrary notwithstanding; and every person so apprehended shall, with all convenient despatch, be carried and conveyed before a Police Magistrate to be dealt with according to law.

Apprehension of offenders.

37 In the construction of this Ordinance, every railway official shall be deemed to be legally bound to do everything necessary for, or conducive to, the safety of the public, which he shall be required to do by this Ordinance or by any rule which

Rules for the construction of the Ordinance.

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shall be made by the Governor, with the advice of the Executive Council, and of which rule such official shall have notice; and every such official shall be deemed to be legally prohibited from doing every act which shall be likely to cause danger, and which by any such rule he shall be prohibited from doing.

Jurisdiction of Magistrates.

38 For the purposes of this Ordinance, the Police Magistrates of Colombo, Kandy, Kalutara, Pánaduré, Mátalé, Gampola, Hatton, Nuwara Eliyá, and also any other Police Magistrate who may hereafter be specially authorized thereto by Proclamation issued by the Governor, with the advice of the Executive Council, shall respectively have jurisdiction over all offences, acts, matters, and things hereby made cognizable by Police Courts, although such Magistrates may otherwise have no jurisdiction in the place where the offence was committed, or where the act, matter, or thing took place.

Case may be tried before Police Courts, though otherwise out of their jurisdiction.

39 And whereas the punishments assigned to certain offences under this Ordinance are beyond the jurisdiction of Police Courts, but it would be frequently more advantageous that such offences should be brought for trial before such courts in order that the punishment of offenders may be more prompt, even though it should be less severe: It is therefore enacted, that in case of any person committing an offence under this Ordinance, and which offence would not otherwise be cognizable by a Police Court by reason of the punishment to which the same is subject, and a certificate shall be presented to any Police Court signed by the Attorney-General or Solicitor-General, or by any Crown Counsel, to the effect that such officer is content that such offence or act shall be prosecuted before such Court, it shall be competent to such Court to take cognizance of such offence or act, and to award in respect thereof so much of the punishment assigned thereto as Police Courts are empowered by law to award.

Punishment of children for breach of Ordinance.

40 And whereas many of the offences declared punishable by this Ordinance may be committed by children whom it would not be expedient to punish in manner herein provided: It is therefore enacted, that it shall be competent to any Police Magistrate before whom any person under the age of sixteen years shall be convicted of any offence, to order the moderate chastisement of such person instead of subjecting him to the punishment prescribed by this Ordinance, and such chastisement shall be inflicted immediately if the Magistrate shall so direct.

Enforcing payment of fare by passenger not producing ticket.

41 The payment of any fare to which any passenger not producing or delivering up his ticket shall be liable under section 7 of this Ordinance, may be enforced in the same manner as any fine imposed by this Ordinance.

A copy and translation of Act to be shown at railway stations.

42 A copy of this Ordinance and of the rules, time tables, and tariff of charges, which shall from time to time be duly made and published, shall be exhibited in some conspicuous place at each station of the railway, so that they may be easily seen and read; and all such documents shall be so exhibited in English and in the vernacular languages of the district in which the station is situate, and in such other language, if any, as shall be required by order of the Governor.

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43 Any person who shall remove, deface, or in any way injure any document exhibited by the railway authorities as required by section 41, or any notice or document posted by them at the station or anywhere upon the railway, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees, or to imprisonment with or without hard labour for three months.

Penalty for removing documents or notices.

44 It shall be lawful for the Governor, with the advice of the Executive Council, to grant to any company or person conveying by railway goods the freight on which shall exceed an average amount to be fixed from time to time by the Governor, with the advice aforesaid, such rebate as to him shall appear reasonable.

Rebate to be granted on freight.

SCHEDULE A.

- (1) The Ordinance No. 10 of 1865, intituled "An Ordinance relating to the Ceylon Railway," save and except sections 19 and 31 thereof, which have already been repealed by "The Criminal Procedure Code, 1883";
- (2) The Ordinance No. 12 of 1871, intituled "An Ordinance to reduce the minimum rates fixed by Ordinance No. 10 of 1865 for Railway passenger fares";
- (3) The Ordinance No. 5 of 1872, intituled "An Ordinance to extend the provisions of the Ordinance No. 10 of 1865 to the Railway from Pérádeniya to Náwalapitiya";
- (4) The Ordinance No. 3 of 1874, intituled "An Ordinance further to extend the provisions of the Ordinance No. 10 of 1865";
- (5) The Ordinance No. 9 of 1877, intituled "An Ordinance to reduce the minimum rates for Railway passenger fares on the Railway between Colombo and Pánaduré, and on the Railway now in course of construction between Pánaduré and Kalutara";
- (6) The Ordinance No. 10 of 1878, intituled "An Ordinance to make provision for the Traffic Rates to be charged in respect of goods upon the proposed line of Railway between Náwalapitiya and Nánu-oya";
- (7) The Ordinance No. 2 of 1881, intituled "An Ordinance to amend the Ordinance No. 10 of 1865, intituled 'An Ordinance relating to the Ceylon Railway.'"

SCHEDULE B.

RATE OF RAILWAY FARES.

Passengers.

1st Class ...	not exceeding 17 cents per mile.
2nd " ...	8 "
3rd " ...	3 "

Detachments of pioneers of any nationality, or gangs of coolies of not less than 6 in number, each pioneer or cooly $1\frac{1}{4}$ cent per mile. Provided that no detachment or gang shall be conveyed at the rate aforesaid unless upon the production of a certificate from the importer of such coolies, or from the manager of the estate or work from or to which they are going, that such pioneers or coolies have been employed, or are about to be employed, on the said estate or work. Children of pioneers or coolies in gangs to be charged as adults. The minimum fare of pioneers and coolies gangs shall be twenty-five cents each.

Reductions to be made for children and for return or periodical tickets. The right of reduction in the case of children must be determinable either by age or height, as shall from time to time be provided for by the rules.

*Ceylon Railways.**Youthful Offenders.**Goods.*

1st Class ...	from 16 cents to 59 cents per ton per mile.
2nd „ ...	12 „ 44 „ „
3rd „ ...	4 „ 25 „ „

Special rates to be charged for live stock, corpses, specie, plate, carriages, firearms, machinery, and for articles exceeding 3 tons in weight or measuring more than 200 cubic feet, or 20 feet in length, and gunpowder, vitriol, lucifer matches, and other articles which, in the judgment of any of the railway officials, may be of a dangerous nature.

As respects goods, the fractional part of half a hundredweight shall be reckoned as half a hundredweight.

Articles not herein enumerated, to be charged according to any of the above classes, or at special rates, according to the provisions to be made from time to time in the rules and regulations.

The minimum distance on which a mileage charge shall be made is ten miles.

Special trains or reserved accommodation shall be charged for at special rates.

Goods of the third class in quantities less than four tons, to be charged at second class rates, or as four tons.

Demurrage, insurance on valuable articles, warehouse, loading, and like charges, shall be made in addition to the above rates, which apply only to the carriage of goods.

As respects goods and passengers, the fractional part of a cent will be charged as a cent, and the fractional part of a mile will be charged as a mile.

Definitions of Classes.

CLASS 1.—Furniture, pianos or other musical instruments, wine or other liquors in bottle, groceries, oilman's stores, millinery, textile fabrics, glassware, crockery, meat, fish, and game.

CLASS 2.—Coffee, rice, grain of all kinds in bags or packages or in bulk, oil, wine or other liquid in cask, jute, horns, jaggery, sugar, cocoanuts, tobacco, cinnamon, vegetable, plants, seed and agricultural produce generally, refined salt and saltpetre, bales of cotton cordage, machinery not included in special rates, manufactured metals, coir-matting, castings, soap, hardware, tools, and agricultural implements.

CLASS 3.—Coke, coal, minerals, building materials, unworked metals, manure, and firewood.

Passed in Council the Thirtieth day of December, One thousand Eight hundred and Eighty-five.

R. W. LEVERS,
Clerk to the Council.

Assented to by His Excellency the Governor the Eighth day of January, One thousand Eight hundred and Eighty-six.

CECIL C. SMITH,
Colonial Secretary.

No. 1.—1886.**An Ordinance relating to Youthful Offenders.**

ARTHUR GORDON.

Preamble.

WHEREAS it is expedient to provide for the due punishment and reformation of youthful offenders, and to establish Reformatory and Industrial Schools for their benefit: Be it therefore enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

Short title.

1 This Ordinance may be cited as "The Youthful Offenders Ordinance, 1886";

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SCHEDULE.

Form A.

I, A. B., Government Agent of the _____ Province (or Assistant Government Agent of the _____ District in the _____ Province, as the case may be), hereby license C. D. to sell the explosives mentioned in the schedule hereto attached, under the provisions of Ordinance No. 8 of 1902, intituled "An Ordinance for the prevention of Accidents by Explosives." (Here insert the conditions, if any, to which the license shall be made subject.)

The _____ day of _____, 19—, (Signed) A. B.

Schedule.

Name of explosive.

24th April, 1902.

No. 9 of 1902.**An Ordinance relating to the Ceylon Railways.**

(As amended by No. 1 of 1903 and No. 2 of 1904.)

(See No. 24 of 1865.)

Preamble.

WHEREAS it is expedient to amend the law relating to the Ceylon railways and to the conveyance thereby of passengers, passengers' luggage, parcels, H, C, and D traffic, goods, and live stock : Be it therefore enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows :

Short title.

Commencement.

1 This Ordinance may be cited as "The Ceylon Railways Ordinance, 1902," and it shall come into operation at such time* as the Governor shall by Proclamation, to be published in the *Government Gazette*, appoint.

Repeal of Ordinances.

2 The Ordinance No. 26 of 1885 is hereby repealed, provided that such repeal shall not affect—

- (a) The past operation of the enactment hereby repealed ;
- (b) Any right, privilege, obligation, or liability acquired, accrued, or incurred under such enactment ;
- (c) Any penalty, forfeiture, or punishment incurred in respect of any offence committed against such enactment ; nor
- (d) Any investigation, legal proceeding, or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture, or punishment as aforesaid ; and any such investigation, legal proceeding, and remedy may be carried on as if this Ordinance had not passed.

* 15th day of October, 1902.

Public Thoroughfares.

Schedule of Special Rates chargeable for Conveyance of Goods and Passengers over the Nannuoya-Ragalla Station.

[§ 2, 2 of 1904.]

(See Section 5 A.)

Rate of Railway Fares.

Passengers.

- 1st class, not exceeding 17 cents per mile.
- 2nd class, not exceeding 12 cents per mile.
- 3rd class, not exceeding 4 cents per mile.
- No reduction to be made for return tickets.

Goods.

Not exceeding 44 cents per ton per mile for goods of every description.

23rd April, 1902.

No. 24 of 1865.

An Ordinance to authorize the shooting of Cattle trespassing on the Line of Railway.

WHEREAS the provisions already made to prevent cattle trespassing on the railway are ineffectual to secure the desired end, and there is reason to fear that, unless more stringent measures be adopted, serious accidents will occur: It is hereby enacted as follows:

Preamble.

1 It shall be lawful for the Director-General of the Railway, with the sanction of the Governor, by written authority to be by him for that purpose issued, and subject to such conditions and limitations as shall be therein specified, to empower any person named therein to shoot cattle trespassing on the line of railway, and such authority from time to time to recall, if to the Director-General it shall appear expedient so to do.

Director-General may empower cattle trespassing on railway to be shot.

2 Any person empowered as aforesaid may lawfully shoot and kill cattle trespassing on the line of railway, and shall not be subject to any liability, civil or criminal, for doing so.

Persons shooting exempted from liability.

3 Any person who shall abuse the authority so given to him, or shall wilfully exceed the terms thereof, or shall in any way act contrary to the conditions and limitations therein specified, shall, in addition to any civil liability he may incur by such act, be liable to a fine not exceeding ten pounds, or to imprisonment, with or without hard labour, for a period not exceeding twelve months, or to both.

Abuse of authority.

30th December, 1865.

No. 10 of 1902.

An Ordinance to further amend the Laws relating to Public Thoroughfares in this Colony.

(See under No. 10 of 1861, Volume I., page 424.)

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reduction in the case of children must be determinable either by age or height, as shall from time to time be provided for by the rules.

Special trains or reserved accommodation shall be charged for at special rates. Special rates shall be charged for H, C, and D traffic, luggage, and parcels.

Goods.

- 1st class from 24 cents to 59 cents per ton per mile.
- 2nd class from 16 cents to 44 cents per ton per mile.
- 3rd class from 12½ cents to 25 cents per ton per mile.
- 4th class from 10 cents to 20 cents per ton per mile.
- 5th class from 8 cents to 20 cents per ton per mile.
- 6th class from 4 cents to 16 cents per ton per mile.

Special rates to be charged for live stock corpses, specie, plate, carriages, and for articles exceeding 3 tons in weight or measuring more than 200 cubic feet in bulk or 14 feet in length, and gunpowder, kerosine oil, and other volatile oils, vitriol, lucifer matches, and other articles which, in the judgment of any of the railway officials, may be of a dangerous nature.

As respects goods, the fractional part of half a hundredweight shall be reckoned as half a hundredweight.

Articles not herein enumerated to be charged according to any of the above classes, or at special rates, according to the provisions to be made from time to time in the rules and regulations.

The minimum distance on which a mileage charge shall be made is ten miles.

Goods of the 6th class in quantities less than 4 tons to be charged as 4 tons, or at 3rd class rate on actual weight, whichever is lower.

The minimum charge for a consignment of goods is 25 cents.

Demurrage, insurance on valuable articles, warehouse, loading, and like charges shall be made in addition to the above rates, which apply only to the carriage of goods.

Definition of Classes.

CLASS 1.—Acids, gunpowder, and other dangerous articles, pianos or other musical instruments, and plate glass.

CLASS 2.—Furniture, wine or other liquors in bottle, groceries, oilman stores, millinery, textile fabrics, glassware, crockery, and unpacked machinery.

CLASS 3.—Rice, grain of all kinds in bags or packages or in bulk, oil, wine, or other liquor in casks, jute, horns, jaggery, sugar, cinnamon, plants, seed, refined salt or saltpetre, bales of unmanufactured cotton, cordage, machinery packed in cases, manufactured metals, coir matting, castings, soap, hardware, tools, and agricultural implements.

CLASS 4.—Tea, coffee, cacao, coconut palm produce, country-grown grain, fibre, and wrought timber.

CLASS 5.—Fruit, vegetables, and unwrought timber.

CLASS 6.—Coke, coal, minerals, bricks, lime, tiles, and stone, unworked metals, manure, firewood, and liquid fuel.

As respects passenger and goods traffic, the fractional part of a cent will be charged as a cent, and the fractional part of a mile will be charged as a mile.

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Executive Council, shall each have jurisdiction over all offences, acts, matters, and things cognizable by Police Courts, although such Magistrates may otherwise have no jurisdiction in the place where the offence was committed, or where the act, matter, or thing took place.

40. In case of any person committing an offence under this Ordinance which would not otherwise be cognizable by a Police Court by reason of the amount of punishment which may be inflicted in respect thereof, if a certificate shall be presented to such Police Court signed by the Attorney-General to the effect that such offence or act may be prosecuted before such court, it shall be competent to such court to take cognizance of such offence or act, and to award in respect thereof so much of the punishment assigned thereto as Police Courts are empowered by law to award.

Cases may be tried before Police Courts, though otherwise beyond their jurisdiction.

41. It shall be competent to any Police Magistrate before whom any person under the age of sixteen years shall be convicted of an offence under this Ordinance to order the moderate chastisement of such person instead of subjecting him to the punishment prescribed by this Ordinance, and such chastisement shall be inflicted immediately if the Magistrate shall so direct.

Punishment of children for breach of Ordinance.

[See No. 3 of 1904, Vol. II., page 152.]

42. A copy of this Ordinance and of the rules, time tables, and tariff of charges, which shall from time to time be duly made and published, shall be exhibited in some conspicuous place at each station of the railway, so that they may be easily seen and read; and all such documents shall be so exhibited in English and in the vernacular languages of the district in which the station is situated, and in such other language, if any, as shall be required by order of the Governor; and knowledge of the contents of such rules shall be presumed as against any person using the railway, upon proof that a copy of such rules was hanging up and exhibited as herein provided.

A copy and translation of Ordinance to be shown at railway stations.

43. It shall be lawful for the Governor, with the advice of the Executive Council, to grant to any company or person conveying by railway goods the freight on which shall exceed an average amount to be fixed from time to time by the Governor, with the advice aforesaid, such rebate as to him shall appear reasonable.

Rebate to be granted on freight.

SCHEDULE.

Rate of Railway Fares.

Passengers.

- 1st class, not exceeding 17 cents per mile.
- 2nd class, not exceeding 8 cents per mile.
- 3rd class, not exceeding 3 cents per mile.

Reductions to be made for children, pioneers, and coolies of any nationality, and for return or periodical tickets. The right of

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with any such gateman or person while in the execution of his duty, shall be guilty of an offence, and liable to a fine not exceeding one hundred rupees.

Liability of owner of trespassing animals.

[§ 2, 1 of 1903.]

[See No. 24 of 1865, page 603.]

36 A. *The owner of any animal which shall trespass or stray upon a railway provided with fences suitable for the exclusion of such animals, or upon any lands appertaining to the railway provided with such fences, shall be liable to a fine not exceeding ten rupees for each animal; and any railway official or his servants or agents finding any animal so trespassing or straying shall take or drive the same to the nearest Police Court, there to abide the order of the court. If the owner fails to appear or makes default in paying the amount ordered to be paid by the Police Magistrate, the Police Magistrate may, upon proof of the trespass or straying, cause such animal to be sold by public auction, and the proceeds of the sale—after deducting therefrom such fine, or such a sum not exceeding ten rupees for each animal as the Magistrate shall award to be paid in lieu of the fine to which the owner is hereby made liable, and such further sum as the Magistrate shall order to be paid for the expenses of detaining, feeding, and selling such animal—shall be returned to the owner of the animal on demand.*

For the purposes of this section and of sections 34, 35, and 36 of the principal Ordinance the word "animal" means any horse, mare, gelding, pony, colt, filly, mule, donkey, buffalo, bull, cow, ox, calf, sheep, lamb, goat, kid, or pig.

Rules for the construction of the Ordinance.

37 In the construction to be placed upon this Ordinance, every railway official shall be deemed to be legally bound to do every thing necessary for, or conducive to, the safety of the public which he shall be required to do by this Ordinance, or by any rule which shall be made by the Governor, with the advice of the Executive Council, and of which rule such official shall have had notice; and every such official shall be deemed to be legally prohibited from doing every act which shall be likely to cause danger.

Apprehension of offenders.

38 Every person who shall commit any offence mentioned in this Ordinance may be lawfully apprehended, without any warrant or written authority, by any railway official, or by any other person whom such railway official shall call to his aid, or by any police officer, anything in "The Criminal Procedure Code, 1898," to the contrary notwithstanding; and every person so apprehended shall, with all convenient despatch, be taken before a Police Magistrate to be dealt with according to law.

Jurisdiction of Magistrates.

39 For the purposes of this Ordinance the Police Magistrates of Colombo, Kandy, Matale, Gampola, Nuwara Eliya-Hatton, Badulla-Haldummulla, Panadure, Kalutara, Balapitiya, Galle, Matarā, and also any other* Police Magistrate who may hereafter be specially authorized thereto by Proclamation issued by the Governor, with the advice of the

* Those of Mullaattivu, Chavakachcheri, Jaffna, and Anuradhapura are authorized by Proclamation dated the 13th day of December, 1906.

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in the custody of the person for whom such occupation crossing is provided.

(2) The person for whom any such occupation crossing is provided shall be bound to keep the gates closed across the road at all times of the day and night, except when with due and proper precaution they are opened for the passage of any person, animal, or vehicle, and if the person for whom any such occupation crossing is provided shall leave open any such occupation crossing gate he shall be guilty of an offence, and liable to a fine not exceeding fifty rupees.

(3) The Government shall not be responsible for any loss or damage arising from the use of any such crossing.

(4) The General Manager shall provide and maintain the crossing gates and the adjacent fences, together with the approaches thereto, within the railway boundaries, in good and proper order, but he shall be entitled to recover from the person for whom such occupation crossing is provided the cost of repairing such damage as may be caused to the crossing gates and the adjacent fences through the negligence of the said person or his servants.

(5) Occupation crossings may be sanctioned and opened upon any existing line at the discretion of, and upon conditions imposed by, the General Manager, the first cost of construction and an annual rent for maintenance being payable by the person for whom such crossings may be constructed.

(6) All crossings which at the time of the publication of this Ordinance shall be deemed and proclaimed to be occupation crossings shall, upon due and proper notice being given to the occupier thereof, become subject to the conditions provided by this Ordinance for the regulation and conduct of occupation crossings.

(7) It shall be at all times within the power and discretion of the General Manager to close any occupation crossing; or, in the event of the neglect of the owner or occupier to comply with the conditions imposed, to appoint and maintain at such crossing an officer of the railway at the expense of the owner or occupier, and such expense shall be payable in addition to any other sums recoverable under this Ordinance.

36 (1) Any person who shall wilfully ride, lead, or drive upon or across the railway any animal (except in directly crossing the railway at a road or place appointed for that purpose and at a time at which he shall be lawfully authorized so to do), shall be guilty of an offence, and liable to a fine not exceeding fifty rupees for each offence.

Penalty for driving an animal upon or across the railway.

(2) And any person who shall open any gate, or pass or attempt to pass, or drive or attempt to drive, any cattle, carriage, or other animal or thing across the railway at a time when any engine or train approaching along the same shall be within sight or hearing, or when it shall be due, or who shall forcibly open any gate which has been closed across the road by any authorized gateman or person in charge of such gates, or who shall in any way impede or interfere

Penalty for opening gates.

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his part to comply with such order, he shall be guilty of an offence, and liable to a fine not exceeding two hundred rupees for every day that he shall wilfully fail so to do.

“ Minor crossings.”

34 (1) It shall be lawful for the Governor from time to time to declare by Proclamation any road or path which the railway may cross to be a “minor crossing,” and whether such minor crossing shall be closed by gates or not, and such Proclamation to alter, vary, or repeal.

(2) The gates of minor crossings shall close across the road and not across the railway, and shall be kept locked by means of padlocks, the keys of which shall be kept by a person authorized thereunto by the General Manager of the Railway.

(3) Any person desiring to use a minor crossing closed by gates shall give such notice of his intention to do so to such authorized person, as will allow of arrangements being made for the opening of the gates with safety to the public.

(4) The General Manager shall provide such authorized person with a copy of the current time table applicable to the district in which such minor crossing shall be situated for his guidance as to the time at which such crossing gates may be opened, but the person authorized shall always satisfy himself before opening such gate that no train, special or ordinary, is within sight or hearing.

(5) Cattle passing over a minor crossing shall not be driven but led by a suitable and properly secured halter.

(6) Any person using or attempting to use a minor crossing closed by gates without such notice as aforesaid, and any person causing cattle to cross any minor crossing without such halter as aforesaid, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees, or to imprisonment of either description for a period not exceeding three months.

(7) Any person authorized by the General Manager to keep the keys of any minor crossing who fails to keep the gates closed across the road and securely locked with padlocks, except at such times as the gates may require to be opened for the passage of vehicles or animals across the railway, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees for every such offence.

(8) And it shall be the duty of the General Manager to provide and maintain at all minor crossings declared by such Proclamation to be closed by gates, separate gates or stiles of convenient dimensions and pattern for the use of foot passengers crossing the railway.

“ Occupation crossings.”

35 (1) “Occupation crossings” are crossings provided and maintained for the sole use of private owners whose roads may at the time of the construction of any railway be intersected by such railway. The gates of such occupation crossings shall close across the road and not across the railway, and shall be kept closed and locked except at such times as with due and proper precaution they may be opened for the passage of cattle or vehicles, and the keys shall be retained

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30 Any railway official who shall be in a state of intoxication whilst actually employed upon the railway or any of the works connected therewith, in the discharge of any duty, and any railway official who negligently shall omit to perform his duty or shall perform the same in an improper manner, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees; and if the duty in any of the cases in this section above mentioned be such that the omission or negligent performance thereof would be likely to endanger the safety of any person travelling or being upon the railway, such official shall be guilty of an offence, and liable to imprisonment of either description for a term not exceeding one year, or to fine not exceeding two hundred rupees, or to both.

Penalty for drunkenness or breach of duty by railway officials.

31 If any person shall wilfully do any act contrary to the provisions of the rules sanctioned by the Governor, with the advice of the Executive Council, or wilfully omit to do any act thereby prescribed, he shall be guilty of an offence, and liable to a fine not exceeding twenty rupees.

Breach of rules.

32 Any person who shall trespass upon the railway, or upon any of the lands, stations, or other premises appertaining to the railway, shall be guilty of an offence, and liable to a fine not exceeding twenty rupees; and if any such person shall refuse to leave the railway, or any land, station, or other premises appertaining thereto, on being requested to do so by any railway official or by any other person on behalf of a railway official, he shall be guilty of an offence, and liable to a fine not exceeding fifty rupees, and may be immediately removed therefrom by such railway official or other person as aforesaid.

Penalty for trespass.

33 If the railway cross any public carriage road on a level, at a place not declared to be a "minor crossing" or an "occupation crossing" as hereinafter provided, the General Manager shall, before the line is opened for traffic, cause to be erected and afterwards maintained good and efficient gates closing across the railway, and such gates shall be kept closed, except when engines or vehicles passing along the railway shall have occasion to cross the road, and shall be of such dimensions, and so constructed as when opened to fence off the railway from the road and prevent persons, cattle, or carriages from crossing the railway line. Provided that it shall be lawful for the Governor in any case to order that the gates shall close across the road instead of across the railway, and in such case the gates shall be erected, maintained, and closed accordingly.

Precaution if the railway cross a road.

Proviso.

If the General Manager shall wilfully fail to comply with the provisions of this section, he shall be guilty of an offence, and liable to a fine not exceeding two hundred rupees for each offence; and any Police Magistrate may, in case any such gates be not erected or maintained, order the General Manager to cause the same to be erected and maintained within a time to be specified in the order; and in case of wilful failure on

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damage to the permanent way shall be liable to a fine of fifty rupees for every such offence, and shall be chargeable with the cost of the repairs consequent thereon.

Penalty for removing documents or notices.

26 Any person who shall remove, deface, or in any way injure any document exhibited by the railway authorities as required by section 42, or any notice, document, or advertisement posted by them at any station or anywhere upon the railway, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees, or to imprisonment of either description for a period not exceeding three months.

Obstructing engine or carriages, or endangering safety of passengers.

27 If any person shall wilfully and maliciously put, place, cast, or throw upon or across the railway any wood, stone, or matter or thing, or shall wilfully and maliciously take up, remove, or displace any signal wire, pulley, or stake, or any number, plate, milepost, gradient post, rail, sleeper, or matter or thing belonging to the railway, or shall wilfully and maliciously turn, move, or divert any points or other machinery belonging to the railway, or shall wilfully and maliciously make or show, hide, remove, alter, or imitate any signal or light upon or near the railway, or shall wilfully or maliciously do or cause to be done any other matter or thing with intent, in any of the cases aforesaid, to upset, obstruct, overthrow, injure, or destroy any engine, tender, carriage, or truck used upon the railway, or to endanger the safety of any persons travelling or being upon the railway, or cast, or throw, or cause to fall or strike against, into, or upon any engine, tender, carriage, or truck used upon the railway, any wood, stone, or other matter or thing, with intent to endanger the safety of any person being in or upon such engine, tender, carriage, or truck, every such offender shall be guilty of an offence, and be liable to corporal punishment not exceeding [fifty] lashes, or fine not exceeding one thousand rupees, or imprisonment of either description for any period not exceeding twenty years, or to any two or more of these punishments.

[Twenty-four. See § 3, 3 of 1904, Vol. II., page 152.]

Penalty for wilful act or omission endangering a passenger.

28 Whoever shall wilfully do any act, or shall wilfully omit to do what he is legally bound to do, intending by such act or omission to cause, or knowing that he is thereby likely to cause the safety of any person travelling or being upon the railway to be endangered, shall be guilty of an offence, and liable to corporal punishment not exceeding twenty lashes, or fine not exceeding two hundred rupees, or to imprisonment of either description for any term not exceeding seven years, or to any two or more of these punishments.

Penalty for an act not wilful.

29 If any person shall rashly or negligently and without lawful excuse do any act which shall be likely to endanger his own safety or that of any person travelling or being upon the railway, he shall be guilty of an offence, and liable to imprisonment of either description for a term not exceeding six months, or to fine not exceeding one hundred rupees, or to both.

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to such person, to sell by public auction so much of such property as such manager shall think fit, and out of the proceeds realized by such sale to retain any sum due as aforesaid, and all charges and expenses of such detention and sale, and to return the balance, if any, of the money arising by such sale and such of the property as shall remain unsold to the said person entitled thereto, or the General Manager may recover any such sum by action at law.

24 Any person who shall remove any stakes, or pegs, or other marks placed by any railway official or by any surveyor or his servants along the line of any railway already constructed, or under construction, or any other line which may be hereafter undertaken with the sanction of the Government, or contiguous thereto, for the purpose of setting out, tracing, or showing such line, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees.

Penalty for removing stakes or pegs, or defacing marks.

25 (a) Any person who shall wilfully or negligently damage or injure any carriage, engine, wagon, truck, station, warehouse, bridge, tunnel, culvert, building, machine, rail points, or any other matter or thing belonging to the railway, or who shall remove sand or stone or earth or any other matter or thing from banks, bridges, culverts, retaining walls, or permanent way within railway limits, or shall fell timber in a manner likely to endanger the safety of passing trains or of any person in or upon such trains, or to cause damage to the permanent way, shall be guilty of an offence, and be liable to corporal punishment not exceeding [fifty] lashes, or fine not exceeding one thousand rupees, or imprisonment of either description for any period not exceeding twenty years, or to any two or more of these punishments.

Penalty for damage, wilful or negligent.

[Twenty-four.
See § 3, 3 of
1904, Vol. II.,
page 152.]

(b) Any person who shall tie up the wires of wire fencing, break down or destroy any fencing or hedges, or do or cause to be done any act that shall damage or be likely to damage any fence or hedge appertaining to the railway, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees.

(c) Any person who shall wilfully divert any stream or drain, or by any means cause water to flow on to the railway, or cause damage to the railway in any way by water, shall be guilty of an offence, and be liable to a fine not exceeding one hundred rupees.

(d) Any person who having any contract for the supply of bricks, ballast, timber, fuel, or any other material to the railway, or being employed in connection with the supply to the railway of such material, shall negligently place or stack the said material in an unsafe or careless manner, or at less than the prescribed distance from the rails, so that the safety of passing trains or of any person in or upon such trains shall be endangered, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees; and any person who shall throw or cause to be thrown, either by hand or otherwise, any fuel upon the line in such a manner as to cause

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room in the trains and suitable space or vehicle available, and sufficient time and opportunity for loading, invoicing, and all other matters and works necessary to and connected with the despatch thereof.

Carriage of goods of a dangerous nature.

20 No person shall carry upon the railway any dangerous article, or be entitled to require any railway official to carry upon the railway any article which, in the judgment of any of the railway officials, shall be of a dangerous nature, or which it would be unsafe for the railway to convey, and if any person shall carry upon the railway any dangerous article, or shall deliver to such railway official any such article for the purpose of being carried upon the railway, without distinctly marking its nature on the outside of the package containing the same, and likewise giving notice in writing of the nature thereof to the station master or other principal railway official to whom the same shall be delivered for the purpose of being so carried, he shall be guilty of an offence, and liable to a fine not exceeding two hundred rupees for every such offence, and it shall be lawful for the railway officials to refuse to carry any goods, luggage, or parcel that they may suspect to contain articles of a dangerous nature, and to require the same to be opened to ascertain the fact previously to carrying the same; and in case any such goods, luggage, or parcel shall be received by the railway officials for the purpose of being carried on the railway, it shall be lawful for any railway official to stop the transit thereof until he shall be satisfied as to the nature of the contents of the goods, luggage, or parcel.

Written account of goods to be given on demand.

21 The consignor, owner, or person having the care of any goods, package, or parcel which shall have been carried upon the railway, or shall be brought to the premises appertaining to the railway for the purpose of being carried on the railway, shall, on demand by any railway official, deliver to such official an exact account in writing signed by him of the number, quantity, value, and description of such goods, package, or parcel.

Penalty for giving no account, or false account.

22 If any such owner or person as aforesaid shall, on demand by any such railway official as aforesaid, fail to give such account to such railway official, or if he shall wilfully give a false account thereof, he shall be guilty of an offence, and for every such offence be liable to a fine not exceeding fifty rupees for every ton of goods, and to a fine not exceeding twenty rupees for any quantity of goods less than a ton.

Remedy for non-payment of the fare for carriage of goods.

23 If any person shall fail to pay on demand any sum due for the conveyance of any live stock, goods, H, C, and D traffic, luggage, or parcels, it shall be lawful for the General Manager to detain all or any part of such property, or, if the same shall have been removed from the premises appertaining to the railway, any other property of such person which shall then be on such premises or shall thereafter come into the possession of such manager; and, after reasonable notice

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not exceeding three months, or to both; and, in addition to such liability, the offender may be removed by any of the railway officials from any such carriage, and also from the premises appertaining to the railway, and shall forfeit his fare.

16 If any special carriage or portion of a carriage or any private room or apartment shall be provided for the exclusive use of females, any male person who, without lawful excuse, shall enter such carriage, or portion of a carriage, or any such room or apartment knowing the same to be exclusively appropriated as aforesaid, or shall remain therein after having been informed of its exclusive appropriation, or if any person shall knowingly and wilfully enter or refuse or neglect to leave reserved carriages or compartments, or shall enter and refuse to leave rooms or places or seats set apart for passengers of higher classes, he shall be guilty of an offence, and liable to a fine not exceeding one hundred rupees, and may be removed therefrom, and also from the premises appertaining to the railway, by any of the railway officials, and shall forfeit his fare.

Penalty for entering private room or carriage.

17 Any person other than the engineman and fireman and assistant fireman, if any, who, without the special leave of the General Manager or Locomotive Engineer, shall ride or attempt to ride upon any locomotive engine or tender upon the railway; and any person other than the guard or brakeman who, without special permission of the General Manager, Traffic Superintendent, or station master, shall ride or attempt to ride upon the railway in or upon any luggage van or goods van or other vehicle not appropriated to the carriage of passengers, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees for each offence.

Fine for riding on engine, tender, or luggage van.

18 (a) The Government shall in no case be liable for loss or injury to any goods, parcels, passengers' luggage, or any other article carried by the railway, unless such loss or injury shall have been caused by negligence or misconduct on the part of their agents or servants, and unless the articles or goods in respect of which compensation is claimed shall have been clearly and legibly addressed and booked and paid for or labelled and loaded in conformity with this Ordinance, or the rules and regulations in that behalf provided.

Liability for goods lost, destroyed, or injured.

(b) The liability of the Government shall not extend beyond the actual value at the time and place of despatch of any goods, parcels, passengers' luggage, or other article in respect of which compensation is claimed.

(c) The onus of proof of the value of any article or thing in respect of which compensation is claimed shall lie with the claimant.

19 The Government shall not be bound to despatch by the first or any specified train any goods, parcels, passengers' luggage, bicycles, live stock, horses, carriages, or any other article or thing tendered for conveyance, but freight shall be deemed to be accepted only upon condition that there is

Goods accepted conditionally.

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such property as such manager shall think fit, and out of the proceeds realized by such sale to retain any sum due as aforesaid, and all charges and expenses of such detention and sale, and to return the balance, if any, of the money arising by such sale and such of the property as shall remain unsold to the person entitled thereto, or the General Manager may recover any such sum by action at law.

12 Any person who shall get into or upon, or attempt to get into or upon, or shall quit or attempt to quit, any vehicle upon the railway while such vehicle is in motion; or who shall assist or cause any person to enter or quit any vehicle upon the railway while such vehicle is in motion, or who shall ride or attempt to ride upon the railway on the steps or any other part of a vehicle except on those parts which are intended for the accommodation of passengers, shall be guilty of an offence, and liable to a fine not exceeding twenty rupees for each such offence.

13 If any person shall smoke, or shall chew betel, bhang,* tobacco, opium, or other like substance, to the annoyance of any other person, passenger, or official; or shall commit a nuisance by expectorating either on the premises or in or upon any of the carriages belonging to the railway, except in places which may be specially provided for the purpose, or shall deface or injure by smearing with chunam or any other substance any railway building, carriage, or other property, he shall be guilty of an offence, and liable to a fine not exceeding twenty rupees for each such offence; and if any person persist in infringing this regulation after being warned to desist by any of the railway officials or passengers, such person, in addition to incurring the liability above mentioned, may be removed by any such official from any such carriage and from the premises appertaining to the railway, and shall forfeit his fare.

14 If any person afflicted with smallpox or other contagious disease shall travel by the railway, he shall be guilty of an offence, and liable to a fine not exceeding fifty rupees; and if any person whilst travelling be discovered to be so afflicted, it shall be lawful for any railway official to remove him from the carriage and from the railway premises at the first opportunity.

15 Any person who shall be in a state of intoxication, or be insufficiently or indecently clad, or who shall commit any nuisance or act of indecency in any railway carriage, or upon any part of the premises appertaining to the railway, or who shall wilfully and without lawful excuse interfere with the comfort of any passenger on the railway, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees, or to imprisonment of either description for any term

* The possession of bhang anywhere in the Island has since been declared an offence by section 3 of No. 9 of 1905.

Fine for entering carriage in motion or riding on the steps.

Smoking, &c., and chewing of betel prohibited.

Persons afflicted with smallpox, &c., not allowed to travel.

Penalty for intoxication or nuisance.

Ceylon Railways.

show his ticket to any railway official duly authorized to examine the same, and shall deliver up such ticket upon demand to any of the railway officials duly authorized to collect tickets. Any person not producing or delivering up his ticket as aforesaid shall be liable to pay the fare from the place whence the train originally started, unless he can prove that he has travelled a less distance, in which case he shall be liable to pay the fare only from the place whence he has travelled.

Passenger tickets to be given up on demand.

9 The fare paid for the conveyance of passengers shall be deemed to be accepted only upon condition that there be room in the train. In case there shall not be room for all the passengers, those passengers who shall have obtained tickets for the longest distance shall have the preference, and those who shall have obtained tickets for the same distance shall have the preference according to class and to the order in which they shall have received their tickets, provided that all officers and troops of His Majesty on duty, and other persons travelling on the business of Government, shall be entitled to be conveyed on the railway in preference to, or in priority over, the public, without reference to the distance for which, or the order in which, they shall have received their tickets.

Fare to be accepted conditionally.

10 Any person who shall travel or attempt to travel upon the railway without having previously paid his fare, or with a ticket out of date, or ride in or upon a carriage of a higher class than that for which he shall have paid his fare, or continue his journey in or upon any carriage beyond the station for which he shall have paid his fare, without having previously either paid the fare for the additional distance or obtained the sanction of a station master, or who shall knowingly and wilfully refuse or neglect, on arriving at the station to which he shall have paid his fare, to quit the train and the railway premises, or who shall transfer the return half of any ticket obtained by him, or who shall in any manner whatever attempt to evade the payment of his fare, shall be guilty of an offence, and liable to a fine not exceeding fifty rupees for each such offence.

Penalty for certain offences.

11 If any person shall fail to pay on demand any sum due for fares not prepaid, or for excess fares for over-riding, or riding with a ticket out of date, or in a higher class of carriage than that for which he shall have paid his fare, or for the occupation of sleeping berths, or any other special accommodation provided for the use of passengers, it shall be lawful for the General Manager to detain all or any part of such person's luggage until the claim be satisfied, or, if the same shall have been removed from the premises appertaining to the railway, any other property of such person which shall then be on the railway premises or shall thereafter come into such manager's possession; and, after reasonable notice to such person, to sell by public auction so much of

Enforcing payment of fare by passenger not producing ticket.

Ceylon Railways.

who shall be called "Assistant Managers," and such other officers and clerks as to him may appear necessary. And all duties and powers hereinafter required to be performed and exercised by the General Manager shall and may be performed and exercised by any Assistant Manager.

Rules.

5 The Governor may from time to time, with the advice of the Executive Council, make (and when made, revoke, or add to, or alter) rules regarding the conveyance of passengers, passengers' luggage, parcels, H, C, and D traffic, goods, live stock, and all and every article, animal, person, or thing to be conveyed by railway, for the classification of goods, the goods that are to be charged for at special rates, the charges to be made for the conveyance of passengers and goods by the railway, and all other matters not specially enacted by this Ordinance, which may be necessary to provide for the management and due and profitable working of the railway, provided that the charges for the conveyance of passengers, parcels, and goods at rates other than special shall not exceed the rates specified in the schedule, unless in any detailed classification of goods sanctioned by the Governor, with the advice aforesaid, special provision be made for any articles which are deemed exceptional, in which case such provision shall prevail and be of force, anything in the schedule to the contrary notwithstanding.

*Special rates
for Uda
Pussellawa
section.*

[§ 2, 2 of 1904.]

5 A *Notwithstanding anything in section 5 contained, the charges for conveying passengers, goods, and parcels over any part of the section of the railway between Nannu-oya and Ragalla, or over any future extension or branch of such section, may exceed the rates specified in the schedule to the principal Ordinance, provided that the same do not exceed the rates specified in the schedule hereto of special rates chargeable in respect of the said section of the railway.*

Rules to be
laid before
Legislative
Council.

6 All such rules shall be laid before the Legislative Council if in session within one month of being made, and if not in session within one month of the commencement of the session next ensuing, and in either case they shall be on the table during four sittings at least of the Council, and any rule which has been disapproved by resolution of the Council shall cease to have any force or effect.

Existing rules to
continue in
force until
superseded.

7 All rules which are in force at the coming into operation of this Ordinance, and which are not inconsistent with any of its provisions, shall continue to be in force until revoked, added to, or altered in manner hereinbefore provided.

Fares to be
prepaid.

8 No person shall enter any carriage used on the railway, for the purpose of travelling therein, without having a pass or having first paid his fare and obtained a ticket. Every person desirous of travelling on the railway shall, upon payment of his fare, be furnished with a ticket specifying the class of carriage for, and the station from, and the station to, which the fare has been paid, and shall, when required,

Ceylon Railways.

3 For the purposes of this Ordinance the following words and expressions shall have the meanings hereby assigned to them, unless there is something in the subject or context repugnant to such construction :

Interpretation
clause :

“ Railway ” shall include all railways already constructed, or in the course of construction, or to be hereafter constructed, by or on behalf of the Ceylon Government.

“ Railway.”

“ Railway official ” shall include the General Manager, the Assistant Manager, Traffic Superintendent, Locomotive Engineer, Engineer of Ways and Works, Accountant, and all such officers, servants, agents, and other persons as shall be from time to time employed to do any act upon the railway.

“ Railway
official.”

“ Passenger ” shall mean any person in or upon the railway being in possession of a ticket duly issued according to the conditions provided therefor.

“ Passenger.”

“ Passengers' luggage ” shall mean such personal effects as are conveyed free of charge in the luggage vans of passenger trains, and any such additional personal effects as may be paid for as excess luggage.

“ Passengers'
luggage.”

“ Parcels ” shall mean all parcels, packages, bicycles, fish, fruit, poultry, and every other article, matter, or thing conveyed at parcels rates by passenger trains and subject to the conditions provided therefor.

“ Parcels.”

“ H, C, and D traffic ” shall mean all horses, carriages, dogs, bulls, cows, oxen, pigs, calves, sheep, goats, and every other animal or vehicle of any sort accepted for conveyance in horse boxes, carriage trucks, or brake vans, by passenger trains, and charged for at mileage rates.

“ H, C, and D
traffic.”

“ Goods ” shall mean all merchandise, machinery, bales, boxes, casks, crates, and every article or thing comprised in the classification of goods which may be accepted for conveyance in goods wagons upon goods or mixed trains, under the terms and conditions of the contract contained in the consignment note made and entered into by the sender or his agent.

“ Goods.”

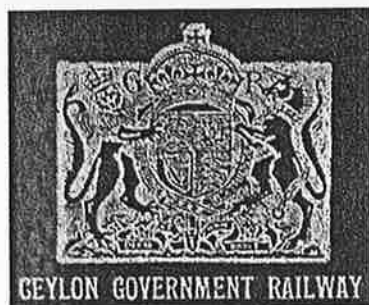
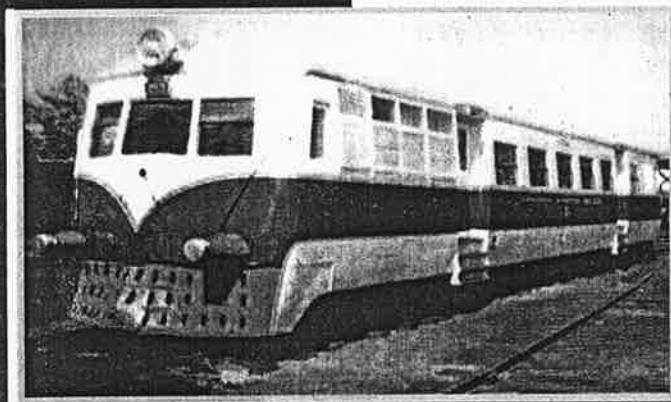
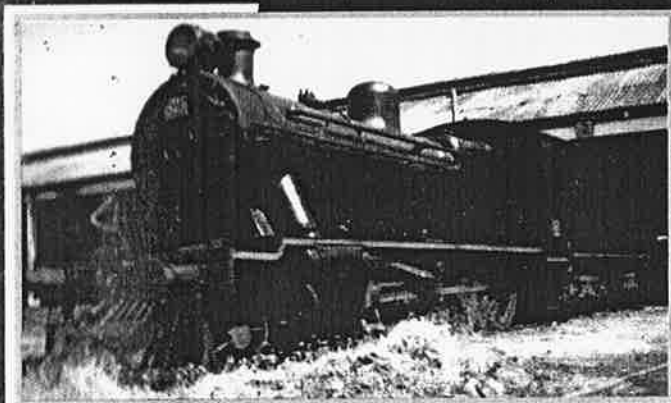
“ Live stock ” shall mean all horses, ponies, donkeys, dogs, buffaloes, bulls, cows, oxen, calves, sheep, goats, pigs, or wild animals conveyed in cattle or goods trucks under the terms and conditions of the contract contained in the consignment note made and entered into by the sender or his agent.

“ Live stock.”

4 The Governor may appoint a fit and proper person to execute the duties and powers hereinafter mentioned, who shall be called “ the General Manager,” and one or more persons, as he may deem necessary, to assist the General Manager in the execution of the said duties and powers,

General and
Assistant
Managers,
clerks, and other
officers.

ලංකාවේ දුම්රිය සේවය පරිපාලන මෙහෙයුම් වාණිජ



1845 - 1864



1865 - 1948



1948 - 1983



1983....

ඩබ්. එල්. නිහාල් ද සිල්වා

2016

ආදායම් වගුව 7

වර්ෂය	දුම්රිය මාර්ගයේ දින සැතපුම්	කෝචින් ආදායම	බඩු ප්‍රවාහන ආදායම	ඇති කරන සතුන් ප්‍රවාහන ආදායම	විවිධ ලැබීම්	දුම්රිය/ මහාමාර්ග ආදායම	සමස්ත ආදායම	ලාභය	පාඩුව
1933-34	951	රු.9,169,246	රු.10,721,003	රු.106,069	රු. 984,104	-----	රු.20,980,422	රු. 2,215,266	
1934-35	951	රු.7,756,237	රු. 9,962,611	රු. 117,690	රු. 436,543	-----	රු.18,273,081	-	රු. 246,920
1935-36	951	රු.6,995,060	රු. 9,189,755	රු. 111,637	රු. 452,769	-----	රු. 16,749,221	-	රු. 2,425,942
1936-37	951	රු.7,030,767	රු. 8, 624, 370	රු. 117,487	රු. 531,987	-----	රු.16,304,611	-	රු. 416,219
1937-38	951	රු.7,140,466	රු. 8,266,012	රු. 133,775	රු. 588,276	-----	රු.18,248,966	-	රු. 1,909, 869
1938-39	951	රු.6,840,292	රු. 7,979,273	රු. 101,158	රු. 520, 485	-----	රු. 15,441,208	-	රු. 4,580,394
1939-40	951	රු.7,327,442	රු.9,064,728	රු. 108,425	රු. 606,856	-----	රු.17,107,451	-	රු. 4,049,904

1937 දී නව දුම්රිය ක්‍රියාකාරී කාලසටහන නිකුත් වීම

1937 ඔක්තෝබර් මස 17 වෙනි දින වැඩ බැලූ දුම්රිය සාමාන්‍යාධිකාරී මෙහෙයුම් ජේ.එම්.ස්මිත් විසින් නව ක්‍රියාකාරී දුම්රිය කාලසටහනක් නිකුත් කළේය. මේ වන විට දුම්රිය සාමාන්‍යාධිකාරී තනතුර හෙබවූයේ ඩබ්.ජී. හිල්ස් විසිනි. මෙම කාලසටහනට අනුව දෛනිකව දුම්රිය 362 කුත් රේල් බස් රථ 119 කුත් ආදි වශයෙන් දුම්රිය 481 ක් ධාවනය විය. ධාවනය වූ දුම්රිය 362 න් 64 ක් බඩු දුම්රියයන්ය. 136 ක් මිශ්‍ර දුම්රියයන්ය. ධාවනය වූ දුම්රිය 362 න් 200 ක්ම භාණ්ඩ ප්‍රවාහනය සඳහා යොදවා තිබීමෙන් බ්‍රිතාන්‍ය පාලකයින් භාණ්ඩ ප්‍රවාහනය කෙරෙහි මොනතරම් ප්‍රමුඛත්වයක් දී ක්‍රියා කලා ද යන්න පැහැදිලි වේ.

දුම්රිය කාලසටහන් නිකුත් කරනු ලබන්නේ දුම්රිය මගීන්ගේ දැන ගැනීම සඳහායි. එමගින් සැපයෙන්නේ මගී දුම්රිය ධාවනය පිළිබඳ තොරතුරුය. නමුත් දුම්රිය ක්‍රියාකාරී කාලසටහන් නිකුත් වන්නේ දුම්රිය මෙහෙයුම් කාර්ය මණ්ඩල වලට අවශ්‍ය සියලු මෙහෙයුම් කටයුතු පිළිබඳ උපදෙස් නිකුත් කිරීමට ය. දවසේ දුම්රිය සේවය ඇරඹීමට පෙර අවශ්‍ය ස්ථාන සඳහා හිස් දුම්රිය කට්ටල ධාවනය කරවීම දවස අවසානයේ සේවය අවසන් කිරීමෙන් පසු නැවතත් හිස් දුම්රිය කට්ටල ධාවනාගාර වෙත ධාවනය කරවීම දුම්රිය ධාවන පිළිබඳ ගතයුතු විශේෂ විධිවිධාන හා ආරක්ෂක වැඩ පිලිවෙලවල්, වේග සීමා, තෙල් ටැංකි ප්‍රවාහනය, පුපුරණ ද්‍රව්‍ය ප්‍රවාහනය, තැපැල් හා ගබඩා ද්‍රව්‍ය ප්‍රවාහනය පිළිබඳ උපදෙස්, මෙහෙයුම් කාර්ය මණ්ඩල සඳහා ක්‍රියාකාරී කාලසටහන් මගින් නිකුත් කරනු ලැබේ. මීට අමතරව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය, රේල් බස් රථ ධාවනය පිළිබඳ උපදෙස් සමගින් රියදුරු වැඩ වාර සැලසුම්, නියාමක වැඩ වාර සැලසුම් හා දුම්රිය කට්ටල සැකසුම් පිළිබඳ සියලු උපදෙස් ක්‍රියාකාරී කාලසටහන් මගින් නිකුත් කෙරේ.

1 වෙනි වගුව

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව සතියේ දැනටමත් භාණ්ඩ ප්‍රවාහනය බඩු දුම්රියන් හා මිශ්‍ර දුම්රියන් මගින් සිදුකළ අයුරු

මාර්ග අංකය හා නම	ඉහළට ධාවනය වූ බඩු දුම්රිය	පි.පි. මු.පි.	ඉහළට ධාවනය වූ මිශ්‍ර දුම්රිය	පි.පි. මු.පි.	පහළට ධාවනය වූ බඩු දුම්රිය	පි.පි. මු.පි.	පහළට ධාවනය වූ මිශ්‍ර දුම්රිය	පි.පි. මු.පි.
1 ප්‍රධාන මාර්ගය	කො.අංගනය-මහනුවර කො.අංගනය-බණ්ඩාරවෙල කො.අංගනය-බදුල්ල රුඹුක්කහ-මහනුවර නාවලපිටිය-තලවතැගලේ	32 68 55 69 66	කො.අංගනය-මිරිගම කො.අංගනය- පොල්ගහවෙල කො.අංගනය-රුඹුක්කහ මරදාන-මහනුවර කො.අංගනය- මහනුවර/නානුමිය කො.කොට්ටි- මහනුවර/බදුල්ල මහනුවර-නාවලපිටිය මහනුවර-බණ්ඩාරවෙල නානුමිය-නුවරඑළිය	7 37 46 2,40 9, 30, 61, 65 19,39,41 12 126 130 131 134	බදුල්ල-කො.කොට්ටි බණ්ඩාරවෙල-නාවලපිටිය නාවලපිටිය- කො.අංගනය නානුමිය-නාවලපිටිය තලවතැගලේ-නාවලපිටිය මහනුවර-රුඹුක්කහ රුඹුක්කහ-කො.අංගනය	391 385 384 380 383 382 374 456,460 458,459 457	බදුල්ල-මහනුවර/කො.කොට්ටි නානුමිය-තලවතැගලේ/කො.කොට්ටි මහනුවර-කො.අංගනය බණ්ඩාරවෙල-මහනුවර නානුමිය-නාවලපිටිය මහනුවර-කො.අංගනය නාවලපිටිය-මහනුවර- කො.අංගනය නාවලපිටිය-මහනුවර මහනුවර-කඩුගන්නාව මහනුවර-පොල්ගහවෙල මිරිගම-මරදාන ගම්පහ-කො.අංගනය නුවරඑළිය-නානුමිය 461	390 368 372 380 329 335 319,324,331 349 334 351 321 453, 455 461
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4 උතුරු මාර්ගය	අනුරාධපුරය-මැදවේවිය කිලිනොච්චි-පලෙඬි යාපනය-කංකසන්තුවේ	8 17 18	කොට්ටි-කංකසන්තුවේ කංකසන්තුවේ/මඩකලපුව/ ත්‍රිකුණාමලය පොල්ගහවෙල අනුරාධපුරය පොල්ගහවෙල-කුරුණෑගල මැදවේවි-කංකසන්තුවේ පලෙඬි-කංකසන්තුවේ	59 64 42 31,47 28 15,20	කංකසන්තුවේ- අනුරාධපුර අනුරාධපුර-කො.අංගනය කංකසන්තුවේ-යාපනය කංකසන්තුවේ- කිලිනොච්චි මැදවේවිය-අනුරාධපුරය	392 375 350 360 354	කංකසන්තුවේ-කො.කොට්ටි කංකසන්තුවේ-පලෙඬි කංකසන්තුවේ/මැදවේවිය- කො.කොට්ටි අනුරාධපුර-කො.අංගනය කුරුණෑගල-කො.අංගනය	387 363 352 326 321,346

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6	මඩකලෙස්ව මාර්ගය	—	—	මහලි / ගල්මිය-මඩකලෙස්ව කො. අංගනය / ගල්මිය / මඩකලෙස්ව	86 22, 23 64	—	—	මඩකලෙස්ව / මහලි-කො. කොට්ටි	356, 357
7	ත්‍රිකුණාමලය මාර්ගය	—	—	මහලි / ගල්මිය-ත්‍රිකුණාමලය හා වරාය-ත්‍රිකුණාමලය	22, 23, 24, 25 24A, 25A	—	—	ත්‍රිකුණාමලය / ගල්මිය-කො. කොට්ටි ත්‍රිකුණාමලය-ඒක වරාය	358, 359 358A, 359A
8	මුහුදුබඩ මාර්ගය	ගාල්ල-මරදාන	235	මාතර-මරදාන ගාල්ල-මරදාන අලුත්ගම-මරදාන මොරටුව-මරදාන පානදුර-මරදාන	220, 230 207, 214 188, 201 205, 212 200 / 203 206, 211 186, 204 215, 227	මරදාන-ගාල්ල	516	මරදාන-මාතර මරදාන-ගාල්ල මරදාන-අලුත්ගම මරදාන-පානදුරේ මරදාන-මොරටුව	517, 527 533, 560 521, 533, 545, 564 542, 548, 565 534, 544, 546, 559
9	කැළණි වැලි මාර්ගය	මරදාන-අච්ඡිකාවේල්ල	139	කො. කොට්ටි-මිපනායක අච්ඡිකාවේල්ල-යටිය නිකාරම් කො. කොට්ටි-පාදක්ක මරදාන-කෝමාගම	148, 153 171 169, 170 154 141	අච්ඡිකාවේල්ල-මරදාන	496	මිපනායක-කො. කොට්ටි යටිය නිකාරම්-අච්ඡිකාවේල්ල අච්ඡිකාවේල්ල-කො. කොට්ටි මිගෙඩි-කො. කොට්ටි කෝමාගම-මරදාන	478, 485, 491 497, 498 473 477 490
10	වරාය මාර්ගය	කො. අංගනය-මෝදර කො. අංගනය-චිල මැන්ඩෝල් ලෝකෝ හංදිය-චිල මැන්ඩෝල් කො. අංගනය-කො. ලෝකෝ කො. අංගනය-ලෝකෝ හංදිය ත්‍රිකුණාමලය-මරදාන-මො. අංගනය / චිල මැන්ඩෝල් චිල මැන්ඩෝල් අතුරු මුහුදු-මෝදර	269 273 276 276A 278 280 271 270 275 274 279 272 277	—	—	මෝදර-කො. අංගනය මෝදර-අතුරු මුහුදු චිල මැන්ඩෝල්-මරදාන / කැළණිය / ත්‍රිකුණාමලය කො. ලෝකෝ-කො. අංගනය චිල මැන්ඩෝල්-ලෝකෝ හංදිය චිල මැන්ඩෝල්-මරදාන / රාගම චිල මැන්ඩෝල්-කො. අංගනය ලෝකෝ හංදිය-කො. අංගනය	600 610 604 606 602 607 603 598 505 612 606A	—	—

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව භාණ්ඩ ප්‍රවාහනය අරඹා වසර 71 ක් සම්පූර්ණ විය. දිවයින පුරා බඩු ගබඩා 123 ක් හා පොහොර ගබඩා 25 ක්

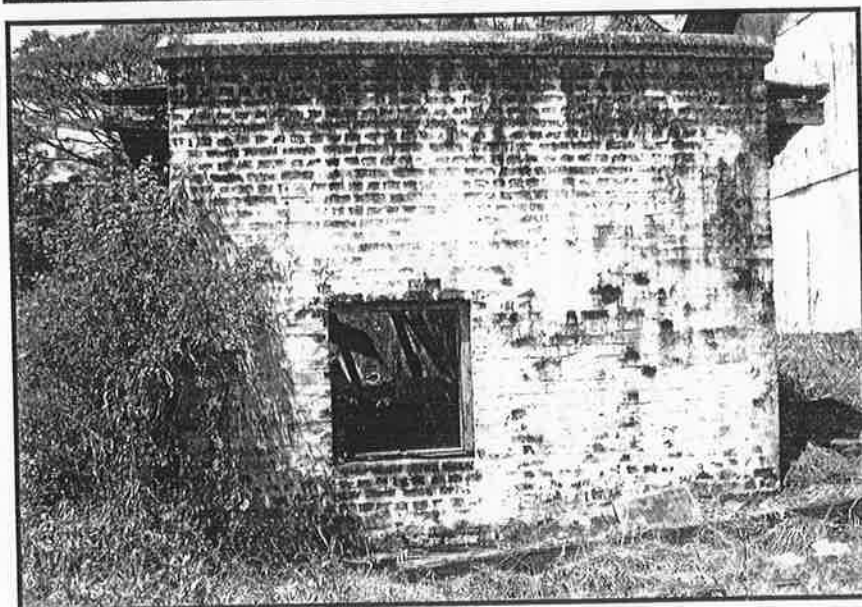
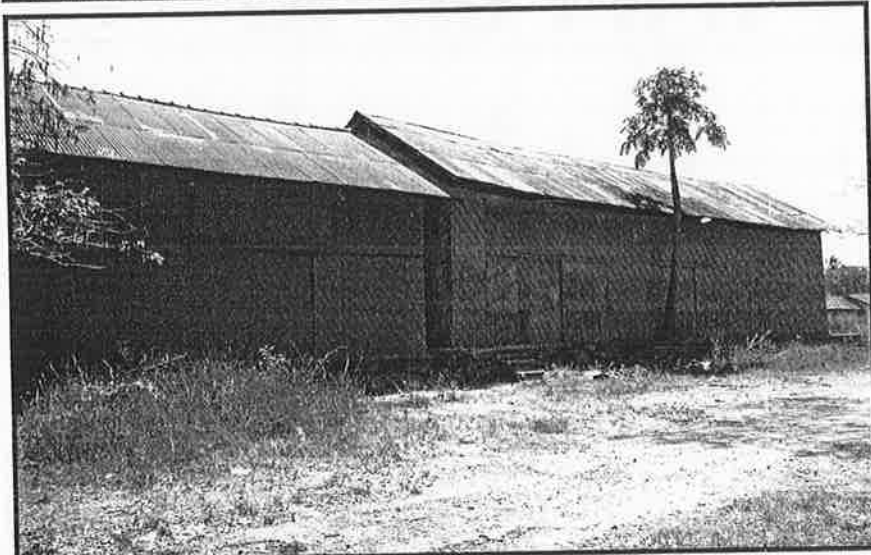
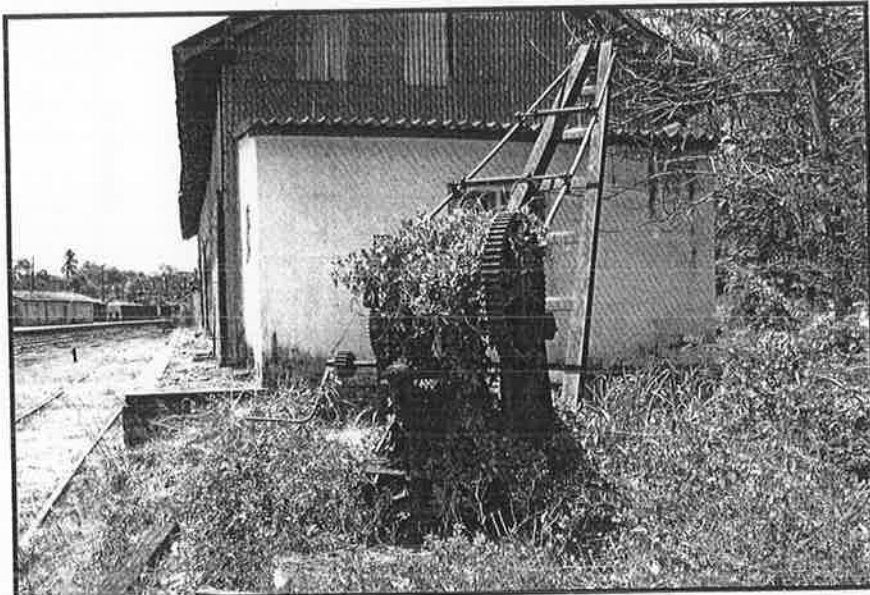
1937 වන විට දුම්රිය දෙපාර්තමේන්තුවේ භාණ්ඩ ප්‍රවාහනය සඳහා බඩු ගබඩා, පොහොර ගබඩා, පාලම් තරාදි හා දොඹකර යොදාගත් අයුරු

පාවිච්චියට ගැනින. භාණ්ඩ පැටවීම සඳහා දොඹකර 57 ක් ද පටවන ලද බඩු ගැල් වල බර කිරීම සඳහා පාලම් තරාදි 71 ක්ද භාවිතයට ගැනිණ. (අංක 2 වගුව) මෙම වගුවට අනුව බඩු ගබඩා 123 ක් පොහොර ගබඩා 25 ක් පාලම් තරාදි 71 ක් දොඹකර 67 ක් භාණ්ඩ ප්‍රවාහනය සඳහා දුම්රිය දෙපාර්තමේන්තුව ප්‍රයෝජනයට ගෙන ඇත.

මාර්ග අංකය හා නම	මාර්ග සීමාව හා දුම්රිය ස්ථාන ගණන	බඩු ගබඩා පිහිටි දුම්රිය ස්ථානය	පොහොර ගබඩා පිහිටි දුම්රිය ස්ථාන	පාලම් තරාදි ස්ථාන ගත කර තිබූ දුම්රිය ස්ථාන	භාණ්ඩ පැටවීම හා බැර සඳහා දොඹකර ස්ථාන ගත කර තිබූ දුම්රිය ස්ථාන
1 ප්‍රධාන මාර්ගය	කැලණිය සිට බදුල්ල දක්වා (එකතුව 44)	රාගම, ගම්පහ, වේයන්ගොඩ, මිරිගම, අඹේපුස්ස, ඇලවිට, පොල්ගහවෙල, රඹුක්කන, ගම්පොල, උලපනේ, නාවලපිටිය, හැටින්, ගලබඩා, වටවල, රොසැල්, හැටින්, කොටගල, නානුමය, අඹේවෙල, මහිය, පුපුරාගල, දියතලාව, බණ්ඩාරවෙල, ඇල්ල, හාලිඇල, බදුල්ල. (එකතුව 28)	වේයන්ගොඩ, ගම්පොල, නාවලපිටිය, හැටින්, කොටගල, තලවකැලේ, අඹේවෙල, පුපුරාගල, ඇල්ල, හාලිඇල, බදුල්ල. (එකතුව 11)	කැලණිය, මුණුපිටිය, ගම්පහ, වේයන්ගොඩ, මිරිගම, අඹේපුස්ස, ඇලවිට, පොල්ගහවෙල, රඹුක්කන, කඩුගත්තාව, ගම්පොල, උලපනේ, නාවලපිටිය, වටවල, හැටින්, කොටගල, තලවකැලේ, වටගොඩ, නානුමය, පුපුරාගල, දියතලාව, බණ්ඩාරවෙල, ඇල්ල, දෙමෝදර, හාලිඇල, බදුල්ල. (එකතුව 26)	ගම්පහ, වේයන්ගොඩ, මිරිගම, අඹේපුස්ස, ඇලවිට, පොල්ගහවෙල, රඹුක්කන, කඩුගත්තාව, ගම්පොල, නාවලපිටිය, වටවල, හැටින්, කොටගල, තලවකැලේ, වටගොඩ, නානුමය, බණ්ඩාරවෙල, ඇල්ල, දෙමෝදර, බදුල්ල. (එකතුව 21)
2	පේරාදෙණියේ සිට මාතලේ දක්වා (එකතුව 6)	පේරාදෙණිය, මහනුවර (3), කඩුගත්තාව, වත්තේගම, උකුවෙල, මාතලේ (එකතුව 8)	පේරාදෙණිය, මහනුවර, වත්තේගම. (එකතුව 3)	මහනුවර, කටුගස්තොට, වත්තේගම, මාතලේ (එකතුව 4)	පේරාදෙණිය, මහනුවර, වත්තේගම, මාතලේ (එකතුව 4)
3	හලාවත මාර්ගය	කළුතලා සිට හලාවත දක්වා (එකතුව 21)	—	මහලුව, ලුණුවිල, නාත්තන්තිය, මාදුම්මේ, හලාවත, බංගදෙණිය, (එකතුව 6)	මහලුව, හලාවත, (එකතුව 2)
4	උතුරු මාර්ගය	පොලොන්නරුව සිට කංතසන්තුවේ දක්වා (එකතුව 43)	කුරුණෑගල	කුරුණෑගල, මහවි, අනුරාධපුරය, ගල්ගලුව, තලව, අනුරාධපුරය, වවුනියාව, පුලියන්කුලම, මාන්කුලම, කිලිනොච්චිය, පරන්තන්, පලෙයි, කොඩිකාමම්, වාවකඩවරය, නාවක්කුලම, යාපනය (2) වුන්හාකම්, කන්කසන්තුවේ (එකතුව 19)	කුරුණෑගල, මහවි, අනුරාධපුරය (2), වවුනියාව, පුලියන්කුලම, මාන්කුලම, කිලිනොච්චිය, යාපනය (එකතුව 9)

5	තලෙයිම නිකාය මාර්ගය	තෙරියන්කුලම සිට තලෙයිමන්නාරම් තොට දක්වා (එකතුව 11)	මඩුපාර, මුරුන්කන්, තලෙයිමන්නාරම්, තලෙයිමන්නාරම් තොට	—	—	—	—
6	මඩකලපු මාර්ගය	කෝන් වැව සිට මඩකලපුව දක්වා (එකතුව 23)	කැක්රාව, පොලොන්නරුව, වැලිවේන, ඒරාදිඊ, මඩකලපුව	—	—	—	පළුපස් වැව, ඒරාදිඊ, මඩකලපුව (එකතුව 3)
7	තිරිකුණා මලය මාර්ගය	අලුත් මය සිට ත්‍රිකුණාමලය දක්වා (එකතුව 6)	කන්තලේ, චිත වරාය, ත්‍රිකුණාමලය	—	—	—	චිත වරාය (3), ත්‍රිකුණාමලය (එකතුව 4)
8	මුහුදුබඩ මාර්ගය	ස්ලේට් අසිලන්ති සිට මාතර දක්වා (එකතුව 36)	මොරටුව, පානදුර, කලුතර දකුණ, පයගල දකුණ, කේරුවෙල, අලුත්මල, ඉඳුරුව, කොස්ගොඩ, බලපිටිය, අම්බලන්ගොඩ, හික්කඩුව, දොඩන්දුව, ගිංතොට, ගාල්ල, තල්පේ, අහංගම, වැලිගම, කඹුරුගලුව, මාතර (එකතුව 19)	බලපිටිය, හික්කඩුව, ගාල්ල	මොරටුව, පානදුර, කලුතර දකුණ, අලුත්මල, බලපිටිය, අම්බලන්ගොඩ, හික්කඩුව, දොඩන්දුව, වැලිගම, මාතර	මොරටුව, පානදුර, කලුතර දකුණ, අලුත්මල, අම්බලන්ගොඩ, ගාල්ල, මාතර	මොරටුව, පානදුර, කලුතර දකුණ, අලුත්මල, අම්බලන්ගොඩ, ගාල්ල, මාතර (එකතුව 7)
9	කැළණි වැලි මාර්ගය	කේස්ලේන් පාර සිට ඕපනායක දක්වා (එකතුව 26)	කොළඹ කැළණිවැලි බඩු ගඩඩාව (3) හෝමාගම, පාදකික, වග, පුවක්පිටිය, අවිස්සාවේල්ල, අහැලියගොඩ, පරකඩුව, කුරුවිට, රත්නපුරය, තිරිවානකැටිය, දෑල, වටාපොත, කහවත්ත, ඕපනායක. (එකතුව 17)	(එකතුව 3) නාවින්න, පුවක්පිටිය, අවිස්සාවේල්ල, රත්නපුරය, දෑල, කහවත්ත, ඕපනායක, (එකතුව 7)	(එකතුව 12) අවිස්සාවේල්ල, රත්නපුරය, කහවත්ත, ඕපනායක	(එකතුව 4) අවිස්සාවේල්ල, රත්නපුරය, කහවත්ත, ඕපනායක	(එකතුව 4)
			කොළඹ බඩු ගඩඩාව (08) කැළණි බඩු ගඩඩාව (08)				2 1
							5 1

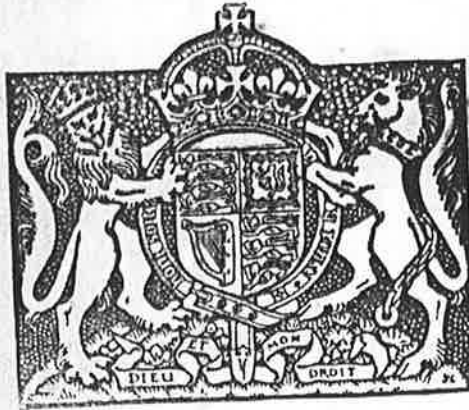
අතිතයේ භාවිතයට ගැනුණ දැනට අතහැර දමා ඇති මහව
දුම්රිය ස්ථානයේ පිහිටි දොඹකරය, බඩු ගබඩාව හා පාලම් තරාදිය



3rd Session 1949-50

අමුණු :- 04

පේදයට යොමුව :- 7.2



Railways (Amendment) Act, No. 18 of 1950

Date of Assent: April 5, 1950.

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Railways (Amendment) Act, No. 18 of 1950.

L. D.—O. 56/49.

AN ACT TO AMEND THE RAILWAYS ORDINANCE.

Chapter 153
(Vol. IV.,
page 90).

[Date of Assent: April 5, 1950.]

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Senate and the House of Representatives of Ceylon in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the Railways (Amendment) Act, No. 18 of 1950.

Short title.

2. Section 3 of the Railways Ordinance (hereinafter referred to as the "principal enactment") is hereby amended as follows:—

Amendment
of section 3 of
Chapter 153.

(1) by the substitution, for the words "and all other matters", of the words "the matters in this Ordinance stated or required to be prescribed, and all other matters"; and

(2) by the insertion, immediately after the first proviso to that section (as modified by the Proclamation published in *Gazette* No. 9,773 of September 24, 1947), of the following new proviso:—

" Provided that the General Manager may, in any case where he considers it expedient to do so, reduce the rates of the charges for the conveyance by railway of any passengers, passengers' luggage, parcels, goods, or live stock—

(a) by an amount not exceeding forty per centum of those rates, or

(b) with the prior approval of the Minister, by any other amount: "

3. Section 7 of the principal enactment is hereby amended as follows:—

Amendment
of section 7 of
the principal
enactment.

(1) by the re-lettering of paragraphs (b) and (c) of that section as paragraphs (f) and (g);

(2) by the insertion, immediately after paragraph (a) of that section, of the following paragraphs:—

" (b) refuses or fails to show his ticket, when required to do so, to any railway official duly authorised to examine tickets; or

4 *Railways (Amendment) Act, No. 18 of 1950.*

(c) refuses or fails to deliver his ticket, upon demand, to any railway official duly authorised to collect tickets; or

(d) otherwise than in the capacity and in the discharge of the duties of a railway official authorised to sell tickets, sells or transfers or attempts to sell or transfer any ticket in order to enable any other person to travel therewith upon the railway; or

(e) travels upon the railway with any ticket sold or transferred in the manner referred to in the foregoing paragraph (d); or ”;

(3) by the substitution, for the words “ be liable to a fine not exceeding fifty rupees : ”, of the following words :—

“ be liable to a fine not exceeding fifty rupees, or to imprisonment of either description for a period not exceeding one month, or to both such fine and imprisonment : ”;

(4) in the proviso to that section, by the substitution, for the words “ penalty of two rupees and fifty cents ”, of the words “ penalty of a prescribed amount ”

Amendment of section 15 of the principal enactment.

4. Section 15 of the principal enactment is hereby amended as follows:—

(1) by the numbering of paragraph (a) of that section as sub-section (1) of that section:

(2) in sub-section (1) of that section—

(a) by the substitution, for all the words from “ liable for loss ” to “ such loss or injury shall ”, of the words “ liable for the loss or destruction of, or any injury to, any property carried by the railway, unless such loss, destruction, or injury shall ”; and

(b) by the substitution, for the words “ articles or goods ”, of the word “ property ”;

Railways (Amendment) A

(3) by the substitution, for the words “ section, of the following shall have effect as section:—

“(2) In the event of any loss or damage to the property of any class of the circumstances specified in sub-section (1), the amount of the loss or damage shall—

(a) where any amount of the loss or damage exceeds that limit of compensation specified in the rules made under this Act, be such amount as does not exceed that limit;

(b) where no such limit is specified, be such amount as does not exceed the value of the property at the time of the loss or damage by the railway.

Provided that

(i) where, in any case, the amount of the loss or damage exceeds the limit specified in the rules made under this Act, the amount of the loss or damage shall be such amount as does not exceed that limit;

(ii) nothing in this section shall apply to any loss or damage to property of any class of the circumstances specified in sub-section (1) of section 15 of the principal Act.

(4) by the numbering of paragraph (a) of that section as sub-section (1) of that section:

6 *Railways (Amendment) Act, No. 18 of 1950.*

(5) in sub-section (3) of that section, by the substitution, for the words "article or thing", of the word "property".

Insertion of new section 15A in the principal enactment.

5. The following new section is hereby inserted immediately after section 15, and shall have effect as section 15A, of the principal enactment:—

" Notification of claims to compensation for losses or to refunds of overcharges.

15A. No person shall be entitled to compensation for the loss or destruction of, or any injury to, any property carried by the railway, or be entitled to a refund of an overcharge in respect of that property, unless his claim to such compensation or refund has—

(a) where that property is from overseas and was accepted at Talaimannar for carriage by the railway, been preferred in writing by him or on his behalf to the General Manager within six months after the date on which that property was so accepted, or

(b) where that property is not property referred to in the foregoing paragraph (a), been so preferred within two months after the date on which that property was accepted for carriage by the railway."

Amendment of section 21 of the principal enactment.

6. Section 21 of the principal enactment is hereby amended by the addition, at the end of that section, of the following sub-section:—

" (7) Where any property is detained under this section in a warehouse or other place under the control of the General Manager because of the failure of the owner, consignor, consignee, or person in charge of that property, when requested to do so by the officer whose duty it is to examine that property for the purposes of any written law, to produce for inspection by that officer, within three days after the date on which the request is made, any document which relates to that property and which that officer is legally empowered to inspect, the General Manager or any officer authorised by him in that behalf may demand, and such owner, consignor, consignee, or person shall on demand pay, storage charges calculated at such rates as may be fixed from time to time by the General Manager by notice published in the *Gazette*."

Supply, 1886.

Ceylon Railways.

No. 25.—1885.

An Ordinance for making provision for the Contingent Services for the year 1886.

[30th January, 1886.]

No. 26.—1885.

An Ordinance relating to the Ceylon Railways.

ARTHUR GORDON.

Preamble.

WHEREAS it is expedient to consolidate and amend the Law relating to the Ceylon Railways and to the conveyance thereby of Passengers and Goods: Be it therefore enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

Short title.

1 This Ordinance may be cited as "The Ceylon Railways Ordinance, 1885"; and it shall come into operation at such time as the Governor shall by Proclamation, to be published in the *Government Gazette*, appoint.

Commencement.

2 The Ordinances specified in Schedule A to this Ordinance are hereby repealed, provided that such repeal shall not affect

Repeal of Ordinances
No. 10 of 1865,
No. 12 of 1871,
No. 5 of 1872,
No. 3 of 1874,
No. 9 of 1877,
No. 10 of 1878,
No. 2 of 1881.

(a) The past operation of any enactment hereby repealed; nor

(b) Any right, privilege, obligation, or liability acquired, accrued, or incurred under any enactment hereby repealed; nor

(c) Any penalty, forfeiture, or punishment incurred in respect of any offence committed against any enactment hereby repealed; nor

(d) Any investigation, legal proceeding, or remedy in respect of any such right, privilege, obligation, liability, penalty, forfeiture, or punishment as aforesaid; and any such investigation, legal proceeding, and remedy may be carried on as if this Ordinance had not passed.

Interpretation clause:

3 For the purposes of this Ordinance, the expression "railway" shall include all railways already constructed, or in course of construction, or to be hereafter constructed, by or on behalf of the Ceylon Government; and the expression "railway official" shall include the General Manager, the Assistant Managers, Traffic Superintendents, and all such officers, servants, agents, and other persons as shall be from time to time employed to do any act upon the railway.

"Railway."

"Railway official."

General and Assistant Managers, clerks, and other officers.

4 The Governor may appoint a fit and proper person to execute the duties and powers hereinafter mentioned, who shall be called "The General Manager," and one or more persons, as he may deem necessary, to assist the General Manager in the execution of the said duties and powers, who shall be called "Assistant Managers," and such clerks and other officers as to him may appear necessary. And all duties and powers hereinafter required to be performed and exercised by the General Manager shall and may be performed and exercised by any Assistant Manager.

Ceylon Railways.

43 Any person who shall remove, deface, or in any way injure any document exhibited by the railway authorities as required by section 41, or any notice or document posted by them at the station or anywhere upon the railway, shall be guilty of an offence, and be liable to a fine not exceeding fifty rupees, or to imprisonment with or without hard labour for three months.

Penalty for removing documents or notices.

44 It shall be lawful for the Governor, with the advice of the Executive Council, to grant to any company or person conveying by railway goods the freight on which shall exceed an average amount to be fixed from time to time by the Governor, with the advice aforesaid, such rebate as to him shall appear reasonable.

Rebate to be granted on freight.

SCHEDULE A.

(1) The Ordinance No. 10 of 1865, intituled "An Ordinance relating to the Ceylon Railway," save and except sections 19 and 31 thereof, which have already been repealed by "The Criminal Procedure Code, 1883";

(2) The Ordinance No. 12 of 1871, intituled "An Ordinance to reduce the minimum rates fixed by Ordinance No. 10 of 1865 for Railway passenger fares";

(3) The Ordinance No. 5 of 1872, intituled "An Ordinance to extend the provisions of the Ordinance No. 10 of 1865 to the Railway from Pérádeniya to Náwalapitiya";

(4) The Ordinance No. 3 of 1874, intituled "An Ordinance further to extend the provisions of the Ordinance No. 10 of 1865";

(5) The Ordinance No. 9 of 1877, intituled "An Ordinance to reduce the minimum rates for Railway passenger fares on the Railway between Colombo and Pánaduré, and on the Railway now in course of construction between Pánaduré and Kalutara";

(6) The Ordinance No. 10 of 1878, intituled "An Ordinance to make provision for the Traffic Rates to be charged in respect of goods upon the proposed line of Railway between Náwalapitiya and Nanu-oya";

(7) The Ordinance No. 2 of 1881, intituled "An Ordinance to amend the Ordinance No. 10 of 1865, intituled 'An Ordinance relating to the Ceylon Railway.'"

SCHEDULE B.

RATE OF RAILWAY FARES.

Passengers.

1st Class ...	not exceeding 17 cents per mile.
2nd " ...	8 "
3rd " ...	3 "

Detachments of pioneers of any nationality, or gangs of coolies of not less than 6 in number, each pioneer or cooly $1\frac{1}{2}$ cent per mile. Provided that no detachment or gang shall be conveyed at the rate aforesaid unless upon the production of a certificate from the importer of such coolies, or from the manager of the estate or work from or to which they are going, that such pioneers or coolies have been employed, or are about to be employed, on the said estate or work. Children of pioneers or coolies in gangs to be charged as adults. The minimum fare of pioneers and coolies gangs shall be twenty-five cents each.

Reductions to be made for children and for return or periodical tickets. The right of reduction in the case of children must be determinable either by age or height, as shall from time to time be provided for by the rules.

*Ceylon Railways.**Youthful Offenders.**Goods.*

1st Class ...	from 16 cents to 59 cents per ton per mile,
2nd „ ...	12 „ 44 „ „
3rd „ ...	4 „ 25 „ „

Special rates to be charged for live stock, corpses, specie, plate, carriages, firearms, machinery, and for articles exceeding 3 tons in weight or measuring more than 200 cubic feet, or 20 feet in length, and gunpowder, vitriol, lucifer matches, and other articles which, in the judgment of any of the railway officials, may be of a dangerous nature.

As respects goods, the fractional part of half a hundredweight shall be reckoned as half a hundredweight.

Articles not herein enumerated, to be charged according to any of the above classes, or at special rates, according to the provisions to be made from time to time in the rules and regulations.

The minimum distance on which a mileage charge shall be made is ten miles.

Special trains or reserved accommodation shall be charged for at special rates.

Goods of the third class in quantities less than four tons, to be charged at second class rates, or as four tons.

Demurrage, insurance on valuable articles, warehouse, loading, and like charges, shall be made in addition to the above rates, which apply only to the carriage of goods.

As respects goods and passengers, the fractional part of a cent will be charged as a cent, and the fractional part of a mile will be charged as a mile.

Definitions of Classes.

CLASS 1.—Furniture, pianos or other musical instruments, wine or other liquors in bottle, groceries, oilman's stores, millinery, textile fabrics, glassware, crockery, meat, fish, and game.

CLASS 2.—Coffee, rice, grain of all kinds in bags or packages or in bulk, oil, wine or other liquid in cask, jute, horns, jaggery, sugar, coconuts, tobacco, cinnamon, vegetable, plants, seed and agricultural produce generally, refined salt and saltpetre, bales of cotton cordage, machinery not included in special rates, manufactured metals, coir-matting, castings, soap, hardware, tools, and agricultural implements.

CLASS 3.—Coke, coal, minerals, building materials, unworked metals, manure, and firewood.

Passed in Council the Thirtieth day of December, One thousand Eight hundred and Eighty-five.

R. W. IEVERS,
Clerk to the Council.

Assented to by His Excellency the Governor the Eighth day of January, One thousand Eight hundred and Eighty-six.

CECIL C. SMITH,
Colonial Secretary.

No. 1.—1886.**An Ordinance relating to Youthful Offenders.**

ARTHUR GORDON.

Preamble.

WHEREAS it is expedient to provide for the due punishment and reformation of youthful offenders, and to establish Reformatory and Industrial Schools for their benefit: Be it therefore enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:—

Short title.

1 This Ordinance may be cited as "The Youthful Offenders Ordinance, 1886";



SUPPLEMENT TO THE CEYLON
GOVERNMENT GAZETTE

NO. 7,514—FRIDAY, FEBRUARY 26, 1926.

Published by Authority.

THE CEYLON GOVERNMENT RAILWAY.

RULES made by the Governor with the advice of the Executive Council under section 5 of the Ceylon Railways Ordinance, 1902, as amended by the Ceylon Railways Ordinance, No. 10 of 1925, are published for general information.

By His Excellency's command,

A. G. M. FLETCHER,
Colonial Secretary.

Colonial Secretary's Office,
Colombo, February 25, 1926.

(1)

RULES REFERRED TO CONVEYANCE OF TRAFFIC BY PASSENGER TRAINS.

GENERAL.

1. **Time observed.**—Colombo time will be observed at all the stations.
2. **Arrival and Departure of Trains.**—The times shown on the Time Tables are those at which the trains are intended to arrive and depart from the various stations, but the Government do not guarantee that the trains shall arrive and depart at the times specified in the Time Table, nor that the connection between the Main and Branch Lines will be maintained, nor will they be responsible for any loss, inconvenience, or injury, which may arise from delays or detention. Every attention will be paid to ensure punctuality as far as is practicable.
3. **Time for Booking Passengers.**—The Booking Offices at certain important stations, as may be notified from time to time by the General Manager, will be open for the issue of tickets throughout the day, except during such times as the stations are authorized to be closed. Booking Offices at other stations will be open for the issue of tickets half an hour before the advertised time for the departure of trains.
4. **Booking of Parcels, Hours of Business.**—The Booking Offices will be open on each week day for the receipt and delivery of parcels, horses, carriages, dogs, and live stock booked by passenger train from half an hour before the first train arrives at or departs from the station until half an hour after the last train has arrived at or departed from the station. On Sundays, Good Friday, and Christmas Day the offices will be open from half an hour before the arrival or departure of each train until half an hour after its arrival.
5. **Inquiries.**—Any inquiry for information should always be made from the principal officers in charge of the different stations.
6. **Incivility.**—Passengers are requested to report direct to the General Manager any instance of incivility, want of attention, or misconduct on the part of persons employed on the railway. Complaints should embody the name and address of the complainant.
7. **Gratuities.**—Railway servants are forbidden, under pain of dismissal, to ask for or receive from the public any fee or gratuity.
8. **Giving Change and Errors in Tickets.**—In order to prevent inconvenience and delay, passengers should provide themselves with suitable change to pay for their tickets, &c., as the Booking Clerks may not be able at all times to give change.

Passengers are requested to examine their tickets and change before leaving the Booking Office counter, as errors cannot afterwards be rectified.

9. Weights.—The Government are not bound by any weights inserted by consignors on their forwarding orders, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor will the Government admit any responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness between buyer and seller, such weights being taken merely for the purpose of calculating freight charges.

10. Amounts undercharged by the railway staff may be subsequently recovered. Parcels, luggage, &c., are liable to be detained and sold and the proceeds utilized to clear the charges due and expenses incurred by the railway.

11. Cheques or other orders for payment of money are not accepted in payment of the charges for conveyance of passengers, parcels, &c., unless authorized by the General Manager.

12. Firearms.—Under no circumstances may loaded firearms be taken or placed in a carriage or other railway vehicle or brought to any station or other premises of the railway. When passengers desire to take firearms into carriages or hand them over to be conveyed in the brake van as luggage, they must first satisfy the Station Master and Guard that such firearms are not loaded. Any person contravening this regulation will be liable to prosecution under section 28 or 29 of the Railway Ordinance.

This regulation will not apply in the case of troops or military, naval, or police escorts, who will be conveyed in compartments by themselves when carrying loaded firearms.

13. Platforms.—(a) No person is allowed to go on to the platforms at stations except those holding platform tickets and passengers going by the trains, who must show their tickets when passing on to the platforms, but Station Masters may use their own discretion in allowing friends of passengers to go on to the platforms.

(b) No person shall offer for sale any goods or articles whatsoever in the trains or on the platforms or within the precincts of the railway, without written authority from the General Manager authorizing him to do so, or contrary to the terms of such authority. Any person acting in contravention of this rule will be liable to a penalty not exceeding Rs. 20 for each such offence.

14. Irregular Access, &c., to Carriages, Vehicles, or Premises.—No person shall open, by the use of a key or any other means, the door of a locked railway carriage or any other locked railway vehicle, or shall open any locked door or gate giving access to or from any railway premises, or shall enter or quit or shall attempt to enter or quit any railway vehicle or railway premises by getting through windows or climbing over doors, gates, or fences, or other barriers which have been placed by the railway authorities to prevent unlawful exit from or entrance to railway vehicles or premises, or shall break down or damage any railway door, gate, fence, or other barrier.

15. Communication with Driver.—No person shall without proper cause, or reasonable excuse, the burden of proving which shall be upon him, make use of the means provided in any carriage of the Ceylon Government Railway for communicating with the driver of the train.

16. Every person aware of the commission of an offence under the last preceding by-law shall, in the absence of reasonable excuse, the burden of which shall lie upon the person so aware, forthwith give information to any railway official, who in his presence shall inquire into the circumstances of the case.

PASSENGERS.

17. Fares.—The fares actually charged per passenger per mile are—
Class.

	First. Cents.	Second. Cents.	Third. Cents.
Uda Pussellawa Line ..	17	12	4
Main Line above Nawalapitiya ..	16	10	3½
Nawalapitiya and all lines below..	10½	6½	3¼
Pallai to Kankesanturai ..	10½	6½	2½

Return tickets are charged for at one and half the above-named fares, except in the case of the Uda Pussellawa Line, on which section double the above-named fares are charged.

18. Tickets, conditions of Issue.—(a) Tickets given to passengers on payment of their fares are not transferable; they are the property of the Government, and must be produced or delivered up whenever demanded by the railway servants. Special attention is directed to sections 8, 9, 10, and 11 of the Railway Ordinance.

(b) The single journey tickets are available only on the day of issue or by a through train starting on the day of issue.

(c) Single journey tickets entitle the holders to travel once only in one direction, and return tickets once only in each direction between the points marked thereon.

(d) Tickets will not be issued to passengers at an intermediate station for the train by which they have travelled or are travelling; but passengers desirous of travelling beyond the station to which they have booked must, before passing that station, hand their tickets to the Guard, at the same time informing him to which station they wish to travel. The Guard will then see to the collection of the excess fare at the proper point, *but under no circumstances can the advantage of a return ticket be obtained by payment of excess fare.*

(e) Passengers having once booked are not allowed to change their tickets for those of a lower class.

(f) The return halves of tickets are not transferable.

(g) First, second, and third class return tickets for distances fifty miles and under are available for return within three days, inclusive of the day of issue and day of return (*i.e.*, a ticket issued on Monday is available for return not later than Wednesday). Tickets for distances over fifty miles are available for return within fourteen days, inclusive of the day of issue and day of return.

(h) Should a passenger with a return ticket apply to travel in a carriage of a higher class than that for which the ticket was issued, he will be required to pay the difference between the fares of the two classes respectively *for the single journey*. Should a passenger apply to travel in a higher class both journeys, he will have to pay such difference for each journey.

(i) Except under the circumstances stated below (see paragraph

(j) Break of Journey), a passenger leaving the train at a station short of that to which he has booked must deliver up his ticket, and cannot be allowed to resume his journey except by obtaining a fresh ticket.

(j) Holders of first, second, and third class return tickets between stations over thirty miles apart are allowed to break their journey at an intermediate station once on the outward and once on the homeward route, provided that they do not travel more than once in each direction over the same section of the line, and that the return journey is completed within the time for which the return ticket is available. When a passenger avails himself of this privilege, he must, on alighting from the train, produce his ticket to the Station Master, who will endorse on it "Broke journey at" (the name

of the station being inserted), and initial and date the endorsement. Passengers holding return tickets between any station thirty miles apart, of which Peradeniya Junction is an intermediate station, may travel into Kandy and break journey there, without paying excess fare between Peradeniya Junction and Kandy in either direction. In this case the tickets must be endorsed by the Station Master at Kandy.

(k) Holders of first, second, and third class return tickets between Matale Line stations and stations beyond Kandy, but less than thirty miles apart, are allowed to break journey at Kandy, provided they resume their journey the same day. Passengers wishing to avail themselves of this privilege must have their tickets endorsed by the Station Master, Kandy, before leaving the station premises.

(l) Passengers are not allowed to use tickets on any day for which such tickets are not available.

(m) Passengers are booked at intermediate stations only on condition that there is room in the train by which they intend to travel.

(n) Should there not be room in the class of carriage for which passengers are booked, and it is possible to find temporary accommodation for them in a higher class without inconvenience to other passengers, they will be required to change as soon as room is available in the class for which they hold tickets.

(o) Tickets issued at specially reduced rates can only be used between the stations specified thereon. If used to or from any other stations, the whole ticket will be forfeited and full fares charged.

(p) Return tickets issued to naval and military officers, sailors and soldiers (and their wives and children), on certificates, are available on the return journey without any limitation of time.

19. **Children.**—Children under three years of age will be carried free; children of that age and under twelve years will be charged half fare.

20. **One female servant only** will be allowed to accompany her mistress in a first class carriage (whether in charge of children or not) on payment of second class fare, provided such an arrangement does not interfere with the comfort of other passengers travelling in the same compartment.

Nurses in charge of children, when not accompanying their mistresses, must pay the fare of the class in which they travel.

21. **Travelling without Ticket.**—(a) Should a passenger from an unavoidable cause be unable to obtain a ticket before starting, he must as soon as possible report the fact to the Guard and pay his fare at the destination station, or earlier if demanded.

(b) A passenger found travelling without a ticket or with a ticket of expired date, or a ticket so torn or mutilated that the date, number, station from or to, cannot be deciphered, is liable to be charged, from the station whence the train originally started, unless he can prove satisfactorily that he entered the train at some intermediate station. (See also rule 18.)

(c) A passenger who unintentionally travels beyond the distance for which he has paid fare will be allowed to return to the station to which he was booked on payment of a single fare for the distance overridden, provided he returns by the next passenger train, and does not leave the station premises in the interim.

22. **Excess Fares.**—(a) Passengers travelling with wrong halves of return tickets will be charged excess fares, unless they can show good reason for being exempted.

(b) When excess fare is due on the homeward half of a return journey ticket, such half ticket will be considered as an ordinary single journey ticket, and excessed accordingly. When a passenger overrides on the outward or homeward half of a return ticket, such half ticket will be considered as an ordinary single journey ticket and excessed accordingly.

(c) When a passenger before commencing his journey wishes to change his ticket for one of a higher class and pays the difference of fare, the original ticket issued will be taken back and a fresh one for the higher class issued instead.

(d) When a passenger in the course of his journey wishes to change to a higher class of carriage than that for which he holds a ticket, he must inform the Guard of the train, who will see that he pays the excess fare and obtains an excess fare ticket, either at the station at which the change is made or at the first station at which this can be conveniently done. Care should be taken to obtain a printed and numbered excess fare ticket for the payment made, otherwise the fare may be demanded again at any other station at which tickets are examined or collected.

(e) Every passenger who pays excess fare should demand and at once receive a receipt for the amount paid.

(f) All claims for refund of excess charges must be made within six days of the date of payment, otherwise they may not be entertained. Claims should be addressed to the General Manager, Colombo, and should be written on forms which can be obtained free of charge from any Station Master. Claimants should carefully note the numbers printed on their tickets, as claims cannot be entertained unless the numbers are given.

23. Refunds on Tickets.—(a) The Government are not bound to make any return to passengers who may have been called upon to pay fares a second time in consequence of their failure, from neglect or any other cause, to produce their tickets on application.

(b) The Government are not bound to make refunds on the unused halves of return tickets.

24. Extension of Time.—(a) A passenger who is left behind at a roadside station through sickness or other unavoidable cause, or who is unable to use his ticket by the train for which he has been booked, should at once communicate with the Station Master with a view to having his ticket made available by another train, if the cause of delay be satisfactorily explained, otherwise the passenger will have to purchase a fresh ticket.

(b) Passengers who are unable to make use of the homeward halves of their tickets within the time specified in rule 18, can have their tickets extended by complying with the following conditions:—

(1) The ticket must be presented at the Booking Office of the station to which it was originally issued, or may be presented at any intermediate station, within fourteen days after the date of expiry.

(2) The passenger must pay the difference between the original return fare and two single-journey fares if the ticket is extended at the station to which it was originally issued. If the ticket is extended at any intermediate station, the passenger must pay the difference between the original fare and the sum of the return fares between the station at which the journey is broken and the original destination station, and two single-journey fares between the station at which the ticket is extended and from which it originally issued, e.g., a ticket is taken from Nuwara Eliya to Colombo, the return journey is broken at Talawakele, and the ticket is extended there. The fare to be paid is the difference between the Nuwara Eliya-Colombo return fare and the sum of the return fare Talawakele to Colombo and two single-journey fares Talawakele to Nuwara Eliya.

Tickets will not be extended if the difference between the return fare and the two single-journey fares is less than 50 cents on each ticket.

(c) A passenger found travelling with an expired ticket must pay the full single fare, and no refund will be made.

(d) Tickets issued at specially reduced rates cannot be extended, nor will any refund be made on the unused portions of such tickets.

25. Coolies.—(1) For the purposes of this rule—

“Registered estate” means any estate registered on the books of the Government Agent of the Province as having ten acres or more cultivated.

"Cooly" means every kangany and labourer employed, about to be employed, or discharged from employment on a registered estate.

(2) Coolies of registered estates in Ceylon shall be conveyed over the Ceylon Government Railway at a reduced third class rate of $1\frac{1}{2}$ cents per mile (except on the Uda Pussellawa Branch, where the rate is $1\frac{1}{4}$ cents per mile) on the conditions following. In the case of any failure to comply strictly with these conditions full fares will be charged:—

(a) The minimum charge for each cooly, including the children of coolies, shall be 25 cents per cooly or per child between the stations, and subject to the terms hereinafter enumerated. Provided, however, that in the case of infants under three years of age no charge will be made.

(b) Coolies travelling at the reduced rate shall only be entitled to such free baggage not exceeding 28 lb. per cooly as they may take with them in the carriage. Provided, however, that Government shall not be held responsible for loss or damage caused to such coolies' baggage.

(c) The reduced rate will be accepted at the stations and in respect of the journeys specified below:—

(i.) From the Mandapam Segregation Camp in India to stations in Ceylon *via* Talaimannar, only on production to the Superintendent of the camp of tin tickets issued by superintendents of registered estates in Ceylon, or of "excess cooly" cards issued by the Ceylon Labour Commissioner in India.

(ii.) From Ragama (including cost of rail transport between Wharf and Ragama of coolies arriving *via* Tuticorin) to stations beyond Lunawa on the Coast Line, Pannipitiya on the Kelani Valley Line, Ragama on the Main Line, and Katunayake on the Puttalam Line, only on production of tin tickets issued by superintendents of registered estates in Ceylon, or of "excess cooly" cards issued by the Ceylon Labour Commissioner in India.

(iii.) From Colombo to India *via* Talaimannar on warrants issued by the Labour Commissioner.

(iv.) From stations in Ceylon to stations in India *via* Talaimannar to which through bookings are in force, or to Colombo (Maradana or Fort) in case of coolies returning to India *via* Tuticorin, only on production of certificates on the standard form supplied by the Railway and correctly filled in and signed by the superintendent of a registered estate as laid down hereunder.

(d) Books of certificate forms will be supplied free of charge on application in writing to the General Manager of the Railway, Colombo, to superintendents of registered estates only.

(e) The certificate must be filled in strictly in accordance with the instructions on the form, and be signed in full personally on the front and on the back by the superintendent of the estate. The registered letter and number of the estate must always be filled in on the face, and the number of coolies on the face must correspond with the details on the back, on which the individual name of each cooly (in English) must be inserted in ink, with the full signature of the superintendent immediately under the names. Any alterations on either front or back must be initialled by the superintendent. Books of certificates issued for one estate must not on any account be issued for coolies of any other estate.

26. Reserved Accommodation : (a) **Ordinary Compartments.**—Reserved compartments are not guaranteed, but, when available, they can be secured for journeys of not less than 50 miles on application to the Station Masters of the stations named in next paragraph.

Reserved compartments will be booked from the following starting points only, viz. : Colombo Fort, Maradana, Kandy, Matale, Nanu-oya,

Bandarawela, Badulla, Anuradhapura, Jaffna, Kankesanturai, Talaimannar, Chilaw, Matara, Galle, Ratnapura, Opanake, and Yatiyantota, and full fares must be paid as from the nearest of these starting points.

Application for reserved compartments must be received at least twenty-four hours before the time of the departure of the train by which such accommodation is required, and precise information as to class and extent of reserved accommodation required must be clearly stated.

Reserved compartments cannot be provided until all the charges have been prepaid.

The scheduled accommodation on trains only provides for the ordinary requirements of daily traffic, and if reserved accommodation is required, it may be necessary to attach an extra carriage (if the load permits of this being done), in which case extra charges will be made as shown below.

If reserved compartments can be provided without attaching an extra carriage, the minimum charges will be as follows :—

First Class . . Two-thirds of the seating capacity of the compartment.
Second Class . . Three-fourths of the seating capacity of the compartment.
Third Class . . Four-fifths of the seating capacity of the compartment.

If an additional carriage has to be attached to enable a compartment to be reserved for a party, the minimum charge will be as for half the seating capacity of the whole carriage for the distance the carriage has to be run.

Each person occupying a seat in a reserved compartment must hold a ticket of the class in which he travels.

The Government do not accept any liability for loss or inconvenience due to failure to provide reserved accommodation.

(b) **First Class Seats.**—Seats in first class compartments can be reserved in the trains and in respect of the journeys notified from time to time by the General Manager, provided that no seats may be reserved for distances of less than 50 miles.

Where arrangements are made for the reservation of seats in first class compartments, a registration fee of Re. 1 will be chargeable for each seat so reserved, payable in advance, and subject to each passenger holding a first class ticket to cover the journey.

The registration fee will not be refunded, unless the passenger gives six hours' notice to the Station Master concerned of his inability to travel.

(c) **Through Carriages and Invalid Accommodation.**—Special charges are made for the running of through carriages, or the provision of special accommodation for invalids, regarding which application should be made to the respective Divisional Transportation Superintendents.

An invalid carriage is provided with accommodation for invalids travelling first class and with servant's compartment adjoining. When this carriage is available the minimum charge for the invalid's accommodation which is limited to one first class compartment, is as for four first class fares for the distance the carriage has to be run, no charge being made for the empty haulage of the carriage to a station for an engagement. Any member of the party in excess of this number must also pay full fares for the distance he or she travels according to class.

(d) **"Ladies' only" Compartments.**—First and second class compartments, for the use of ladies and young children only, will be provided without extra charge on the through trains on notice being given on the previous day to the Station Master at the station from which the train starts (*vide* second paragraph of sub-clause (a)).

Third class accommodation for females is provided on the principal trains without extra charge.

27. **Sleeping Cars : Charges.**—In the Up-country and Kankesanturai mail trains the charge for a sleeping berth (with bedding, &c., as defined below) is Rs. 5, in addition to the ordinary first class fare to the station to which the passenger is booked. When a berth is allotted, a sleeping berth ticket will be issued, which must be delivered to the Car Attendant.

No person is allowed to enter the sleeping car without a sleeping berth ticket. Each berth is provided with pillows, sheets, blankets, and quilt, and is made up as a bed by the Car Attendant.

Children under twelve years of age accompanying adults are allowed to occupy sleeping berths on payment of half ordinary first class fare, plus the full cost of the sleeping berth ticket. Two or more children may occupy the same berth with one sleeping berth ticket.

Ladies and Married Couples.—In the Up-country mail trains one compartment provided with lavatory, &c., and containing two berths, is reserved in each car for the use of ladies; but should the berths not be so booked before 6.30 P.M., it will be placed at the disposal of married couples, and if disengaged at the time the train is due to start it may be allotted to gentlemen.

Boys over six years of age are not permitted to travel in a sleeping compartment reserved for ladies, unless with the assent of all ladies occupying the compartment.

A two-berthed compartment suitable for a married couple is provided in certain of the sleeping cars, and although it is provided with jug, basin, &c., it has no separate retiring accommodation. This compartment is not held in reserve for married couples, but is given to the first applicant.

Ladies travelling alone will be allotted berths in the ladies' compartment only.

Servants.—Servants are not allowed to travel in a sleeping car unless a compartment has been reserved as provided for below under paragraph "Reserved Compartments." Under no circumstances will a servant be allowed to occupy a sleeping berth. If two ladies reserve a two-berthed compartment as provided for below under paragraph "Reserved Compartments," an ayah may travel with them on payment of second class ordinary fare. If a lady travelling alone or accompanied by an infant in arms (free) reserves a two-berthed compartment in terms of paragraph "Reserved Compartments" below, she may take an ayah with her without charge, provided only one berth is made up. If, however, she is accompanied by a child under twelve years of age (for which a half fare is paid), the ayah accompanying her must pay second class fare in addition.

Berths in the Indo-Ceylon Mail Trains.—In the Indo-Ceylon mail trains sleeping berths without bedding are provided for through first class passengers without any extra charge, but berths are not guaranteed unless the same have been reserved, for which a registration fee of Re. 1 per berth will be charged and a reservation ticket indicating the berth allotted issued. If bedding is required Rs. 5 must be paid for each set of bedding at the time of booking, and a berth will be made up as a bed by the Car Attendant as defined in paragraph 1 above. In such cases no registration fee will be charged.

Local passengers requiring sleeping berths in the Indo-Ceylon mail trains must pay, in addition to the first class fare, Rs. 5 for each berth at the time of booking, whether bedding is required or not. Children under twelve years of age will be charged in accordance with paragraph 2 above.

Applications.—Applications for sleeping berths must be received not later than 6.30 P.M. in the case of Up-country mail trains, 4 P.M. in the case of Indo-Ceylon mail trains, and 1 P.M. in the case of Kanke-santurai mail trains, at any station on the line, but payment will not be accepted nor the accommodation promised until it has been ascertained from the starting stations that the required berths are available.

Applications for upper or lower berth or berths in any particular part of the car will be attended to as far as possible, but all allocations will be made in the order in which the applications are received. No berths will be booked from or to a station at which the train is not regularly timed to stop, except when the Time Tables show that it will "Call when required" to pick up or set down, as the case may be.

The number of sleeping berths on any train is limited to the accommodation available and cannot be guaranteed.

Should a sleeping berth be allotted in response to an application in any of the above-mentioned trains and the same be not occupied, the fee of Rs. 5 must be paid, unless notice is given cancelling the booking not later than 5 P.M. (2 P.M. in the case of Kankesanturai mail trains). Where the reservation has been paid for in terms of paragraph 8 above the difference (Rs. 4) only will be recovered.

Reserved Compartments.—In the Up-country and Kankesanturai mail trains the charge for reserved compartments in sleeping cars is a full first class fare for each berth the compartment contains, plus Rs. 5 for each berth, whether occupied or not.

In the Indo-Ceylon mail trains the charge for reserved compartments for through passengers in the sleeping cars is a full first class fare for each berth the compartment contains. Local passengers requiring reserved compartments in these cars will be charged in accordance with the preceding paragraph.

General.—Only such small boxes and bags as will go under the lower berths are permitted in the cars, and intending passengers should specially note this and make their arrangements accordingly.

Labels, as per specimen below, are affixed over each berth reserved, so that passengers on entering the cars will readily see the berths they are to occupy—

Berth No. _____
Name _____
Joining at _____
Date _____

Restaurant Cars.—Restaurant cars are first class carriages, and may be occupied by second class passengers only for the purpose of obtaining and consuming refreshments. Second class passengers entering restaurant cars for this purpose must leave them in accordance with the table shown below :—

Up Journey.

Entering at	Must leave at
Colombo ..	Veyangoda
Veyangoda ..	Polgahawela
Polgahawela or Rambukkana ..	Kadugannawa
Kadugannawa ..	Kandy or Gampola
Peradeniya or Gampola ..	Nawalapitiya
Nawalapitiya ..	Galboda
Galboda ..	Watawala
Watawala ..	Hatton
Hatton ..	Watagoda
Watagoda ..	Nanu-oya

Down Journey.

Nanu-oya ..	Watagoda
Watagoda ..	Hatton
Hatton ..	Watawala
Watawala ..	Galboda
Galboda ..	Nawalapitiya
Nawalapitiya ..	Peradeniya or Gampola
Kandy or Gampola ..	Kadugannawa
Kadugannawa ..	Polgahawela or Rambukkana
Polgahawela ..	Veyangoda
Veyangoda ..	Colombo

Where restaurant cars are run over other sections of the Railway, second class passengers are allowed 30 minutes for the purpose of obtaining and consuming refreshments in restaurant cars and, after the expiry of the above time, must leave them at the first station the train stops.

First class passengers may also be required to leave restaurant cars in accordance with the table shown above to make room for other passengers.

Passengers holding second class tickets who may desire to travel in the restaurant cars for a longer distance than stated above may be allowed to do so only if the seats occupied by them are not required by any other passengers, and then only on prepayment of the difference between the second and first class fare to the end of the next section.

Passengers paying excess fare are requested to see that they obtain a receipt on a printed Railway form giving particulars of the fare paid from the officer to whom the payment is made, and it shall be the duty of such officer to give the receipt on demand.

Passengers are not allowed to put their feet on the seats of the cars.

Under no circumstances shall dogs be brought into the cars.

As the accommodation is limited, packages of luggage, &c., cannot be taken into the cars, but must be placed in the Guard's van in the usual manner.

Smoking is prohibited when ladies are present (unless their consent has previously been obtained) or when passengers are taking meals. Smokers are requested to bear in mind that passengers often prefer to acquiesce in a request for permission to smoke, to their discomfort, rather than appear disobliging.

28. Special Trains.—(a) On not less than 24 hours' previous notice being given to the General Manager, Colombo, a special train will, if possible, be provided, at a charge of Rs. 7.50 per mile (minimum charge Rs. 150), plus ordinary fares and rates for the passengers and luggage conveyed, the mileage being calculated from the nearest station from which an engine can be supplied. If the special train is required for the return journey, a reduced charge of Rs. 3.75 per mile will be made for such return journey, plus ordinary fares and rates for the passengers and luggage conveyed.

(b) The charge for the detention of a special train, beyond the time occupied in the running, is Rs. 15 per hour for the engine and 75 cents per hour for each vehicle. A special train ordered but not used will have to be paid for, if 6 hours' previous notice is not given of the change.

(c) The General Manager may, at his discretion, arrange special conditions, other than the above named, in connection with the running of special trains, including those for which a minimum number of passengers is guaranteed in writing or in connection with special events. He may also refuse to supply a special train.

29. Periodical or Season Tickets.—(a) Rates and conditions for the issue of first, second, and third class season tickets can be had on application to any Station Master.

(b) In cases where, as a special concession, private refreshment baskets of season ticket holders are conveyed free by train, they will only be so conveyed at owner's risk, and subject to any special regulations that may be laid down from time to time.

30. Production of Periodical or Season Tickets.—Season ticket holders are required to have their tickets with them when travelling and to show them when asked by a railway official to do so, otherwise they will be liable for payment of the ordinary fare.

RAIL MOTORS.

31. (a) Tickets will be issued on the rail motors at the following rates :—

First Class.—Ten cents per section, where such accommodation is provided.

Third Class.—Five cents per section.

N.B.—Each section is over one mile in length. No reduction of these fares will be made for children, &c., nor will return tickets be issued on the motors.

(b) No guarantee is given that first or second class accommodation will be available by rail motors, nor will any refund be made if a first or second class ticket issued at a booking office is used for a rail motor on which such accommodation is not available.

(c) Tickets, single and return, obtained at a booking office will be available for use on rail motors. Only children in arms, if under three years, will be carried free. Tickets will not be issued at booking offices for places between stations.

(d) Persons may enter platforms without tickets not earlier than 10 minutes before starting time, for the purpose of travelling by rail motors only.

(e) Tickets will be issued, when feasible, to intending passengers on entering or after they have entered the motor.

(f) Tickets will not be issued on rail motors to places beyond the destination of the rail motor, but passengers holding tickets issued at booking offices to places beyond the destination of the rail motor may use the rail motors to make connections to their destination, and similarly passengers booked from stations beyond the starting point of the rail motor may use the rail motor to reach their destination.

(g) No refund will be made in respect of lost or unused tickets issued on rail motors.

(h) No traffic other than passengers with such articles as they bring under paragraph (i) (1) will be conveyed in rail motors.

(i) (1) Unless special accommodation is provided in the motors, no luggage will be accepted for conveyance by rail motors, and no person shall bring into a rail motor any article not specially authorized, except such small and light articles of personal effects which can be easily placed under a seat, or place any article in the gangway of a rail motor.

(2) Railway servants may remove from a rail motor any article brought into the motor or placed in the gangway thereof in contravention of this rule.

(3) Articles brought into a rail motor will be considered as being in the sole charge of and at the sole risk of the owner.

(j) No accommodation will be reserved on rail motors.

(k) If a rail motor is available, it can be arranged to be run for special parties, subject to terms and times to be arranged by the General Manager.

CONCESSIONS.

32. Concessions.—(a) The following concessions are in force on this Railway:—

Applications for concessions Nos. (1), (2), (3), (4), (9), and (12) should be made at least one week before the date on which the party intends to travel, to the General Manager, Colombo, who reserves the right of refusing to grant the concession or of declining to allow the tickets to be available by particular trains. If application is entertained an authority will be sent to the applicant to be presented at the station at which the tickets are to be issued or other concession granted.

When applying for any such concessions the following information must be given:—

- (i.) The dates fixed for the excursion.
- (ii.) The trains required to be used on outward and homeward journeys.
- (iii.) Class and probable number of passengers.
- (iv.) Approximate quantity of luggage or baggage.
- (v.) Number of animals, motor cars, &c.
- (vi.) Stations between which the party wishes to travel.
- (vii.) The nature or object of the excursion.

(1) **Operatic, Theatrical, and Circus Parties.**—(a) Parties of not less than six in number will be conveyed first, second, or third class at single fare for the double journey and at $\frac{3}{4}$ fare for a single journey when travelling between stations not less than twenty-five miles apart to give a performance. The whole of the party must travel by the same train.

(b) The concession will also apply to not more than two advance agents.

Return tickets will be available for return within seventeen days including the date of issue and date of return.

(c) Baggage, scenery, animals, motor cars, &c., will be conveyed at the following rates:—

- (i.) Baggage and scenery in small lots at ordinary parcels rates with usual free allowance on tickets held or at half parcels rates without the free allowance on tickets held, whichever is lower.
- (ii.) Baggage and scenery in wagon loads will be conveyed at owner's risk by goods trains and charged for at 50 cents per wagon per mile. Minimum charge, Rs. 10.
- (iii.) Horses, other animals, and motor cars will be conveyed at owner's risk at half rates, subject to a minimum charge of Rs. 10 per wagon.

The necessary tackle for securing scenery, furniture, fittings, &c., loaded on open trucks must be provided by the owners or consignors. Tarpaulins will, when possible, be provided by the railway, if required, free of charge, but the Government will not be responsible for any damage caused by wet. If the loading is done by the sender, the trucks must be loaded to the satisfaction of the officer in charge of the forwarding station, and the Government will not accept any responsibility for delay to the trucks if the contents are not properly loaded and secured, nor will they bind themselves to forward the goods by any particular train, nor guarantee delivery within any specified time.

(2) **Pleasure Parties.**—(a) Parties of not less than ten persons travelling by ordinary trains between stations not less than twenty-five miles apart will be conveyed first, second, or third class at single fare for the double journey. The whole party must travel in the same train, both on the outward and return journeys. Return tickets will be available for return within seventeen days, including the date of issue and date of return.

Members of Sports Clubs.—(b) The above concession is also allowed to members of sports clubs without restriction as to distance on production of a certificate from the Secretary of the Club giving particulars of the engagement, match, or meeting which the party is attending.

Notes.—Pleasure party tickets are not issued to wedding parties nor to parties travelling for the purpose of attending any religious meeting, service, or ceremony.

(3) **Hunting and Polo Parties and their Horses.**—The concession in terms of item 2 (a) will be allowed to polo and hunting parties consisting of four or more *bond fide* members with not less than six ponies or horses.

(4) **Military, Volunteer, or Police Bands.**—(a) Parties of not less than six in number when travelling by train for the purpose of playing at public or private entertainments will be conveyed second or third class at single fare for the double journey. Return tickets will be available for return within seventeen days.

Private Bands.—(b) Tickets in terms of item 2 (a) will be issued to *bond fide* private bands of not less than six in number for the purpose of giving performances at public or private entertainments on production of certificate of engagement.

(5) **Police in Uniform and Volunteers attending Special Meetings, &c.**—Police in uniform attending meetings for inspection, drill, target practice, rifle competition, &c., and Volunteers, including Inspecting Officers, attending special meetings for inspection, drill, &c. (other than those mentioned in item 7), will be allowed to travel at single fare for the double journey on production of warrants signed by an officer of the Force. The tickets will be available from the day prior to the meeting to the day after its close, both inclusive, and when the meeting commences on a Monday or ends on a Saturday, Sunday will be considered a *dies non*.

(6) **Sailors and Soldiers in Uniform attending Target Practice.** Sailors and soldiers in uniform attending meetings for target practice or rifle competition will be charged single fare for the double journey.

(7) **Volunteers attending Target Practice.**—Volunteers when travelling *bond fide* for the purpose of taking part in target practice will be conveyed free on production of warrants.

The warrants must be endorsed "For range practice" in red ink in the top right hand corner, and must be signed by a commissioned officer, who must enter on the back the name (or names) of the Volunteer (or Volunteers) and certify that the warrant is issued for target practice.

The warrants must be issued only to the range nearest the Volunteers' residences, except in the case of a Volunteer taking part in an inter-team competition fired for by all competing teams on the same range or attending the Annual Meeting of the Ceylon Volunteer Rifle Association or other recognized rifle meeting.

(8) **Officers, Sailors, and Soldiers on furlough, and their Wives and Children.**—(a) Officers, sailors, and soldiers on furlough will be conveyed at single fare for the double journey on surrendering at the Booking

Office their special railway furlough certificates. The return halves of the tickets issued to them will be available for the return journey up to and including the date of expiry of the furlough. This concession applies also to the wives and children, if they are included in the railway furlough certificate.

(b) Single journey tickets are issued to naval and military officers, sailors, and soldiers (and their wives and children), on production of furlough certificates, at half return fares.

(9) **Choristers, School Children, and Lads belonging to Boys' Brigades.**—Parties of choristers, school children, and lads belonging to Boys' Brigades, under twelve years of age, when not less than twenty in number, will be conveyed at half the single fare for the double journey; minimum fare 15 cents per head.

Choristers, school children, and brigade lads, over twelve years of age and teachers accompanying the same, will be charged the full single fare for the double journey (minimum fare 30 cents per head), provided the whole party are not less than ten in number. These reductions are only granted on production of a letter of authority from the General Manager.

Application to travel at these reduced rates must be made by the Clergyman or Principal of the school to the General Manager in terms of paragraph (a) of rule 32.

(10) **Military Prisoners and their Escort.**—Military prisoners and their escort are conveyed free from Colombo to Kandy.

(11) **Baggage of Naval and Military Parties.**—All baggage, camp equipage, and provisions in excess of the quantity allowed free, as shown in rule 33 (f) will be conveyed at owner's risk at third class ordinary goods rates if sent in lots of two tons or more over and above the free allowance irrespective of whether the excess charges are to be paid by the naval or military authorities or by the men themselves.

If less than two tons over and above the free allowance are conveyed the charges (at owner's risk) for baggage, &c., in excess of the free allowance will be at eighth class ordinary goods rates on actual weight, or as for two tons at third class ordinary goods rates, whichever is lower.

These reduced rates are granted subject to the conditions that the assistance of the forces is given in loading and unloading baggage, &c., and that when baggage, &c., between Colombo and up-country stations is loaded into or unloaded from railway vehicles opposite the Echelon Barracks, Colombo, the rates charged for the same shall be as between Wharf Goods station and the up-country station concerned.

Baggage, &c., preceding or following naval and military parties and belonging to those parties will be treated as if it actually accompanied the parties, and will be subject to the reductions and conditions above-mentioned.

The reduced rates apply to baggage, camp equipage, and provisions proper, and not to field guns, military wagons and carts, and ammunition which are charged for at ordinary rates.

(12) **Commercial Travellers' Luggage and Samples.**—Luggage and samples of commercial travellers representing any trade when conveyed by the same train by which they travel will be charged at half parcels rate at owner's risk without granting free allowance on tickets held.

(13) **Gifts to Hospitals and Institutions, and returned Empties.**—Gifts of provisions, flowers, clothing, books, newspapers, and literature for the general use of patients and inmates in the under-mentioned hospitals and institutions are conveyed to the stations named free of charge, if addressed to the proper official as shown below, and if a

signed certificate stating that the contents are gifts for the use of patients and inmates is attached to the parcel :—

Name of Hospital or Institution	Official to whom Parcel must be addressed.	Station to which Parcel must be addressed.
1. Civil Hospital ..	Medical Superintendent	Maradana Junction
2. Smallpox Hospital ..	Medical Officer in Charge	Maradana Junction
3. Eye Hospital ..	Medical Officer in Charge	Maradana Junction
4. Military Hospital ..	Medical Officer in Charge	Maradana Junction, Fort, or Slave Island
5. Home for Incurables ..	Honorary Secretary ..	Maradana Junction
6. Little Sisters of the Poor	Sister in Charge ..	Maradana Junction
7. St. Margaret's Home ..	Sister in Charge ..	Maradana Junction or Kollupitiya
8. Lady Havelock Hospital	Medical Officer in Charge	Maradana Junction
9. Hospitals, Mission ..	The Secretary ..	Maradana Junction or Fort
10. Leper Asylum, Hendala	Medical Superintendent	Maradana Junction
11. Civil Hospital ..	Medical Officer in Charge	Kandy
12. Military Hospital ..	Medical Officer in Charge	Diyatalawa
13. Soldiers' and Sailors' Home ..	Honorary Secretary ..	Maradana Junction or Fort
14. Colombo Ladies' League (Hospital Branch) ..	Honorary Secretary ..	Slave Island
15. Institute for Deaf, Dumb, and Blind ..	Lady Principal ..	Mount Lavinia
16. Civil Hospital ..	Medical Officer in Charge	Nuwara Eliya

No charge will be made for the return of empty baskets, made of cane or rattan, in which such gifts have been carried, provided the officer in charge of the institution certifies on the address label that the gifts have been used for the purpose stated.

(14) **Horses of Ceylon Mounted Rifles, Volunteers, and Ordinary Bicycles of Volunteer Cyclist Corps.**—Horses of Ceylon Mounted Rifles, Volunteers, and ordinary bicycles of Volunteer Cyclist Corps are conveyed at single fare for the double journey on production of a certificate signed by an officer of the Force that they are for use on duty.

(15) **Race Horses.**—Return tickets at single fare available for two months may be issued for batches of three horses entered for a race meeting on production of a certificate of entry from the Race Secretary.

Each batch of three horses must travel together both on the outward and homeward journeys.

(16) **Imported Live Stock.**—Live stock imported from England and Australia, and entire bulls imported from India, introduced for stock purposes, will be conveyed by railway at half the ordinary rates, on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed are *bond fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

(17) **Excursion Tickets.**—The General Manager of the Railway may fix special excursion fares at any time of the year and between any stations on the line. Public notice will be given of the fares so fixed.

(18) **Week-end Tickets.**—First, second, and third class week-end tickets at single fare and a quarter for the double journey may be issued during the whole or any period of the year as the General Manager may consider desirable between all railway stations distant 50 miles and over, available for such period and subject to such conditions as may be notified from time to time.

(19) **Pilgrim Tickets.**—Return tickets at single fare for the double journey or at special fares may be issued in connection with religious festivals between such stations as the General Manager may determine and subject to such periods and conditions as may be notified from time to time.

PASSENGERS' LUGGAGE.

33. Luggage.—(a) Passengers having a large quantity of luggage should be at the station at least fifteen minutes before the time of departure of the train and hand over the luggage to the officer authorized to book luggage and obtain correct receipts for same, otherwise the Government will not accept any responsibility for loss or miscarriage.

(b) Each package of luggage must be well secured and plainly addressed in English with the name of the owner and the destination station. Any package not so tendered will not be accepted. Should, however, any package which has not been so secured be inadvertently accepted, Government will not be responsible in the event of loss or any damage to same.

(c) Passengers should be careful to clear their luggage of all old labels before commencing the journey.

(d) Luggage will not be booked or labelled until the owner has obtained his ticket and presented it to the person in charge of the luggage labels.

(e) Passengers must claim their luggage on arrival of train at destination station, and the numbered receipt granted for same must be given up before the luggage is delivered. The Government will not be responsible for luggage not so claimed, and if not removed within twenty-four hours after arrival, the same will be subject to cloak-room charges.

In the event of the loss of the receipt, the person claiming the luggage shall prove his ownership thereto and shall sign an indemnity note, paying a sum of Rs. 2.50 as deposit, before the luggage can be delivered.

If the Railway receipt is given up within seven days of the delivery of the luggage the deposit will be refunded.

In the event of the luggage not arriving at destination station by the same train as a passenger, the circumstances must be reported immediately to the Station Master, the luggage receipt being produced at the same time for the Station Master's inspection, and a full description of each missing package given. A full list of contents and value thereof must be submitted at the same time or within twenty-four hours thereafter; otherwise no subsequent claim will be entertained.

(f) Each adult passenger will be allowed, free of charge, the following weight of luggage, viz. :—

First Class ..	..	..	112 lb.
Second Class	..	..	84 lb.
Third Class	..	..	56 lb.

A free allowance of half these quantities will be made for each child travelling with half ticket.

No luggage will be conveyed free for children under three years of age who travel free.

Any excess over these weights will be charged full parcels rates. All excess luggage charges must be paid to the Booking Clerk at the time of booking and receipts obtained for payment, otherwise they are liable to be charged for again. The free allowance referred to above is granted only on the luggage booked at the starting station mentioned on the ticket, except under break of journey regulations. If the luggage in excess of the free allowance is found unbooked, either *en route* or at destination, the whole of the luggage will be weighed and charged for without making any free allowance on the tickets held. Passengers who wish to book part of their luggage to an intermediate station under the break of journey regulations will be given free allowance in terms of paragraph 1 above, and any excess charged to the ultimate destination. The luggage required for the break of journey will be separately weighed and noted on the labels affixed to same, and if on resumption of the journey the luggage is found to be over the weight noted thereon, the weight in excess will be charged for at ordinary parcels rates. The luggage presented for booking at such intermediate stations without labels of the starting station will be charged for at parcels rates.

Luggage in bulk will be conveyed, by special arrangement, by passenger train, at owner's risk, at eleventh class goods rates.

(g) A printed and numbered receipt will be issued to passengers whenever charges are made for the conveyance of excess luggage. The receipt must be carefully preserved and given up at destination before removing the luggage.

(h) Articles which are not the property of a passenger by the same train, and luggage for a station beyond that to which a ticket is held or to an intermediate station except under the break of journey regulations, will be charged as parcels at parcels rates.

No passenger shall convey or endeavour to convey by train as part of his own luggage, either in the luggage van of the train or in the compartment with him, any article not his own property without paying parcels rates therefor.

Passengers are not allowed to pick up or give out *en route* any package or part of their luggage. All such packages must be paid for at ordinary parcels rates.

(i) Articles will not be received for free conveyance as luggage at any station other than at the starting station as indicated on the ticket.

(j) Luggage will not be given out at a station other than that to which it is labelled, but passengers may in exceptional cases obtain their luggage short of destination on timely information being given to the Guard of the train and surrendering the luggage receipts and tickets.

(k) Passengers are allowed to take into the carriages at their own risk and in their own charge only such small packages of luggage as can be placed under the seat occupied by the owner, or in the hat racks (where provided). Under no circumstances may articles be placed in the gangways of carriages or entrances to lavatories. Station Masters and Guards are authorized to remove all packages which cannot be deposited under the seat or on the rack.

(l) The Government will not be responsible for any loss or damage which may occur to any luggage unless the same has been labelled and placed in charge of the railway for conveyance in the luggage van or is booked and prepaid.

(m) The liability of the Government for loss of or damage to passengers' luggage accepted by and conveyed in charge of the Railway is limited to Rs. 150 for first class passengers, Rs. 100 for second class passengers, and Rs. 50 for third class passengers, unless the value is declared and an insurance charge of 1 per cent. on the excess value is paid to the railway before the luggage is dispatched. For conditions to be complied with when insuring luggage see rule 49.

(n) The Government will not undertake to convey the following articles as passengers' luggage, viz. :—Gunpowder, fireworks, vitriol, aquafortis, turpentine, petrol, matches, mineral oils or acids, or any other combustible or dangerous materials. Any person contravening this regulation will be liable to prosecution under sections 28 or 29 of the Railway Ordinance. For conditions under which the above articles are conveyed see goods regulations; see also rule 44 regarding conveyance of petrol at parcels rates by passenger train.

(o) Passengers are warned not to include in their luggage oils or other liquids liable to cause damage by leakage, either to other luggage or parcels or to the vehicle in which the luggage is conveyed or the fittings thereof, otherwise they will render themselves liable to be called upon to pay the full cost of making good any such damage.

(p) Furniture, bicycles, tricycles, invalid chairs, perambulators, jinrickshas, musical instruments, plate, bullion, bills, deeds, notes or securities, precious stones, jewellery, trinkets, gold and silver thread or lace, watches, clocks, frail or fragile articles, live animals or birds, and articles of an offensive nature will not be conveyed as luggage, but will be charged for at parcels or other special rates as specified in Parcels and Goods Regulations.

PARCELS.

34. (a) Parcels should be delivered at the stations at least twenty minutes before the departure of the train by which they are intended to be forwarded. They should in all cases be fully and plainly addressed and securely packed.

When more parcels than one are sent to the same consignee by the same train, they are charged separately, unless sent by the same consignor.

(b) The Government do not guarantee the dispatch of parcels by any particular train, nor will they be responsible for their arrival at any station by any specified date or train.

(c) The Government do not undertake the delivery of parcels or letters, and are not bound to advise consignees of the arrival of the same.

(d) When a parcel is not claimed within twenty-four hours of receipt at the station to which it has been booked, it is subject to cloak-room charges as per rule 61.

All packages, from whomsoever received or to whomsoever belonging, are subject to a lien for freight and cloak-room charges due thereon; and if after the expiration of one month after the railway first received the packages the money due be not paid, they may be sold by auction and the proceeds applied towards the liquidation of such lien and expenses, or the General Manager may recover any such sum by action at law.

(e) If a receipt is required for parcels handed in for dispatch, the sender must send to the station a receipt form with particulars duly filled in, which will be signed and given back by the Railway staff.

Receipts on printed forms will, if demanded, be granted for freight charges paid on parcels.

The railway form of consignment note is only intended for use in connection with the dispatch of articles by goods train at goods rates, and these forms will not be accepted by the railway for articles tendered for conveyance at parcels rates, unless they are clearly endorsed "By passenger train" in ink. If consignment notes are tendered without this endorsement, the articles will be forwarded by goods train at goods rates and subject to goods regulations.

(f) The liability of Government with regard to parcels and the conditions for the insurance of the same are shown in rules 48 and 49.

The responsibility of Government for parcels terminates when 24 hours have expired after their arrival at the station to which they are consigned, and parcels not taken away within one month after their arrival will be sold by public auction to defray charges. If the parcels arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will for the calculation of 24 hours be considered the hour of arrival.

For the disposal of undelivered perishable articles see rule 35.

(g) Parcels will be conveyed from station to station at the rates as given in the following table. In the case of parcels charged at reduced or special rates the fractional part of 5 cents in the total charge will be treated as 5 cents:—

[For Table see page 21.]

35. Perishables, Newspapers, and Library Books at reduced Rates.—

(a) Poultry and pigeons (in crates or baskets with flat tops and bottoms so constructed as to admit of proper ventilation from sides, ends, and top and sufficiently strong to admit of other packages being placed upon them), fish, game, fresh or frozen meat, fresh butter, bread, pastry, fruit, cut

Rates Table for Ordinary Parcels.

Distance to be conveyed.	Not over 7 lb.		Over 7 lb. and not over 14 lb.		Over 14 lb. and not over 21 lb.		Over 21 lb. and not over 28 lb.		Over 28 lb. and not over 42 lb.		Over 42 lb. and not over 56 lb.		Over 56 lb. and not over 70 lb.		Over 70 lb. and not over 84 lb.		Over 84 lb. and not over 98 lb.		Over 98 lb. and not over 112 lb.		For 28 lb. or any part of it when the Parcel weighs more than 112 lb.			
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
Over 25 miles	0	30	0	30	0	30	0	30	0	40	0	45	0	50	0	60	0	65	0	80	0	20		
" 35 "	0	30	0	30	0	40	0	40	0	45	0	60	0	70	0	80	0	80	1	0	1	5	0	30
" 45 "	0	30	0	45	0	50	0	50	0	60	0	80	0	90	1	5	1	25	1	30	1	30	0	35
" 55 "	0	30	0	50	0	65	0	65	0	70	0	85	1	10	1	30	1	50	1	65	2	0	0	45
" 65 "	0	30	0	65	0	80	0	80	1	0	1	25	1	50	1	70	2	10	2	25	2	0	0	50
" 75 "	0	40	0	70	0	85	1	0	1	10	1	45	1	70	2	0	2	40	2	50	2	25	0	60
" 85 "	0	40	0	80	0	90	1	10	1	25	1	60	1	90	2	25	2	65	2	85	3	0	0	75
" 95 "	0	45	0	90	1	5	1	25	1	40	1	70	2	10	2	45	3	0	3	20	3	20	0	80
" 105 "	0	50	1	5	1	25	1	30	1	65	2	10	2	50	2	90	3	25	3	45	3	50	0	90
" 115 "	0	60	1	10	1	30	1	60	1	80	2	25	2	70	3	20	3	80	4	5	4	5	1	5
" 125 "	0	65	1	25	1	45	1	70	1	90	2	40	2	90	3	40	4	10	4	10	4	10	1	15
" 135 "	0	65	1	30	1	60	1	80	2	5	2	60	3	10	3	60	4	40	4	40	4	40	1	20
" 145 "	0	70	1	40	1	65	1	90	2	20	2	80	3	30	3	85	4	65	4	65	4	65	1	25
" 155 "	0	70	1	45	1	70	2	5	2	30	2	90	3	50	4	10	4	90	5	25	5	25	1	35
" 165 "	0	80	1	65	2	20	2	45	3	5	3	90	4	50	5	50	5	60	5	60	5	60	1	45
" 175 "	0	85	1	70	2	25	2	40	2	70	3	40	4	10	4	80	6	10	6	10	6	10	1	55
" 185 "	0	85	1	75	2	15	2	50	2	80	3	60	4	30	5	5	6	5	6	40	6	40	1	60
" 195 "	0	90	1	80	2	25	2	60	2	90	3	80	4	50	5	30	6	30	6	70	6	70	1	70
" 205 "	0	95	1	85	2	35	2	70	3	0	4	0	4	70	5	55	6	55	7	0	7	0	1	85
" 215 "	1	0	1	90	2	45	2	80	3	10	4	20	4	90	6	80	7	30	7	30	7	30	1	90
" 225 "	1	0	1	95	2	55	2	90	3	20	4	40	5	10	6	5	7	5	7	60	7	60	2	0
" 235 "	1	15	2	0	2	65	3	0	3	30	4	60	5	30	6	30	7	30	7	90	7	90	2	5
" 245 "	1	20	2	5	2	75	3	10	3	40	4	80	5	50	6	55	7	55	8	20	8	20	2	10
" 255 "	1	25	2	10	2	85	3	20	3	50	5	0	5	70	6	80	7	80	8	50	8	50	2	15
" 265 "	1	30	2	15	2	95	3	30	3	60	5	20	5	90	7	5	8	5	8	80	9	10	2	20
" 275 "	1	35	2	20	3	5	3	40	3	70	5	40	6	10	7	30	8	30	8	90	9	40	2	25
" 285 "	1	40	2	25	3	15	3	50	3	80	5	60	6	30	7	55	8	55	9	40	9	40	2	30
" 295 "	1	45	2	30	3	25	3	60	3	90	5	80	6	50	7	80	8	80	9	70	9	70	2	35
" 305 "	1	50	2	35	3	35	3	70	4	0	6	0	6	70	8	5	9	5	10	0	10	0	2	40
" 315 "	1	55	2	40	3	45	3	80	4	10	6	20	6	90	8	30	9	30	10	30	10	30	2	45
" 325 "	1	60	2	45	3	55	3	90	4	20	6	40	7	10	8	55	9	55	10	60	10	60	2	50
" 335 "	1	65	2	50	3	65	4	0	4	30	6	60	7	30	8	80	9	80	10	90	10	90	2	55
" 345 "	1	70	2	55	3	75	4	10	4	40	6	80	7	50	9	5	10	5	11	20	11	20	2	55
" 355 "	1	70	2	55	3	75	4	10	4	40	6	80	7	50	9	5	10	5	11	20	11	20	2	55
" 365 "	1	70	2	55	3	75	4	10	4	40	6	80	7	50	9	5	10	5	11	20	11	20	2	55
" 375 "	1	70	2	55	3	75	4	10	4	40	6	80	7	50	9	5	10	5	11	20	11	20	2	55
" 375 miles, for every 10 miles or part of 10 miles	0	5	0	5	0	10	0	10	0	10	0	20	0	20	0	25	0	25	0	30	0	30	0	5

NOTE.—Where parcels weighing over 1 cwt. are conveyed by passenger train the charge will be at the 112 lb. rate for every full cwt., and every additional fraction of 1 cwt. will be charged according to the last column of this rate table, unless the charge for the full cwt. is lower.

flowers, plants and cuttings, eggs, yeast, milk, cream, papaw juice, potatoes, yams, tea seed in bags or cases, newspapers, and books to and from circulating libraries will be conveyed at owner's risk at half parcels rates. The freight on these must be prepaid. Minimum charge, 20 cents.

Bundles of plants and cuttings when tendered for dispatch by passenger train should not exceed 56 lb. weight per bundle.

NOTE.—Packages of moss, ferns, branches, and leaves for decorative purposes are charged at full parcels rates, and if bulky in proportion to weight will be charged 50 per cent. extra in terms of rule 39. Poultry and pigeons not contained in crates, baskets, or hampers in accordance with the conditions in paragraph (a) will be charged at 50 per cent. increase upon the ordinary parcels rates.

(b) Vegetables, ice, and also fish, poultry, game, and fresh meat packed in ice will be conveyed at owner's risk at quarter parcels rates, provided that not less than one pound weight of ice for each pound weight of fish, poultry, game, or fresh meat is provided at the time the consignment is tendered for conveyance by the Railway. The freight on these consignments must be prepaid. Minimum charge, 20 cents.

(c) To obtain the benefit of these reduced rates the contents of the parcel must be clearly specified in English on the label.

(d) The freight on all articles of a perishable nature must be prepaid.

(e) Perishable articles sent to a station without money to prepay the freight charges will not be refused (cut flowers excepted), but will be booked, freight to pay at destination at full parcels rates.

(f) All perishable articles will be accepted for conveyance only at owner's risk, irrespective of the rate charged.

(g) Perishable articles refused by consignees or not claimed within twelve hours after arrival at the receiving station will be sold. No advice will be sent to consignors, but should the freight not have been prepaid and the amount realized by the sale of the articles be insufficient to cover the full amount of the freight charges due, the consignors will be required to pay the balance.

36. Empty return packages in which articles specified in rule 35 have been conveyed by rail will be charged at one-fourth parcels rates. Minimum charge, 20 cents. The freight on these must be prepaid. Return empties can only be sent back at these reduced rates from the station at which they were received full on the outward journey, and to the station from which they were dispatched full, and the label must show the date on which received and the station from which received full.

37. Letters will be conveyed as parcels at the rate of 25 cents each (between all stations), and they must in addition bear postage stamps in accordance with the regulations of the Postal Department.

38. Scientific and musical instruments will be conveyed only on payment of 50 per cent. increase upon the ordinary parcels rates, and will be carried at owner's risk, unless insured in terms of rule 49. Organs, pianofortes, or harmoniums, whether loaded in road van belonging to sender or packed in cases, will only be conveyed by passenger train in carriage truck at carriage rate.

39. Light, Frail, and Bulky Packages.—Packages of a light or frail nature, or such as are bulky in proportion to their weight, and parcels containing brittle articles, such as glass, china, or porcelain, and glacial acetic acid are charged 50 per cent. increase upon the ordinary parcels rates. For conditions as to the liability of Government for such packages and parcels and for rates of insurance for the same see rules 48 and 49.

NOTE.—This regulation does not apply to packages containing empty bottles, bottles of milk, aerated waters, beer, wine, or spirits nor to earthenware.

40. **Children's toy bicycles, tricycles, and rocking horses** will be conveyed at owner's risk by passenger train at ordinary parcels rates.

41. **Valuable Articles.**—Valuable articles, such as plate, bullion, specie, bills, deeds, notes or securities, precious stones, jewellery, trinkets, watches, clocks, and gold and silver thread or lace must be declared and will be conveyed as parcels at 50 per cent. over the ordinary parcels rates, no liability being accepted by the Railway unless the packages are also insured. Freight must be prepaid. The charge for insurance is 1 per cent. on the declared value, for conditions see rule 49.

42. **Conveyance of Specie.**—(a) The following are the conditions and charges for the conveyance of specie :—

How tendered for Transport.	Conditions.	Charges.
(1) As "Parcels"	—	See rule 41.
(2) As "Passenger Luggage" with owner in compartment	Owner's risk.	Up to ordinary free luggage allowance "Free." Weight over and above free luggage allowance at ordinary excess luggage rates. Prepaid.
(3) As "Passenger Luggage" in Guard's van if declared as "Specie"	Not to be accepted as Passenger's Luggage	May be accepted for transport as "Parcels" as per example (1) above. No free allowance to be made.

(b) Specie in copper from the General Treasury in charge of a peon is conveyed at half ordinary parcels rates.

43. **Ammunition.**—Only safety breech-loading cartridges may be dispatched by passenger trains, and they will be conveyed at the ordinary parcels rates, carriage prepaid, on condition that they are packed in a box, barrel, or case of wood, metal, or other solid material of such strength that it will not become defective or insecure whilst being conveyed.

44. **Combustible and Dangerous Materials.**—(a) The Government will not undertake to convey the following articles as parcels, viz. :—

Gunpowder, fireworks, vitriol, aqua fortis, turpentine, matches, mineral oils or acids, or any other combustible or dangerous material, except those mentioned below.

Any person contravening this regulation will be liable to prosecution under sections 28 or 29 of the Railway Ordinance.

For conditions under which the above articles are conveyed, see Goods Regulations.

(b) Compressed oxygen in cylinders not exceeding 8 feet in length and 10 inches in diameter made of wrought iron or mild steel of the best quality, which must comply in all respects with the specifications for cylinders contained in rule 39 of the Rules relating to the Conveyance of Traffic by Goods Train, will be accepted, without previous notice, for transport by passenger train at ordinary parcels rates.

Cylinders containing oxygen must not be charged to a greater pressure than 1,800 lb. per square inch.

The cylinders must be separately and securely packed in strong wooden boxes or in a covering made of closely plaited one inch (circumference) hemp or coir, when tendered for rail transport, and must be accompanied by a certificate as per form given in the afore-mentioned rule 39.

Cylinders containing oxygen must be conveyed in the rear brake van of passenger or mixed trains, subject to a limit of two cylinders per van, provided that no other dangerous goods are loaded therein. The cylinders must be placed as far as possible from other packages in the brake van. They must be carefully handled, and must on no account be placed near a fire or exposed to other source of heat.

(c) "Petrol" includes all dangerous petroleum used for propulsion of motor vehicles.

(d) Petrol will be accepted for conveyance by passenger train at ordinary prepaid parcels rates, in receptacles not attached to motor vehicles of 2-, 4-, or 5-gallon capacity, provided that not more than 16 gallons shall be conveyed in one train under the following conditions:—

(1) Receptacles of 2-gallon capacity must be substantially constructed of tinned or galvanized sheet iron or steel strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and they must be packed either singly or in pairs or fours in substantially constructed and sealed wooden cases of such a size as will exactly accommodate either one, two, or four receptacles of 2-gallon capacity as above defined. The thickness of the wood must not be less than half an inch, and the general pattern of the cases must be approved by the General Manager of the Railway.

(2) Receptacles of 4-gallon capacity must be constructed of tin plate in accordance with the sample approved by and deposited with the General Manager of the Railway; they shall also be packed in cases in the manner and of the description set out in the preceding clause (1), and shall in all respects conform to the requirements of the said clause.

(3) Receptacles of 5-gallon capacity must be constructed of galvanized iron or steel strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and will be conveyed unpacked.

(4) The 2- and 5-gallon receptacles referred to in clauses (1) and (3) above, containing petrol, must be supplied with well-made filling holes secured by well-fitting screw plugs of a pattern similar to those fitted to the sample receptacle deposited with the General Manager of the Railway.

The 4-gallon receptacles referred to in clause (2) above, containing petrol, must have the filling holes hermetically closed and further protected by a screw cap, as provided in the sample deposited with the General Manager of the Railway. Under no circumstances will these receptacles, when empty, be accepted for transport by train.

(5) All receptacles must have an air space equal to one-tenth of the capacity of the receptacle for expansion of the petrol, and they must be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky, or insecure in transit.

(6) Damaged receptacles will not be accepted for transport.

(7) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the 5-gallon receptacles to be conveyed unpacked, and on the wooden cases in which the 2- and 4-gallon receptacles are transported.

(e) No petrol will be accepted for conveyance by passenger train unless the consignment is accompanied by a declaration from the consignor in the following terms :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the railway governing the transport of petrol by passenger train as printed on the back of this declaration.

Date: _____

Signature: _____

(f) Petrol will not be conveyed by passenger train under any other circumstances, but will be treated as explosives, and sent by goods trains on the days fixed for the conveyance of explosives.

(g) Return empty receptacles in which petrol has been conveyed by railway (other than those referred to as prohibited in clause (4) above) will be charged at half parcel rates (which must be prepaid) if conveyed by passenger train. The screw plugs of the empty vessels must be securely fastened.

45. Alcolite shall mean and include spirit of a strength not less than 50 degrees over proof (or such other strength as may be prescribed by the Excise Commissioner) that is rendered effectually and permanently unfit for human consumption by the admixture of such denaturants as are from time to time approved by the Excise Commissioner. The provisions in rule 44 relating to petrol shall apply to alcolite.

46. Spotted deers, pigs, calves, sheep, or goats for conveyance in Guards' vans are not received unless they are in crates so constructed as to admit of proper ventilation from sides, ends, and top or nets, so as to prevent injury to luggage. They will not be accepted for conveyance on the railway in sacks or with their legs tied. The charges are: if weighing 112 lb. and under 3 cents each per mile; if weighing over 112 lb. at ordinary parcels rates. Minimum charge, 75 cents each.

47. Small Animals.—Puppies, sucking pigs, cats, mongooses, monkeys, mouse deer, ferrets, rabbits, and such small animals are only carried in strongly-made square crates or hampers so constructed as to admit of proper ventilation from sides, ends, and top, and they are charged for by weight at full parcels rates.

48. Liability.—The Government are not liable for loss of or damage to any parcel valued at over Rs. 20, unless it has been insured.

49. Insurance.—(a) The charge for insurance, which must be prepaid, is 1 per cent. on the value (minimum charge Re. 1) to be declared in writing at the time of booking.

(b) Application for the insurance of any package valued at Rs. 500 or upwards is to be made to the respective Divisional Transportation Superintendents. Station Masters are only authorized to accept insurance rates on packages valued at less than Rs. 500.

(c) Before any package for conveyance as luggage or parcel can be insured, the owner or sender must satisfy the officer in charge of the forwarding station or any other officer deputed for the purpose that it is securely packed and sealed with a legible seal in such a manner as to prevent the package being opened without breaking the seals. A declaration of the contents must also be given in writing.

(d) The railway reserves the right of inspecting, before effecting any insurance, all packages delivered to them for insurance to ascertain that the contents are in accordance with the declaration and are in good condition and well packed; also of calling upon the consignee to open the package at the station of destination.

HORSES, CARRIAGES, DOGS, MOTORS, &c.

50. Horses and Carriages.—Horses and carriages are conveyed at owner's risk, and the rates for their conveyance are :—

	Rs. c.		Rs. c.
One horse, per mile ..	0 40	Two carriages, per mile ..	0 50
Two horses, per mile ..	0 45	Minimum charge for a horse-	
Three horses, per mile ..	0 50	box or carriage truck	10 0
One carriage, per mile ..	0 40		

The reduced rate for more than one horse applies only when the horses are booked together from one consignor to one consignee.

The reduced rate for more than one carriage applies only when they can be loaded in one trunk and are booked from one consignor to one consignee.

Horses or carriages should be at the station one hour before the departure of the train by which they are intended to be dispatched, and to prevent disappointment twenty-four hours' notice should be given to the Station Master of the station where the horse-box or carriage truck may be required. A demurrage charge of Rs. 5 will be made for each horse-box or carriage truck ordered, but not used on the same day for which ordered.

Horses and carriages not removed immediately on arrival at destination remain on the railway premises at owner's risk, and are liable to a charge of Rs. 5 per day for each horse-box or carriage truck.

Horses and carriages cannot be booked to and from certain stations on the railway. Particulars of the same can be obtained from any Station Master.

One horse-keeper in charge of each horse will be allowed to travel free in the same vehicle as the animal.

For particulars of reduced rates for horses and ponies for hunting and polo parties, race horses, and horses of the Ceylon Mounted Rifles see rule 32, concessions 3, 14, and 15.

For particulars of horses conveyed in cattle wagons see rule 47 of Goods Regulations.

Rates for horses and carriages between stations can be ascertained on application to any Station Master.

Luggage, harness, horsefood, and stable requisites may be conveyed free in horse boxes as follows :—

56 lb. for each horse. | 56 lb. for each horse-keeper.

Any excess over these weights will be charged for at ordinary parcels rates.

Packages in excess of the free allowance may be consigned by goods train when they will be charged for at goods rates.

51. Motor Vehicles.—(a) "Motor Vehicle" includes all vehicles propelled by mechanical means on ordinary road.

(b) Motor vehicles uncharged with electricity, gas, oil, or petrol (except as regards the small electric battery and coil usually affixed to petrol-propelled vehicles) are conveyed at owner's risk at the under-mentioned rates :—

	Per Mile. Rs. c.
One motor car ..	0 50
Two motor cars in one truck ..	0 75
One motor car and one carriage loaded together in one truck ..	0 60
<i>Note.</i> —Double rates will be charged when conveyed in bogie carriage trucks.	
Motor bicycles and motor scooters, each ..	0 10
Motor tricycles or motor bicycles with fore-carriage or side car, each ..	0 20 and special charge Rs. 5 over Uda Pussellawa Line

Minimum charges—	Rs. c.
One or two motor cars, or one motor car and one carriage, loaded in one truck ..	10 0
Motor bicycles and motor scooters ..	2 50
Motor tricycles or motor bicycles with fore-carriage or side car (except on Uda Pussellawa Line) ..	5 0
Motor tricycles or motor bicycles with fore-carriage or side car on Uda Pussellawa Line ..	5 0

(c) When motor cars are conveyed in covered carriage trucks, the owner or his representative will be held responsible for placing the car in the truck, securing it therein, and removing it at destination.

(d) Motor cars and motor cycles charged with electricity, gas, oil, or petrol (small electric battery and coil usually affixed to petrol-propelled vehicles excepted) will not be accepted for conveyance by train or for storage in cloak-room.

(e) A declaration in the following form must be signed by the owner or responsible agent of the owner of any motor vehicle before the vehicle can be accepted for conveyance by train or, in the case of motor cycles for storage in the station cloak-rooms :—

I hereby declare that the motor _____ which I require to be dispatched by rail from _____ station (or deposited in the cloak-room or left at _____ station) is not charged with electricity, gas, oil, or petrol (small electric battery and coil affixed to petrol-propelled vehicles excepted), and I hereby agree to indemnify the Ceylon Government against all damage, loss, or expense which may arise out of, or be incurred in consequence of, such transport or storage.

Date : _____.

Signature : _____.

52. Bulls, Cows, Oxen, and Elk are conveyed at owner's risk in horse-boxes by passenger train under special agreement, and are charged for at horse rates whether loaded with horses or not. Minimum charges are as laid down for horses in rule 50.

53. Donkeys conveyed in a horse-box will be charged 40 cents per mile for one or two donkeys, 45 cents per mile for three or four, and 50 cents per mile for five or six. Minimum charge, Rs. 10.

For rates, &c., for donkeys conveyed in cattle trucks see rule 45 of the Goods, Regulations.

They will not be accepted for conveyance in Guard's van.

54. Dogs.—(a) Dogs when conveyed in crates or hampers will be charged for by weight at parcels rates; when in dog locker, 35 cents each for every 25 miles or part of 25 miles.

(b) All dogs brought for conveyance in the dog locker must be muzzled with a leather or wire muzzle in such a way that the dog cannot bite, and must be provided with chain and leather or metal collar in good order. Each dog must have secured to its collar a pasteboard, wooden or other durable label bearing the name of the consignee and destination. No dog will be accepted for conveyance unless so muzzled. Dogs not provided with chain and suitable collar will only be accepted for conveyance, provided a letter of indemnity is furnished. Provided, however, that where a dog is confined in a crate, cage, basket, or hamper so constructed as to admit of proper ventilation from sides, ends, and top, and also to render it impossible for the dog while so confined to bite any person or animal, the railway authorities may in their discretion accept the same for conveyance.

(c) Special lockers are provided for dogs. No person is allowed to take any dog into a passenger carriage, except with the consent of the Station Master at the starting station, and also with the concurrence of the other passengers, and then only on payment of a double rate for each dog, and provided the dog is muzzled in such a way that it cannot bite. Government will not be responsible for the loss of or injury to any dog so conveyed. The acceptance of a dog at the double rate for carriage with the owner is subject to the condition that it shall

be removed if subsequently objected to, no refund being given. Under no circumstances may dogs be conveyed in the sleeping or restaurant cars.

(d) Dogs carried in horse-boxes are charged the ordinary rate per dog with a minimum charge as for one horse.

(e) Dogs carried in cattle trucks are charged for at cattle truck rate.

(f) The Government will not be responsible for the loss of or injury to any dog which may escape from the custody of the Railway staff either in consequence of the animal becoming unmanageable or slipping its collar or by the breakage of the chain or collar by which it is secured.

55. **Bicycles.**—Bicycles (not packed) when sent as parcels or accompanying passengers will be conveyed at owner's risk at 2 cents each per mile. Minimum charge 50 cents. For charges for motor bicycles see rule 51.

56. **Invalid and bath chairs, barrel and piano organs on wheels, ordinary tricycles, and jinrickshas** will be conveyed at owner's risk by passenger train at four times the rates for bicycles. Minimum charge Rs. 2, except on the Uda Pussellawa Line, where the minimum charge will be Rs. 5, as a whole truck is required for the conveyance of these articles. Consignors are requested to remove the wheels of jinrickshas, where possible, before tendering them for conveyance by train.

57. **Perambulators, mail carts, portable harmoniums, and large rocking horses** will be conveyed at owner's risk by passenger train at double the rates for bicycles. Minimum charge, Re. 1.

58. **Invalid and bath chairs, barrel and piano organs on wheels, ordinary tricycles and jinrickshas** booked through from stations on the Uda Pussellawa section to stations beyond Nanu-oya and *vice versa* will be charged the minimum of Rs. 5 for the service over the Uda Pussellawa section, plus four times the rates for bicycles to or from Nanu-oya.

59. **Corpses.**—The rate for the conveyance of a corpse is 75 cents per mile and the freight must be prepaid. Minimum charge Rs. 10. A corpse will not be conveyed by train unless secured in an air-tight coffin, and accompanied by a medical certificate that the cause of death was not an infectious disease, and some responsible person, who will be required to pay the ordinary fare for the class of carriage occupied, must travel by the same train to take charge of and remove the corpse at its destination.

The conveyance of a corpse by any particular train cannot be guaranteed, unless sufficient notice is given to enable a vehicle to be provided for its reception.

(Special attention is directed to the following by-laws made by the Municipal Councils of Colombo, Kandy, and Galle, and confirmed by His Excellency the Lieutenant-Governor in Executive Council, with effect from December 1, 1899 :—

By-laws under Section 5 of Ordinance No. 2 of 1894.—(a) The corpse of every person dying within the Municipal towns of Colombo, Kandy, and Galle shall be buried or cremated in one of the general cemeteries provided for the said towns of Colombo, Kandy, and Galle, or in a burial ground or cremation ground duly registered as such.

(b) No person or persons shall remove, or cause, suffer, or permit to be removed the corpse of any person dying within the said towns of Colombo, Kandy, and Galle, outside the limits of the said towns, for the purpose of burying or cremating such corpse in any burial ground or place other than a general cemetery provided for the said towns of Colombo, Kandy, and Galle, or a duly registered burial ground or cremation ground for the said towns of Colombo, Kandy, and Galle, provided that it shall be lawful for the Chairman of the Municipal Council of the said towns of Colombo, Kandy, and Galle, or in his absence the Secretary of such Council, upon application made to him in that

behalf and on good and sufficient cause shown, to make order by writing under his hand that the corpse of any person named in the order may be buried or cremated in some burial ground or place outside the limits of such towns. Provided further that should the said Chairman or Secretary fail within six hours of the delivery of such application to him (or to the Secretary or Sanitary Officer of the Municipal Council of the said towns) to make order upon the said application, then it shall be lawful for any person to remove the corpse for burial or cremation in some burial ground or place outside the limits of such towns. Proof of the delivery and time of the delivery of such notice shall be on the party making such application.)

60. Liability and Insurance of Animals and Vehicles.—The Government will not be accountable for any horses, cattle, sheep, pigs, dogs, and other animals, unless the same be entered and signed for as received by them, and they will not be responsible for any loss of or injury to any horse, cattle, sheep, pig, dog, or other animal in the receiving, forwarding, or delivering of the same, if such loss or injury be occasioned either by the kicking, plunging, or unruliness of the same, or in the loading or unloading, or from suffocation, or exposure to heat or cold, or from being trampled on, or by any other cause or means whatever, except the neglect or default of the railway or its servants.

The Government will not be liable for the loss of, or for any injury done to, any of such animals, beyond the sums hereinafter mentioned: that is to say, for any horse, Rs. 500; for any neat cattle, per head, Rs. 500; for any sheep, pigs, or dogs, per head, Rs. 20—unless the person sending or delivering the same shall, at the time of such delivery, have declared them to be respectively of higher value than as above-mentioned, in which case it shall be lawful to demand and receive, by way of compensation for the increased risk and care thereby occasioned, a reasonable percentage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge, namely, a percentage of 5 per cent. will be charged in addition to the usual charge for conveyance upon any excess in the declared value of horses and neat cattle and 2 per cent. in the case of other animals over and above the amounts so fixed as aforesaid.

All declarations of the value of horses or other animals, where such value exceeds the above sums respectively, must be signed by the sender thereof or by his agent before they can be received for transmission by the railway.

The Government will not be responsible for damage or injury of any kind to any horses, cattle, sheep, pigs, dogs, and other animals after arriving at the station to which they are conveyed; but they will be retained at or forwarded from such stations at the risk and expense of the sender. It is recommended that the parties for whom they are intended should send their own agent to the station to receive them.

The Government will not be liable for damage to carriages and other vehicles, whether conveyed in a carriage truck, wagon, or other vehicle and whether conveyed by passenger or goods train, beyond the amounts stated below, unless at the time of delivery to the railway the value is declared to be higher than the amounts below mentioned, and in addition to the usual charge for conveyance a percentage of 5 per cent. is paid upon any excess in the declared value over and above the amounts herein fixed, viz. :—

	Rs.
Motor cars and motor buses	250
Ordinary carriages	150
Motor bicycles, scooters, and tricycles	100
Ordinary bicycles, jinrickshas, and other vehicles mentioned in rule 55 and 56 of the Railway Coaching Rules	50

LEFT LUGGAGE.

61. Left Luggage.—(a) The Government are not responsible for any luggage or articles left by passengers at the stations, whether in charge of the station staff or not, unless these be duly registered, for which a charge of 15 cents per article is made, payable at the time of deposit. An additional charge of 5 cents per day, or part of a day, is made on every article left in the cloakroom for a longer period than two days, the day of deposit and the day of removal each counting as one day. Bicycles, tricycles, perambulators, bath chairs, &c., are charged 35 cents each, and a further charge of 15 cents per day in addition is made on all such articles remaining in the cloakroom longer than two days.

(b) The conditions laid down in rule 33, paragraphs (l), (m), (n), and (o), of these regulations also apply to articles deposited in cloakrooms. Motor cycles charged with electricity or gas or other inflammable liquid or vapour will not be accepted for storage in cloakrooms.

Cloakroom charges for motor bicycles will be 75 cents for the first two days and 30 cents per day afterwards. Owners must sign a declaration to the effect that these cycles are not charged with electricity, gas, oil, or any inflammable liquid or vapour. Motor bicycles with side-cars attached will be charged double these rates.

(c) In computing the charges on articles deposited in cloakrooms, Sunday is considered a *dies non*, unless it be the day on which the articles are deposited or taken out, in which case it must be reckoned the same as any other day.

(d) Articles of an objectionable nature will not be accepted for storage in the cloakroom, and the official in charge of the cloakroom may require the intending depositor to satisfy him that the package to be deposited does not contain anything of an objectionable nature.

(e) When a passenger deposits any article in the cloakroom a ticket is given him in exchange, and the article cannot be given up to him for any purpose whatever unless he first returns the ticket to the cloakroom attendant, or produces to the Station Master satisfactory evidence of his ownership.

(f) Parcels for season ticket holders, if sent from shops, and marked with the name and address of the ticket holder, are received at the foregoing charges, and delivered up on the production of the season ticket. Parcels from shops, to which either a printed or a written label bearing a number and name is attached, are received at the foregoing charges, and are delivered up to the person who produces a label bearing a corresponding number and name.

(g) Passengers who have deposited their luggage in a cloakroom and require to remove one or more of the articles so left (leaving the remainder until a future day) may do so on their signing the counterfoil of the cloakroom ticket showing what articles have been removed, and any additional charge accruing upon any articles left in the cloakroom for the longer period will be collected when those articles are taken away.

(h) Left luggage unclaimed or unredeemed will be sold after expiry of six months.

LOST OR UNCLAIMED PROPERTY.

62. Lost or Unclaimed Property.—(a) Property (other than perishables) found at a station, or in a carriage at a station, will be immediately removed to the cloakroom at the station and retained there for 24 hours, after which it will be conveyed to and kept at the Lost Property Office in Colombo, and if not claimed within three months it may be sold by Government.

Property found on the line will be conveyed to the nearest station and dealt with at that station in a similar manner.

(b) The following are the charges which must be paid before any property referred to in paragraph (a) is delivered up, and before it is so delivered satisfactory evidence of ownership must be produced.

If claimed at the station where found before despatch to Lost Property Office, Colombo	{ Ordinary Luggage charges in accordance with rule 61 (a). Left charges
If dispatched to Colombo Lost Property Office and claimed there	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate; minimum 35 cents. Left charges
If dispatched from the station where found to another station for delivery to claimant	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate; minimum 35 cents. Left charges
If dispatched to Colombo Lost Property Office and thence sent to any station for delivery to claimant	{ Ordinary Luggage charges in accordance with rule 61 (a) plus full parcels rate to Lost Property Office and thence to destination; minimum 35 cents. Left charges

(c) Perishables found at a station or in a carriage at a station, if not claimed at once, will be disposed of at the station where found, or at any other station, at the discretion of Government.

(d) When a telegram has to be sent inquiring for or giving directions regarding luggage or property which has been left at any of the stations or in the trains, a charge for forwarding the message, and if necessary for obtaining a reply, must be borne by the owner of the property at current postal-telegraph rates.

Should the loss of the property be found to be due to the fault of any of the railway staff, the amount paid will be refunded. These telegraphic charges are in addition to sums due as registration or transport fees.

(e) Inquiries for lost articles giving a full description of the property lost, and particulars of the time and place where the loss occurred should be addressed to the respective Divisional Transportation Superintendents.

TELEGRAMS.

63.—Private Telegraphic Messages for the Public.—The following are the conditions and rates at which the travelling public may send or receive private telegrams through the Railway Telegraph Department:—

(a) Railway Telegraph Offices, at places where there is no Postal Telegraph Office within a reasonable distance of the Railway Station, are, subject to certain restrictions, open for the acceptance and delivery of ordinary inland telegrams from the general public. The names of such offices, the hours they are open for telegraph business, and the restrictions as regards the services they undertake are notified in the "Post Office Guide." Telegrams accepted at such offices may be addressed:—

- (1) To any Postal-Telegraph Office; and
- (2) To any Railway Telegraph Office similarly open to the general public.

(b) Messages addressed to a passenger in a train, who can only be reached by railway telegraph, will be accepted at any Railway Telegraph Office.

(c) Messages from a *bona fide* passenger travelling by train will be accepted for transmission by railway telegraph at any station where there is no Postal Telegraph Office at or adjacent to the station.

(d) Every endeavour will be made to ensure quick dispatch and correct delivery, but it must be clearly understood that all telegrams passing over the railway wires, whether wholly or in part, are always subject to the necessities of railway traffic, and consequently liable to delay. The Railway Department will not be responsible for delay or non-delivery, nor will they undertake to investigate complaints with regard to such telegrams.

(e) The rates to be charged are the ordinary postal rates.

No charge will be made for the delivery of telegrams addressed to hotels and resthouses within a quarter of a mile of a station, nor for the delivery of those addressed to the railway restaurant cars, refreshment rooms at stations, and the Restaurant Car Office at Colombo. Upon all other telegrams a delivery charge of 50 cents between the hours of 6 A.M. and 6 P.M. and Re. 1 between the hours of 6 P.M. and 6 A.M., if within five miles of a station, must be prepaid.

Telegrams will not be accepted for delivery at any destination more than five miles distant from a station.

(f) All messages accepted for transmission by railway telegraph are also subject to the conditions laid down in the "Post Office Guide."

64. Telegrams regarding Parcels, Luggage, &c.—(a) Any person requiring a telegram to be sent relative to parcels, luggage, &c., such as requests for re-addressing, &c., will be charged ordinary postal telegraph rates for such telegrams and for reply if required.

(b) Passengers who may have left articles on the station premises or in the carriage in which they have travelled, and who wish inquiries to be made by wire instead of by inquiry note, will be required to pay ordinary postal telegraph rates for telegram of inquiry and for reply. If the articles lost were placed in the van, inquiry will be made by wire without charge.

65. These rules shall come into force as from April 1, 1926, and all existing rules relating to the conveyance of traffic by passenger trains shall thereupon be deemed to have been repealed.

CONVEYANCE OF GOODS TRAFFIC.

1. **Liability and Responsibility of the Government.**—The Government will not be accountable for any articles unless the same be signed for as received by their clerks or agents authorized to receive such articles.

2. The Government will not be liable or responsible for the loss of, or damage done to, plated articles, clocks valued at more than Rs. 25 each, marbles, lace, furs, silks in a manufactured or unmanufactured state and whether wrought up or not wrought up with other materials, prints, paintings, maps, engravings, pictures, stamps, or other valuables; nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such frail or fragile articles, in packages or otherwise unless the same be declared as such, and insured according to their value, and paid for at the time of delivery to the Railway.

3. The Government will not be liable or responsible for the loss of, or damage to, any packages insufficiently or improperly packed, marked, directed or described, or containing a variety of articles liable by breakage to damage one another or other articles; nor for leakage arising from defective casks, cases, tins, or drums, or bad cooperage, or from fermentation; nor for the loss of, or damage to, goods put into returned wrappers or boxes or packages described as empties; nor for the loss of, or damage to, any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned.

4. The Government will not be liable or responsible for any loss of, or damage to, any goods whatsoever, by reason of accidental or unavoidable delays in transit or otherwise.

5. The Government do not bind themselves to forward goods from any station by any particular train, nor guarantee delivery within any specified time.

6. The Government do not hold themselves bound by any weights inserted by consignors on their consignment notes, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor do they admit any liability or responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness as between buyer and seller, the weights taken on the railway weighing machines being merely for the purpose of determining the amount of the freight charges.

If the owner of goods conveyed by railway should doubt the weight on which the freight charges have been based, the goods will be reweighed on payment of a reweighing charge of 25 cents per ton. Minimum charge 25 cents. If the difference is found to be 28 lb. or more per ton, the charge made for reweighing will be refunded and the freight charges rectified. If the difference is less than 28 lb. per ton, the original weight on railway invoice will be considered correct.

7. **Goods not accepted for Conveyance.**—Money in cash or bills or promissory notes, or securities for money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver manufactured or unmanufactured, gold and silver plate, watches, timepieces, writings, or title deeds will not be accepted for conveyance by goods train.

8. The Government do not undertake (except on the special conditions laid down in rules 37 to 41 inclusive) the carriage of dangerous articles, and senders of any such dangerous articles will be held accountable for any damage arising thereto or therefrom. Senders of dangerous articles are liable to the penalties set forth in section 28 of the Railway Ordinance, unless the nature of the contents is distinctly marked on the outside of the package containing the same and notice of the contents is given in writing to the Station Master or other Railway official to whom the same shall be delivered for the purpose of being so carried.

9. **Payment.**—Cheques in payment of freight charges on goods will not be accepted unless a cash deposit is given as security, full particulars of which may be obtained from the General Manager, Colombo.

10. Rates.—(a) The Rates actually charged for Haulage per Ton per Mile are—

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Seventh Class.	Eighth Class.	Ninth Class.	Tenth Class.	Eleventh Class.	Twelfth Class.	Thirteenth Class.
Over the Main Line above Nawalapitiya	c. 15	c. 17	c. 19	c. 21	c. 22	c. 23	c. 24	c. 28	c. 30	c. 35	c. 40	c. 50	c. 56
Over all lines, Nawalapitiya and below, except the Coast Line Puttalam Line and all lines north of Kurunegala	8	9	10	12	13	14	15	19	23	28	34	40	47
Over the Coast Line, Puttalam Line, and all lines north of Kurunegala	8	9	10	12	13	14	15	15	16	19	21	26	32
Over the Uda Pussellawa Line	44	44	44	44	44	44	44	44	44	44	44	44	44

(b) The under-mentioned rates shall be chargeable for goods traffic between Colombo Port Commission premises, and those of the Ceylon Government Railway :—

<i>Between (in both Directions).</i>	<i>Rates to be charged.</i>
Colombo Port Commission Line and Kelani Valley Line	Port Commission charges, plus rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Colombo Port Commission Line and other lines (except Grandpass, Kolonnawa, and Colombo Goods)	Port Commission charges, plus rates equal to Colombo Goods Classification rates to destination.
Colombo Port Commission Line and Grandpass	Ceylon Government Railway Classification rates as for 5 miles to Exchange Sidings, plus Port Commission charges.
Colombo Port Commission Line and Kolonnawa	Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Kolonnawa as for 5 miles.
Colombo Port Commission Line and Colombo Goods	Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Colombo Goods as for 5 miles.
Grandpass and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Grandpass and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Grandpass and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.
Kolonnawa and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Kolonnawa and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Kolonnawa and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.

(NOTE.—The Colombo Port Commission haulage charges over their Line are as for two miles, according to the classification of goods conveyed, based on the Ceylon Government Railway "Main Line below Nawalapitiya" rates.)

(c) A list of the principal articles of commerce allocated to their respective classifications is published as an Appendix to these rules in alphabetical order.

(d) Articles not enumerated in the accompanying classification will be charged according to the class in which they are placed from time to time by the Government.

(e) Goods not included in the Appendix to these rules and which have not been specially classified in accordance with paragraph (d) and packages containing sundry goods will be charged at eleventh class rates.

(f) When mixed consignments, consisting of different classes of goods from one consignor to one consignee are tendered for dispatch, the total weight of the several classes may be invoiced at the rate of the highest class if this would give a lower freight charge than if the several classes were invoiced separately. (Exception rule 34 (c)). Dangerous articles and articles which are conveyed at owner's risk cannot, however, be classed with ordinary goods of other classes; but if the sender chooses to include upon an owner's risk consignment note ordinary goods with goods of the same class conveyed at owner's risk, they will be charged together as one consignment at owner's risk.

(g) The above rates for goods include only the charges for actual station to station conveyance. In addition thereto the following charges will be made, viz. :—

(i.) For removal from and to the conveyance by which the goods are brought to and taken from the station, warehouse, or other place duly authorized for the receipt and delivery of goods, per ton 35 cents.

(ii.) For transfer between broad and narrow gauge wagons (bulky and heavy articles referred to in rule 33 excepted), per ton 17½ cents.

(iii.) For shunting of wagons at Kolonnawa and Jaffna Customs siding, per ton 30 cents.

(iv.) In the case of bulky or heavy articles referred to in rule 33 the loading into and unloading from wagons must be performed by, or at the cost of, the owner, and special charges will be made for transfer between broad and narrow gauge vehicles.

(v.) For small consignments weighing 3 cwt. and under a flat charge of 10 cents per consignment will be made in addition to the freight charge. The charge for a consignment exceeding 3 cwt. should not be less than the charge for 3 cwt. inclusive of the flat charge.

(h) Where the loading and/or unloading charges are included in the rate and either, or both, of these services is performed by the consignor and/or consignee, an amount equivalent to the charge or charges so included will be paid to the party who rendered the service or services, provided that application is made to the General Manager within six months from the date of such service or services. Such payment shall relieve the Government of any further claim in respect of the services of loading and unloading.

(i) When a minimum charge is made on goods conveyed at wagon mile rates the loading and unloading charge of 35 cents per ton laid down in the preceding sub-clause (g) will be added.

(j) The Government reserve discretion to decline to undertake the loading or unloading, or both, of unpacked earthenware, chatties, tiles, bottles, slates, and articles of a similar character.

(k) Demurrage, warehouse rent, wharfage, insurance, and other special charges as hereafter specified will be made in addition to the station to station rates.

11. Minimum and Fractional Charges.—(a) Single and separate packages under 56 lb. in weight will be accepted as goods and charged as for 56 lb.

(b) The fractional part of half a hundredweight of goods will be reckoned as half a hundredweight.

(c) The minimum charge for a consignment of goods is 25 cents.

(d) When not specially provided, the minimum distance on which a mileage charge will be made is 10 miles.

(e) The fractional part of 1 cent will be charged as 1 cent, and the fractional part of a mile will be charged as 1 mile.

(f) In calculating the charges on integral parts of a ton, fractions of 10 cents in the rates per ton will be charged as follows :—

Cents 1 to 5 will be dropped, and cents 6 to 9 will be charged as 10 cents.

Example.

Rate per Ton.		Figures on which Integral Parts of a Ton will be calculated.	
Rs.	c.	Rs.	c.
1	5	..	1 0
1	6	..	1 10
1	54	..	1 50
1	57	..	1 60

(g) Wherever " wagons " are mentioned in these rules, it is understood that four-wheeled wagons are referred to. An eight-wheeled wagon is reckoned as follows :—

Capacity less than 30 tons : as two four-wheeled wagons.

Capacity 30 tons and over : as three four-wheeled wagons.

12. **Special Trains and Rates.**—Special trains or reserved accommodation for goods will be charged for at special rates. For particulars apply to the General Manager, Colombo.

13. The General Manager may also quote, at his discretion, special rates for any traffic that may be offered in new or exceptional circumstances.

14. **Hours of Business.**—Goods offices are open for the receipt and delivery of goods at all goods stations from 7 A.M. to 5 P.M. daily (Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day excepted), after which latter hour goods can neither be received nor delivered.

15. **Lien on Goods.**—All goods from whomsoever received or to whomsoever consigned or belonging are subject to a lien for any sums due by such consignor, consignee, or owner for freight, undercharges, demurrage, wharfage, or warehouse rent ; and if such sums due have not been paid at the expiration of one month from the date on which the goods were detained, they may be sold by auction and the proceeds applied towards the payment of all sums due, including freight, undercharges, demurrage, wharfage, or warehouse rent, for the goods so detained, or the General Manager may recover the sums due by action at law.

16. **Consignment Notes.**—(a) Every consignment of goods must be legibly addressed in English or clearly marked as per rule 17, and must be accompanied by a consignment note (in a form approved by Government) written in English and signed by the consignor or his agent in which the description of the goods is clearly set forth.

Distinctive forms are used for—

- (1) Ordinary goods.
- (2) Goods conveyed at owner's risk.
- (3) Dangerous articles.

(b) Goods will not be dispatched from any station if the marks and description set out in the consignment note and receipt do not agree (see rules 17 and 18).

(c) Printed consignment notes may be obtained free of charge at any goods station.

(d) Officers and servants of the Railway are not permitted to write out consignment notes on behalf of consignors.

17. Marks.—Goods will not be accepted for conveyance by train unless each article or package has firmly affixed to it a label legibly addressed in English, or bears such distinctive marks or letters as will enable the Railway officials to identify it. Plantains must be marked on the stem of each bunch.

The marks must be set out in detail on the consignment note and receipt (see rules 16 and 18). All old marks or labels must be effaced.

This rule does not apply to truck loads of articles conveyed under rules 34 and 35.

18. Railway Receipts.—Receipt forms (which are attached to consignment note forms) must be sent by consignor with the goods, with particulars of consignment duly filled in. The Railway staff do not fill in the particulars in receipt forms, but only sign them and enter the amount of freight charges if prepaid.

Before goods can be delivered the Railway receipt granted to the sender at the dispatching station must be duly endorsed by the consignee and given up at the receiving station, and the delivery book or delivery note must also be signed.

In the case of consignees well known to the Officer in charge an exception is made, and, in such cases, goods may be delivered on signature in delivery book countersigned by the Officer in charge, but the Government will not be liable or responsible for any errors in delivery, when goods are removed without the production of the receipt granted to the sender.

19. Indemnity Notes.—When the Railway receipt is lost, the consignee may obtain delivery of the goods or proceeds of sale in the event of the goods being sold under rules 21 and 25, by signing an indemnity note and paying a sum of Rs. 2·50 as deposit.

If the Railway receipt is given up within seven days of the delivery of the goods, the deposit will be refunded.

Payment of proceeds of sale amounting to Rs. 5 and under, will be made on signing an indemnity note only, waiving the deposit of Rs. 2·50

20. Notice of Arrival of Goods.—(a) It is to be distinctly understood that the Railway is not bound to issue advice of the arrival of goods, but only does so in certain cases for the convenience of consignees and to ensure quicker delivery. Notice of arrival of goods is generally issued at the principal stations to consignees whose addresses are known. *The non-receipt of such notice by consignees does not involve the Government in any liability or responsibility, nor does it in any way relieve consignees of liability for warehouse rent, demurrage, or wharfage.*

(b) In the event of the person taking delivery of the goods being unable to sign the delivery book, the possession by the Railway staff at the destination station of the Railway receipt granted to the sender at the forwarding station, or of an order to deliver, signed by the consignee, will be considered as sufficient and conclusive proof of the due delivery of the goods to consignee.

21. Undelivered Goods.—The responsibility of Government for goods terminates when 24 hours have expired after the arrival of the goods at the station to which they are consigned. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the calculation of the 24 hours, be considered the hour of arrival.

Goods other than perishables not taken away within one month after their arrival will be sold by public auction to defray charges. For the disposal of undelivered perishable goods see rule 25.

22. Warehouse Rent.—(a) All goods left in the Railway premises beyond the day after their arrival (except those specified in clauses (b) and (c)) will be subject to a rent charge of 5 cents per cwt. per diem

(exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) with a minimum charge as for 1 cwt., and as for one day, subject to the following exceptions :—

- (1) Consignees residing more than two miles and not exceeding ten miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the second day after arrival.
- (2) Consignees residing more than ten miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the third day after arrival.

(b) Manure stored in special manure sheds provided by the Railway will be subject to a rent charge of 50 cents per ton or portion of a ton per day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) on and from the second day after arrival with the following exceptions :—

- (1) Consignees residing more than ten miles and not exceeding fifteen miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the third day after arrival.
- (2) Consignees residing more than fifteen miles and not exceeding twenty miles from the Railway station (outside the Municipal limits of Colombo, Kandy and Galle) will be allowed free storage up to and including the fourth day after arrival.
- (3) Consignees residing more than twenty miles from the Railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the fifth day after arrival.

(c) Coconut produce including copra, desiccated coconuts, fibre, &c., from all stations to Colombo will be allowed the following free storage in Colombo Goods Sheds :—

- (1) Consignments placed in position for unloading before 12 noon, up to and including the following day.
- (2) Consignments placed in position for unloading after 12 noon, up to and including the second day after arrival.

(d) Goods not removed within twenty-four hours will be at owner's risk, and the Government will not be liable or responsible for loss of whole or part of any consignment of goods by virtue of the fact that the rent charge has been levied in respect of such consignment. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M. the latter hour will, for the purpose of warehouse rent, be considered the hour of arrival.

23. Demurrage on Wagons.—(a) The loading of wagons must be completed on the day on which they are supplied. Consignors detaining wagons beyond the day on which they are supplied for the purpose of loading shall be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day that the wagons are so detained beyond the day on which they are supplied.

Consignors ordering wagons and not loading them will be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day until notice is given that the wagons will not be required.

(b) In the event of consignors who have ordered and loaded wagons failing to furnish consignment notes on the day on which such wagons are loaded, they will be liable to a demurrage charge of Rs. 5 per wagon for every day or portion of a day they are detained beyond the day of loading.

(c) All wagons containing articles which the Railway does not undertake to unload, and which are not discharged within twenty-four hours after their arrival at the station of delivery, will be liable to a

demurrage charge of Rs. 5 per wagon for each day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day), and no concession will be made (as shown in rule 22) on account of distance. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the calculation of the 24 hours, be considered the hour of arrival.

(d) The Government do not undertake to provide warehouse accommodation for goods specified on page 90 of the Alphabetical Classification of Goods, or bulky or heavy articles (as defined in rule 33), nor undertake to unload such goods, or permit them to be unloaded, until the consignee has supplied carts or other conveyances into which the goods can be at once transferred, and if delivery is not taken within twenty-four hours after their arrival at the station of delivery, a demurrage charge of Rs. 5 per wagon for each day or portion of a day (exclusive of Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day) will be made.

(e) The Government, however, reserve to themselves the right of unloading wagons containing goods referred to in the preceding paragraph at any time after arrival, and in such cases warehouse rent or wharfage (as the case may be) will be charged in accordance with the conditions of rules 22 or 24.

(f) The conditions regarding demurrage on dangerous goods are shown in rule 41 (p).

(g) The demurrage charges for eight-wheeled wagons will be :—
Capacity less than 30 tons : double the above charges. Capacity 30 tons and over : three times the above charges.

24. Wharfage.—A charge of 15 cents per ton or portion of a ton for each day or portion of a day will be levied on goods at stations of departure which are not placed in the goods sheds or other covered accommodation provided by the Railway, but are left on the Railway ground, either for the convenience of, or by the desire or neglect of, consignors, if the goods are not loaded within two days. Similar wharfage charges will also be made at station of arrival on goods which have been conveyed by railway, but have not been removed from railway grounds by consignees within the times and subject to the conditions and concessions shown in rule 22.

25. Perishable Goods.—(a) Goods of a perishable nature are conveyed at owner's risk. If they are refused by consignee, or not claimed when available for delivery at the station of destination within 12 hours, they are liable to be sold by public auction at the risk of the owner.

(b) *The freight on perishable articles must be prepaid*, except in the case of regular consignors of perishable goods, for whose convenience such goods may be forwarded without freight being prepaid, if the consignor signs a guarantee form and gives a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the respective Divisional Transportation Superintendents.

26. Goods consigned to Station Masters.—Goods will not be accepted consigned to Station Masters unless intended for their personal use.

27. Insurance.—(a) Any article shown in the classification as accepted for conveyance only at owner's risk may be insured on prepayment (in addition to the freight charge) of 1 per cent. on the value, to be declared in writing at the time of booking. Minimum charge for insurance Re. 1.

(b) Application for the insurance of any consignment of one or more packages valued at Rs. 500 or upwards must be made to the respective Divisional Transportation Superintendents. Station Masters and Goods Agents are only authorized to accept insurance rates on packages valued at less than Rs. 500.

(c) Before any consignment can be insured the consignor must satisfy the Officer in charge of the forwarding station or any other officer deputed to effect the insurance that it is sufficiently packed and secured. A declaration of the contents must also be given in writing.

(d) The Railway reserves the right of inspecting, before effecting any insurance, all consignments delivered to them for insurance, to ascertain that the contents are in accordance with the declaration and are in good condition and well packed; also of calling upon the consignee to open the consignment at the station of destination.

28. Inspection of Goods.—The Railway reserves the right of inspecting any goods before receiving the same or while the same are in its custody, and for this purpose to call upon the owner to open out any package for inspection at the expense of the owner.

29. Straw, cadjans, and other articles specially liable to ignition will not be unloaded into Railway warehouses, and if delivery is not taken within the time allowed, demurrage charges will be enforced.

30. Unhooped Tea Chests.—Wooden tea chests containing more than 60 lb. of tea, which are not bound or hooped with iron, are accepted and conveyed at owner's risk only.

31. Raw Hides.—Raw hides having an offensive smell will be accepted for transport by railway only in separate wagons, when they will be charged at eighth class rate subject to a minimum of 2 tons per wagon.

32. Returned Empties.—(a) Bags and other packages in which goods have been conveyed by railway will be returned empty from the original consignee to the original consignor at the reduced rate shown in the classification, viz., seventh class rate, provided they do not require special accommodation as per rule 35.

(b) To obtain this rate the packages must be consigned as "returned empties," and the consignment note must show—

- (1) Name of original consignor;
- (2) Station from which received full;
- (3) Date on which received full;
- (4) Name of person to whom consigned when full.

(c) The freight on "returned empties" *must be prepaid*, except in the case of regular consignors of "return empties," who must sign a guarantee form and give a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the respective Divisional Transportation Superintendents.

33. Bulky or Heavy Articles.—(a) When an eight-wheeled wagon or two or more four-wheeled wagons are required for the conveyance of boilers, engines, girders, machinery, shafts, masts, logs, beams, and such articles as from their great length or weight cannot be carried in one ordinary four-wheeled wagon, the minimum charge will be as for 4 tons per wagon for first, second, and third class goods, 3 tons per wagon for fourth and fifth class goods, and 2 tons per wagon for other class goods; but should the freight for lower class goods, if calculated on a minimum weight provided for a higher class at the rate applicable to such higher class, be less than the minimum charge for such lower class, the lower charge shall be made.

(b) All bulky or heavy articles under this rule are conveyed at owner's risk, and the owners must provide the necessary tackle and labour to load and unload them, but the use of the Railway fixed cranes will be granted free of charge, provided the weight to be lifted does not exceed the capacity of the crane (see page 51 for capacity of cranes).

(c) The usual loading and unloading charge of 35 cents per ton will be refunded from freight on such goods, see rule 10 (h).

(d) All articles measuring more than 14 ft. in length, 7 ft. in breadth, or 7 ft. in height will be charged as "bulky articles."

(e) On the Uda Pussellawa Section the minimum charge referred to in (a) will be as for 2 tons, and the measurements as mentioned in (d) will be 10 ft. in length, 5 ft. in breadth, and 5 ft. in height.

34. Small or Loose Articles.—(a) The Government do not undertake the counting of small articles, such as nuts, plantains, bones, bottles, shells, chanks, earthenware, bricks, tiles, shingles, staves, &c.

(b) If small articles of this description are forwarded loose, they will be liable to a minimum rate of 30 cents per wagon per mile over all lines below Nawalapitiya and 60 cents per wagon per mile over all lines above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged. If the freight calculated on actual weight amounts to more than the minimum, the higher charge will be made.

(c) When mixed consignments of loose articles are forwarded in one wagon from the same consignor to the same consignee, the charge will be calculated on the total weight at the rate of the highest class of goods so sent, should such charge amount to more than the minimum charge per wagon.

35. (a) Plants, cadjans, empties, and packages of a light or frail nature (baskets mentioned in clauses (b) and (c) excepted) requiring special accommodation, *i.e.*, goods of which less than 2 tons ($1\frac{1}{2}$ ton on the Uda Pussellawa Section) occupy a whole wagon, will be subject to a minimum rate of 30 cents per wagon per mile over the lines below Nawalapitiya and 60 cents per wagon per mile above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents, and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

(b) Tea plucking, tea leaf transport, rubber plant protector, and tea, cacao, and rubber supply baskets, in consignments of 3 cwt. and over and not exceeding the carrying capacity of a covered goods wagon, will be subject to a rate of 15 cents per consignment per mile below Nawalapitiya and 30 cents above Nawalapitiya. Consignments of less than 3 cwt. will be charged for at half these rates. The usual loading and unloading charge of 35 cents per ton on actual weight of contents will also be made.

(c) Tea, earth, manure, and cacao washing baskets of conical shape which pack closely into one another will be charged for on actual weight at ninth class rates.

36. Petroleum in Packages.—In the case of consignors for whom tank wagons are provided for the conveyance of petroleum in bulk, the wagon load rate for the conveyance of petroleum in packages shown in the classification will only be allowed subject to satisfactory loading being guaranteed for such tank wagons.

Petroleum in tins unprotected by cases tendered in wagon loads from one consignor to one consignee will only be conveyed in iron or steel covered wagons, under the following conditions:—

(1) A layer a wet loose coconut fibre must be placed on the floor of the vehicle and between each tier of tins. When such consignments are transferred from one wagon to another, the fibre originally used shall be utilized in repacking the tins.

(2) Tins must be so loaded that the lower tins cover the whole of the floor space in order to obviate tins on the top tier falling and being damaged in transit.

Small consignments of petroleum in tins unprotected by cases will be conveyed in explosives van goods wagons, subject to the conditions specified in rule 41 of the regulations and charged for at tenth class rates.

37. Conveyance of Petrol in Packages.—(a) "Petrol" includes all dangerous petroleum used for the propulsion of motor vehicles.

(b) Petrol will be accepted for conveyance by goods train at twelfth class rate on actual weight or at tenth class rate on a minimum of 4 tons per wagon whichever is lower, and, subject to the regulations governing the transport of explosives (*vide* rule 41), in receptacles, not attached to motor vehicles, of 2-, 4-, or 5-gallon capacity, under the following conditions :—

(1) Receptacles of 2-gallon capacity must be substantially constructed of tinned or galvanized sheet iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and they must be packed either singly or in pairs or fours in substantially constructed and sealed wooden cases of such a size as will exactly accommodate either one, two, or four receptacles of 2-gallon capacity as above defined. The thickness of the wood must not be less than half an inch, and the general pattern of the cases must be approved by the General Manager of the Railway.

(2) Receptacles of 4-gallon capacity must be constructed of tin plate, in accordance with the sample approved by and deposited with the General Manager of the Railway; they shall also be packed in cases, in the manner and of the description set out in the preceding clause (b) (1), and shall in all respects conform to the requirements of the said clause.

(3) Receptacles of 5-gallon capacity must be constructed of galvanized iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and will be conveyed unpacked.

(4) The 2- and 5-gallon receptacles referred to in clauses (b) (1) and (b) (3) above containing petrol must be supplied with well-made filling holes secured by well-fitting screw plugs of a pattern similar to those fitted to the sample receptacle deposited with the General Manager of the Railway. The 4-gallon receptacles referred to in clause (b) (2) above containing petrol must have the filling holes hermetically closed and further protected by a screw cap, as provided in the sample deposited with the General Manager of the Railway. Under no circumstances will these receptacles when empty be accepted for transport by train.

(5) All receptacles must have an air space equal to one-tenth of the capacity of the receptacle for expansion of the petrol, and they must be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky, or insecure in transit.

(6) Damaged receptacles will not be accepted for transport.

(7) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the 5-gallon receptacles to be conveyed unpacked, and on the wooden cases in which the 2- and 4-gallon receptacles are transported.

(c) In addition to the receptacles specified in sub-clause (b), receptacles of capacity in excess of 5 gallons and not exceeding 65 gallons will be accepted for conveyance by goods trains unpacked, provided they are in accordance with the samples approved by and deposited with the General Manager of the Railway.

(d) No petrol will be accepted for conveyance by goods train unless the consignment is accompanied by a declaration from the consignor in the following terms, viz. :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the Railway governing the transport of petrol by goods train as printed on the back of this declaration.

Date : _____

Signature : _____

(e) Return empty vessels in which petrol has been conveyed by railway at goods rates (other than those referred to as prohibited in clause (b) (4) above) will be charged at seventh class rate in small lots and at 25 cents per wagon per mile in wagon loads, in terms of rule 32. The screw-plugs of the empty vessels must be securely fastened.

38. Alcolite shall mean and include spirit of a strength not less than 50 degrees over proof (or such other strength as may be prescribed by the Excise Commissioner), that is rendered effectually and permanently unfit for human consumption by the admixture of such denaturants as are from time to time approved by the Excise Commissioner, and will be conveyed at thirteenth class rate, subject to provisions in rule 37 relating to petrol.

39. Compressed Ammonia Gas or Liquefied Anhydrous Ammonia, compressed atmospheric air, compressed or liquefied carbonic acid gas (carbon dioxide), compressed coal gas, compressed hydrogen, compressed or liquefied nitrous oxide, compressed oxygen, compressed or liquefied sulphurous acid gas (sulphur dioxide), will be accepted at Colombo Goods Station and Wharf on Tuesdays and Thursdays (unless specially provided for below) for conveyance at owner's risk by goods train in iron covered wagons at thirteenth class rates, subject to the following conditions :—

(a) These gases must be packed in cylinders made of wrought iron or mild steel of the best quality, which must comply in all respects with the specifications given below. The cylinders must not exceed 8 feet in length and 10 inches in diameter.

(b) Cylinders must be separately and securely packed in strong wooden boxes or in a covering made of closely plaited 1 inch (circumference) hemp or coir, except that—

(1) Several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or separately encased in closely plaited 1 inch (circumference) hemp or coir. Each box must not contain more than 25 small cylinders, and the gross weight of each box and contents must not exceed 1 cwt. 2 qr.

(2) Small cylinders not exceeding 12 inches in length and 3 inches in diameter containing nitrous oxide may be packed in wickerwork baskets containing two such cylinders in separate compartments.

(c) Cylinders containing compressed atmospheric air, coal gas, hydrogen, or oxygen must not be charged to a greater pressure than 1,800 lb. per square inch.

(d) No cylinder may contain, per pound of water capacity, more than $\frac{3}{4}$ lb. of carbon dioxide (carbonic acid gas), $\frac{1}{2}$ lb. of anhydrous ammonia, $\frac{1}{2}$ lb. of nitrous oxide, or $1\frac{1}{4}$ lb. sulphur dioxide (sulphurous acid gas), respectively.

(e) In the case of cylinders for anhydrous ammonia, the greatest pressure of gas must be assumed at 1,000 lb. per square inch, and at that pressure the stress in the metal must not exceed 6 tons per square inch for wrought iron or 7 tons per square inch for steel.

(f) Cylinders containing compressed gases must be carefully handled, and must not be placed near a fire, or exposed to other source of heat.

(g) Compressed ammonia gas or liquefied anhydrous ammonia, compressed atmospheric air, compressed or liquefied carbonic acid gas, compressed hydrogen, and compressed oxygen may be accepted up to a maximum of two cylinders for conveyance in the rear brake van of goods trains on Mondays, Tuesdays, Wednesdays, Thursdays, and Fridays, on sections of the Railway where purely goods trains are scheduled to run, and conveyed in the rear brake vans of such trains,

subject to a limit of two cylinders per van, provided that no other dangerous goods are loaded therein. The cylinders must be placed as far as possible from other packages in the brake van.

(h) Returned empty cylinders will be conveyed at seventh class rate in accordance with the conditions stated in rule 32 of the Goods Regulations.

(i) No consignment of compressed gas in cylinders will be accepted for carriage by rail unless the consignor has signed a certificate in the form specified below, which must accompany the consignment, and each package is clearly marked with the name of the contents thereof. Specifications referred to in sub-clause (a).

Cylinders for Conveyance of Compressed Gas.

(a) **Lap-welded Wrought Iron.**—Greatest working pressure 120 atmospheres, or 1,800 lb. per square inch.

Stress due to working pressure not to exceed $6\frac{1}{2}$ tons per square inch.

Proof pressure in hydraulic test, after annealing, 224 atmospheres, or 3,360 lb. per square inch.

Permanent stretch in hydraulic test not to exceed 10 per cent. of the elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between two rounded knife edges without cracking.

(b) **Lap-welded or Seamless Steel.**—Greatest working pressure 120 atmospheres, or 1,800 lb. per square inch.

Stress due to working pressure not to exceed $7\frac{1}{2}$ tons per square inch in lap-welded, or 8 tons per square inch in seamless cylinders.

Carbon in steel not to exceed 0.25 per cent. or iron to be less than 99 per cent.

Tenacity of steel to be not less than 26 or more than 33 tons per square inch. Ultimate elongation to be not less than 1.2 inches in 8 inches. Test bar to be cut from finished annealed cylinders.

Proof pressure in hydraulic test, after annealing, 224 atmospheres or, 3,360 lb. per square inch.

Permanent stretch shown by water jacket not to be exceed 10 per cent. of elastic stretch.

One cylinder in 50 to be subjected to a statical bending test, and to stand crushing nearly flat between rounded knife edges without cracking.

(c) **Regulations applicable to Lap-welded Wrought Iron Cylinders and to Lap-welded or Seamless Steel Cylinders.**—Cylinders to be marked with a rotation number, a manufacturer's or owner's mark, an annealing mark with date, and a test mark with date. The marks to be permanent and easily visible.

Testing to be repeated at least every two years, and annealing at least every four years.

A record to be kept of all tests.

Cylinders which fail in testing to be destroyed or rendered useless.

Hydrogen and coal gas cylinders to have left-handed threads for attaching connections, and to be painted red.

The compressing apparatus to have two pressure gauges and an automatic arrangement for preventing overcharging. The compressing apparatus for oxygen to be wholly distinct and unconnected with the compressing apparatus for hydrogen and coal gas.

Cylinders not to be refilled till they have been emptied.

The valve fittings should be protected by a steel cap.

A minimum weight to be fixed for each size of cylinder in accordance with its required thickness. Cylinders of less weight to be rejected.

Certificate referred to in Sub-clause (i).

Certified that the cylinders containing _____ tendered by me, as per consignment note No. _____ of this date, to the Station Master at _____, for dispatch to _____ station, have been packed and tested in accordance with the Rules for the Conveyance of Goods Traffic relating to the carriage by rail of _____ in cylinders. Also that the weight in each cylinder does not exceed _____ for each pound of the water capacity of that cylinder.

Date : _____, 192 —.

Signature of Consignor.

40. Carbide of Calcium.—Carbide of calcium may be transported by railway at thirteenth class rates under the rules and conditions laid down in rule 41 of these regulations, but subject also to the following additional special rules :—

(a) Carbide of calcium must be contained in hermetically closed vessels containing each not more than 112 lb., and sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be affected by air or moisture.

(b) There must be no copper in the composition of any vessel containing carbide of calcium.

(c) The vessels must be so constructed and closed as to exclude water and atmospheric moisture.

(d) The label on each hermetically closed vessel containing carbide of calcium must bear in conspicuous characters in English, Sinhalese, and Tamil the words "Carbide of Calcium. Dangerous if not kept dry," and with the following caution : "The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas."

The name and address of the sender as well as the consignee should also be labelled on each package.

41. Gunpowder, Fireworks, except Dashing Crackers which will not be accepted for Conveyance by Rail, Aquafortis, Vitriol, Acids, Ardent Spirits, Matches, Petroleum, or other Goods of a Dangerous Nature marked (*) in Classification.—(a) No person shall send to the Railway premises any consignment of the above goods unless he has given to the Station Master of the station of dispatch 48 hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, and quantity of the said goods proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and has had an intimation in writing from the said Station Master that he is prepared to receive such consignment. Consignments of the said goods shall be sent to the forwarding station, and shall be received by the Railway officials, only at such time during the hours of daylight—that is to say, between sunrise and sunset—as the General Manager may appoint; and every consignment and package containing any such goods proposed to be conveyed on the railway shall, immediately on the arrival thereof at the station, be delivered to, and be received by, the Railway officials authorized to receive dangerous goods, and by no other person whatsoever.

(b) When forwarding explosives for transport by rail, the name of the article and the class to which it belongs under the classification in clause (g) below must be distinctly stated on the special "Dangerous Articles Consignment Note" accompanying the goods.

(c) Dangerous articles in quantities not exceeding one ton will be accepted without previous notice at the Colombo goods station between the hours of 7 A.M. and 4 P.M. on the authorized days for conveyance, freight prepaid, at the classified rates, and minimum charges, the General Manager reserving the right to refuse to receive the same if the special transport accommodation will not permit of the articles brought being at once dispatched.

(d) Petrol in approved receptacles as specified in rule 37 of the Goods Regulations will be accepted in 6-ton lots for conveyance on any week day in steel wagons, provided that the consignment is for one destination station (or group of stations approved by the General Manager of the Railway), and that 24 hours' notice is given by the consignor. The Railway reserves the right of declining such consignments should steel wagons not be available.

(e) Consignors tendering for conveyance by rail small consignments of oil in tins are hereby informed that their consignments will only be forwarded in oil wagons (*i.e.*, in wagons loaded with oil for other stations) or when other suitable goods can be found, and that probably delay will take place in reaching destination, for which the Government will not hold themselves liable or responsible.

(f) No explosive or dangerous goods will be received or conveyed unless securely packed up in strong and sufficient packages, and the packages are in good condition, plainly and fully addressed to the consignee, nor unless upon the outermost package containing the same shall be written, or printed, or affixed in conspicuous characters, the description of the inner package and the words "goods of a dangerous nature," followed by the name of the said goods together with the name and address of the owner and sender.

(g) In the case of naphtha, benzene, benzole, and benzoline, they must be conveyed in the receptacles laid down for petrol in rule 37.

(h) The Government will not incur any risk or responsibility in respect of the loading, stowage, or unloading of such goods; nor in respect of any loss or damage arising in or by reason of the loading, stowage, or unloading thereof; nor will they be answerable for any loss or damage, actual or consequential; nor for any discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of any such goods; nor for overcarriage of the goods; nor for detention or delay in or in relation to the conveyance or delivery thereof.

(i) A special form of consignment note will be required for dangerous articles. Copies of this note are obtainable free of charge on application at any goods station.

(j) Consignment notes for dangerous articles to be conveyed by the railway, which are not in the form authorized by Government, will not be accepted.

(k) To facilitate the delivery of explosives a telegram will be dispatched from the forwarding station to each station for which consignments have been received on the day preceding the dispatch of the special explosives van, and on receipt of this telegram the receiving station will advise the consignee of the expected arrival of the van, so that he can arrange for some one to be present to take delivery on its arrival.

(l) Consignees must be present to meet the train conveying the explosives, and senders should advise them in time to permit of their doing so.

(m) Explosives cannot be unloaded *en route*, except for the purpose of direct delivery to consignees, and any consignee failing to be present to take delivery will be charged Rs. 5 for overcarriage and extra services entailed thereupon.

(n) Should the consignment be overcarried owing to the failure of the consignee to meet the train a charge of Rs. 5 per consignment will be made for its return, and this charge in addition to the original freight charge must be paid on delivery. Should the consignee again fail to meet the train by which the consignment is returned, it will be conveyed back to the original forwarding station and delivered to senders on payment of all charges due. Should the sender fail or refuse to remove the consignment, it will be sold, and proceedings for the recovery of any balance of charges due in excess of the amount realized by the sale of the goods will if necessary be taken under the provisions of section 23 of the Railway Ordinance of 1902.

(o) If such goods be not accepted in due course by the consignee they will be forthwith sold or returned to the station of dispatch; and the sender will, if they be returned, be bound to receive them at once, and pay all the charges incurred for carriage and back carriage in terms of clause (n).

(p) Goods of a dangerous nature requiring a whole wagon for their conveyance will be charged on a minimum of 1 ton per wagon, subject to a minimum charge of Rs. 10.

No such goods shall be loaded or unloaded on the Railway premises except between sunrise and sunset. Packages containing any such goods must be removed by the consignee from the station or depôt of the Railway to which they have been conveyed as soon as practicable and with all due diligence; after 12 hours after arrival there will be a charge for demurrage of Rs. 5 for the wagon, and if the goods be not removed within 24 hours after arrival, the packages and contents may be forthwith sold or otherwise disposed of. If a wagon containing dangerous goods arrives at a station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the purpose of demurrage, be considered the hour of arrival.

(q) Explosives will be accepted only on the following days at the Colombo Goods Shed for dispatch:—

Class.		
A	..	Gunpowder and blasting powder .. Only on Mondays
B	..	Nitrate mixtures .. Only on Wednesdays
C	..	Blasting gelatine, cordite, dynamite, gelignite, guncotton, potentite, tonite, and other nitro compounds and chlorate mixtures .. Only on Wednesdays
D	..	Ammunition of all kinds, including safety cartridges, crackers, detonators, fireworks, fog signals, fuses, matches, and percussion caps .. Only on Tuesdays
E	..	Inflammable liquids and vapours of all kinds, such as benzene, benzole, benzoline, ether, fusel oil, kerosine, methylated spirit, motor car spirit, naphtha, paraffin, petrol, petroleum, turpentine (rubber solutions composed of rubber and naphtha), spirits of turpentine, and spirits of wine .. On Tuesdays and Thursdays
F	..	Dangerous, corrosive, and poisonous chemicals, such as carbide of calcium, carbolic acid, corrosive acids (hydrochloric, muriatic, nitric, and sulphuric), fluoric acid, gas (compressed), oil of vitriol .. On Tuesdays and Thursdays

In the case of explosives and dangerous goods for stations beyond Anuradhapura.—

Articles in Class A will be accepted only on the first Monday of each month.

Articles in Classes B and C only on the first Wednesday of each month.

Articles in Class D only on the first Tuesday of each month.

Articles in Classes E and F only on the first and third Tuesdays of each month.

(r) Articles in Classes A, B, C, and D may be conveyed in gunpowder vans only.

Articles in Class A may not be conveyed in the same powder van with explosives of any other class or with goods of any other description.

Articles in Classes B and C may be conveyed in the same powder van, but in separate compartments, and on no account may goods of any other description be loaded with them.

Articles in Classes D may not be conveyed in the same powder van with explosives of any other class or with goods of any other description.

Articles in classes E and F may be conveyed in gunpowder wagons or in steel-covered lime wagons, *but must never be loaded together or with any other inflammable goods in the same wagon.*

(s) In addition to the above arrangements, every endeavour will be made to meet special and urgent requirements when consignors give 48 hours' notice, and are prepared to pay for special accommodation as laid down in paragraph (p).

(t) For the day and hour of arrival of explosive wagon at outstations see Working Arrangements of Gunpowder Vans as shown in the Working Time Tables.

Note.—Special advice notes, of which a specimen form is shown below, will be immediately dispatched to consignees by the quickest means, and care will be taken to recover demurrage if it becomes due :—

Specimen Form.

SIR,—I BEG to inform you that the explosives herein referred to will arrive at _____ (time) on _____ (day and date), and you are requested to have some one present to take delivery.

Explosives cannot be unloaded to await delivery, so that unless you arrange to meet the train your consignment will be retained in the "explosive" wagon until its return to this station at _____ on _____ (when your agent should be present to remove it), and you will be liable to a charge of Rs. 5 for the over-carriage and extra services performed.

42. **Travelling Cranes.**—The charge for sending a travelling crane to deal with heavy goods at stations not provided with cranes is at ninth class rate between the stations concerned, according to the lifting capacity of the crane used, with a minimum charge of Rs. 10, labour being provided by the person for whom the crane is sent. No charge will be made for the return journey of the crane.

43. **Estate Platforms.**—For particulars as to conditions on which estate platforms are granted, and for rates for same, application should be made to the General Manager.

44. **Telegrams sent for Consignors or Consignees of Goods.**—When it is necessary to telegraph relative to a consignment, the person at whose instance the telegram is sent will be required to pay ordinary postal telegraph rates for the telegram of inquiry and for reply.

If the mistake in address or instruction is found to be due to the fault of any of the Railway staff when booking the goods, the amount paid will be refunded.

Preference will in all cases be given to urgent Railway messages.

LIVE STOCK TRAFFIC.

45. Rates and Conditions for the Conveyance of Live Stock by Goods Train.—(a) Cattle, calves, donkeys, hounds, goats, pigs, and sheep will be conveyed in cattle trucks by goods train at 30 cents per truck per mile. The maximum number of animals to be loaded in one truck is as follows :—

8 Buffaloes	36 Hounds
8 Coast cattle .	60 Indian goats
10 Country cattle of ordinary size or twelve of a smaller size, provided no overcrowding is caused	75 Country goats, provided no overcrowding is caused
12 Calves	40 Pigs.
10 Donkeys	75 Sheep

(b) Elephants will be charged at 75 cents per elephant per mile, and elephant calves with parent animal 25 cents extra per mile. Minimum charge Rs. 10.

(c) Poultry and birds will only be conveyed by goods train in truck loads if tendered in hampers or crates so constructed as to admit of proper ventilation from sides, ends, and top when they will be charged at the minimum rate of 40 cents per wagon per mile over all Lines below Nawalapitiya, and 50 per cent. over these rates over the Main Line above Nawalapitiya.

(d) The minimum charge for a cattle truck conveying buffaloes, cattle, calves, sheep, goats, and pigs is Rs. 5, and for all other live stock Rs. 10.

(e) Live stock must be loaded and unloaded by the owners at their own risk, and will be carried at their risk only, and the freight must be prepaid.

(f) An attendant must accompany each consignment or truck load of live stock to attend to the live stock whilst in transit by rail, and such attendant will be allowed to travel free either in the truck conveying the live stock or in a third class compartment by the same train that the live stock is conveyed.

46. Cattle Permits.—Any person removing cattle by railway shall be required to produce a printed certificate, signed by a headman or other officer appointed to issue such certificates by the Government Agent of the Province from which the cattle are being transferred.

If the cattle do not belong to the person consigning them, he must have in addition a written pass signed by the owner stating where the animals are going to and for what purposes they are being removed.

The number of the certificate and the name of the officer by whom it is signed should be entered upon the H, C, and D waybill. Before being allowed to remove the cattle from the destination station the consignee must be required to produce the certificate, and the Railway officer delivering the animals must satisfy himself that the certificate agrees with the particulars entered on the H, C, and D waybill.

47. Horses or Ponies conveyed in Cattle Wagons.—Horses or ponies declared as of less value than Rs. 200 each, from the same consignor to the same consignee, will be conveyed at owner's risk in cattle wagons by goods or passenger trains and charged 30 cents for one or two animals and 10 cents for each additional animal per wagon per mile over all Lines below Nawalapitiya and 50 per cent. increase over the Main Line above Nawalapitiya.

SPECIAL RATES.

48. **Special Rates.**—(a) Rice, rubber, tea, manure, coconuts (loose or in bags), and packing materials for tea, rubber, and desiccated coconuts if certified as packing materials are conveyed over the Main Line above Nawalapitiya at the same rates per mile as charged on the Main Line below Nawalapitiya.

(b) The minimum rate for loose coconuts above Nawalapitiya will be 30 cents per wagon per mile, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents:

(c) **Coal in Bulk.**—Coal from Colombo to stations on the Main Line beyond Nawalapitiya in consignments of not less than 6 tons per truck will be conveyed at 12 cents per ton per mile over the Main Line above Nawalapitiya, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents.

(d) **Fruits and vegetables** in lots not exceeding 50 pounds, from one consignor to one consignee, will be booked by goods trains from goods stations above Peradeniya Junction at goods rates on the actual distances to the following passenger stations:—

Hunupitiya, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mofunt Lavinia, Angulana, Lunawa, Katukurunda, Paiyagala North, and Maggona.

Fruits and vegetables so booked will be conveyed by goods trains to Hunupitiya and to the Coast Line stations above named by goods trains as far as Maradana, and from Maradana by passenger trains.

(e) **Live Stock Imported from England and Australia** and entire bulls imported from India introduced for stock purposes will be conveyed by railway at half the ordinary rates on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed are *bona fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

49. **Special Rates on Jaffna, Batticaloa, and Trincomalee Lines.**—(a) A special reduced through rate for goods in consignments of 4 tons is in force between Colombo and stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines, in both directions, calculated on the following basis, viz., between Colombo and Kurunegala on ordinary Main Line rates, and between Kurunegala and the stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines on special reduced rates as follows:—

Class of Goods.	Cents.	Class of Goods.	Cents.
First ..	7	Eighth ..	12
Second ..	7	Ninth ..	12
Third ..	7	Tenth ..	14½
Fourth ..	9½	Eleventh ..	14½
Fifth ..	9½	Twelfth ..	21½
Sixth ..	12	Thirteenth ..	21½
Seventh ..	12		

In order to obtain advantage of the above reduced rates for 4-ton lots from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only, it will not be necessary for the consignments to be only from one consignor to one consignee.

These special reduced rates do not apply to the class rate against which wagon loads, i.e., W/1, W/2, W/3, &c., appear opposite the class under "Conditions" in the general classification of goods.

Special Rates.

(52)

(b) Goods of every description landed from steamers and boats at Kankasanturai will be conveyed from the Customs premises at that port to Jaffna at the rate of Re. 1.50 per ton if forwarded in consignments of not less than 4 tons. This charge includes the cost of loading into trucks at Kankasanturai and unloading from trucks into carts at Jaffna. No reduction in rates will be granted from Jaffna to Kankasanturai.

(c) A reduced rate will be charged for copra from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo based on a throughout rate of 9½ cents per ton per mile, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents, for consignments of 4 tons.

Copra in consignments of 4 tons from Mankulam to Colombo will be conveyed at the Pallai rates.

Returned empty gunny bags in which copra has been transported by rail from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Mankulam to Colombo will be conveyed at the special reduced rate of Rs. 12 per ton (60 cents per cwt.), subject to the usual conditions governing the transport of returned empties.

(d) Manufactured tobacco (including cigars), dry fish, and chillies from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only will be conveyed at ordinary seventh class rates, and will be subject to the special reduction shown in paragraph (a) if tendered in consignments of 3 tons.

(e) Unmanufactured tobacco from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Colombo only will be conveyed at ordinary fourth class rates, and will be subject to the special reduction shown in paragraph (a) if tendered in consignments of 3 tons.

(f) Manufactured tobacco (including cigars from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Galle will be conveyed through at ordinary seventh class rates as between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Colombo, plus ordinary eleventh class rate between Colombo and Galle, and will be subject to the special reduction between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Kurunegala shown in paragraph (a) if tendered in consignments of 3 tons.

(g) Unmanufactured tobacco from stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines to Galle will be conveyed through at ordinary fourth class rates as between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Colombo, plus ordinary ninth class rate between Colombo and Galle, and will be subject to the special reduction between stations in the Jaffna Peninsula and those on the Batticaloa and Trincomalee Lines and Kurunegala shown in paragraph (a) if tendered in consignments of 3 tons.

(h) Paddy in consignments of 4 tons from Valaichchenai, Kalkudah, Sittandikudi, Eravur, and Batticaloa to Colombo only will be conveyed at the specially reduced rate of Rs. 20.35 per ton. This rate includes loading and unloading charges.

(i) The weights specified in the foregoing clauses are the minimum weights on which the reduced rates are applicable. Consignments of lesser weights will be charged as for the minimum weight at the reduced rates or on the actual weight at ordinary rates, whichever is lower.

50. **Free Conveyance of Country-grown Paddy.**—Until further notice Ceylon-grown paddy for consumption in the Island will be conveyed free by goods trains under the following conditions:—

(a) The traffic will be conveyed at "owner's risk," and free conveyance will apply only from stations serving the district where the paddy is grown. The concession will apply only to the original conveyance from such station to the station of destination, and if the paddy is reconsigned from any station (including the station from which it was originally dispatched) full freight charges must be paid. Consignors must enter and sign the following declaration on the "owner's risk" consignment note:—

"I certify that the paddy herewith consigned by me has been grown in the district served by the railway station at which it is tendered by me, that it has not previously been conveyed by the railway, and that it is intended for consumption in Ceylon only."

Any person submitting a false declaration will be prosecuted in terms of section 22 of "The Ceylon Railways Ordinance, No. 9 of 1902."

(b) The bags containing the paddy must be sufficiently strong and sound to prevent damage in transit.

(c) The concession of free conveyance granted under the conditions of (a) and (b) above will also be extended to Ceylon-milled rice, prepared from Ceylon-grown paddy, in approved rice mills working in paddy-growing areas. The manager of the mill must apply to the General Manager if he desires to obtain the concession, certifying adherence to the conditions of this clause, and he must also enter and personally sign the following declaration on the "owner's risk" consignment note presented with each consignment:—

"I certify that the milled rice herewith consigned by me has been prepared in the mill under my control from Ceylon-grown paddy, and that it is intended for consumption in Ceylon only."

51. These rules shall come into force as from April 1, 1926, and all existing rules and rates for the conveyance of Goods Traffic shall thereupon be deemed to have been repealed.

53



ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ගැසට් පත්‍රය

අති විශේෂ

අංක 1512/3 - 2007 අගෝස්තු 30 වැනි මහජනතින්දා - 2007.08.30

(ආණ්ඩුවේ බලයට ප්‍රසිද්ධ කරන ලදී)

I වැනි කොටස : (I) වැනි ඡේදය - සාමාන්‍ය

ආණ්ඩුවේ නිවේදන

දුම්රිය ආදාපනත

දුම්රිය ආදාපනතේ (200 පරිච්ඡේදයේ) 3 හා 4 යන වගන්ති මගින් කමා වෙත පැවරී ඇති බලතල යටතේ මුදල් අමාත්‍යවරයාගේ එකඟත්වය ඇතිව ප්‍රවාහන අමාත්‍යවරයා විසින් පනවා ඇති ව්‍යවස්ථාව.

2007 අගෝස්තු මස 25 වැනි දින.

විලස් අලක්සේරුම,
ප්‍රවාහන අමාත්‍ය.

ව්‍යවස්ථාව

1926 පෙබරවාරි මස 26 වැනි දින හා අංක 7514 දරන ගැසට් පත්‍රයේ අතිරේකයන්හි පළකරන ලද හා වරින්වර සංශෝධනය කරනු ලැබූ පාර්සල් ප්‍රවාහනය ආ... වා... යු... ප්‍රවාහනය, බඩු සලාභික යනුත් ප්‍රවාහනය යන ආදිය පිළිබඳ රෙගුලාසි 2007 අගෝස්තු මස 25 දින සිට පහත සඳහන් පරිදි සංශෝධනය කරනු ලැබේ :

පාර්සල් ප්‍රවාහනය

රෙගුලාසි 34 (ඩී) මාර්ගෝපකරණ කාමර ආස්තූ :
34 (ඩී) රෙගුලාසියේ රු. 10.00 ලොප්කර, ඒ වෙනුවට රු. 15.00 ආදේශ කරන්න.

රෙගුලාසි 34 (ඒ) පාර්සල් ආස්තූ :
34 (ඒ) රෙගුලාසියේ පවත්නා පාර්සල් ආස්තූ වක්‍රය ලොප්කර, පහත සඳහන් නව පාර්සල් ආස්තූ වක්‍රය ආදේශ කරන්න.

2 A I කොටස : (I) සේය - ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ අති විශේෂ ගැසට් පත්‍රය - 2007.08.30

දුම්රිය පාරසල ගාස්තු වහස

දුර-කිලෝ මීටර් (කි.මී.) බර කිලෝ ග්‍රෑම් (කි.ග්‍රෑ.)
 වැඩි - නොවැඩි වැඩි - නොවැඩි පදනම

කි. මී.	0-1 කි. ග්‍රෑ.	2-5 කි. ග්‍රෑ.	6-10 කි. ග්‍රෑ.	11- 15 කි. ග්‍රෑ.	16-20 කි. ග්‍රෑ.	21-25 කි. ග්‍රෑ.	26-30 කි. ග්‍රෑ.	31-35 කි. ග්‍රෑ.	36-40 කි. ග්‍රෑ.	41- 45 කි. ග්‍රෑ.	46- 50 කි. ග්‍රෑ.	කි. ග්‍රෑ. 10 හෝ ඊට නොවැඩි පාරසල කි. ග්‍රෑ. වැඩිවීම
0 - 25	25.00	27.00	30.00	33.00	36.00	39.00	41.00	44.00	46.00	48.00	50.00	15.00
25 - 40	27.00	29.00	32.00	35.00	38.00	41.00	43.00	46.00	48.00	50.00	53.00	16.00
40 - 55	29.00	31.00	34.00	37.00	40.00	43.00	45.00	48.00	50.00	52.00	56.00	17.00
55 - 70	31.00	33.00	36.00	39.00	42.00	45.00	47.00	50.00	52.00	54.00	59.00	18.00
70 - 85	33.00	35.00	38.00	41.00	44.00	47.00	49.00	52.00	54.00	56.00	62.00	19.00
85- 100	35.00	37.00	39.00	42.00	45.00	48.00	51.00	54.00	56.00	58.00	64.00	20.00
100- 115	37.00	38.00	40.00	43.00	46.00	49.00	52.00	55.00	58.00	60.00	67.00	21.00
115 -130	38.00	39.00	41.00	45.00	49.00	52.00	56.00	60.00	63.00	68.00	70.00	22.00
130 -145	39.00	40.00	42.00	47.00	52.00	55.00	60.00	65.00	68.00	70.00	74.00	23.00
145 -160	40.00	41.00	43.00	49.00	55.00	58.00	64.00	70.00	72.00	75.00	78.00	24.00
160 -175	41.00	42.00	44.00	51.00	58.00	62.00	69.00	75.00	77.00	80.00	83.00	25.00
175 -190	42.00	43.00	45.00	53.00	61.00	66.00	74.00	80.00	82.00	85.00	88.00	26.00
190 -205	43.00	44.00	46.00	55.00	64.00	70.00	79.00	85.00	87.00	90.00	93.00	27.00
205 -220	44.00	45.00	47.00	57.00	67.00	74.00	84.00	90.00	92.00	95.00	98.00	28.00
220 -235	45.00	46.00	48.00	60.00	70.00	78.00	89.00	95.00	97.00	100.00	104.00	29.00
235 -250	46.00	47.00	49.00	63.00	73.00	82.00	94.00	100.00	102.00	105.00	110.00	30.00
250 -265	47.00	48.00	50.00	66.00	76.00	88.00	99.00	105.00	108.00	110.00	117.00	31.00
265 -280	49.00	51.00	54.00	70.00	81.00	93.00	104.00	110.00	114.00	116.00	124.00	32.00
280 -295	51.00	54.00	58.00	74.00	86.00	98.00	109.00	115.00	120.00	122.00	131.00	33.00
295 -305	53.00	57.00	62.00	78.00	91.00	103.00	114.00	121.00	126.00	128.00	138.00	34.00
305 -320	55.00	60.00	66.00	82.00	96.00	108.00	119.00	127.00	132.00	134.00	145.00	35.00
320 -335	57.00	63.00	70.00	86.00	101.00	113.00	124.00	133.00	138.00	140.00	153.00	36.00
335 -350	59.00	66.00	75.00	90.00	106.00	118.00	129.00	139.00	144.00	146.00	161.00	37.00
350 -365	61.00	70.00	80.00	95.00	111.00	123.00	134.00	145.00	150.00	152.00	167.00	38.00
365- 380	63.00	74.00	85.00	100.00	116.00	128.00	139.00	151.00	156.00	156.00	173.00	39.00
380 - 395	65.00	78.00	90.00	105.00	121.00	133.00	144.00	157.00	162.00	164.00	179.00	40.00
395 - 410	57.00	82.00	95.00	110.00	126.00	138.00	149.00	163.00	166.00	170.00	185.00	41.00
410 - 425	69.00	84.00	97.00	113.00	129.00	142.00	153.00	167.00	173.00	176.00	191.00	42.00
425 - 440	71.00	86.00	99.00	116.00	132.00	145.00	157.00	171.00	178.00	184.00	197.00	43.00
440 - 465	73.00	88.00	101.00	119.00	135.00	148.00	161.00	175.00	183.00	190.00	203.00	44.00
456 - 480	76.00	90.00	103.00	122.00	138.00	151.00	165.00	179.00	188.00	196.00	209.00	45.00
480 - 495	79.00	92.00	105.00	125.00	141.00	154.00	169.00	183.00	193.00	203.00	215.00	46.00
495 - 510	82.00	95.00	107.00	128.00	144.00	157.00	173.00	187.00	198.00	210.00	221.00	47.00
510 - 525	85.00	98.00	109.00	131.00	147.00	160.00	177.00	191.00	203.00	217.00	227.00	48.00
525 - 540	88.00	101.00	112.00	134.00	150.00	163.00	181.00	195.00	208.00	224.00	233.00	49.00
540 - 555	91.00	104.00	115.00	137.00	153.00	166.00	185.00	199.00	213.00	226.00	239.00	50.00
555 - 570	94.00	107.00	118.00	140.00	156.00	169.00	189.00	203.00	218.00	232.00	245.00	51.00
570 - 585	97.00	110.00	121.00	143.00	159.00	172.00	193.00	207.00	223.00	238.00	251.00	52.00
585 - 600	100.00	113.00	124.00	146.00	162.00	175.00	197.00	211.00	228.00	244.00	257.00	53.00



- (01) තැපැල් හා සිලයාම් - සාමාන්‍ය පාර්සල් ගාස්තුව මෙන් දෙගුණයක් අය කළ යුතුය.
- (02) නගරාන්තර දුම්රිය - සාමාන්‍ය පාර්සල් ගාස්තුව මෙන් තුන්ගුණයක් අය කළ යුතුය.
- (03) මාළු ප්‍රවාහනය සඳහා විශේෂයෙන් බලය දී ඇති දුම්රියවල අයිතිකරු විසින්ම මාළු රැගෙන යන අවස්ථාවන්හි දී එක් එක් මාළු කුඩා සඳහා ඒවායේ බරට වෙන වෙනම සාමාන්‍ය ගාස්තුවට 50% ක් වැඩිපුර අය කළ යුතුය.
- (04) පහත සඳහන් කරුණු ලබන භාණ්ඩ සාමාන්‍ය දුම්රිය, තැපැල් සිලයාම් හා නගරාන්තර සිලයාම් දුම්රියවලින් ප්‍රවාහනය කරනු ලබන කල් හි පහත දක්වා ඇති පරිදි ගාස්තු අය කළ යුතුය.

භාණ්ඩ වර්ගය දුම්රිය	සාමාන්‍ය දුම්රිය	තැපැල්, සිලයාම් හා නගරාන්තර දුම්රිය
1) කුඩා කොටස් වශයෙන් ප්‍රවාහනය කරනු ලබන ගෘහ භාණ්ඩ	සාමාන්‍ය ගාස්තුව මෙන් තුන් ගුණයක් වැඩිපුර	සාමාන්‍ය ගාස්තුව මෙන් පස් ගුණයක් වැඩිපුර
2) වාණාශ්‍රය සහිත පෙට්ටිවල යවනු ලබන කුකුළු පැටවුන්	එම	එම
3) වික්‍රම පෙට්ටි	එම	එම
4) දුම්රිය මැදිරි හා වැගන්වල වැඩි ඉඩ ප්‍රමාණයක් අවශ්‍ය වන සැහැල්ලු භාණ්ඩ (හිස් මිනී පෙට්ටි, වයර්, කුඩා, කුෂන් මෙට්ටි කොහුලණු, කොහුලණුමළු, රිජිලෝම් පෙට්ටි වැනි භාණ්ඩ)	එම	එම
(05) ඕනෑකරන හා රෙදි සෝදන යන්ත්‍ර	එම	එම
(06) දුම්රිය මැදිරි හා වැගන්වල වැඩි ඉඩ ප්‍රමාණයක් ගන්නා කුඩා කොටස් වශයෙන් වෙන්කළ හොඹැකි කිලෝ 50ට නොවැඩි හෝ ආයතන යන්ත්‍රෝපකරණ	එම	එම

ඉහත පාර්සල් ගාස්තුවලට අමතරව භාණ්ඩවල වටිනාකම අනුවද පහත සඳහන් පරිදි වටිනාකමේ ප්‍රතිශතයක් ලෙස පාර්සල් ගාස්තුවට ඇතුළත් විය යුතුය :

ලොතරැස් එකට/ බෙහෙත් ද්‍රව්‍ය/ වස්තු/ වීදුරු/විදුලි හා ඉලෙක්ට්‍රොනික උපකරණ

පාර්සලයේ වටිනාකම	රු. 1,000 00	දක්වා	නැත
පාර්සලයේ වටිනාකම	රු. 1,000 00	සිට රු. 5,000 00 දක්වා	1%
පාර්සලයේ වටිනාකම	රු. 5,000 00	සිට රු. 10,000 00 දක්වා	1.5%
පාර්සලයේ වටිනාකම	රු. 1,0000 00	සිට රු. 20,000 00 දක්වා	2%
පාර්සලයේ වටිනාකම	රු. 20,000 00	වැඩි	3%

රු. 500 වැඩි වටිනාකමක් ඇති භාණ්ඩ ප්‍රවාහනය සඳහා ධාරගැනීමේ දී අතිවාරයෙන්ම වටිනාකම සහතික කිරීම අදාළ බිල්පත් සහ සහතික සමඟ යවන්නාගේ ප්‍රකාශයක් ඉදිරිපත් කළ යුතුය. ඒ අනුව යවනු ලබන දුම්රිය ස්ථානයෙන් නිකුත් කරනු ලබන මාර්ග බිල්පතේ පහලින් එහි වටිනාකම හා ධාරිතාව සඳහන් කළ යුතුය.

රෙගුලාසි 37 - ශ්‍රී

37 රෙගුලාසියේ රු. 10.00 ලෝප්කර, ඒ වෙනුවට රු. 20.00 ආදේශ කරන්න.

රෙගුලාසි 39

39 රෙගුලාසියේ 1.00% ලොප්කර සාමාන්‍ය ගාස්තුව මෙන් තුන් ගුණයක් යන්න ආදේශ කරන්න.

රෙගුලාසි 46 - නික මුවන්, උරන්, වසු පැවවුන්, බැඳුණු සහ එළුවන්

46 රෙගුලාසියේ සහෙකුට කිලෝ මීටරයක් සඳහා අයකරන ශත 75 ලොප්කර ඒ වෙනුවට රු. 2.00ක් ආදේශ කරන්න. කෙ වුවද එක් සතෙක් සඳහා අවම ගාස්තුව රු. 150.00 ක් විය යුතුය.

50(ඒ) - අශ්වයන් හා ට්‍රැක්ටර්

50(ඒ) රෙගුලාසියේ පවත්නා ගාස්තු ලොප්කර, ඒ වෙනුවට පහත සඳහන් ගාස්තු ආදේශ කරන්න :

	රඹුක්කරින් පහළ කිලෝ මීටරයට රු. ශ	රඹුක්කරින් ඉහළ කිලෝ මීටරයට රු. ශ.
එක් අශ්වයෙක්	20 00	25 00
අශ්වයන් දෙදෙනෙක්	25 00	30 00
අශ්වයන් තුන් දෙනෙක්	30 00	35 00
අශ්වයන් හතර දෙනෙක්	35 00	40 00
අශ්වයන් පස් දෙනෙක්	40 00	45 00
අශ්වයන් හය දෙනෙක්	45 00	50 00

කෙසේ වෙතත්, රෝද හතරේ පෙට්ටියක් හෝ ට්‍රැක් රථයක් සැලසූ විට අය කළ යුතු ගාස්තුව රු. 2,500.00 කට හොඳු විය යුතු අතර, රෝද අවම වශයෙන් යුතු බෝහි ට්‍රැක් රථයක් සඳහා එම ගාස්තුව රු. 4,000 00 විය යුතුය.

50(ඒ) - අශ්ව පෙට්ටියක් හෝ ට්‍රැක් රථයක් ඉල්ලුම් කර ප්‍රයෝජනයට නොගත් විට

50 (ඒ) රෙගුලාසියේ පවත්නා ගාස්තු ලොප්කර, ඒ වෙනුවට පහත සඳහන් ගාස්තු ආදේශ කරන්න :

(i) රෝද හතරේ ට්‍රැක් රථයක් සඳහා-

- (ඒ) හිස්ව ධාවනය කිරීමේ ගාස්තු වශයෙන් රු. 2,500.00 හා සහ
- (බී) ප්‍රමාද ගාස්තුව වශයෙන් දිනකට රු. 750.00 බැගින්

(ii) රෝද අවම බෝහි ට්‍රැක් රථයක් සඳහා-

- (ඒ) හිස්ව ධාවනය කිරීමේ ගාස්තු වශයෙන් රු. 4,000.00 හා සහ
- (බී) ප්‍රමාද ගාස්තුව වශයෙන් දිනකට රු. 1,500.00 බැගින්

50(ඒ) අශ්ව පෙට්ටි හෝ ට්‍රැක් රථ ඉක්මනින් හිස් නොකර ගත් විට

50(ඒ) රෙගුලාසියේ :-

- (i) පවත්නා රු. 50.00 සහ රු. 500.00 ලොප්කර, ඒ වෙනුවට රු. 100.00 සහ රු. 750.00 ආදේශ කරන්න.
- (ii) පවත්නා රු. 100.00 සහ රු. 1,000.00 ලොප්කර ඒ වෙනුවට රු. 200.00 සහ රු. 1,500.00 ආදේශ කරන්න.

51 මෝටර් රථවාහන :-

51 (ඒ) රෙගුලාසියේ පවත්නා වගන්තිය ලොප්කර, ඒ වෙනුවට පහත සඳහන් වගන්තිය ආදේශ කරන්න.

“ මෝටර් සයිකල් හා රෝද දෙකේ ට්‍රැක්ටර් ද ඇතුළත්ව. මෝටර වාහන ”

	රු. ශ.	රු. ශ.
මෝටර් සයිකල්	20000	20000
මෝටර් සයිකල්	25000	25000
මෝටර් සයිකල්	30000	30000

සාමාන්‍ය ගැලක් සඳහා අවම භාස්කුව රු. 2,500.00 ක් සහ බෝයි ගැලක් සඳහා අවම භාස්කුව රු. 4,000.00 ක් වේ.

මෝටර් සයිකල් හා රෝද දෙකේ ට්‍රැක්ටර් නියාමක මැදිරියේ ප්‍රවාහනය නිර්ම සඳහා වන භාස්කුව පහත දැක්වේ :

	රු. ශ.	රු. ශ.	අවම භාස්කු
මෝටර් සයිකලයකට	3 00	3 50	300 00
මෝටර් ස්කූටරයකට	3 50	4 00	350 00
පැති කාරය සමඟ මෝටර් සයිකලයකට	4 00	5 00	450 00
රෝද දෙකේ ට්‍රැක්ටරයකට	4 50	5 00	450 00

රෙගුලාසි 54 - ලොකර්වල ප්‍රවාහනය කරන සුනඛයන්

54 රෙගුලාසියේ රු. 1.00 ලොප්කර රු. 2.00 ආදේශ කරන්න. අවම භාස්කුව රු. 50.00 ලොප්කර රු. 100.00 ආදේශ කරන්න.

රෙගුලාසි 55 - බයිසිකල්

55 රෙගුලාසියේ රු. 1.00 ලොප්කර රු. 2.00 ආදේශ කරන්න. අවම භාස්කුව රු. 50.00 ලොප්කර රු. 100.00 ආදේශ කරන්න.

රෙගුලාසි 56 - ආබාධිතයින්ගේ පුද්. රෝද සවිකල බැරල් සහ පියානෝ මිගන්. රෝද තුනේ ප්‍රයිසිකල් සහ ජින් රික්ෂෝ රථ ධාරණ

56 රෙගුලාසියේ පවත්නා අවම භාස්කුව රු. 125.00 ලොප්කර රු. 250.00 ආදේශ කරන්න.

57 ආබාධිත කති පුද්වික සවන විට රු. 100.00 මිනූම් දුම්භීය ස්ථානයකට අය කිරීම ඇතුළත් කළ යුතුය.

රෙගුලාසි 59 - මෘත ගර්

59 රෙගුලාසියේ රු. 25.00 ලොප්කර රු. 50.00 ආදේශ කරන්න. අවම භාස්කුව රු. 2,000.00 ලොප්කර රු. 3,000.00 ආදේශ කරන්න. (වැගනයක් සම්පූර්ණයෙන්ම ප්‍රයෝජනයට ගත්විට)

රෙගුලාසි 60 (ඵල) - බයිසිකල් ආදිය සඳහා මාර්ගෝපකරණ කාමර භාස්කු

60 (ඵල) රෙගුලාසියේ :

- i රු. 10.00 ලොප්කර රු. 25.00 ආදේශ කරන්න
- ii රු. 25.00 ලොප්කර රු. 50.00 ආදේශ කරන්න.
- iii රු. 50.00 ලොප්කර රු. 80.00 ආදේශ කරන්න.

අතහැර දමා හිස ගමන් බදු

රෙගුලාසි 61 - අතහැර දමා හිස ගමන් බදු

61 (ඵ) රෙගුලාසියේ ලේඛනාන කිරීමේ භාස්කුව යටතේ රු. 10.00 ලොප්කර රු. 20.00 ආදේශ කරන්න.

6A 1 කොටස (1) ඡේදය - ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ අති විශේෂ ගැසට් පත්‍රය - 2007.08.30

මෙම රෙගුලාසියේ රු. 10.00 දැක්වෙන ස්ථානවල එය ලොප්කර රු. 15.00 ආදේශ කරන්න.
 61 (අයි) රෙගුලාසියේ ලොප්කර් භාස්කු යටතේ - 15.00 ලොප්කර දිනකට හෝ ඉන් කොටසකට රු. 30.00 ආදේශ කරන්න.
 යතුරු නැතිවීම් සඳහා වූ භාස්කුව වන රු. 150.00 ලොප්කර ඒ වෙනුවට රු. 300.00 ආදේශ කරන්න.

රෙගුලාසි 62 - නිමිතම් නොපෑ හෝ නැතිවී සොයාගත් භාණ්ඩ
 62 (බී) හි අවම භාස්කුව රු. 35.00 ක් වශයෙන් සංශෝධනය විය යුතුය.

බඩු ප්‍රවාහනය කිරීම

රෙගුලාසි 2 (ඒ)

2 (ඒ) රෙගුලාසියේ “රුපියල් එක් දහස” යන්න ලොප් කර ඒ වෙනුවට “රුපියල් එක්දහස් පන්සියය” යන්න ආදේශ කරන්න.

රෙගුලාසි 6(බී)

රෙගුලාසියේ රුපියල් 15.00 ලොප් කර රුපියල් 22.50 ආදේශ කරන්න.

රෙගුලාසි 10 - භාස්කු

දැනට පවත්නා භාස්කු ක්‍රමය සරල කිරීම සඳහා ඡන්ඩින් භාස්කු සහ හිස් ධාවන භාස්කු ඇතුළත් නව පංති දෙකක එකාබද්ධ භාස්කු ඇති කිරීම සඳහා පහත දැක්වෙන භාස්කු සහ කොන්දේසි ලොප්කර, ඒ වෙනුවට නව භාස්කු සහ කොන්දේසි ආදේශ කරන්න.

රෙගුලාසි 10 (ඒ) - (i)

බඩු පටවන / භාරගන්නා ස්ථානවල ඡන්ඩින් සහ ස්ථාන ගත කිරීම් වැනි අතියම් භාස්කු සහ හිස් ධාවන භාස්කු ඇතුළත් පහත නව භාස්කු අය කළ යුතු වේ.

රැඹුණකතින් පහළ මෙ.වෙහන්/ කිලෝ මීටරයකට රු. ඔ.	රැඹුණකතින් ඉහළ මෙ.වෙහන්/ කිලෝ මීටරයකට රු. ඔ.
1 වැනි පංතිය	3 75
2 වැනි පංතිය	4 50
	5 25
	6 00

සටහන - පවත්නා 1 වැනි සහ 2 වැනි පංති එකාබද්ධ කර නව 1 වැනි පංතිය සෑදී ඇත.
 පවත්නා 3 වැනි සහ 4 වැනි පංති එකාබද්ධ කර නව 2 වැනි පංතිය සෑදී ඇත.

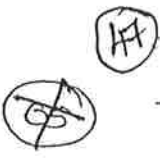
පැවැත්වීමේ නිෂ්පාදන ප්‍රවාහනය

පවත්නා භාස්කු ලොප් කර පහත සඳහන් භාස්කු ආදේශ කරන්න :

රැඹුණකතින් පහළ මෙ.වෙහන්/ කිලෝ මීටරයකට රු. ඔ.	රැඹුණකතින් ඉහළ මෙ.වෙහන්/ කිලෝ මීටරයකට රු. ඔ.
1 අහස් යානා ස්ප්‍රිතු	6 00
2 ගැසලින්/භූමි කෙල්/පව්වුල්/විසල් ගැස්කෙල්/ කළුකෙල් උදුනකෙල්	4 50
	5 25

රෙගුලාසි 10 (ඒ) - (ii) ඇතුළත් කරන්න

විවිධ දුම්රිය ස්ථානයන් සඳහා මෙම භාස්කු වක්‍රයන් පිළියෙල කිරීම පිණිස භාස්කු ගණනය කිරීමේ දී, ලැබෙන භාස්කුව ඊළඟ සම් රුපියල සඳහා රවුම් කර පිළියෙල කළ යුතු වේ.



රෙගුලාසි 10 (ඒ)

මෙම භාස්කු නව රෙගුලාසි 10 (ඒ) යටතේ ඇතුළත් වන හෙයින් ලොප් කරන්න.

රෙගුලාසි 10 (අයි)

මෙම භාස්කු නව රෙගුලාසි 10 (ඒ) යටතේ ඇතුළත් වන හෙයින් ලොප් කරන්න.

රෙගුලාසි 11 - අවම නොටස් සඳහා භාස්කු අයකිරීම

11(බී) (i)	රුපියල් 1,500 00 ලොප්කර,	රුපියල් 2,500 00 ආදේශ කරන්න.
11(බී) (ii)	රුපියල් 2,000 00 ලොප්කර,	රුපියල් 3,000 00 ආදේශ කරන්න.
11(බී) (iii)	රුපියල් 2,500 00 ලොප්කර,	රුපියල් 4,000 00 ආදේශ කරන්න.
11(බී) (iv)	රුපියල් 3,000 00 ලොප්කර,	රුපියල් 4,500 00 ආදේශ කරන්න.

රෙගුලාසි 11 - (ඔ)

- 11 (ඔ) රෙගුලාසියේ (i), (ii), (iii), (iv) ලොප්කර පහක දැක්වෙන වගන්ති ආදේශ කරන්න ;
- (i) පැටවීමේ ධාරිතාවය මෙ/වෙත 1320 නොඉක්මවන රෝද හතරේ වැගනයක් සඳහා අවම බර මෙ/වෙත 10ක් ද ;
- (ii) පැටවීමේ ධාරිතාවය මෙ/වෙත 2640 නොඉක්මවන රෝද අටේ වැගනයක් සඳහා මෙ/වෙත 20ක් ද ;
- (iii) පැටවීමේ ධාරිතාවය මෙ/වෙත 2640 ඉක්මවන එහෙක් මෙ/වෙත 39.60 නොඉක්මවන රෝද අටේ වැගනයක් සඳහා මෙ/වෙත 25ක් ද ;
- (iv) පැටවීමේ ධාරිතාවය මෙ/වෙත 39.60 ඉක්මවන රෝද අටේ වැගනයක් සඳහා මෙ/වෙත 35ක් ද වේ.

රෙගුලාසි 12 - විශේෂ දුම්රිය සහ භාස්කු

රෙගුලාසි 13 සමඟ ගැලපෙන අයුරින්-

රෙගුලාසි 12 හි “සාමාන්‍ය වර්ගීකරණ භාස්කුව” (1979.07.01 සිට සංශෝධිත) යන්න ලොප් කර මුලදී සඳහන් වූ පරිදි “විශේෂ භාස්කු” යන්න ආදේශ කරන්න.

රෙගුලාසි 13-

.3 රෙගුලාසියේ සඳහන් “එම කොන්ත්‍රාත්තුව සපුරාලීමේ දී ඒ ඒ ස්ථානවල සිදු කෙරෙන සේවාවන් ද, ඇතුළත් වන සේ” යන්න ලොප්කර දැමූ වගන්තිය පහත නියම වන පරිදි සකස් වේ:

“(i) කන්ටේනර් ප්‍රවාහනය සහ (ii) කර්මාන්ත ශාලා සහ සංකීර්ණවල සිට හා දක්වා වන කොඟ බඩු ප්‍රවාහන ඇතුළත්ව දුම්රියෙන් හෝ වනන් ප්‍රවාහන මාර්ගයන් එකාබද්ධව කෙරෙන ප්‍රවාහනයන් සඳහා විශේෂ හෝ කොන්ත්‍රාත් භාස්කු දුම්රිය සාමාන්‍යාධිකාරීගේ අභිමතය පරිදි යම් කළ හැකි ය”

රෙගුලාසි 13(ඒ) තැපැල් ප්‍රවාහනය

13 (ඒ) රෙගුලාසියේ භාස්කු පහත සඳහන් පරිදි වේ :

	රඹුක්කනින් පහළ කිලෝ මීටරයට රු. ශ.	රඹුක්කනින් ඉහළ කිලෝ මීටරයට රු. ශ.
ජංගම තැපැල් මැදිරිය	25 00	40 00
කිරි-ඟ මැදිරියෙන් අඩක්	15 00	25 00
නියමිත භාරයේ තැපැල්	10 00	12 00
තැපැල් ප්‍රවාහනය කරන බෝගි ආවරණ වැගනයක්	15 00	20 00
රෝද හතරේ වැගනයක්	10 00	18 00

8 A I කොටස : (I) පෙදය - ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ අති විශේෂ ගැසට් පත්‍රය - 200

සටහන.- 11 වැනි රෙගුලාසියේ දක්වා ඇති අවම භාස්කු තැපැල් ප්‍රවාහන වැගන්වලට ද වේ.

රෙගුලාසි 19

රුපියල් 250.00 ලොජකර, 375.00 ආදේශ කරන්න.

රෙගුලාසි 23 - වැගන් සඳහා ප්‍රමාද භාස්කු

බඩු බැම සඳහා ස්ථානගත කිරීමෙන් පසු, වැඩකරන පැය අවකාශ වඩා ප්‍රමාදවන වැගන් සඳහා ද ප්‍රමාද භාස්කු අයවිය යුතු පරිදි මෙම රෙගුලාසිය සංශෝධනය විය යුතු අතර, අදාළ භාස්කු පහත දැක්වෙන පරිදි සංශෝධනය වේ :

රෙගුලාසි 23 (ඒ)

23 (ඒ) රෙගුලාසියේ රු. 50.00 ලොජකර, රුපියල් 100.00 ආදේශ කරන්න

රෙගුලාසි 23 (බී)

23 (බී) රෙගුලාසියේ රුපියල් 50.00 ලොජකර, රුපියල් 100.00 ආදේශ කරන්න.

රෙගුලාසි 23 (සී) (I)

රුපියල් 400.00 ලොජකර, රුපියල් 600.00 ආදේශ කරන්න

රෙගුලාසි 23 (සී)(II)

රුපියල් 600.00 ලොජකර, රුපියල් 900.00 ආදේශ කරන්න

රෙගුලාසි 23 (සී)(III)

රුපියල් 800.00 ලොජකර, රුපියල් 1,200.00 ආදේශ කරන්න

රෙගුලාසි 23 (සී)(iv)

රුපියල් 1,00.00 ලොජකර, රුපියල් 1,500.00 ආදේශ කරන්න

රෙගුලාසි 24

රුපියල් 10.00 ලොජකර, රුපියල් 15.00 ආදේශ කරන්න

රෙගුලාසි 27 (ඒ)

“සියයට 5ක්” යන්න ලොජකර, “සියයට 7.5ක්” යන්න ආදේශ කරන්න. රුපියල් 50.00 ලොජකර, රුපියල් 100.00 ආදේශ කරන්න

රෙගුලාසි 27 (බී)

රුපියල් 5,000.00 ලොජකර, රුපියල් 7,500.00 ආදේශ කරන්න ; සහ රුපියල් 5,000.00 ලොජකර, රුපියල් 7,500.00 ආදේශ කරන්න

රෙගුලාසි 33 (ඒ)

පහත දැක්වෙන වගන්ති ලොජකර :

.....“ පහත දැක්වෙන අතිරේක භාස්කුවලට ද යටත් වේ. (ඒ) පරිච්ඡේදයේ දැක්වෙන සාමාන්‍ය බඩු ප්‍රවාහන භාස්කුවට අතිරේක වැගන්ගෙන් රඹුක්කනින් පහළ කිලෝ මීටරයකට රු. 9.00ක් ද, රඹුක්කනින් ඉහළ කිලෝමීටරයකට රුපියල් 13.50ක් ද වේ. අවම භාස්කු 25.00 සහ”.....

ඒ වෙනුවට පහත දැක්වෙන වගන්ති ආදේශ කරන්න.

.....“ පහත ගාස්තුවලට යටත්වේ”

(1) දුම්රිය සාමාන්‍යාධිකාරීගේ අභිමතය පරිදි නියම කරන යම් විශේෂ ගාස්තුවලට සහ ”.....

රෙගුලාසි 36

රුපියල් 500.00 ලොප්කර රුපියල් 750.00 ආදේශ කරන්න ; සහ රුපියල් 200.00 ලොප්කර රුපියල් 300.00 ආදේශ කරන්න.

සලාභිත සතුන් ප්‍රවාහනය

රෙගුලාසි 39 (ඒ)

39(ඒ) රෙගුලාසියේ රඹුක්කතින් පහළ රුපියල් 35.00 සහ රඹුක්කතින් ඉහළ රුපියල් 50.00 ලොප්කර පිළිවෙලින් රුපියල් 53.00 සහ රුපියල් 100.00 ආදේශ කරන්න.

රෙගුලාසි 39 (බී)

පවත්නා වගන්ති ලොප්කර,
“ බඩු දුම්රියයන් මගින් ගව ගැල්වල අලි ප්‍රවාහනය කිරීමේදී රෙගුලාසි 39(ඒ) හි සඳහන් ගාස්තු අදාළ වේ” යන්න ආදේශ කරන්න.

රෙගුලාසි 39 (සී)

39(සී) රෙගුලාසියේ රඹුක්කතින් පහළ සියලු මාර්ගවල වැගන් කිලෝ මීටරයකට රුපියල් 35.00 සහ රඹුක්කතින් ඉහළ වැගන් කිලෝමීටරයකට රුපියල් 50.00 යන්න ලොප්කර “රෙගුලාසි 39 (ඒ) හි සඳහන් ගාස්තු අදාළ වේ.” යන්න ආදේශ කරන්න.

රෙගුලාසි 39 (ඊ)

රුපියල් 1,500.00 ලොප්කර රුපියල් 2,500.00 ආදේශ කරන්න.

විශේෂ ගාස්තු

41 (ඒ) රෙගුලාසියේ “ක්ලින්කර්, මැටි, ඉන්ධන, උකුකිරි සහ කිරි නිෂ්පාදන, කඩදාසි පල්ප් සහ කඩදාසි නිෂ්පාදන, සිනි සහ හෝ, හෝ” ලොප්කර, ඒ වෙනුවට “කොහ වශයෙන් හෝ එක්ව ප්‍රවාහනය කරන වැගන් වශයෙන් හෝ ප්‍රවාහනය කරන ඕනෑම භාණ්ඩ සඳහා විශේෂ ගාස්තුවක් නියම කිරීම සඳහා දුම්රිය සාමාන්‍යාධිකාරී විසින් සලකා බලනු ලැබේ”. යන්න ආදේශ කරන්න.

41 (බී) රෙගුලාසි

බොහෝ කාලයක සිට මෙම සේවාවන් සැපයීමක් නොවන හෙයින්, මෙම රෙගුලාසිය ලොප් කරන්න.

රෙගුලාසි 47 (ඒ)

10(ඒ) රෙගුලාසිය මගින් ආවරණය වන හෙයින් මෙම රෙගුලාසිය ලොප්කරන්න.

රෙගුලාසි - ආකාරයේ බඩු වර්ගීකරණය

නව රෙගුලාසි 10 (ඒ) මගින් ආවරණය වන හෙයින්, “ආරක්ෂා ධාවනය වන හිස් වැනි වැගන්” යන්න ලොප් කරන්න.

අංක 08

ඇමුණුම :- 08
ජේදයට යොමුව :- 7.2.6



ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ගැසට් පත්‍රය

අති විශේෂ

අංක 2085/23 - 2018 අගෝස්තු මස 24 වැනි සිකුරාදා - 2018.08.24

(රජයේ බලයපිට ප්‍රසිද්ධ කරන ලදී)

I වැනි කොටස: (I) වැනි ඡේදය - සාමාන්‍ය

රජයේ නිවේදන

දුම්රිය ආඥාපනත

දුම්රිය ආඥාපනතේ (200 පරිච්ඡේදයේ) 03 හා 04 ඒ යන වගන්ති මගින් තමා වෙත පැවරී ඇති බලතල යටතේ මුදල් අමාත්‍යවරයාගේ එකඟත්වය ඇතිව ප්‍රවාහන අමාත්‍යවරයා විසින් පනවා ඇති ව්‍යවස්ථාව

නිමල්-සිරිපාල ද සිල්වා,
ප්‍රවාහන සහ සිවිල් ගුවන් සේවා අමාත්‍ය.

2018 අගෝස්තු මස 24 වැනි දින,
කොළඹ දී ය.

ව්‍යවස්ථාව

1926 පෙබරවාරි මස 26 වැනි දින අංක 7514 දරන ගැසට්පත්‍රයේ අතිරේකයෙහි පළකරන ලද හා වරින්වර සංශෝධනය කරන ලද මගී ප්‍රවාහනය, පාර්සල්, අශ්වයින්, වාහන සහ සුනඛයින් ප්‍රවාහනය, බඩු සහ සප්‍රාණික සතුන් ප්‍රවාහනය සහ ගාස්තු සහ බඩු වර්ගීකරණය පිළිබඳ රෙගුලාසි 2018 ඔක්තෝබර් 01 වැනි දින සිට තවදුරටත් පහත පරිදි සංශෝධනය කරනු ලැබේ.

“මගීන් යන ශීර්ෂය යටතේ”

17 වන රෙගුලාසිය - ගාස්තු

අතුරු ඡේදය -

(ඒ) සෑම දුම්රිය ස්ථානයක සිට හා / හෝ උපදුම්රිය ස්ථානයක සිට සඳහන් කර ඇති කලාප වකුයට අනුකූලව දක්වා ඇති ගාස්තුව පහත පරිදි සංශෝධනය කෙරේ.

මිනෑම ආරම්භක දුම්රිය/උප දුම්රිය ස්ථානයක සිට	මගී කි.මී 1 ට ගාස්තුව		
	I පන්තිය	II පන්තිය	III පන්තිය
1 කලාපය කි.මී. 0 සිට කි.මී. 10 දක්වා	4.20	2.30	1.30
2 කලාපය කි.මී. 11 සිට කි.මී. 50 දක්වා	3.80	2.10	1.20
3 කලාපය කි.මී. 51 සිට කි.මී. 100 දක්වා	3.30	1.80	1.00
4 කලාපය කි.මී. 101 සිට කි.මී. 200 දක්වා	2.50	1.40	0.80
5 කලාපය කි.මී. 201 සිට ඔබ්බට	1.90	1.10	0.60



(බී) දුම්රිය ස්ථාන දෙකක් හෝ නැවතුම් පොළවල් දෙකක් අතර ගමන් ගාස්තුව පිළියෙල කිරීමේදී "තුන්වන පන්තියේ ගාස්තුව ආසන්න රුපියල් පහටද, දෙවන පන්තියේ ගාස්තුව ආසන්න රුපියල් දහයටද, පළමු පන්තියේ ගාස්තුව ආසන්න රුපියල් විස්සටද වටයනු ලැබේ" යන්න නොවෙනස්ව පවතී.

(සී) අවම ගාස්තුව "පළමු පන්තියේ රුපියල් 40.00 දෙවන රුපියල් 20.00 හා තුන්වන පන්තියේ රුපියල් 10.00" යන්න නොවෙනස්ව පවතී. වේදිකා ප්‍රවේශපත්‍ර සඳහා දැනට ක්‍රියාත්මක වන රුපියල් 10.00 ගාස්තුවද නොවෙනස්ව පවතී.

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ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ගැසට් පත්‍රය
අති විශේෂ

The Gazette of the Democratic Socialist Republic of Sri Lanka
EXTRAORDINARY

අංක 2085/23 - 2018 අගෝස්තු මස 24 වැනි සිකුරාදා - 2018.08.24
No. 2085/23 - FRIDAY, AUGUST 24, 2018

(Published by Authority)

PART I : SECTION (I) — GENERAL
Government Notifications
THE RAILWAY ORDINANCE

RULES made with the concurrence of the Minister of Finance, by Minister of Transport of Virtue of powers vested in him by Sections 03 and 04A of the Railway Ordinance (Chapter 200)

NIMAL SIRIPALA DE SILVA,
Minister of Transport and Civil Aviation.

Colombo 10,
24th August 2018.

Rules

The rules for the conveyance of passengers parcels, horses, vehicles and dogs, goods and livestock, traffic and rates and classification of goods published in the Supplement to *Gazette* No. 7514 of 26th February 1926 amended from time to time are further amended with effect from October 1st 2018.

"Under heading Passengers"

Rules 17 - Rates

Includes sub para-

The rates livable from every railway station and or sub railway station as per following zonal table are revised as under

Any starting railway station	Rates per Passenger KM		
	1st Class	2nd Class	3rd Class
Zone 01 from 0 Km - 10 Km	4.20	2.30	1.30
Zone 02 from 11 Km - 50 Km	3.80	2.10	1.20
Zone 03 from 51 Km - 100 Km	3.30	1.80	1.00
Zone 04 from 101 Km - 200 Km	2.50	1.40	0.80
Zone 05 from 201 Km and above	1.90	1.10	0.60



1A-G 28355—507 (08/2018)
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Zone 02 from 11 Km - 50 Km	3.80	2.10	1.20
Zone 03 from 51 Km - 100 Km	3.30	1.80	1.00
Zone 04 from 101 Km - 200 Km	2.50	1.40	0.80
Zone 05 from 201 Km and above	1.90	1.10	0.60



IA - G 28355 — 507 (08/2018)

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අති විශේෂ

இலங்கைச் சனநாயக சோசலிசக் குடியரசு வர்த்தமானப் பத்திரிகை

அதிவிசேஷமானது

අංක 2085/23 - 2018 අගෝස්තු මස 24 වැනි සිකුරාදා - 2018.08.24

2085/23 ஆம் இலக்கம் - 2018 ஆம் ஆண்டு ஓகத்து மாதம் 24 ஆந் திகதி வெள்ளிக்கிழமை

(අරසාங்கத்தின் அதிகாரத்துடன் பிரசுரிக்கப்பட்டது)

பகுதி I : தொகுதி (I) - பொது

அரசாங்க அறிவித்தல்கள்

புகையிரதக் கட்டளைச் சட்டம்

புகையிரதக் கட்டளைச் சட்டத்தின் (200 ஆம் அத்தியாயம்) 3 மற்றும் 4ஏ ஆகிய பிரிவுகளின்படி தனக்கு வழங்கப்பட்டுள்ள அதிகாரத்தின் கீழ் நிதி அமைச்சரின் இணக்கத்துடன் போக்குவரத்து அமைச்சரினால் இடப்படும் விதிமுறைகள்.

நிமல் சிறிபால த சில்வா,

போக்குவரத்து மற்றும் சிவில் விமான சேவைகள் அமைச்சர்.

போக்குவரத்து மற்றும் சிவில் விமான சேவைகள் அமைச்சர்,
கொழும்பு,
2018, ஓகத்து 24.

விதிகள்

1926 ஆம் ஆண்டு பெப்புருவரி மாதம் 26 ஆந் திகதிய 7541 ஆம் இலக்கமுடைய அதிவிசேட வர்த்தமானியில் பிரசுரிக்கப்பட்டதும், அவ்வப்போது திருத்தம் செய்யப்பட்டதுமான பயணிகள் போக்குவரத்து, பொதிகள், குதிரைகள், வாகனங்கள், நாய்கள் கொண்டு செல்லல், பொருட்கள், கால்நடை ஏற்றியிறக்கல் செய்வதற்கான கட்டணங்களும் பொருட்கள் தரப்படுத்தல் சம்பந்தமான விதிகளும் 2018 ஆம் ஆண்டு ஒற்றோபர் மாதம் 01 ஆந் திகதியிலிருந்து மேலும் கீழ்க்காணப்படுமாறு திருத்தம் செய்யப்படுகின்றது :

“பயணிகள் எனும் தலைப்பின் கீழ்”-

17 ஆவது பிரமாணம் - கட்டணம்

1A - G 28355 — 507 (2018/08)

இவ் அதிவிசேட வர்த்தமானியை www.documents.gov.lk எனும் இணையத்தளத்திலிருந்து பதிவிறக்கம் செய்ய முடியும்.



2A

I கொடுபை : (I) லுகி ஷேடய - ஓ லகா ஸுலகாநிதிக ஸலாஷலாஃ ஷலாஷலே டிகி லிஷேஷ டுஷலி ஷலாஷ - 2018.08.24

பகுதி I : டுலாகுதி (I) - இலங்கைஷ ஷனநாயக ஷோஷலிஷஷக் குடியரசு வர்த்துலானப் பத்திரிகை - அதி லிஷேஷலானது - 2018.08.24

உபபந்தி -

ஏ. ஷகல புகையிரத நிலையங்களிலிருந்தும்/ உப புகையிரத நிலையங்களிலிருந்தும் குறிப்பிடப்பட்ட வலய சுற்றுலாட்ட த்திற்கமைய காட்டப்பட்டுள்ள கட்டணங்கள் கீழ்வருமாறு திருத்தப்படுகின்றன :

எந்தலொரு ஆரம்ப புகையிரத/உப புகையிரத நிலையங்களிலிருந்து	பயணிகள் கீ. மீ. 1 இற்கான கட்டணம்		
	I ஆம்வகுப்பு ரூ. ஷதம்	II ஆம்வகுப்பு ரூ. ஷதம்	III ஆம்வகுப்பு ரூ. ஷதம்
1 வலயம் கி. மீ. 01 இலிருந்து கி. மீ. 10 வரை	4.20	2.30	1.30
2 வலயம் கி. மீ. 11 இலிருந்து கி. மீ. 50 வரை	3.80	2.10	1.20
3 வலயம் கி. மீ. 51 இலிருந்து கி. மீ. 100 வரை	3.30	1.80	1.00
4 வலயம் கி. மீ. 101 இலிருந்து கி. மீ. 200 வரை	2.50	1.40	0.80
5 வலயம் கி. மீ. 201 இலிருந்து மேல்	1.90	1.10	0.60

பி. புகையிரத நிலையம் இரண்டிற்கிடையில் அல்லது புகையிரத தரிப்பிடம் இரண்டிற்கிடையில் பயணக் கட்டணம் தயாரிக்கும்போது “மூன்றாம் வகுப்பின் கட்டணம் கிட்டிய ஐந்து ரூபாவிற்கு, இரண்டாம் வகுப்பின் கட்டணம் கிட்டிய பத்து ரூபாவிற்கும் முதலாம் வகுப்பின் கட்டணம் கிட்டிய இருபது ரூபாவிற்கும் மட்டந்தட்டப்பட்டுள்ளது.

ஷீ. குறைந்த கட்டணம் “முதலாம் வகுப்பு ரூ. 40.00, இரண்டாம் வகுப்பு ரூ. 20.00, மூன்றாம் வகுப்பு ரூ. 10.00” என்று மாற்றம் இல்லாது காணப்படும். பிளாட்போம் அனுமதிப்பத்திரம் ரூ. 10.00 ஆக மாற்றம் இல்லாது காணப்படுகின்றது.

09-148

இலங்கை அரசாங்க அஷ்சுத் திணைக்களத்திற்கு பதிப்பிக்கப்பெற்றது.

Sub Total (B.G.T)

DEPOT	WEEKLY Requirements in LTRS	LAST WEEK		DELIVERED QUANTITY		Total Nos of Wagon	Deffarance	Calculation				Total	
		No of Wagons	%	LTRS	%			x	x	x	x		
PERADENIYA	130,593,150	1915	1930	59,969,770	1979	1974	70,623,380	60,029,873	x	4.5	x	80	21,610,754
								60,029,873	x	5.25	x	30	9,454,705
KOTAGALA	51,457,455	469	1031	11,655,540	997	452	39,801,915	33,831,628	x	5.25	x	96	17,051,141
								33,831,628	x	4.5	x	86	13,092,840
AMBEWELA-BFOT	-	53	3950	1,450,350	4100	55	(1,450,350)						-
HAPUTALE	67,640,720	351	144	8,965,800	122	337	58,674,920	49,873,682	x	5.25	x	164	42,941,240
								49,873,682	x	4.5	x	86	19,301,115
BADULLA	56,003,415	329	564	7,937,370	543	295	48,066,045	40,856,138	x	5.25	x	208	44,614,903
								40,856,138	x	4.5	x	86	15,811,325
VAVUNIYA	69,041,875	1370	3322	64,597,170	3347	1503	4,444,705	3,777,999	x	4.5	x	256	4,352,255
KURUNEGALA	176,237,220	182	146	5,250,850	155	190	170,986,370	145,338,414	x	4.5	x	97	63,440,218
ANURADHAPURA	124,558,315	1423	1957	59,762,340	1978	1437	64,795,975	55,076,579	x	4.5	x	207	51,303,833
BATICALOA	73,915,710	924	4347	44,299,730	4405	1368	29,615,980	25,173,583	x	4.5	x	351	39,761,674
GALLE	110,107,950	660	1163	28,938,150	1,147	653	81,169,800	68,994,330	x	4.5	x	127	39,430,260
MATARA	127,846,310	499	4485	22,608,690	4314	430	105,237,620	89,451,974	x	4.5	x	167	67,223,158
SLGR		1206		31,605,820		1211	(31,605,820)						
TOTAL	987,402,120	9381		347,041,580		9905							449,389,421

Sub Total (BMT)

DEPOT	WEEKLY Requirements in LTRS	LAST WEEK		DELIVERED QUANTITY IN		Total Nos of Wagon	Deffarance	Calculation				Total	
		No of Wagon	%	LTRS	%			x	x	x	x		
PERADENIYA	130,593,150	1915	1930	59,969,770	1979	1974	70,623,380	50,201.950	x	4.5	x	84	18,976,337
KOTAGALA	51,457,455	469	1031	11,655,540	997	452	39,801,915	28,856.388	x	5.25	x	30	7,906,807
AMBEWELA-BFOT	-	53	3950	1,450,350	4100	55	(1,450,350)	-	x				-
HAPUTALE	67,640,720	351	144	8,965,800	122	337	58,674,920	42,539.317	x	5.25	x	164	36,626,352
BADULLA	56,003,415	329	564	7,937,370	543	295	48,066,045	42,539.317	x	4.5	x	86	16,462,716
VAVUNIYA	69,041,875	1370	3322	64,597,170	3347	1503	4,444,705	34,847.882	x	5.25	x	208	38,053,887
KURUNEGALA	176,237,220	182	146	5,250,850	155	190	170,986,370	34,847.882	x	4.5	x	86	13,486,130
ANURADHAPURA	124,558,315	1423	1957	59,762,340	1978	1437	64,795,975	3,222.411	x	4.5	x	256	3,712,217
BATICALOA	73,915,710	924	4347	44,299,730	4405	1368	29,615,980	123,965.118	x	4.5	x	97	54,110,774
GALLE	110,107,950	660	1163	28,938,150	1,147	653	81,169,800	46,977.082	x	4.5	x	97	20,505,496
MATARA	127,846,310	499	4485	22,608,690	4314	430	105,237,620	21,471.585	x	4.5	x	351	33,914,369
SLGR		1206		31,605,820		1211	(31,605,820)	58,848.105	x	4.5	x	127	33,631,692
TOTAL	987,402,120	9381		347,041,580		9905		76,297.419	x	4.5	x	167	57,337,510
													360,435,330

2017/02

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	12148200	94	99	3,319,090	110	97
KOTAGALA	4786740	70	154	1,898,640	159	72
AMBEWELA-BF	0	0	0	0	0	0
HAPUTALE	6292160	57	20	1,450,350	19	55
BADULLA	5209620	55	91	1,371,240	91	52
VAVUNIYA	6422500	129	285	5,578,330	294	133
KURUNEGALA	16394160	16	11	421,920	13	16
ANURADHAPURA	11586820	121	148	4,991,770	166	134
BATICALOA	6875880	89	410	4,127,370	412	89
GALLE	10242600	60	110	2,382,790	96	54
MATARA	11892680	69	645	2,947,600	589	63
SLGR		110		659,250		106
TOTAL	91851360	870		29,148,350		871

2017/01

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA						
KOTAGALA						
AMBEWELA-BFOT						
HAPUTALE						
BADULLA						
VAVUNIYA						
KURUNEGALA						
ANURADHAPURA						
BATICALOA						
GALLE						
MATARA						
SLGR						
TOTAL						

189

2017/04

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	15185250	195	222	7,090,820	215	186
KOTAGALA	5983425	70	155	1,582,200	150	68
AMBEWELA-BF	0	0	0	0	0	0
HAPUTALE	7865200	60	31	1,529,460	22	58
BADULLA	6512025	58	102	1,397,610	101	57
VAVUNIYA	8028125	182	388	6,432,100	328	155
KURUNEGALA	20492700	22	19	634,490	17	19
ANURADHAPURA	14483525	201	269	7,087,960	243	179
BATICALOA	8594850	112	521	5,408,600	496	107
GALLE	12803250	85	158	3,256,450	150	82
MATARA	14865850	63	582	2,657,680	494	54
SLGR		142		0		138
TOTAL	114814200	1190		37,077,370		1103

2017/03

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	12148200	136	156	5,368,340	179	166
KOTAGALA	4786740	64	142	1,529,460	129	58
AMBEWELA-BFOT	0	0	0	0	0	0
HAPUTALE	6292160	46	17	1,213,020	17	46
BADULLA	5209620	47	83	1,213,020	81	46
VAVUNIYA	6422500	141	274	5,431,840	285	148
KURUNEGALA	16394160	23	18	606,510	18	23
ANURADHAPURA	11586820	127	168	5,494,990	184	138
BATICALOA	6875880	104	483	5,032,000	503	108
GALLE	10242600	67	119	3,593,280	144	79
MATARA	11892680	60	559	3,323,370	564	72
SLGR		108				115
TOTAL	91851360	923		32,805,830		999

2017/06

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK			DELIVERED QUANTITY IN THIS WEEK			TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	LTRS	%	
PERADENIYA	12148200	171	183	5,150,310	172	4,513,080	154	143
KOTAGALA	4786740	46	100	1,265,760	105	1,186,650	103	47
AMBEWELA-BFOT	0	0	0	0	0	26,370	100	1
HAPUTALE	6292160	35	22	1,054,800	14	1,213,020	15	43
BADULLA	5209620	35	63	975,690	66	1,028,430	73	41
VAVUNIYA	6422500	104	220	5,575,210	293	6,743,770	313	135
KURUNEGALA	16394160	10	8	263,700	8	105,480	3	3
ANURADHAPURA	11586820	104	143	4,622,690	155	4,785,740	137	95
BATICALOA	6875880	80	369	3,541,170	355	3,882,600	408	508
GALLE	10242600	84	151	4,157,110	167	2,614,140	73	42
MATARA	11892680	23	207	1,246,310	250	2,128,190	356	41
SLGR		104						122
TOTAL	91851360	796		27,852,750		28,227,470		1221

2017/05

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK			DELIVERED QUANTITY IN THIS WEEK			TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	LTRS		
							NO OF WAGONS		NO OF WAGONS	LTRS	LTRS
PERADENIYA	12148200	171	183	5,150,310	172	4,513,080	154	143
KOTAGALA	4786740	46	100	1,265,760	105	1,186,650	103	47
AMBEWELA-BFOT	0	0	0	0	0	26,370	100	1
HAPUTALE	6292160	35	22	1,054,800	14	1,213,020	15	43
BADULLA	5209620	35	63	975,690	66	1,028,430	73	41
VAVUNIYA	6422500	104	220	5,575,210	293	6,743,770	313	135
KURUNEGALA	16394160	10	8	263,700	8	105,480	3	3
ANURADHAPURA	11586820	104	143	4,622,690	155	4,785,740	137	95
BATICALOA	6875880	80	369	3,541,170	355	3,882,600	408	508
GALLE	10242600	84	151	4,157,110	167	2,614,140	73	42
MATARA	11892680	23	207	1,246,310	250	2,128,190	356	41
SLGR		104						122
TOTAL	91851360	796		27,852,750		28,227,470		1221

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2017/08

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK			DELIVERED QUANTITY IN THIS WEEK			TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	LTRS		
							NO OF WAGONS		NO OF WAGONS	LTRS	LTRS
PERADENIYA	12148200	222	208	6,239,090	207	6,239,090	207	220
KOTAGALA	4786740	36	80	1,160,280	97	1,160,280	97	44
AMBEWELA-BFOT	0	8	800	263,700	1000	263,700	1000	10
HAPUTALE	6292160	20	6	738,360	9	738,360	9	28
BADULLA	5209620	20	35	817,470	54	817,470	54	31
VAVUNIYA	6422500	154	348	7,098,020	374	7,098,020	374	164
KURUNEGALA	16394160	20	16	682,880	20	682,880	20	25
ANURADHAPURA	11586820	131	157	5,567,240	185	5,567,240	185	133
BATICALOA	6875880	76	349	4,110,200	410	4,110,200	410	88
GALLE	10242600	55	93	2,613,790	104	2,613,790	104	60
MATARA	11892680	30	255	1,655,540	331	1,655,540	331	37
SLGR		112		30,946,570		30,946,570		117
TOTAL	91851360	884		61,893,140		61,893,140		957

2017/07

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK			DELIVERED QUANTITY IN THIS WEEK			TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	LTRS		
							NO OF WAGONS		NO OF WAGONS	LTRS	LTRS
PERADENIYA	15185250	269	268	7,784,320	259	7,784,320	259	262
KOTAGALA	5983425	27	54	711,990	60	711,990	60	27
AMBEWELA-BFOT	0	10	1000	263,700	1000	263,700	1000	10
HAPUTALE	7865200	27	9	527,400	7	527,400	7	20
BADULLA	6512025	18	32	342,810	23	342,810	23	13
VAVUNIYA	8028125	174	396	6,617,900	349	6,617,900	349	155
KURUNEGALA	20492700	19	17	606,510	19	606,510	19	23
ANURADHAPURA	14483525	136	203	5,926,320	198	5,926,320	198	134
BATICALOA	8594850	92	544	4,855,000	486	4,855,000	486	104
GALLE	12803250	69	120	2,623,240	105	2,623,240	105	62
MATARA	14865850	57	514	1,978,820	396	1,978,820	396	46
SLGR		139		0		0		134
TOTAL	114814200	1037		32,238,010		32,238,010		990

2018/09

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	15185250	235	212	7,140,290	238	265
KOTAGALA	5983425	56	123	1,107,540	93	42
AMBEWELA-BFOT	0	18	1350	474,660	1200	18
HAPUTALE	7865200	39	14	764,730	12	29
BADULLA	6512025	43	64	659,250	45	25
VAVUNIYA	8028125	178	427	7,914,440	416	175
KURUNEGALA	20492700	30	25	663,600	20	23
ANURADHAPURA	14483525	193	274	8,590,760	287	206
BATICALOA	8594850	114	538	5,373,400	537	114
GALLE	12803250	74	119	3,336,970	133	82
MATARA	14865850	58	505	2,936,820	586	67
SLGR		141				140
TOTAL	114814200	1179		38,962,460		1186

2018/10

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	12148200	256	232	6,571,840	219	242
KOTAGALA	4786740	21	42	632,880	52	24
AMBEWELA-BF	0	9	450	237,330	450	9
HAPUTALE	6292160	0	2	52,740	1	2
BADULLA	5209620	0	0	0	0	0
VAVUNIYA	6422500	143	325	6,374,360	335	149
KURUNEGALA	16394160	6	6	237,330	8	9
ANURADHAPU	11586820	175	246	6,566,390	219	152
BATICALOA	6875880	84	397	4,287,200	430	92
GALLE	10242600	62	106	2,024,470	81	49
MATARA	11892680	60	521	2,018,990	404	47
SLGR		111				109
TOTAL	91851360	927		29,003,530		884

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2018/11

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	12148200	208	202	6,792,590	226	228
KOTAGALA	4786740	28	69	580,140	49	22
AMBEWELA-BFOT	0	8	350	184,590	350	7
HAPUTALE	6292160	18	6	421,920	6	16
BADULLA	5209620	5	9	131,850	9	5
VAVUNIYA	6422500	147	350	6,831,200	360	155
KURUNEGALA	16394160	31	21	1,028,430	29	39
ANURADHAPURA	11586820	138	214	6,128,480	204	151
BATICALOA	6875880	89	348	3,682,190	368	81
GALLE	10242600	56	102	2,335,910	94	52
MATARA	11892680	41	380	1,715,370	344	38
SLGR		118				123
TOTAL	91851360	887		29,832,670		917

2018/12

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA						
KOTAGALA						
AMBEWELA-BFOT						
HAPUTALE						
BADULLA						
VAVUNIYA						
KURUNEGALA						
ANURADHAPURA						
BATICALOA						
GALLE						
MATARA						
SLGR						
TOTAL						

30 65 25 *

Sub Total

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	30370500	1915	1930	59,969,770	1979	1974
KOTAGALA	11966850	469	1031	11,655,540	997	452
AMBEWELA-BFOT	0	53	3950	1,450,350	4100	55
HAPUTALE	42337350	351	144	8,965,800	122	337
BADULLA	13024050	329	564	7,937,370	543	295
VAVUNIYA	16056250	1370	3322	64,597,170	3347	1503
KURUNEGALA	40985400	182	146	5,250,850	155	190
ANURADHAPURA	28967050	1423	1957	59,762,340	1978	1437
BATICALOA	17189700	924	4347	44,299,730	4405	1368
GALLE	25606500	660	1163	29,502,960	1,147	653
MATARA	29731700	499	4485	22,608,690	4314	430
SLGR		1206		31,605,820		1211
TOTAL	256235350	9381		347,606,390		9905

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මගේ අංකය :- CAR/GNS/06/G.O/Vehicle

ප්‍රධාන ගණකාධිකාරී කාර්යාලය,

දුම්රිය දුලස්ථානය,

කොළඹ 10

2018 මැයි 14 දින

විගණන අධිකාරී,

රජයේ විගණන අංශය,


ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුව.

විගණන සඳහා තොරතුරු ලබාදීම.

ඔබේ අංක CTP/B/දු.දෙ./2/18තොරතුරු/32 හා 2018/04/19 දිනෙහි ලිපිය හා බැඳේ. ම විසින් එවන ලද අංක CAR/GNS/06/G.O/Vehicle 2018 මැයි 14 දිනෙහි ලිපියට අමතර වශයෙනි.ගල් අඟුරු වලට අදාළ තොරතුරු පහත වගුවේ දක්වා ඇත.

භාණ්ඩ වර්ගය	වර්ෂය					එකතුව
	2013	2014	2015	2016	2017	
ඉන්ධන	අංක CAR/GNS/06/G.O/Vehicle 2018 මැයි 14 දිනෙහි , ලිපියෙන් එවා ඇත.					
භුණුගල්						
සිමෙන්ති						
පිටි						
ත්‍රිපෝෂ						
ගල් අඟුරු	නැත	නැත	නැත	11,810,400.00	27,529,480.00	39,339,880.00
සියැම්පිටි	අංක CAR/GNS/06/G.O/Vehicle 2018 මැයි 14 දිනෙහි , ලිපියෙන් එවා ඇත.					
කැපැල්						
පාර්සල්						
පශු සම්පත්	-	-	-	-	-	-
වෙනත්						

වෙනත් තොරතුරු මෙතෙක් ලැබී නැත.එබැවින් එම තොරතුරු කඩිනමින් ලබා ගෙන මබ වෙත එවීමට කටයුතු කරන බව මෙයින් කාරුණිකව දන්වමි.


 සුනිල් බණ්ඩාරත්න
 ප්‍රධාන මූල්‍ය නිලධාරී
 දුම්රිය සාමාන්‍යාධිකාරී වෙනුවට

අදාළ 10

මගේ අංකය :- CAR/GNS/06/G.O/Vehicle

ප්‍රධාන ගණකාධිකාරී කාර්යාලය,

දුම්රිය දුලස්ථානය,

කොළඹ 10

2018 මැයි 14 දින

විගණන අධිකාරී,

රජයේ විගණන අංශය,

ශ්‍රී ලංකා දුම්රිය දෙපාර්තමේන්තුව.

විගණන සඳහා තොරතුරු ලබාදීම.

ඔබේ අංක CTP/B/දු.දෙ./2/18තොරතුරු/32 හා 2018/04/19 දිනෙහි ලිපිය හා බැඳේ. එමගින් අපේක්ෂිත තොරතුරු පහත පරිදි ඉදිරිපත් කරමි.

භාණ්ඩ වර්ගය	වර්ෂය					එකතුව
	2013	2014	2015	2016	2017	
ඉන්ධන	382,321,362.00	335,942,350.00	350,605,933.00	387,792,869.00	391,469,821.00	1,848,132,335.00
හුණුගල්	45,663,104.62	49,875,154.14	55,606,329.42	57,558,770.00	52,646,370.36	1,848,132,335.00
සිමෙන්ති	22,105,740.00	14,774,890.00	14,739,450.00	7,558,590.00	8,888,865.00	68,067,535.00
පිටි	1,911,635.00	1,856,320.00	1,834,171.00	1,982,815.00	1,982,815.00	9,567,756.00
ත්‍රිපෝෂ	6,425,464.00	7,885,490.00	8,384,783.00	5,551,994.00	6,360,018.00	34,607,749.00
ගල් අඟුරු						
සියැම්සිට්	98,530,350.58	94,315,511.59	185,436,341.15	92,609,944.07	68,676,204.38	539,568,351.77
කැපැල්	18,660,865.00	18,742,716.00	20,867,169.00	23,781,172.00	24,268,670.00	539,568,351.77
පාර්සල්	111,784,082.00	124,398,411.50	125,445,802.50	145,352,621.00	133,595,928.50	1,079,136,703.54
පශු සම්පත්	-	-	-	-	-	-
වෙනත්						

ගල් අඟුරු හා වෙනත් ප්‍රවයන්ට අදාළ තොරතුරු මෙතෙක් ලැබී නැත. එබැවින් එම තොරතුරු කඩිනමින් ලබා ගෙන මඛ වෙත එවීමට කටයුතු කරන බව මෙයින් කාරුණිකව දන්වමි.

සුනිල් බටුවන්තුඩාව
 ප්‍රධාන මූල්‍ය නිලධාරී
 දුම්රිය සාමාන්‍යාධිකාරී වෙනුවට

AGREEMENT

THIS AGREEMENT is made and entered into on this 23rd December in the year Two Thousand and Fifteen (2015) at Colombo in the Democratic Socialist Republic of Sri Lanka.

BY AND BETWEEN

Dudurallyn Acharige Palitha Ariyaratne, General Manager of Railways of The DEPARTMENT OF SRI LANKA RAILWAYS OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA of P.O. Box. 355, Colombo 10, acting for and on behalf of the Government of the Democratic Socialist Republic of Sri Lanka (hereinafter referred to as "SLR" which term or expression as herein used shall where the context so requires; mean and include the said General manager of Railways of the Department of Sri Lanka Railways and his successors in office and any person acting in such office) of the "FIRST PART"

AND

HOLCIM (LANKA) LIMITED, a company duly incorporated in accordance with the companies Act No.7 of 2007 of Sri Lanka and having its registered office/principal place of business at No.413, R. A. De Mel Mawatha, Colombo 03, in the said Republic (hereinafter referred to as "HLL" which term or expression as herein used shall where the context so require or admit mean and include the said HOLCIM (LANKA) LIMITED its successors and permitted assigns) of the SECOND PART.

"HLL" and "SLR" shall hereinafter be individually referred to as a "Party" and collectively be referred to as "the parties".

WHEREAS SLR is *inter alia* the governmental regulatory body for the rail transportation of passengers and goods in Sri Lanka.

AND WHEREAS HLL is principally engaged in the business of *inter alia* manufacturing, producing and distribution of cement in Sri Lanka.

AND WHEREAS HLL are desirous of transporting coal and other cargo of materials necessary for its business between China bay and Maho in the said Republic and have carried out negotiations with SLR for SLR to facilitate such transportation.

AND WHEREAS the Parties have principally agreed on the terms and conditions subject to which SLR shall facilitate the rail transportation by HLL of requisite coal and other cargo necessary for its business which are set out hereinafter and the Parties have further agreed that facilitation by SLR of the said rail transportation requirements of HLL shall be governed in accordance with the provisions of this Agreement.

NOW THIS AGREEMENT WITNESSETH AS FOLLOWS:

1. REPRESENTATIONS AND WARRANTIES

Each of the parties represents and warrants that:

- 1.1 They have the legal power and authority to enter into and perform their respective obligations under this Agreement;
- 1.2 They have the financial capacity to undertake and perform their respective obligations under this Agreement;
- 1.3 The execution of this Agreement does not constitute a breach of any obligations (statutory contractual or fiduciary) under any law agreement or undertaking by which the parties may be separately bound.

2. RIGHTS AND OBLIGATION OF THE PARTIES

2.1 HLL undertakes and agrees to:

2.1.1 Provide coal and other cargo to transport by container flatbeds of not less than two thousand six hundred (2,600) flatbeds per annum by rail transportation between China bay and Maho subject to minimum of 80% ($2600 \times (80/100) = 2080$). The said Flatbeds must be able to carry two TEUs (Twenty Equal Units) at once and must be able to carry 45 mt of net weight (Weight of container and the cargo).

2.1.2 Provide to SLR suitable and requisite number of containers for the Rail transportation of the coal and other cargo from time to time in accordance with the provisions of this Agreement. For the avoidance of doubt, title/ownership

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in the said containers shall at all-time vest with HLL. Further HLL will pack the coal and other cargo into containers in such a manner that it is comply with the Sri Lankan environmental regulations. HLL has informed to SLR cost and life time of containers prior to handover for the purpose of container transportation.

- 2.1.3 Provide all requisite handling equipment's for use of the SLR stations at China bay and Maho and carry out and undertake all operations relating to loading, unloading, storing and all other related and incidental operations and deploy requisite number of ^{Personnel} ~~personal~~ to undertake such operations by HLL.

- 2.1.4 Conduct all loading and unloading operations related to each container of coal and other cargo within the proximity of the SLR stations in china bay or Maho within eight (08) hours upon arrival of containers to such each station. The HLL will deploy necessary personal, equipment and machineries at such stations to ensure such timely loading and unloading. If the container is delayed for more than thirty minutes than the scheduled time of arrival at such station, HLL may take additional time for loading and unloading the containers. In such case, additional time will be one fourth (1/4) of the particular duration of the delay in the arrival of such container. Further, if HLL takes more time for unloading the containers, the total additional time, taken by HLL for a given consignment is to be added to the "Minimum Time Period" calculated in terms of clause 3.2.1

- 2.1.5 Provide SLR with no less than Fourteen (14) days notice of the estimated commencement date and number of container flatbeds to be transported for each and every cargo consignments. This is to facilitate SLR to make necessary arrangement for the transportation. However the final estimated date for the transport commencement will be notified before a day.

- 2.1.6 HLL may reduce the number of container flatbeds requested as per clause 2.1.5 at any time during the operation with the mutual agreement of SLR

- 2.1.7 Any damage to SLR properties due to fault of HLL during the operation as agreed under this Agreement, here by HLL is to repair and upgrade in accordance with the requirements of SLR free of cost.

2.1.8 Gantry cranes & all other equipment, shall be suitable for the operation mentioned herein. In addition, HLL is to use standard containers all the time during the tenure of this Agreement. Further, if there is no disturbance to HLL operation, HLL will provide the service of said gantry cranes for SLR at pre agreed cost.

2.1.9 Obtain all necessary clearances, licenses and/or approvals as and when required from relevant authorities in order to execute the scope of work hereof.

2.2 SLR Undertakes and agrees to:

2.2.1 Repair and upgrade in accordance with the requirements of HLL the railway siding from the SLR station at Maho up to the specified HLL container handling location allocated at Maho.

2.2.2 Provide and make available the requisite land areas to be allocated to HLL within the precincts of the SLR stations at Maho and China bay for the requisite handling of container loading, unloading, storing and other related and incidental operations of HLL. Such land shall be cleared and covered by barbed wire fence at the cost of HLL.

2.2.3 Maintain the railway tracks and rolling stock between China bay and Maho handling locations in good working order and condition to prevent any disruption to the rail transportation of HLL's coal and other cargo during the subsistence of this Agreement.

2.2.4 Provide requisite rolling stock to transport not less than 9 flatbeds; Each container flatbed can carry minimum of 45 MT from China bay to Maho or Maho to China bay. SLR shall maintain at least 50% of train trips carry minimum of 12 container flatbeds in each and every carry.

2.2.5 During the initial six (06) months of this Agreement, provide requisite rail facilities to ensure one (01) train trip/carry per day (China bay-Maho-China bay). Further SLR should ensure to transport the HLL requested number of

in Maho & China Bay. Every expense related to this effect shall be borne by HLL.

- 2.2.12 Electricity and water supply at the container handling locations, allocated at the SLR stations Maho and China bay shall be arranged by HLL and SLR will facilitate by providing necessary documents on HLL request to get it done being the land lord and the facilitator. Here the actual costs of electricity/water bills be absorbed by HLL.
- 2.2.13 Be responsible and liable for any material spillages during the transit from China bay to Maho due to a fault of SLR and SLR is liable to comply with Sri Lankan environmental regulations during the said transit
- 2.2.14 Be responsible to inform HLL or its contact person if any complaints/inputs received regarding to violations or improvements of transportation of the said materials between China bay and Maho.
- 2.2.15 Be responsible to take reasonable precautions to eliminate accidents during the performance of the duties by SLR according this agreement.
- 2.2.16 Obtain required certification to ensure operational worthiness of engines and Container flatbed wagons which are utilized to perform the said operation during the period of the agreement.
- 2.2.17 Conduct regular maintenance of railway infrastructure, locomotives and Container flatbed wagons in order to ensure safe and efficient service under this agreement.
- 2.2.18 Properly administer, maintain and secure the dedicated container handling areas allocated at the SLR stations at China bay and Maho for HLL and SLR shall be solely responsible and liable to meet the costs of any damage or destructions caused to the gantry cranes, container boxes, vehicles or any other equipment, machinery or other property deposited or affixed at such locations by HLL attributable to any fault and/or negligence on the part of SLR and/or its servants and agents. For the avoidance of doubt title in such gantry cranes, container boxes, vehicles or any other equipment, machinery or other property deposited or affixed at such locations shall at all times remain with HLL.

CML

Here, HLL nominated representative (at handling locations in China bay/Maho) will assure to stop the gantry crane operation when a train arrives/leaves at the particular handling location in China bay/Maho.

3 CONSIDERAION AND PAYMENTS TO SLR

- 3.1 In consideration of SLR fulfilling its obligations in accordance with the provisions contained in Clause 2.2 hereinabove, HLL shall pay SLR a sum of Rupees Nine Hundred and Twenty Five (Rs.925/-) per kilometer in train trip/carry (China bay-Maho-China bay) being measured at Three Hundred and Four kilometers (304 km). (Such payment shall be paid by HLL;)
- 3.2 However Payments should be according to the following formulas.
- 3.2.1 In the period mentioned in clause 2.2.5 (When SLR guarantees, one train trip per day)

Number of Train Trips (NTT) =

Converted to nearest upper whole number $\left(\frac{\text{Number of of Container flat beds transported for a given consignment}}{12} \right)$

Minimum Time Period =

Converted to nearest upper whole number $\left\{ 1.3 \left[\text{Converted to nearest upper whole number} \left(\frac{\text{Total number of Container flat beds given for a consignment as in clause 2.1.5}}{12} \right) \right] \right\}$

^Including Saturdays / Sundays & other holidays)

Note: In above equation, When Total number of container flatbeds given for a consignment is divided by twelve, resulted number to be converted to a neared upper whole number before multiplying by one point three (1.3). The resulted number after multiplying by one point three (1.3) has also to be converted to neared upper whole number in determining the Minimum Time Period

Maximum Time Period = Minimum Time Period + 10

3.2.2 In the period mentioned in clause 2.2.5 (When SLR guarantees, two train trips per day)

Number of Train Trips (NTT) =

Converted to nearest upper whole number $\left(\frac{\text{Number of of Container flatbeds transported for a given consignment}}{12} \right)$

Minimum Time Period =

Converted to nearest upper whole number $\left\{ 0.65 \right\}$ Converted to nearest upper whole number $\left(\frac{\text{Total number of Container flatbeds given for a consignment as in clause 2.1.5}}{12} \right)$

^Including Saturdays/Sundays & other holidays)

Note: In above equation, When Total number of container flatbeds given for a consignment is divided by twelve, resulted number to be converted to a neared upper whole number before multiplying by one point three (1.3). The resulted number after multiplying by one point three (1.3) has also to be converted to neared upper whole number in determining the Minimum Time Period

Maximum Time Period = Minimum Time Period + 10 days

3.2.3 Total charges for the transportation of a given consignment will be calculated as follows;

3.2.3.1 If the transportation of a given consignment is completed within Minimum Time Period

Total payment = (NTT * 925 * 304) + applicable tax

3.2.3.2 If the given transportation of a given consignment is not completed within the Minimum Time Period, but completed before the Maximum Time Period

Total payment = (NTT * 925 * 304 - Late Transport Reduction) + applicable tax

Late Transport Reduction = Number of container flatbeds transported after the Minimum Time Period * 925 * 22.5

Eight Hundred Thousand (Rs. 3,800,000/-) as compensation for SLR's improvements effected to the said premises;

3.5 In addition to the remuneration payable by HLL to SLR under Clause 3.1 and 3.2 hereinabove, SLR shall be entitled to charge HLL an annual rental for the container storage areas provided at the SLR stations in Maho and China bay at the rate based on a valuation carried out by the Government Valuer. For the avoidance of doubt, truck maneuvering areas, gantry crane maneuvering areas shall be excluded in the calculation of container storage areas;

3.6 Term of "transportation of a single container flatbed" is defined as each loaded coal or other cargo container flatbed transported from China bay to Maho and re transport loaded or empty container from Maho to China bay. Payment terms are applied accordingly.

3.7 All payments to SLR by HLL will be made only after receipt of an invoice referring to the Agreement, by transfer to a bank account in favour of SLR.

3.8 SLR to raise the invoice after the completion of a given consignment and HLL to pay SLR within 30 days from the receipt of the invoice from SLR subject to the clause 3.7.

4 FURTHER WARRANTIES AND REPRESENTATIONS BY SLR

4.1 SLR represents and warrants that it is knowledgeable about and will comply with all anty-corruption, anty-bribery, antitrust and anti-money laundering laws, applicable tax laws and any other criminal laws, as well as any other rules and regulations applicable to the performance of this agreement and the services to be provided thereunder.

4.2 SLR hereby represents and warrants that neither payments nor any other advantages or favours have been or shall be, directly or indirectly, offered, promised, or provided to:

(i) a private party; or

(ii) a public official, member of the judicial system or any other government related _____

or state-owned entity or person ("Public Official") for himself or herself or another person or entity, in order to influence official action, or any Public Official, which _____

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as a result could lead to an improper advantage in relation to the business of HLL.

4.3 SLR hereby represents and warrants that it and/or all of its officers, employees and subcontractors who will perform services under this Agreement are knowledgeable about the laws, restrictions and principles referenced in Clause 4.1 and agree to take appropriate steps to ensure compliance by any such persons with respect to the services to be performed under this Agreement

4.5 Notification Duty

However, if there is a violation by SLR of the provisions contained in clause 4.1 and if HLL determines that such violations provide good cause for termination of this agreement, HLL may take steps to terminate this agreement having given 14 days' notice to SLR.

4.6 Indemnification

SLR agrees to indemnify and hold harmless HLL its affiliates, parent HLL, employees, customers, assigns, and others as to any claim asserted against HLL its affiliates, parent company or its employees, customers, assigns or others alleging any liability arising out of any breach by SLR of any of the representations and warranties set forth in this Agreement, or any negligent or intentional wrongful acts of SLR that occur during the term of the Agreement.

5. COMMENCEMENT AND DURATION

This Agreement shall be deemed to have come into effect on 23rd December 2015 and shall continue in effect, subject to the termination provisions herein contained until 22nd December 2020.

6. TERMINATION

6.1 If either party commits a material breach or material default in the performance or observance of any of its obligations under this Agreement, then the party not in breach or not in default may give notice of such default or breach to the party in default or breach and require such party to comply with remedial action as more fully mentioned in such notice on or before a date specified therein, which shall be reasonable in the circumstances. In the event such party in default or breach fails to comply with such remedial action on or before the specified time period, the party not in breach or not in defaults shall be entitled to terminate the agreement by giving 30 days written notice to the party in breach or default.

Handwritten initials and signatures: J, J, and CNL

6.2 If the Government of Sri Lanka determines that due to a national necessity, the early termination of this agreement is required before the expiration of the period of this agreement, the SLR will have the right to terminate this agreement at any time during the duration of this agreement.

Provided that the SLR will not terminate this agreement on the ground of national necessity, unless such national necessity is material and applicable to the substance of this agreement "

7. **SECRECY AND CONFIDENTIALITY**

7.1 The Parties hereto undertake to keep in the strict confidence any confidential or proprietary information of any nature belonging to each other which may come into possession or knowledge of the Parties during the course of this Agreement.

7.2 The disclosure of any such information shall require the prior written approval of all Parties unless such disclosure is required by law.

7.3 The covenants and obligations of this Clause shall survive any termination or sooner determination of this Agreement and the Parties shall continue to observe their respective obligations set forth in this Clause, regardless of whether a party's rights hereunder are terminated or a party ceases to be a party hereto.

7.4 The aforesaid provision shall also apply to the employees, agents, subcontractors, officers and consultants of the Parties, as the case may be.

8. **DISPUTE RESOLUTION**

8.1 The Parties shall make every effort to resolve amicably by direct informal negotiation any disagreement, dispute or difference arising between them under or in connection with this Agreement.

8.2 If after Thirty (30) days from the commencement of such informal negotiation the Parties are unable to resolve amicably such dispute, disagreement or difference, either party may require that the dispute be referred for resolution by arbitration in Sri Lanka by a single arbitrator appointed jointly by the Parties or in the event the Parties are unable to agree on a single arbitrator, by a panel of three (3) Arbitrators, one each to be appointed by the Parties hereto and the third, who shall be the Chairman of the Panel of Arbitrators, to be appointed by the said two Arbitrators. One Party sending a notice appointing its Arbitrator and requiring the other Party to

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appoint its Arbitrator, shall be deemed to commence Arbitration proceedings. If the second party fails to appoint an Arbitrator within fourteen (14) days of the notice, notwithstanding anything else stated herein, the Arbitrator, already appointed, shall proceed to arbitrate the matter as the Sole Arbitrator. To the extent they are not in conflict with the provisions hereof the provisions of the Sri Lankan Arbitration Act No.11 of 1995 shall apply to the arbitration.

8.3 The Parties hereto shall not suspend or terminate the performance of their obligations hereunder merely on the ground of having proceeded to arbitration.

09. MISCELLANEOUS

9.1 Addresses and notices

For the purpose of this Agreement, including the giving of notices and the serving of legal process, the Parties choose their addresses set out at the commencement of this Agreement.

Each notice may be delivered personally, sent by registered post, telex or facsimile transmission. A notice shall be deemed to be delivered when received by regular or certified mail or, if by facsimile or by telex, when received.

9.2 Entire Contract

This Agreement constitutes the entire contract between the Parties in respect of the matters dealt with in this Agreement and no representations, terms, conditions or warranties not contained in this Agreement shall be binding on the Parties.

9.3 Variation and Cancellation

No agreement varying, adding to, deleting from or canceling. This Agreement shall be effective unless reduced to writing and signed by or on behalf of the Parties.

9.4 Governing law

This Agreement shall be governed by an interpreted pursuant to the laws of Sri Lanka.

9.5 Severability

Each undertaking contained in this Agreement shall be read and construed independently of the other undertakings herein contained. So that if one or more should be held to be invalid as an unreasonable restraint of trade or for any other reason whatsoever then the remaining undertakings shall be valid to the extent that they are not held to be so invalid.

9.6 Remedies and Waivers

9.6.1 No delay or omission on the part of any Party in exercising any right, power or remedy provided by law or under this Agreement shall impair such right, power or remedy, or operate as a waiver thereof.

9.6.2 No provision of this Agreement shall be deemed waived unless such waiver is in writing and signed by both Parties.

9.6.3 A waiver is effective only in the specific instance and for the specific purpose for which it is given.

9.6.4 The single or partial exercise of any right, powers or remedy provided by law or under this Agreement shall not preclude any other or further exercise thereof or the exercise of any other right, power or remedy.

9.6.5 The rights, powers and remedies provided in this Agreement are cumulative and not exclusive of any rights, powers and remedies provided by law.

9.7 Further Assurances

Each Party shall co-operate with the other and execute and deliver to the other such other instruments and documents and take such actions as may be reasonably requested from time to time in order to carry out, evidence and confirm their rights and the intended purposes of this Agreement, as amended and supplemented from time to time.

9.8 Force Majeure

If the performance of this Agreement or any obligation hereunder is prevented, restricted, delayed or interfered with by reason of fire, flood, typhoon earthquakes, epidemics, war, civil war, civil disturbances, strike or any other cause beyond their reasonable control, the Parties hereto shall be excused from performance of this Agreement to the extent of such prevention, restriction, delay or interference, provided, however that the party shall resume performance hereunder with the utmost dispatch whenever such cause is removed.

9.9 Best Endeavour

The Parties hereto recognize that it is impracticable to make provisions for every contingency that may arise in the course of performance of the provisions hereof and accordingly declare that this Agreement shall operate between them with fairness and without detriment to the interest of any party and covenant and agree with each other that they shall use their best endeavors to ensure that full effect be given to the terms of this Agreement in the spirit in which it was agreed.


10. ASSIGNMENT

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The rights and obligations of the parties hereto shall not be capable of assignment without the prior written consent in writing of the other parties, but subject thereto, shall ensure to the benefit of and shall be binding on the respective successors in title and permitted assigns of the Parties and the Parties shall procure such successor in title and/or permitted assignees to execute an agreement with the other Parties agreeing to be bound by these terms and conditions mutatis mutandis.

IN WITNESS WHEREOF the authorized signatories of the said HOLCIM (LANKA) LIMITED and the said DEPARTMENT OF SRI LANKA RAILWAYS have set their hands hereunto and to One (01) other of the same tenor and date first above mentioned.

For and on behalf of HOLCIM (LANKA) LIMITED


23/12/2015

Lalimal Fonseka
Head of Procurement



Charith Wijendra
VP-Supply Chain

WITNESSES:



Ruchira Weerasingha
Distribution Manager
810121963V



2. Nalini Dayananda
Logistics Planning Manager
673630375V

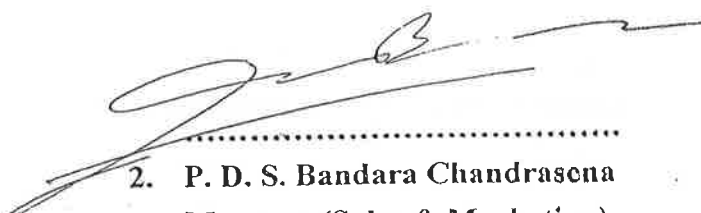


General Manager of RAILWAYS For and on behalf of Government of the Democratic Socialist Republic of Sri Lanka.

WITNESSES:

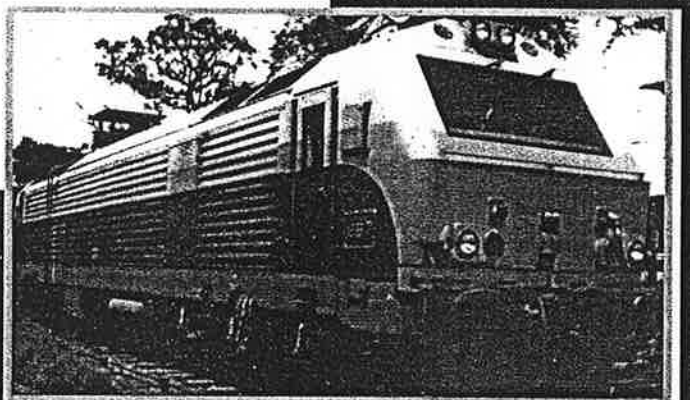
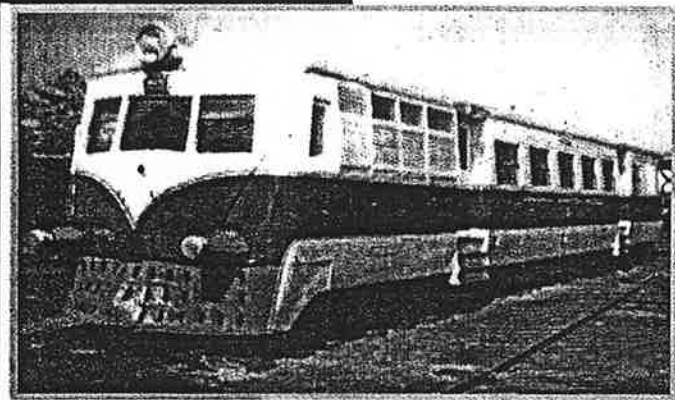
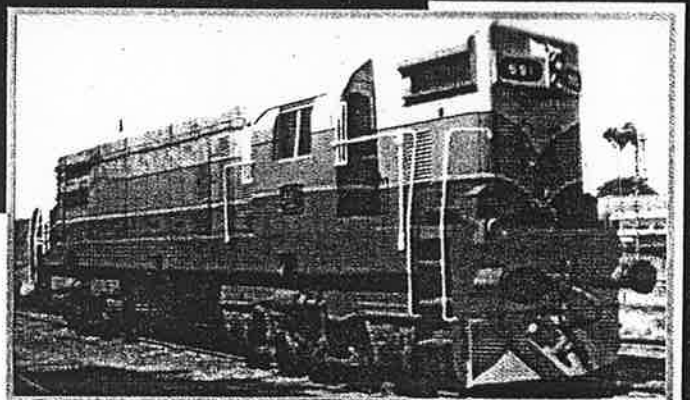
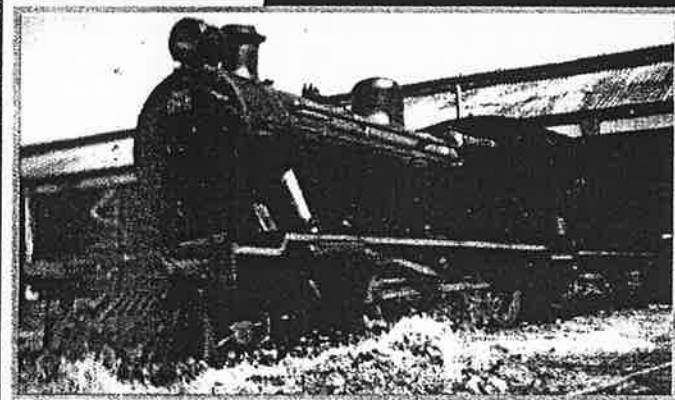


1. A. D. G. Senaviratne
Deputy Commercial Superintendent
NIC No. 630370175V



2. P. D. S. Bandara Chandrasena
Manager (Sales & Marketing)
NIC No. 740801210V

ලංකාවේ දුම්රිය සේවය පරිපාලන මෙහෙයුම් වාණිජ



1845 - 1864



1865 - 1948



1948 - 1983



1983....

ඩබ්. එල්. නිහාල් ද සිල්වා

2016

1937 වන විට ලංකාණ්ඩුවේ දුම්රිය දෙපාර්තමේන්තුව දුම්රිය මගින්
දියර ඉන්ධන (Liquid Fuel) ප්‍රවාහනය කළ ආකාරය

පුරවන ලද ගැල්			භිස් ගැල් කොලොන්නාව
ගමනාරම්භය	ගමනාන්තය	දුම්රිය අංක	
කොලොන්නාව/කො.අංගනය	පොල්ගහවෙල	607/2	329/270
කොලොන්නාව/කො.අංගනය	කඩුගන්නාව	607/2	384/385/270
කොලොන්නාව/කො.අංගනය	පේරාදෙණිය	607/9	368/382/384/270
කොලොන්නාව/කො.අංගනය	මහනුවර	607/68/69	384/385/270
කොලොන්නාව/කො.අංගනය	වත්තේගම	607/68/69/114	447/382/384/270
කොලොන්නාව/කො.අංගනය	මාතලේ	607/68/69	446/382/384/270
කොලොන්නාව/කො.අංගනය	ගම්පොල	607/9	384/270
කොලොන්නාව/කො.අංගනය	නාවලපිටිය	607/9	368/270
කොලොන්නාව/කො.අංගනය	වටවල, හැටන්, කොටගල, තලවකැලේ	607/65/66	380/384/270
කොලොන්නාව/කො.අංගනය	වටගොඩ	607/68	380/384/270
කොලොන්නාව/කො.අංගනය	නානුඹය	607/65	368/270
කොලොන්නාව/කො.අංගනය	හපුතලේ	607/68	385/391/275
කොලොන්නාව/කො.අංගනය	බණ්ඩාරවෙල	607/68	391/275
කොලොන්නාව/කො.අංගනය	ඇල්ල, දෙමෝදර, හැලිඇල, බදුල්ල	602/55	391/275
කොලොන්නාව/කො.අංගනය	යාපනය	607/64	392/375/270
කොලොන්නාව/කො.අංගනය	මීගමුව, නාත්තන්ඩි	607/1	373/270
කොලොන්නාව/කො.අංගනය	කළුතර දකුණ	607/516	235/270
කොලොන්නාව/කො.අංගනය	ගාල්ල	602/537	207/270
කොලොන්නාව/කො.අංගනය	මාතර	607/516/517	230/235/270
---- #	අවිස්සාවේල්ල	139	496
---- #	යටියන්තොට	139/169	498/496
---- #	රත්නපුරය, කහවත්ත, මීපනයක	171	491/496
	නානුඹය, රාගල	127	456

කැපැල් ප්‍රවාහනය

කැපැල් ප්‍රවාහනය සඳහා ද දුම්රිය සේවයෙන් විශාල සේවයක් ඉටුවිය. ජංගම දුම්රිය කැපැල් රථ ධාවනයෙන් මෙන්ම කැපැල් මළු ප්‍රවාහනයෙන් මෙම මෙහෙවරට දායක විය. මහනුවර හරහා බදුල්ලට, යාපනයට, කලෙයිමන්නාරම්කොටට හා ගාල්ලට ජංගම කැපැල් කාර්යාල මැදිරි (Travelling Post Office Van) අමුණා දුම්රිය ධාවනය සිදුවිය. මේ නිසාම මෙම දුම්රියයන් රාත්‍රී කැපැල් දුම්රියයන් නමින් හැඳින්වේ. දිවයින පුරාම නියමිත සැලසුමකට අනුව දුම්රියෙන් කැපැල් මළු ප්‍රවාහනයද සිදුවිය.

6 වැනි වගුව

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව විසින් තැපැල් මළ ප්‍රවාහනය කළ ආකාරය

ප්‍රධාන මාර්ගය	ඉහළට	දුම්රිය අංක	පහළට	දුම්රිය අංක
මාර්ගය	මරදාන/නාවලවිටිය, සේරාදෙනිය/මහනුවර ගම්පොළ/ලපපනේ	9	රාගම/කැළණිය	309
මාර්ගය	මහනුවර/සේරාදෙනිය, බණ්ඩාරවෙල/බදුල්ල කො.කොටුව/මහනුවර, සේරාදෙනිය, හැටන්/වටහොඩ	12	පොල්ගහවෙල/මරදාන	335
මාර්ගය	මහනුවර/මහලේ	61	නානුමිය/පොල්ගහවෙල, මහනුවර/සේරාදෙනිය	368
මාර්ගය	මහනුවර/මහලේ	65	කොටගල/හැටන්	380
මාර්ගය	මහනුවර/මහලේ	114/117	බදුල්ල/බණ්ඩාරවෙල, සේරාදෙනිය/මහනුවර	390
මාර්ගය	මරදාන/පුත්තලම	10	මාතලේ/මහනුවර	446/447
මාර්ගය	පොල්ගහවෙල/පලුස්වැව	16	හලාවත/මරදාන	339
මාර්ගය	මහව/මඩකලපුව	22	පුත්තලම/මරදාන	364
මාර්ගය	මහව/හඹරන	23	පලුස්වැව/කො.කොටුව	344
මාර්ගය	ගල්මිය/ත්‍රිකුණාමලය	24	මඩකලපුව/මහව	356/357
මාර්ගය	මැදවිටිය/කන්කසන්තුරේ	59	ත්‍රිකුණාමලය/ගල්මිය	358/359
මාර්ගය	කොටුව/තලෙයිමන්තාරම් තොට	62	කන්කසන්තුරේ/මැදවිටිය	387
මාර්ගය	මොරටුව/දෙහිවෙල	198	තලෙයිමන්තාරම් තොට/කො.කොටුව	389
මාර්ගය	ගල්කිස්ස/කො.කොටුව	217	කො.කොටුව/මාතර	527
මාර්ගය	මාතර/කො.කොටුව	220	කො.කොටුව/ගල්කිස්ස	528/533
මාර්ගය	මාතර/ගාල්ල	95 (මේල් ඔස්)	අලුත්ගම/ගින්නොට	234 (මේල් ඔස්)
මාර්ගය	කො.කොටුව/මරදාන	148/171	ගාල්ල/මාතර	231 (මේල් ඔස්)
මාර්ගය	අවිස්සාවේල්ල/යටියන්තොට	169	මීපනායක/මරදාන	485/491
මාර්ගය	-----		යටියන්තොට/අවිස්සාවේල්ල	498
මාර්ගය	-----		රාගම/නුවර එළිය	460
මාර්ගය	-----		නුවර එළිය/නානු මය	461

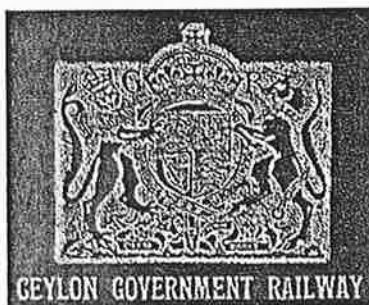
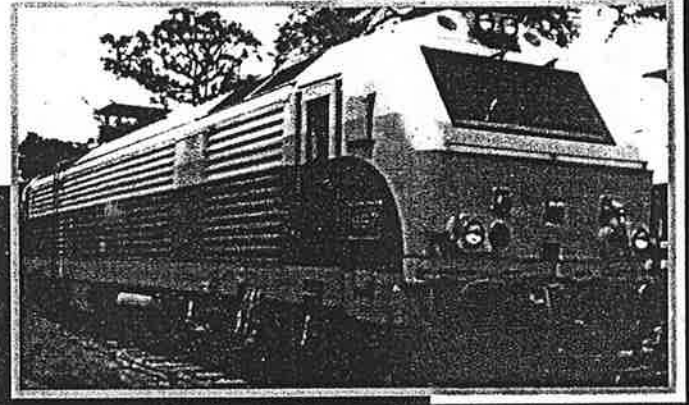
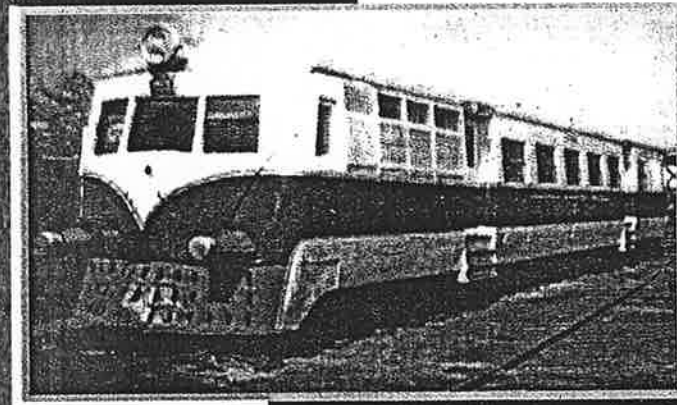
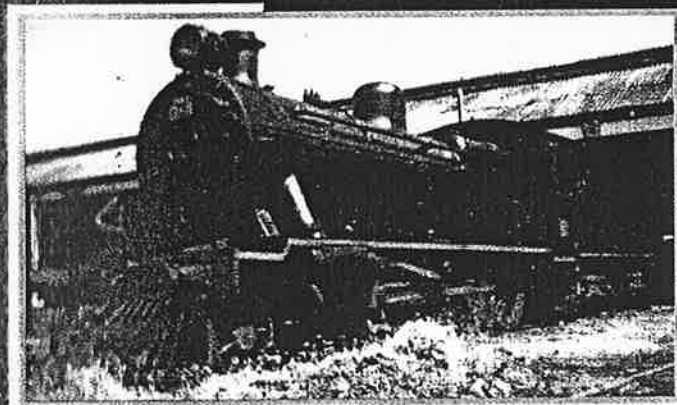
❖ ඉරුදීම සහ රජයේ නිවැසුම් දිනයන්හි අඩු දුම්රිය ප්‍රමාණයකින් තැපැල් ප්‍රවාහනය සිදුවිය.

මෙම සේවාවන් සඳහා ගාස්තු අයකර ගැනීම ජංගම තැපැල් මැදිරි ප්‍රවාහනය වෙනුවෙන් ධාවනය සැකපුම් ගණන පදනම් කරගෙනත්, තැපැල් මළ ප්‍රවාහනයේදී දුම්රිය හා තැපැල් දෙපාර්තමේන්තුව අතර ඇති කරගත් ගිවිසුම් මතත් සිදු විය.

වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම (Estate Platform Traffic)

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනයට පිවිසී තිබුණි. වතු හිමියන්ට තවදුරටත් පහසුකම් සලසමින් දුම්රිය මාර්ගය ආශ්‍රිතව වතු සමාගම් වල අවශ්‍යතාවය මත වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම කොන්දේසි

ලංකාවේ දුම්රිය සේවය පරිපාලන මෙහෙයුම් වාණිජ



1845 - 1864



1865 - 1948



1948 - 1983



1983....

ඩබ්. එල්. නිහාල් ද සිල්වා

2016

6 වැනි වගුව

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව විසින් තැපැල් මඵ ප්‍රවාහනය කළ ආකාරය

දුම්රිය අංක	පහලට	දුම්රිය අංක	ඉහළට	දුම්රිය අංක
309	රාගම/කැළණිය	9	මරදාන/කාවලපිටිය, සේරාදෙණිය/මහනුවර	
335	පොල්ගහවෙල/මරදාන	12	ගම්පොළ/උලපහේ	
368	නානුමය/පොල්ගහවෙල, මහනුවර/සේරාදෙණිය	61	මහනුවර/සේරාදෙණිය, බණ්ඩාරවෙල/බදුල්ල	
380	කොටගල/කැටන්	65	කො.කොටුව/මහනුවර, සේරාදෙණිය, කැටන්/වටගොඩ	
390	බදුල්ල/බණ්ඩාරවෙල, සේරාදෙණිය/මහනුවර			
446/447	මාතලේ/මහනුවර	114/117	මහනුවර/මාතලේ	
339	ගලවිත/මරදාන	10	මරදාන/පුත්තලම	
364	පුත්තලම/මරදාන			
344	පලුගස්වැව/කො.කොටුව	16	පොල්ගහවෙල/පලුගස්වැව	
356/357	මඩකලපු/මහව	22	මහව/මඩකලපුව	
358/359	ත්‍රිකුණාමලය/ගල්මය	23	මහව/හබරන	
387	කන්කසන්තුරේ/මැදවිවිස	24	ගල්මය/ත්‍රිකුණාමලය	
389	තලේමන්තාරම්තොට/කො.කොටුව	59	මැදවිවිස/කන්කසන්තුරේ	
		62	කොටුව/තලේමන්තාරම් තොට	
527	කො.කොටුව/මාතර	198	මොරටුව/දෙහිවල	
528/533	කො.කොටුව/ගල්කිස්ස	217	ගල්කිස්ස/කො.කොටුව	
234(රේල් ඔස්)	අලුත්ගම/ගින්නොට	220	මාතර/කො.කොටුව	
231(රේල් ඔස්)	ගාල්ල/මාතර	95(රේල් ඔස්)	මාතර/ගාල්ල	
485/491	මිපනායක/මරදාන	148/171	කො.කොටුව/මිපනායක	
498	රැයන්තොට/අවිස්සාවේල්ල	169	අවිස්සාවේල්ල/රැයන්තොට	
460	රාගල/නුවර පිලිය			
461	නුවර පිලිය/නානු මය			

❖ ඉරාදින සහ රජයේ නිවාඩු දිනයන්හි අඩු දුම්රිය ප්‍රමාණයකින් තැපැල් ප්‍රවාහනය සිදුවිය.

මෙම සේවාවන් සඳහා ගාස්තු අයකර ගැනීම ජංගම තැපැල් මැදිරි ප්‍රවාහනය වෙනුවෙන් ධාවනය සැකපුම් ගණන පදනම් කරගෙනත්, තැපැල් මඵ ප්‍රවාහනයේදී දුම්රිය හා තැපැල් දෙපාර්තමේන්තුව අතර ඇති කරගත් ගිවිසුම් මතක් සිදු විය.

වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම (Estate Platform Traffic)

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනයට පිවිසි තිබුණි. වතු හිමියන්ට තවදුරටත් පහසුකම් සලසමින් දුම්රිය මාර්ගය ආශ්‍රිතව වතු සමාගම් වල අවශ්‍යතාවය මත වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීම කොන්දේසි

1937 වන විට වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය සිදු කළ ආකාරය

ප්‍රධාන මාර්ගය

වතු වේදිකාවේ නම	සංකේත නාමය	දෙපස දුම්රිය ස්ථාන	දුම්රිය අංකය
කොරොස්ස	KSP	පොල්ගහවෙල-රඹුක්කන	329
බැද්දවල	BWP	කඩිගමුව-අලගල්ල	329
අලගල්ල සයිබීම	ALA	අලගල්ල-කඩිගන්නාව	329
ගුඩි විවි	GVP	අලගල්ල-බලන	329
හයින් ගෝඩ්	HYP	නාවලපිටිය-හඟරන්මය	333
පෙත් රෝස්	PRP	හඟරන්මය-ගලබොඩ	333
වෙස්ට් හෝල් වත්ත	WSP	හඟරන්මය-ගලබොඩ	333
බිලැක් වෝට්	BKP	ගල්බොඩ-වට්ටල	333
වේවැල්තලාව	WWP	ගල්බොඩ-වට්ටල	333
බින් මය	BNP	රොසැල්ල-හැටන්	333
ගෝල්ඩ් ස්ට්‍රීම්	GSP	රොසැල්ල-හැටන්	333
සෙන්ටික්ලෙයාර්	SCP	කොටගල-තලවකැලේ	333
වන්ගිමය	WOP	ග්‍රේඩ් වෙස්ට්-නානුමය	372
රුදැල්ල	RDP	ග්‍රේඩ් වෙස්ට්-නානුමය	372
ග්ලාසෝ	GSP	ග්‍රේඩ් වෙස්ට්-නානුමය	372
කැල්සේ	CLP	නානුමය-අඹේවෙල	372
ග්ලෙන්හෝර්	GNP	ඉදුල්ගල්ගින්න-හපුතලේ	372

උතුරු මාර්ගය

වතු වේදිකාවේ නම	සංකේත නාමය	දෙපස දුම්රිය ස්ථාන	දුම්රිය අංකය
නයිලිය	NLP	පොතුහැර-කුරුණෑගල	31

මඩකලපු මාර්ගය

වතු වේදිකාවේ නම	සංකේත නාමය	දෙපස දුම්රිය ස්ථාන	දුම්රිය අංකය
අවුකන	AKP	මොරගොල්ලාගම-කැකිරාව	356

උඩුපුස්සැල්ලාව මාර්ගය

වතු වේදිකාවේ නම	සංකේත නාමය	දෙපස දුම්රිය ස්ථාන	දුම්රිය අංකය
පෙඩ්රෝ	PDP	නුවරඑළිය-කඳපොල	129 හා 456
සමර්ගිල්	SMP	නුවරඑළිය-කඳපොල	129 හා 456
පෝට්ස්වුඩ්	PTP	නුවරඑළිය-කඳපොල	129 හා 456
සාන්ත පෝන්	SJP	කඳපොල-බෲක්සයිඩ්	129 හා 456

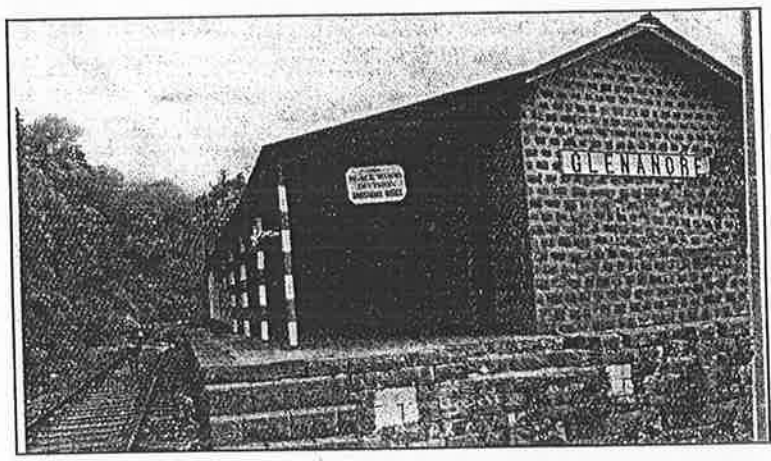
කැලණිවැලි මාර්ගය

වතු වේදිකාවේ නම	සංකේත නාමය	දෙපස දුම්රිය ස්ථාන	දුම්රිය අංකය
වටරැක	WAP	මීගොඩ-පාදක්ක	485
මොරකැලේ	MKP	පාදක්ක-වග	485
බේරුවාන	BRP	ගැටහැන්න-අහැලියගොඩ	485
මිනේරපිටිය	MNP	පරකඩුව-කුරුච්චි	485
කැරගල	KGP	පරකඩුව-කුරුච්චි	485
පාම් ගාඩ්න්	PGP	කුරුච්චි-රත්නපුර	485
එරබොඩ	ERP	දෑල-වටාපොත	485
කිරිබත්ගල	KRP	දෑල-වටාපොත	485
පොරණුව	POP	වටාපොත-කහවත්ත	485
ද සිල්වා ලැස්ඩ්	DLP	වටාපොත-කහවත්ත	485
එරවිවි	ECP	අවිස්සාවේල්ල-දෙහිඹිවිට	170

4 කට යටත්ව සිදු කෙරිණ. වතු වේදිකා ඉදිකිරීමේ බරපැන වතු හිමියන් විසින් දැරිය යුතුය. අදාළ කොන්දේසි 4 නම්

1. වතු වේදිකා පරිහරණය කිරීම භාණ්ඩ ප්‍රවාහනය සඳහා පමණක් විය යුතුය.
2. වරකට පැටවිය යුතු භාණ්ඩ වල අවම බර ටොන් 1 ක් විය යුතු අතර අවම ගාස්තුව රු. 5 කි.
3. බඩු ටොන් 1 ක් පැටවීම මිනිත්තු 3 ක් වැනි කාලයකදී සිදු කළ යුතුය. භාණ්ඩ පැටවීම සඳහා වතු වේදිකා වල දුම්රිය නතර කරන කාලය උපරිමය මිනිත්තු 10 කි. පැටවීම වතුකම්කරුවන් විසින් සිදු කළ යුතුය.
4. බඩු පැටවීම සඳහා ගැල් ඇණවුම් කිරීම වතු අධිකාරීන් විසින් කල් වේලා ඇතිව යාබද දුම්රිය ස්ථානයේ දුම්රිය ස්ථානාධිපති මගින් සිදු කර ගත යුතුය.

වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය කිරීමේදී නාවලපිටියෙන් පහළ බඩු වැගන් ටොන් සැතපුම්කට සත 30 ක් ද නාවලපිටියෙන් ඉහළ ටොන් සැතපුම්කට සත 60 ක්ද බැගින් ගාස්තු අයකෙරිණ. භාණ්ඩ පැටවීම සඳහා වතු අධිකාරීවරුන්ගේ ඇණවුම් ලැබුණ විට අදාළ දුම්රිය ස්ථානයේ දුම්රිය ස්ථානාධිපති විසින් නියමිත දුම්රියේ නියාමක වෙත භාණ්ඩ කිරා මුදල් අයකරගෙන, දැනුම් දීම සඳහා (Weigh Charge & Advise) ඉන්වොයිස් පතක් ලබා දිය යුතුය. දුම්රියේ නියාමකවරයා විසින් පටවන ලද භාණ්ඩ මිටි ගණන් ඉන්වොයිස් පතේ සඳහන් කොට බර කිරීමේ පහසුකම් ඇති පළමු දුම්රිය ස්ථානයේ දුම්රිය ස්ථානාධිපති වෙත එම ඉන්වොයිස්පත භාරදී බඩු ගැලද දුම්රියෙන් විසන්ධි කර අංගනයක ස්ථාන ගත කළ යුතුය. අදාළ ඉන්වොයිස් පතේ භාණ්ඩ වල බර සහ අයකළ යුතු මුදල දුම්රිය ස්ථානාධිපති විසින් සටහන් කොට විදුලි පුවත් මගින් ඉන්වොයිස් පත නිකුත් කරන ලද දුම්රිය ස්ථානයටත් බඩු ලබන දුම්රිය ස්ථානයටත් දැන්විය යුතුය. 1930 දශකය වන විට දුම්රිය දෙපාර්තමේන්තුව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනයෙන් විශාල ආදායමක් උපයා ගන්නා ලදී. ප්‍රධාන මාර්ගයේ වතු වේදිකා 17 ක් මගින්ද උතුරු මාර්ගයේ හා මධ්‍යම මාර්ගයේ 1 බැගින්ද උඩුපුස්සැල්ලාව මාර්ගයේ 4 ක් හා කැලණි වැලි මාර්ගයේ 11 ක් ද, භාණ්ඩ ප්‍රවාහනය සඳහා ඉදිවී තිබුණි.



දුම්රිය මාර්ගයේ ඉදුල්ගස් හිමිත නැපුනලේ අතර පිහිටි ගලුන්තොට වතු වේදිකාව යන දිශාවට

ඇමුණුම :- 14

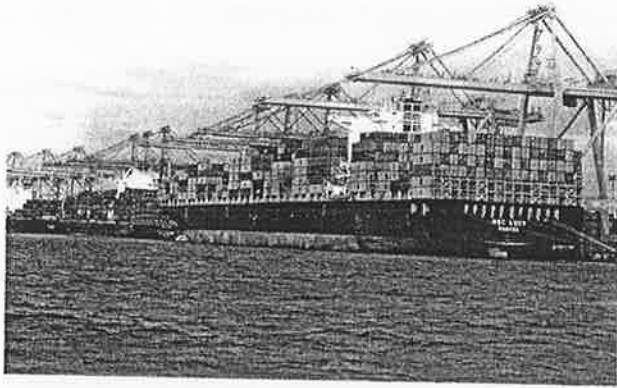
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Operational Review

Operational Review

OPERATIONAL SERVICES OPERATIONS

A total number of 4,760 vessels have called at all ports, compared to 4,298 vessels in 2014, which is an increase of 10.7%. Total cargo throughput increased by 4.3 % while container throughput also increased by 5.7%, placing the figure at 5,185,467 TEUs.



With regard to container handling, imports in the Port of Colombo have gone up by 7.2% while exports increased by 9%, compared to 2014. Trans-shipment went up by 5.1%, with a total of 3,888,321 TEUs.

The productivity of the Gantry cranes (moves per hour) for main line vessels gained a positive growth of 6.5%, while feeders at JCT recorded a growth figure of 8.7% as compared to 2014.

2015 was a remarkable year for the Port of Colombo, as it reached 5 million TEUs.

LOGISTICS

The main function of the Logistics Division is to effect the delivery of all cargo comprising FCL, LCL, Break Bulk, Bags and Motor Vehicles which are discharged to the port, while rendering other shipping cargo related services to customers.

During 2015, 231,851 TEUs of FCL were directly delivered from the Customers' Services Centre by providing a round-the-clock service as practiced earlier. To enhance the services provided to customers and to minimize the time spent on documentation, the Cargo Module Navis Programme for FCL containers was successfully implemented.

A total cargo volume of 26,846 TEUs of LCL was handled by the SLPA. Of that volume, 7,747 TEUs (General/Dangerous Cargo)

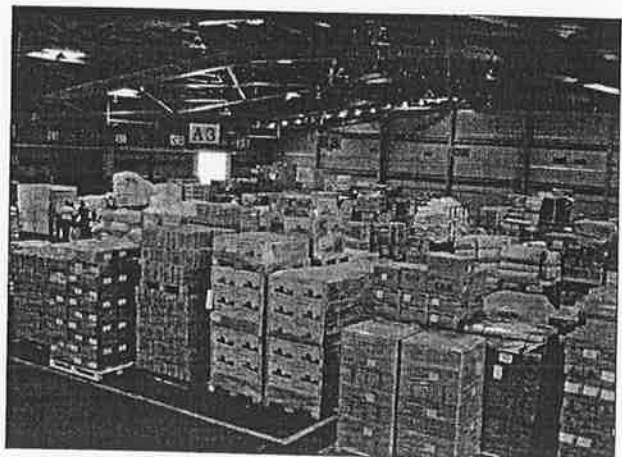
were handled at Peliyagoda CFS for de-stuffing operations whilst providing warehouse space within the Port for Local, Trans-shipment, Multi-Country Consolidation (MCC) and special types of cargo. Revenue of Rs. 188.2 million was generated from the de-stuffing of LCL containers. The revenue earned from the MCC was Rs 138.3 million. In addition, revenue of Rs. 4.6 million was earned as demurrage on empty containers and charges for change of status of containers.

During the year, 90 new licenses were issued to the Clearing Agencies and 944 licenses were renewed, making a total of 1,034 and generating a revenue of Rs. 16.6 million. By issuing and renewing wharf identity cards for wharf clerks of both categories "A" and "B", a total revenue of Rs. 7.3 million was collected. The total number of "A" passes issued and renewed during the year was recorded as 2,332, while "B" passes were 130.

Demand for bonding and entrepot trade increased following the enhancement of the bonding and entrepôt cargo warehouse facilities through the renovation of the CFS V warehouse, and a total revenue of Rs. 158.6 million was collected. The total revenue generated by the Logistics Division in 2015 from services rendered amounted to Rs. 603.2 million.

A total of Rs. 80.7 million was collected by conducting public tenders and auctions to dispose of abandoned cargo, whilst an additional revenue of Rs. 2.0 million was generated through the disposal of scrap iron, waste oil and used tires etc. through SLP MCS Ltd. In addition, Rs. 13.1 million was generated by disposing of the SLPA's discarded surplus items through public tenders.

36 applications were received in 2015 for rent waivers from the consignees through the Ministry of Ports and Shipping, of which



14 applications were recommended and 10 applications were rejected. The Ministry decision is pending for the remaining applications.

Steps are being taken to extend the electronic delivery documentation facility for LCL cargo and direct delivered cargo during 2015 and this would be fully implemented in the first quarter of 2016.

NAVIGATION

Pilotage

Pilotage to all types of vessels calling at the Port of Colombo was provided 24/7 during the year under review.

Type of Ship	No. of Ships	Purpose of Call	No. of Ships
Container	3,643	Bunkering	30
Conventional	45	Repairs	43
Dry Bulk	172	Passenger	37
Liquid Bulk	164	Other Services	11
Roll on Roll off	45		
Other Cargo	07		
Total		4,197	

Master of Tugs (CMT) Section

The CMT Section functioned satisfactorily, providing an efficient and continuous tug service for vessel maneuvers during the year under review. In addition, the following tasks were also performed:

- Carrying out Deck repairs and maintenance work of tugs.
- Manufacturing rope mats for tugs with discarded mooring ropes and making canvas awnings for tugs and other sections.

Adequate tugs were operated daily for ship movements and one standby tug was always available for contingency requirements.

Total Number of Vessels Attended by Tugs

A total of 20,485 movements were performed by the Berthing Tugs and the details are given below;

Name of Tug	No. of Movements
MT Raja	171
MT Nandimithra (55BP)	1,798
MT Suranimala (65BP)	3,388
MT Gotaimbara (65BP)	4,109
MT Vijayabahu	3,536
MT Barana – II	4,082
MT Airawana	2,097
MT Ocean Enterprise (Hired from 27.04.2015)	1,304
Total	20,485

Trincomalee

- M/T Sinhabahu
- T Neelamaha

Galle

- M/T Kanchadewa

KKS

- M/T Deera

MRMR Port

- M/T Velusumana
- M/T Varuna
- M/T Vasabha

Training

Crew members were sent to the Mahapola Training Institute for Basic Fire Fighting and Basic First Aid training whenever these courses were conducted by Mahapola Institute.

Revenue Earned

Year	Rs. Mn
2014 Actual	432.160
2015 Revised	465.601
2016 Projected	568.750

Chief Engineering Officer's Section

Staff

Adequate staff was available during 2015, in keeping with the operational and repair requirements of all tugs and pilot and mooring launches. Routine maintenance was carried out by staff of the Section, in addition to the daily running of required craft for towage, pilotage and operations. On a recommendation made by the management, the Chief Engineering Officer's Section is gearing up to attend to more routine maintenance work of tugs, while equipping a workshop for this purpose.

Port Fire Brigade (PFB)

An effective emergency service was provided by the PFB during 2015, mitigating the adverse effects of fire and other emergencies while implementing and maintaining local fire safety standards. The PFB is also the Emergency Response team of the SLPA, combating incidents of oil pollution and accidents related to hazardous materials.

Operational Review

The following services were rendered by the PFB during the year under review:

Fire Response	10
Emergency Calls	29
Standby Duties for Oil Tankers	153
Standby Duties for Gas Tankers	32
Standby Duties for Hot Works On Vessels	908
Standby Duties for D/C Handling	02
Supplying Water to Wash Piers/Warehouses Etc.	47
Pumping Out Water	02
Oil Pollution Control Work	22
Inspection Visits to Oil Tankers	646
VIP Standby duties	02
Combined Fire Drills	03
Supply water to duty tugs (Number of Bowser Loads)	165



Fire Safety Activities

- Fire Safety Inspection of all the buildings/cranes/vessels/prime movers were carried out.
- Fire equipment in the Ports of Colombo and Galle were inspected twice during the year whilst outside fire equipment was checked once.
- During the year 3,730 Nos. of fire extinguishers were checked.
- Two combined oil pollution drills were carried out at the Port of Colombo with coastal guards under the JAICA program.
- Two combined contingency rehearsals with Colombo Fire Service Department and SAGT were conducted.

Training

Staff Training Workshops	24
Outsiders Familiarization Visits	07
Coxswain Training Courses	04
Fire Training for Deck Rating Trainees	02
Combined fire drill with the Colombo Oil Bank	02
Refresher Fire Training Course for Port Fire Brigade Staff	08
Recruit Fireman Training Program for PFB staff	01

Revenue earned by the Port Fire Brigade in 2015 is given below.

Description	US \$
Standby Duties for Oil Tankers	201,124
Standby Duties for Gas Tankers	41,628
Standby Duties for Dangerous Cargo	4,500
Charges for Inspection Visits	8,080
Charges for Hot Work	23,088
Charges for Oil Pollution Control	52,990
Total Income	331,410

Harbour Safety Section

This section keeps track of all types of hazardous cargo being handled in the Port and ensures that safe handling practices are observed at all times.

Several chemical spillages and incidents of fire were controlled with the assistance of the Port Fire Brigade. Inspection of warehouses including dangerous cargo warehouses and containers was carried out periodically.

Site inspections prior to granting permission for hot work were carried out and unauthorized hot work incidents were detected and stopped. Inspections of marine pollution were carried out. Investigations and analysis of accidents involving personnel and marine were also carried out.

- The Port of Colombo handled 302,523 MT of dangerous cargo during 2015.
- 24,661 Nos. of freight containers of trans-shipment hazardous cargo were handled.
- Handling, storage and transportation of dangerous cargo in the Port and allied safety aspects were introduced while conducting lectures for employees in the Operations Division.
- 247 MT of high explosive (GP/IE) and 8,468 MT of explosive nature substances (GP IAE/IIIE) were handled.
- Personal safety of employees at JCT and mooring gangs attached to the Navigation Division were monitored, especially in the use of Personal Protective Equipment, with the assistance of the Assistant Harbour Safety Inspectors.

Two hundred and twenty-one (221) Tankers of various types called at the Port of Colombo and discharged cargo as follows;

Types of Cargo	Quantity (MT)
Liquid Petroleum Gas	283,105.955
Gas Oil/Jet Oil/ Gasoline/Kerosene	3,237,783.045
Crude Oil	837,930.623
Fuel Oil	412,951.612
Base Oil	26,708.727

Coast Lights Section

The lighthouses along the Southern and Western coasts straddling the main international shipping routes were regularly maintained.

Light Buoys in Channels

Light Buoys were regularly checked and maintained. The alignment of the main South West Channel of the Port of Colombo was changed with the establishment of the Colombo Port Expansion Project and a new buoyage system was also established to demarcate the new approach of channels. Mariners were duly warned by way of Circulars of the CASA, SLAVO, LASO and the UK Hydrographic Division.

Revenue - Light Dues

	2013 Actual	2014 Actual	Rs. Million 2015 Projected (Revised)
Combined	621.762	681.320	844.523

Harbour Craft Section

The work of the Harbour Craft Section mainly consists of assisting and providing mooring gangs and crews for pilot launches to facilitate safe mooring/unmooring of vessels which call over at the Colombo Harbour, transporting various work gangs to the island breakwater, South West breakwater, keeping Harbour waters clean and handling heavy lifts by floating crane giraffe. The routine maintenance of pilot launches and mooring launches were also carried out satisfactorily.

Hydrographic Survey Section

Surveyors attended to all land survey work whenever requested by the relevant Divisions of the Port as well as hydrographic surveys of all the SLPA operated Ports, as per the following.

- Approach Channel Soundings
- South Port Soundings
- Main Entrance Sounding
- Inner Harbour Basin and Berths Soundings

- Buoy Position Survey of Approach Channel
- Colombo Port Map Revision Work
- Control Point Survey with Survey Department(Continuous)
- Surveying and Leveling of Port Internal Road Widening Project
- Central Line setting out and Leveling of Port Access Road Widening
- Bathymetric, Land and Monitoring Survey at ECT Project
- Leveling Guide Pier for Paving
- Leveling BQ for Paving
- Leveling JCT 3 yard for monitoring
- Surveys and Plan work for lease agreements

Port of Galle

- Survey for encroachment at Rumassala, SLPA Land
- Approach Channel and Inner Harbour Sounding
- Participating in 'Bimasaviya' and committee meetings
- Soundings over Yacht Marina excavation area

Port of Trincomalee

- Survey for preparing Lease plans
- Surveys of sea area at Minden Rock and Power Bay for leasing

MRMR Port

- Hydrographic Survey over Entrance and Channel after dredging
- Monthly observation of Beach Profile (03) to check the effectiveness of the Artificial Island
- Surveys for lease plan preparation for Investors
- Re-settlement of stage II, survey work under supervision of survey Department
- Other related survey work detailed by Project Engineers
- Check Levels of stage II excavated basin area before sea-water filling

Nautical Section

This section coordinated the annual registration and issue of licenses to Ship Chandlers, Launch Operators, Marine Surveyors, minor and major repair workshops, oil and oily water and garbage reception facilitators.

Operational Review

Name of the License	No. Issued	Revenue
Ship Repair License	141	13,670,977.74
Dockyard License	78	2,992,991.33
Survey License	36	2,019,139.04
Ship Chandlers' License	88	6,314,029.07
Boat License	45	2,533,818.34
SAGT and Other License	14	525,949.17
Total	402	28,056,904.69

PROJECTS DEVELOPMENT PLANNING AND DEVELOPMENT

1. East Container Terminal (ECT) - Phase - I

In the Master Plan of Colombo South Harbour Development Project, the ECT has a quay length of 1200m which consists of 3 container berths, with alongside water depth of 18m. The SLPA proposed the construction of a single berth as the first phase of the ECT development plan, to cater to the shortfall in the capacity of container handling in the Port of Colombo.

Major items in infrastructure work

- Foundation dredging and reclamation dredging.
- 440m long quay wall construction - consists of 30m rail span, 20m wide back-reach area, a two-lane road and free area with revetments and capping beam.
- Landside crane rail and beam.
- Container yard on the reclaimed land - consists of 12 dry stack lanes and one reefer lane, 30m wide yard peripheral roads, terminal tractor parking area.
- Corner revetment.
- Services and utilities - consists in and out gate, a fueling station, electrical substations, sewerage treatment plant, firefighting system, water storage and distribution network and storm water drainage system are incorporated in the terminal plan



Present Progress

Physical Progress 100 %

The Revetment, Quay Wall, Crane Beam, Container Yard, Roads and other services like water, waste water and electricity have been completed. Machineries required for operations to be installed to start.

Financial Progress 93.1%

(Total work done up to October 2015 - US\$ 74,247,251.58)

2. Galle Port Development Project - Phase - I

Physical Progress

The whole project is to construct breakwaters and to dredge an approach channel and a turning basin in front of the terminal. The novation agreement was signed with M/s. Oriental Consultant Company (OCC) to commence design work.

The construction of the breakwater is being planned with the available JICA fund and to establish a multipurpose berth on Public, Private Partnership (PPP) under Phase II.

Approved loan amount is JPY 14,495 million.

Present Progress

M/s. OCC has prepared the draft Supplementary Design Report and the Bidding Documents Volume - I, II III and IV based on the final proposal.

Approval of the Cabinet of Ministers was obtained to appoint a TEC for Tender Evaluation.



SUPPLEMENT TO THE
CEYLON GOVERNMENT
GAZETTE

No. 7,886 — FRIDAY, OCTOBER 9, 1931.

Published by Authority.

THE CEYLON GOVERNMENT RAILWAY.

RULES made by HIS EXCELLENCY THE GOVERNOR under section 5 of the Ceylon Railways Ordinance, 1902, as amended by the Ceylon Railways Ordinance, No. 10 of 1925, are published for general information.

By His Excellency's command,

H. M. MACAN MARKAR,
Minister for Communications and Works.

Colombo, October 5, 1931.

J.N. 13419 (10/31)

Amendments and Additions to the "Rules for Passenger and Goods Train Traffic and Rates and Classification of Goods."

To take effect from October 12, 1931.

Reference to
existing rule.
Goods Rule 6.

6. The Government does not hold itself bound by the statement regarding the weight of any article inserted by any consignor on the consignment note, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor does it admit any liability or responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness as between buyer and seller, the weights taken on the railway weighing machines being merely for the purpose of determining the amount of the freight charges.

If the owner of goods conveyed by railway should doubt the weight on which the freight charges have been based, the goods will be reweighed. If the difference is found to be 28 lb. or more per ton, the freight charges will be rectified but if the difference is less than 28 lb. per ton, the original weight on railway invoice will be considered correct.

10. Rates.—(a) The rates actually charged for Haulage per Ton per Mile are—

Goods Rule 10 (a).

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Seventh Class.	Eighth Class.	Ninth Class.	Tenth Class.	Eleventh Class.	Twelfth Class.	Thirteenth Class.
	c.	c.	c.	c.	u.	c.	c.	c.	c.	c.	c.	c.	c.
Over the Main Line above Rambukkana ..	12	13½	15	16½	18	19½	21	22½	25½	28½	31½	36	58½
Over all lines below Rambukkana ..	8	9	10	11	12	13	14	15	17	19	21	24	30
Over the Uda Pussellawa Line ..	21	24	24	24	24	24	24	24	25½	28½	31½	30	—

(b) The under-mentioned rates shall be chargeable for goods traffic between Colombo Port Commission premises, and those of the Ceylon Government Railway :—

Between (in both Directions).

Rates to be charged.

Goods Rule 10 (b).

- Colombo Port Commission Line and Kolani Valley Line Port Commission charges, plus rates equal to Maradana (Kolani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
- Colombo Port Commission Line and other lines (except Grandpass, Kolonnawa, and Colombo Goods) Port Commission charges, plus rates equal to Colombo Goods Classification rates to destination.
- Colombo Port Commission Line and Grandpass Ceylon Government Railway Classification rates as for 5 miles to Exchange Sidings, plus Port Commission charges.
- Colombo Port Commission Line and Kolonnawa Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Kolonnawa as for 5 miles.

<i>Between (in both Directions).</i>	<i>Rates to be charged.</i>
Colombo Port Commission Line and Colombo Goods	Port Commission charges, plus Ceylon Government Railway Classification rates from Exchange Sidings to Colombo Goods as for 5 miles.
Grandpass and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Grandpass and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Grandpass and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.
Kolonnawa and Kelani Valley Line	Rates equal to Maradana (Kelani Valley) Goods Classification rates to destination, plus Colombo transfer charges.
Kolonnawa and other lines (except Colombo Goods)	Rates equal to Colombo Goods Classification rates to destination.
Kolonnawa and Colombo Goods	Ceylon Government Railway Classification rates as for 5 miles.

(NOTE.—The Colombo Port Commission haulage charges over their line are as for 2 miles, according to the classification of goods conveyed, based on the Ceylon Government Railway "Main Line below Rambukkana" rates.)

Goods Rule 10 (c).—Traffic in class 13 conveyed to or from stations on the U. P. R. will be charged at class 12 rates over the U. P. R. until further notice.

Goods Rule 20.

20. Notice of Arrival of Goods.—(a) It is to be distinctly understood that the Railway is not bound to issue advice of the arrival of goods, but will do so for the convenience of consignees and to ensure quicker delivery. *The non-receipt of such notice by consignees does not involve the Government in any liability or responsibility, nor does it in any way relieve consignees of liability for warehouse rent, demurrage, or wharfage.*

(b) In the event of the person taking delivery of the goods being unable to sign the delivery book, the possession by the railway staff at the destination station of the Railway receipt granted to the sender at the forwarding station, or of an order to deliver, signed by the consignee, will be considered as sufficient and conclusive proof of the due delivery of the goods to consignee.

Goods Rule 22.

22. Warehouse Rent.—(a) All goods left in the Railway premises beyond 20 working hours after their arrival (except those specified in clauses (b) and (c)) will be subject to a rent charge of 5 cents per cwt. per diem with a minimum charge as for 1 cwt. and as for 1 day, subject to the following exceptions:—

(1) Consignees residing more than 2 miles and not exceeding 10 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage for 30 working hours from the time of arrival of goods.

(2) Consignees residing more than 10 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage for 40 working hours from the time of arrival of goods.

(b) Manure stored in special manure sheds provided by the railway beyond 20 working hours after arrival will be subject to a rent charged of 50 cents per ton or portion of a ton per day or portion of a day, subject to the following exceptions:—

(1) Consignees residing more than 10 miles and not exceeding 15 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage for 40 working hours from the time of arrival of goods.

- (2) Consignees residing more than 15 miles and not exceeding 20 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage for 50 working hours from the time of arrival of goods.
- (3) Consignees residing more than 20 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage for 60 working hours from the time of arrival of goods.

(c) Coconut produce including copra, desiccated coconuts, fibre, &c., from all stations to Colombo will be allowed the following free storage in Colombo Goods Sheds :—

- (1) Consignments of coconut produce including copra, &c., placed in position for unloading before 12 noon, up to and including the following day.
- (2) Consignments of coconut produce including copra, &c., placed in position for unloading after 12 noon, up to and including the third day of arrival.
- (3) Consignments of copra placed in position for unloading after 12 noon on Thursday and before 12 noon on Friday, up to and including the following Monday.
- (4) Consignments of copra placed in position for unloading after 12 noon on Friday, up to and including the following Tuesday.

(d) Goods not removed within 24 hours will be at owner's risk and the Government will not be liable or responsible for loss of whole or part of any consignment of goods by virtue of the fact that the rent charge has been levied in respect of such consignment. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M. the latter hour will for the purpose of Warehouse Rent be considered the hour of arrival.

(e) In computing Warehouse Rent 7 A.M. to 5 P.M. will be considered as working hours, and Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day as *dies non*.

23. Demurrage on Wagons.—(a) The loading of wagons must be completed within 10 working hours from the time they are supplied. Consignors detaining wagons beyond the specified period shall be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day the wagons are so detained.

Goods Rule 23.

Consignors ordering wagons and not loading them shall be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day until notice is given that the wagons will not be required.

(b) Consignors who order and load wagons failing to furnish consignment notes within 10 working hours from the time such wagons are supplied shall be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day they are detained beyond the time specified.

(c) All wagons containing articles which the railway does not undertake to unload, and which are not discharged within 20 working hours after their arrival at the station of delivery will be liable to a demurrage charge of Rs. 5 per wagon for each day or portion of a day and no concession will be allowed (as shown in rule 22) on account of distance.

(d) The Government do not undertake to provide warehouse accommodation for goods specified on page 94 of the Alphabetical Classification of Goods, or bulky or heavy articles (as defined in rule 33), nor undertake to unload such goods, or permit them to be unloaded, until the consignee has supplied carts or other conveyance into which the goods can be at once transferred, and if delivery is not taken within 20 working hours after their arrival at the station of delivery a demurrage charge of Rs. 5 per wagon for each day or portion of a day will be made.

(e) The Government, however, reserves to themselves the right of unloading wagons containing goods referred to in the preceding paragraph at any time after arrival, and in such cases warehouse rent or wharfage (as the case may be) will be charged in accordance with the conditions of rules 22 or 24.

(f) The conditions regarding demurrage on dangerous goods are shown in rule 41 (p).

(g) The demurrage charges for eight-wheeled wagons will be :—

Capacity less than 30 tons : double the above charges.

Capacity 30 tons and over : three times the above charges.

(h) In computing demurrage charges 7 A.M. to 5 P.M. will be considered as working hours and Sunday, Christmas Day, New Year Day, Good Friday, Easter Monday, Wesak Day, and for Colombo only Muslim Hadji Day as *des non*.

Goods Rule 24.

24. Wharfage.—A charge of 15 cents per ton or portion of a ton for each day or portion of a day will be levied on goods at stations of departure which are not placed in the goods sheds or other covered accommodation provided by the railway, but are left on the railway ground, either for the convenience of, or by the desire or neglect of, consignors, if the goods are not loaded within 20 working hours from the time they are so left. Similar wharfage charges will also be made at stations of arrival on goods which have been conveyed by railway, but have not been removed from the railway grounds by consignees within the times and subject to the conditions shown in rule 22.

Goods Rule 31.

31. Raw Hides.—Raw hides having an offensive smell will be accepted for transport by railway only in separate wagons, when they will be charged at classification rates subject to a minimum of 2 tons per wagon.

Goods Rule 32.

32. Return Empties.—(a) Bags and other packages in which goods have been conveyed by railway will be returned empty from the original consignee to the original consignor at the reduced rate shown in the classification, provided they do not require special accommodation as per rule 35.

(b) To obtain this rate the packages must be consigned as "returned empties," and the consignment note must show—

(1) Name of original consignor ;

(2) Station from which received full ;

(3) Date on which received full ;

(4) Name of person to whom consigned when full.

(c) The freight on "returned empties" must be prepaid, except in the case of regular consignors of "return empties," who must sign a guarantee form and give a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the respective Divisional Transportation Superintendents.

Goods Rule 34.

34. Small or Loose Articles.—(a) The Government do not undertake the counting of small articles, such as nuts, plantains, bones, bottles, shells, chunks, earthenware, bricks, tiles, shingles, staves, &c.

(b) If small articles of this description are forwarded loose, they will be liable to a minimum rate of 30 cents per wagon per mile over all lines below Rambukkana and 45 cents per wagon per mile over all lines above Rambukkana, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents ; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged. If the freight calculated on actual weight amounts to more than the minimum, the higher charge will be made.

(c) When mixed consignments of loose articles are forwarded in one wagon from the same consignor to the same consignee, the charge will be calculated on the total weight at the rate of the highest class of goods so sent, should such charge amount to more than the minimum charge per wagon.

Goods Rule 35.

35. (a) Plants, cadjans, empties, and packages of a light or frail nature (baskets mentioned in clauses (b) and (c) (excepted) require no special accommodation, i.e., goods of which less than 2 tons (1½ tons)

the Uda Pussellawa Section) occupy a whole wagon, will be subject to a minimum rate of 30 cents per wagon per mile over the lines below Rambukkana and 45 cents per wagon per mile above Rambukkana, plus the usual loading and unloading charge of 35 cents per ton on the weight of contents, and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

(b) Tea plucking, tea leaf transport, and rubber plant protector baskets in consignments of 3 cwt. and over per wagon will be subject to a rate of 15 cents per consignment per mile below Rambukkana and 22½ cents above Rambukkana. Consignments of less than 3 cwt. will be charged for at half these rates.

Tea, cacao, and rubber supply baskets in consignments of 8 cwt. and over per wagon will be subject to a rate of 15 cents per consignments per mile below Rambukkana and 22½ cents above Rambukkana. Consignments of less than 8 cwt. will be charged for at half these rates.

The usual loading and unloading charge of 35 cents per ton on actual weight of contents will also be made.

(c) Earth, manure, and cacao washing baskets of conical shape which pack closely into one another will be charged for on actual weight as per classification.

36. Petroleum in Packages.—In the case of consignors for whom tank wagons are provided for the conveyance of petroleum in bulk, the wagon load rate for the conveyance of petroleum in packages shown in the classification will only be allowed subject to satisfactory loading being guaranteed for such tank wagons.

Goods Rule 36.

Petroleum in tins unprotected by cases tendered in wagon loads from one consignor to one consignee will only be conveyed in iron or steel covered wagons, under the following conditions :—

(1) A layer of wet loose coconut fibre must be placed on the floor of the vehicle and between each tier of tins. When such consignments are transferred from one wagon to another, the fibre originally used shall be utilized in repacking the tins.

(2) Tins must be so loaded that the lower tins cover the whole of the floor space in order to obviate tins on the top tier falling and being damaged in transit.

Small consignments of petroleum in tins unprotected by cases will be conveyed in explosives van goods wagons, subject to the conditions specified in rule 41 of the regulations.

37. Conveyance of Petrol in Packages.—(a) "Petrol" includes all dangerous petroleum used for the propulsion of motor vehicles.

Goods Rule 37.

(b) Petrol will be accepted for conveyance by goods or mixed trains subject to the regulations governing the transport of explosives (*vide* rule 41), in receptacles, not attached to motor vehicles, of 2-, 4-, or 5-gallon capacity, under the following conditions :—

(1) Receptacles of 2-gallon capacity must be substantially constructed of lined or galvanized sheet iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and they must be packed either singly or in pairs of fours in substantially constructed and sealed wooden cases of such a size as will exactly accommodate either one, two, or four receptacles of 2-gallon capacity as above defined. The thickness of the wood must not be less than half an inch, and the general pattern of the cases must be approved by the General Manager of the Railway.

(2) Receptacles of 4-gallon capacity must be constructed of tin plate, in accordance with the sample approved by and deposited with the General Manager of the Railway; they shall also be packed in cases, in the manner and of the description set out in the preceding clause (b) (1), and shall in all respects conform to the requirements of the said clause.

(3) Receptacles of 5-gallon capacity must be constructed of galvanized iron or steel, strictly in accordance with the sample approved by and deposited with the General Manager of the Railway, and will be conveyed unpacked.

4. The 2- and 5-gallon receptacles referred to in clauses (b) (1) and (b) (3) above containing petrol must be supplied with well-made filling holes secured by well-fitting screw plugs of a pattern similar to those fitted to the sample receptacle deposited with the General Manager of the Railway. The 4-gallon receptacles referred to in clause (b) (2) above containing petrol must have the filling holes hermetically closed and further protected by a screw cap, as provided in the sample deposited with the General Manager of the Railway. Under no circumstances will these receptacles when empty be accepted for transport by train.

(5) All receptacles must have an air space equal to one-tenth of the capacity of the receptacle for expansion of the petrol, and they must be gas-tight, and so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky, or insecure in transit.

(6) Damaged receptacles will not be accepted for transport.

(7) The nature of the contents and also the words "highly inflammable" must be distinctly marked on the 5-gallon receptacles to be conveyed unpacked, and on the wooden cases in which the 2- and 4-gallon receptacles are transported.

(c) In addition to the receptacles specified in sub-clause (b) receptacles of capacity in excess of 5 gallons and not exceeding 65 gallons will be accepted for conveyance by goods or mixed trains unpacked, provided they are in accordance with the samples approved by and deposited with the General Manager of the Railway.

(d) No petrol will be accepted, for conveyance by goods or mixed trains unless the consignment is accompanied by a declaration form the consignor in the following terms, viz. :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the Railway governing the transport of petrol by goods or mixed trains as printed on the back of this declaration.

Date : _____.

Signature : _____.

(e) The screw plugs of return empty vessels in which petrol has been conveyed must be securely fastened.

Goods Rule 37A.

37A. Conveyance of Petrol (Dangerous Petroleum) in Tank Wagons.—(a) Petrol in tank wagons of a design approved by the General Manager of the Railway will be conveyed at goods rates by goods or mixed trains on specified days.

(b) The tank wagons must be in good condition and free from leakage when used for conveyance and must have a label attached on each side printed in conspicuous characters bearing the words "Highly Inflammable" and stating the precise nature and name of the contents, and the names and addresses of sender and consignee.

(c) In filling any tank wagon an air space must be left of not less than 5 per cent. of the total capacity of the tank. Tank wagons must in no case be loaded beyond the capacity indicated on the wagon.

(d) The lid and all inlets and outlets of the tank (whether loaded or empty) must be properly secured and closed gas-tight.

(e) Every consignment of petrol in tank wagons must be accompanied by an "Explosive" Consignment Note from the consignor.

(f) Emptying of tank wagons must be performed expeditiously and in daylight. The Station Master must be advised before pumping commences, and red flags must be placed upon the tank wagons in a conspicuous position until the operation is completed and the tank wagon is sealed up again. Watchers must be provided by the Installation Agency to prevent unauthorized persons from coming within the danger zone during the process of discharging the petrol from the railway tank wagon to the storage cylinder. Under no circumstances must any work be carried out on the railway tank wagons whilst discharging operations are in progress other than that necessary for proper and prompt discharging of the contents.

(g) Return empty tank wagons in which petrol has been conveyed will be charged in terms of the classification for returned empty kerosene oil tank wagons.

Every return empty tank wagon must have a special "Highly Inflammable" label attached on each side and a consignment note must be tendered by the consignor.

39. (h) Returned empty cylinders will be conveyed in accordance with the conditions stated in rule 32 of the Goods Regulations.

Goods Rule 39 (h).

40. Carbide of Calcium.—Carbide of calcium may be transported by railway under the rules and conditions laid down in rule 41 of these regulations, but subject also to the following additional special rules :—

Goods Rule 40.

- (a) Carbide of calcium must be contained in hermetically closed vessels containing each not more than 112 lb., and sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be effected by air or moisture.
- (b) There must be no copper in the composition of any vessel containing carbide of calcium.
- (c) The vessels must be so constructed and closed as to exclude water and atmospheric moisture.
- (d) The label on each hermetically closed vessel containing carbide of calcium must bear in conspicuous characters in English, Sinhalese, and Tamil the words "Carbide of Calcium. Dangerous if not kept dry," and with the following caution :
"The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas."

The name and address of the sender as well as the consignee should also be labelled on each package.

41. (g) Explosives will be accepted for dispatch at Colombo Goods Shed on the following days or any other days as may be notified from time to time :—

Goods Rule 41 (g).

Class.

- | | | |
|------|---|---------------------------|
| A .. | Gunpowder and blasting powder .. | Only on Mondays |
| B .. | Nitrate mixtures .. | Only on Wednesdays |
| C .. | Blasting gelatine, cordite, dynamite, gelignite, guncotton, potentite, tonite, and other nitro compounds and chlorate mixtures .. | Only on Wednesdays |
| D .. | Ammunition of all kinds, including safety cartridges, crackers, detonators, fireworks, fog signals, fuses, matches, and percussion caps .. | Only on Tuesdays |
| E .. | Inflammable liquids and vapours of all kinds, such as benzene, benzole, benzoline, ether, fusel oil, kerosene, methylated spirit, motor car spirit, naphtha, paraffin, petrol, petroleum, turpentine (rubber solutions composed of rubber and naphtha), spirits of turpentine, and spirits of wine .. | On Tuesdays and Thursdays |
| F .. | Dangerous, corrosive, and poisonous chemicals, such as carbide of calcium, carbonic acid, corrosive acids, hydrochloric, muriatic, nitric, and sulphuric, fluoric acid, gas (compressed), oil of vitriol .. | On Tuesdays and Thursdays |

In the case of explosives and dangerous goods for stations beyond Anuradhapura and stations on the Kelani Valley Lines—

Articles in Class A will be accepted only on the first Monday of each month.

Articles in Classes B and C only on the first Wednesday of each month.

Articles in Class D only on the first Tuesday of each month.

Articles in Classes E and F only on the first and third Tuesdays of each month.

In the case of explosives and dangerous goods for stations on Batticaloa and Trincomalee Lines—

Articles in Class A will be accepted only on the second Monday of each month.

Articles in Classes B and C only on the second Wednesday of each month.

Articles in Class D only on the second Tuesday of each month.

Articles in Classes E and F only on the second and fourth Tuesdays of each month.

LIVE STOCK TRAFFIC.

Goods Rule 45.

45. Rates and Conditions for the Conveyance of Live Stock by Goods Train.—(a) Cattle, calves, donkeys, hounds, goats, pigs, and sheep will be conveyed in cattle trucks by goods train at 30 cents per truck per mile. The maximum number of animals to be loaded in one truck is as follows :—

8 buffaloes	36 hounds
8 coast cattle	60 Indian goats
10 country cattle of ordinary size or twelve of a smaller size, provided no overcrowding is caused	75 country goats, provided no overcrowding is caused
12 calves	40 pigs
10 donkeys	75 sheep

Cattle trucks on the Kelani Valley Lines are bogies partitioned into two and each portion used will be treated as one cattle truck.

(b) Elephants will be charged at 75 cents per elephant per mile, and elephant calves with parent animal 25 cents extra per mile. Minimum charge Rs. 10.

(c) Poultry and birds will only be conveyed by goods train in truck loads if tendered in hampers or crates so constructed as to admit of proper ventilation from sides, ends, and top when they will be charged at the minimum rate of 40 cents per wagon per mile over all lines below Rambukkana, and 50 per cent. over these rates over the Main Line above Rambukkana.

(d) The minimum charge for a cattle truck conveying buffaloes, cattle, calves, sheep, goats, and pigs is Rs. 5, and for all other live stock Rs. 10.

(e) Live stock must be loaded and unloaded by the owners at their own risk, and will be carried at their risk only, and the freight must be prepaid.

(f) An attendant must accompany each consignment or truck load of live stock to attend to the live stock whilst in transit by rail, and such attendant will be allowed to travel free either in the truck conveying the live stock or in a third class compartment by the same train that the live stock is conveyed.

Goods Rule 46.

Cancelled.

Goods Rule 48.

SPECIAL RATES.

Rule 48. (a) Special reduced rates between Colombo and Bandarawela-Badulla section :—Goods traffic between Colombo stations, viz., Colombo, Colombo Port, Wharf and Kolonnawa including manure from Kelaniya and Hunupitiya mid stations beyond Bandarawela will be conveyed at ordinary rates between Colombo stations and Bandarawela and half rates over the section between Bandarawela and Badulla.

Rules 48 (b) Reduced rates for cattle.—Cattle from Valaichchenai, Eravur, Manampitiya, and Polonnaruwa to stations distant 100 miles and over will be conveyed at 25 cents per truck per mile.

(c) Fruits and vegetables in lots not exceeding 50 pounds, from one consignor to one consignee, will be booked by goods trains from

goods stations above Peradeniya Junction at goods rates on the actual distances to the following passenger stations:—

Hunupitiya, Kollupitiya, Bambalapitiya, Wellawatta, Dehiwala, Mount Lavinia, Angulana, Lunawa, Katukurunda, Paiyagala North, and Maggona.

Fruits and vegetables so booked will be conveyed by goods trains to Hunupitiya and to the Coast Line stations above named by goods trains as far as Maradana, and from Maradana by passenger trains.

(d) Live Stock Imported from England and Australia and entire bulls imported from India introduced for stock purposes will be conveyed by railway at half the ordinary rates on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed are *bona fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

Rule 49. Goods Landed from Steamers and Boats at Kankesanturai:—Goods of every description landed from steamers and boats at Kankesanturai will be conveyed from the Customs premises at that Port to Jaffna at the rate of Re. 1.50 per ton if forwarded in consignments of not less than 4 tons. This charge includes the cost of loading into trucks at Kankesanturai and unloading from trucks into carts at Jaffna. No reduction in rates will be granted from Jaffna to Kankesanturai.

Goods Rule 49.

CONCESSIONS.

Rule 50. Special Concession Rates for Country-grown Paddy and Rice, and Locally-grown Agricultural Produce:—(a) Country-grown paddy and rice in minimum consignments of 4 tons, between stations distant 50 miles and over will be conveyed at owner's risk on all sections of the railway at 4 cents per ton per mile.

Goods Rule 50.

Country-grown paddy and rice in consignments of 4 tons and over between stations less than 50 miles or in consignments of less than 4 tons between stations 50 miles and over will be conveyed at owner's risk on all sections of the Railway at 8 cents per ton per mile or at 4 cents per ton per mile on a minimum as for 50 miles or 4 tons as the case may be, whichever gives the lower charge.

Consignments in small lots between all stations will be conveyed at owner's risk at 8 cents per ton per mile.

(b) Locally-grown fruits and vegetables will be conveyed at owner's risk at 8 cents per ton per mile on all sections of the railway.

(c) Locally-grown agricultural produce specified below will be conveyed at 10 cents per ton per mile and locally-grown hay, straw, chaff, and grass in wagon loads at 25 cents per wagon per mile subject to a minimum charge of Rs. 5 per wagon, on all sections of the railway at owner's risk:—

Arrowroot	
Bran	
Butter	
Chillies, dried	
Cotton, raw	
Dhall	
Eggs	
Chaff	} in small lots
Grass	
Hay	
Straw	
Garlic	
Ghee	
Ginger	
Goruka	
Gram	
Groundnuts	
Indian corn	
Kollu (Colloo)	
Kurakkan	
Milk and curd	
Milleta	

Oils:—

Domba
Gingelly
Kekura
Margosa
Mi

Peas and Beans (dried)

Seeds:—

Aniseed
Castor
Corriander
Gingelly
Jak
Mathe
Mi
Mustard

Vegetable and green manure.

Sugarcane
Tamarind
Turmeric
Ulundi

NOTE.—The above concession rates are subject to the handling charges defined in rule 10 (g) of the Goods Regulations.

ALPHABETICAL CLASSIFICATION OF GOODS.

Symbols.—The symbols used in the Classification have the following indications:—

* indicates dangerous goods conveyed under rule 41.

OR indicates that the rate applies at owner's risk.

N. O. C. indicates "not otherwise classified."

W/ followed by a figure indicates the minimum weight in tons per four-wheeled wagon to which the rate applies, e.g., W/4 means that the rate applies to minimum wagon loads of 4 tons per four-wheeled wagon.

C/ followed by a figure indicates the minimum weight in tons per consignment to which the rate applies, e.g., C/2 means that the rate applies to minimum consignments of 2 tons.

A. indicates "see Shop goods."

B. indicates "see curry and foodstuffs."

Note.—In cases where a commodity is classified under different classes, according to weight conditions, the charge for the lesser weight shall not exceed the charge for the greater weight.

Commodities.	Class.	Conditions.
A		
*Absolute alcohol	13	.. See rule 41
Acid: acetic, carbolic, oxalic phosphoric, sulphuric	11	.. See rule 41
*Acid: cresylic, fluoric or hydrofluoric, formic, hydrochloric or muriatic, nitric or aqua fortis, picric sulphurous (solution)	13	.. See rule 41
Acid: citric, medicinal, tartaric, vegetable, N. O. C.	11	.. —
*Acid: carbolic (for disinfecting purposes)	9	.. See rule 41
Accoutrements	11	.. —
*Acetone	13	.. See rule 41
Advertising or signboards	9	.. —
Adzes	..	.. —
Aerated waters	See hardware	.. —
"	6	.. OR
Aeroplanes, packed	3	.. OR, C 1
" requiring a whole truck	11	.. —
" component parts of	11	.. W/1½
Agricultural implements (not machinery)	11	.. —
"	5	.. —
Alavangoes	4	.. C/2
"	..	.. See agricultural im-
Alcohol, denatured	plements	.. —
*Alcolite	9	.. —
Alkali (soda ash or crystals)	13	.. See rule 38
"	6	.. —
Almonds	3	.. C/4
Aloe fibre in bales	9 A	.. —
Aloes	..	.. See fibre
Alum	9	.. —
Aluminium	11	.. —
" lining for packing tea, rubber, and desiccated coconuts	..	.. See hardware
Aluminium scrap	..	.. See packing for tea, rubber, and desiccated coconuts
* " or magnesium torches	9	.. —
" ware	13	.. See rule 41
Ambulance on wheels	11 A	.. —
" in packages	..	.. See carts
Amber	9	.. —
American cloth	12	.. —
" drill	10 A	.. —
Ammonia (carbonate of)	..	.. See piece goods cotton or woollen
* " (in solution)	9	.. —
" sulphate of, for manure	13	.. See rule 41
*Ammunition	..	.. See manures
" chests, empty	13	.. See rule 41
Anatto	9	.. —
	7	.. —

Commodities.	Class.	Conditions.
.. Anchors ..	.. See iron and steel, Division B	—
.. Aniline (dyes) ..	.. See colours, paints, and dyes	—
.. Animals, stuffed ..	.. 11	—
.. Aniseed ..	.. See seeds	—
.. Antiseptic mixtures ..	.. 11 A	—
.. Anvils ..	.. See iron and steel, Division B	—
.. Apples, imported ..	.. 7 A	—
.. Arecanuts ..	.. 6 B	—
.. " " ..	.. 3	.. C/4
.. Arm chests ..	.. 9	—
.. Arms, fire ..	.. 9	—
.. Arrowroot, imported ..	.. 10 A	—
.. Arrowroot, country ..	.. See rule 50 (c)	—
.. Arrack in bottles or tins packed in cases ..	.. 10	.. OR
.. Arrack in jars ..	.. 10	.. OR
.. Arrack in casks ..	.. 9	—
.. " " ..	.. 8	.. C/4
.. Art pottery ..	.. 12	.. OR
.. "Aqua fortis or nitric acid ..	.. See acids	—
.. Arsenic ..	.. 12 A	—
.. Asbestone ..	.. See roofing, felt or patent	—
.. Asbestos ..	.. 9	—
.. Ashes, coal ..	.. 4	—
.. " " ..	.. 2	.. W/4
.. " " ..	.. 1	.. W/6
.. Asphalt ..	.. 5	—
.. " " ..	.. 3	.. W/4
.. Assafoetida ..	.. 10 A	—
.. Atlas preservatives ..	.. 9 A	—
.. Axles with wheels and tyres ..	.. 9	—
.. " carriage ..	.. 9	—
.. " cart ..	.. 8	—
.. " other wheeled vehicles ..	.. 9	—
B		
.. Bacon and ham ..	.. 10 A	—
.. Bags, canvas ..	.. 10 A	—
.. " carpet ..	.. 11 A	—
.. " coir ..	.. 7	—
.. " gunny ..	.. 8 B	—
.. " empty return ..	.. See empties, return..	—
.. " hand ..	.. 11 A	—
.. " leather ..	.. 9 A	—
.. " N. O. C. ..	.. 11 A	—
.. Baggage ..	.. 11	—
.. Balsam ..	.. 11 A	—
.. Ballast ..	.. 4	—
.. " " ..	.. 2	.. W/4
.. " " ..	.. 1	.. W/6
.. Bamboos and bamboo ladders ..	.. 6	—
.. " " ..	.. 3	.. W/3
.. Bands, iron ..	.. See hardware	—
.. Bangles, common ..	.. 11 A	—
.. Bark for tanning ..	.. 8	—
.. " " ..	.. 5	.. W/2
.. " " ..	.. 2	.. W/4
.. Bark, cinchona ..	.. See cinchona bark	—
.. " N. O. C. ..	.. 8	—
.. Barley for brewing ..	.. 5	—
.. " " ..	.. 3	.. C/4
.. " in sacks ..	.. 8 B	—
.. " " ..	.. 3	.. C/4
.. " prepared, in tins or cases ..	.. 10 A	—

ඉන්ධන ප්‍රවාහනය

1937 වන විට ජේරාදෙණිය මහනුවර, හැටන්, කොටගල, හපුතලේ, කුරුණෑගල, අනුරාධපුරය, කිලිනොච්චිය හා ත්‍රිකුණාමලය යන දුම්රිය ස්ථාන පරිශ්‍රයන් තුළ තෙල් සමාගම් වලට අයත් තෙල් ගබඩා සංකීර්ණ ඉදිකර තිබුණි. පෙට්‍රල්, භූමිතෙල් හා ඩීසල් ප්‍රවාහනය ප්‍රමුඛ වශයෙන්ම සිදුවූනේ දුම්රිය සේවය මගිනි. එම ප්‍රවාහන කටයුතු සිදුවූ ආකාරය පහත දැක්වෙන වගු අංක 3, 4, 5 මගින් පැහැදිලි වේ.

3 වන වගුව

1937 වන විට ලංකාණ්ඩුවේ දුම්රිය දෙපාර්තමේන්තුව පෙට්‍රල් ප්‍රවාහනය කළ ආකාරය

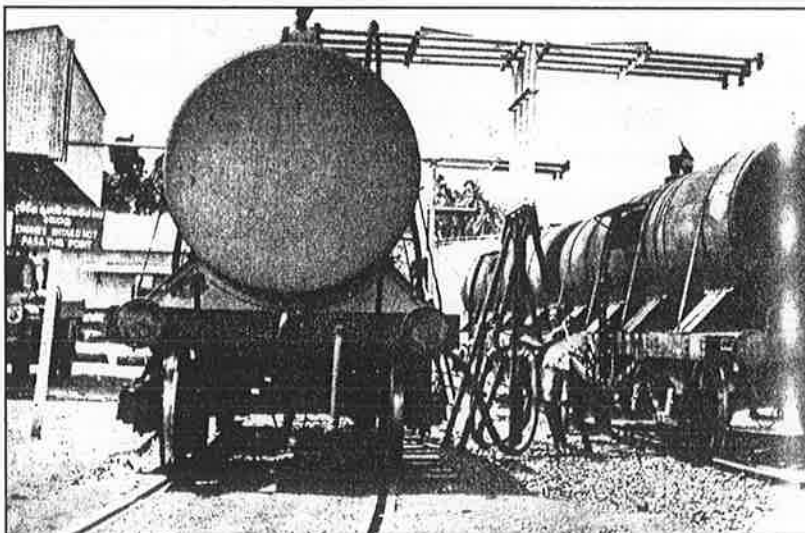
පුරවන ලද ගැල්			හිස් ගැල් කොලොන්නාව
ගමනාරම්භය	ගමනාන්තය	දුම්රිය අංක	
කොලොන්නාව/කො.අංගනය	මීරිගම	607/32	374/270
කොලොන්නාව/කො.අංගනය	ජේරාදෙණිය	607/9	368/382/384/270
කොලොන්නාව/කො.අංගනය	මහනුවර	607/68/69	334/335/270
කොලොන්නාව/කො.අංගනය	වත්තේගම හා මාතලේ	607/68/69/114	447/382/384/270
කොලොන්නාව/කො.අංගනය	ගම්පල හා නාවලපිටිය	607/9	384/270
කොලොන්නාව/කො.අංගනය	හැටන් හා කොටගල	607/68	380/384/270
කොලොන්නාව/කො.අංගනය	හපුතලේ	607/68	385/391/275
කොලොන්නාව/කො.අංගනය	බණ්ඩාරවෙල	607/68	391/275
කොලොන්නාව/කො.අංගනය	බදුල්ල	602/55	391/275
කොලොන්නාව/කො.අංගනය	කුරුණෑගල	607/2/31	375/270
කොලොන්නාව/කො.අංගනය	අනුරාධපුරය	607/37,42	375/270
කොලොන්නාව/කො.අංගනය	යාපනය	607/64	392/326/270
කොලොන්නාව/කො.අංගනය	ත්‍රිකුණාමලය	607/64/23/24	359/357/375/270
කොලොන්නාව/කො.අංගනය	වාලච්චේන හා මඩකලපුව	607/64,22	357/375/270
කොලොන්නාව/කො.අංගනය	මීගමුව හා නාත්තන්ඩිය	607/1	273/270
කොලොන්නාව/කො.අංගනය	පුත්තලම	607/10	364/270
කොලොන්නාව/කො.අංගනය	මොරටුව, පානදුර, කළුතර	} 607/516	235/270
	දකුණ හා අලුත්ගම		
කොලොන්නාව/කො.අංගනය	ගාල්ල	607/517	235/270
කොලොන්නාව/කො.අංගනය	මාතර	607/517/516	230/270
---- #	අවිස්සාවේල්ල	139	496
---- #	තිරිවානකැටිය, කහවත්ත	} 171	491/496
	මීපනයක		

මෙම කාලයේ කැළණි වැලි මාර්ගයේ තෙල් ටැංකි ප්‍රවාහනය සිදුවූයේ බේස්ලයින් පාර දුම්රිය ස්ථානයේ සිටයි. දැනට පිහිටි දුම්රිය ස්ථානය ඉදිරිපිට ඇති ශ්‍රී ලංකා ආරක්ෂක සේවයේ පැවති ස්ථානයේ (දුම්රිය ස්ථානයේ සිට මීටර් 80 ක් පමණ දුරින්) තෙල් ටැංකි ගාල් කිරීම සඳහා සයිඩ්මක් පිහිටුවා තිබුණි. කොලොන්නාවේ සිට බදුල්ල මගින් තෙල් ගෙනවිත් පිරවීම එවකට සිදුවිය.

❖ ඉරුදෙන සහ රජයේ නිවාඩු දිනයන්හි අඩු දුම්රිය ප්‍රමාණයකින් පෙට්‍රල් ප්‍රවාහනය සිදුවිය.

1937 වන විට ලංකාණ්ඩුවේ දුම්රිය දෙපාර්තමේන්තුව දුම්රිය මගීන්
4 වන වගුව
භූමිතෙල් ප්‍රවාහනය කළ ආකාරය

පුරවන ලද ගැල්			ගිස් ගැල් කොලොන්නාව
ගමනාරම්භය	ගමනාන්තය	දුම්රිය අංක	
කොලොන්නාව/කො.අංගනය	ගම්පහ, වේයන්ගොඩ, මීරිගම	607/7	374/270
කොලොන්නාව/කො.අංගනය	පොල්ගහවෙල	607/2	329/270
කොලොන්නාව/කො.අංගනය	කඩුගන්නාව	607/2	334/335/270
කොලොන්නාව/කො.අංගනය	පේරාදෙණිය	607/9	368/382/384/270
කොලොන්නාව/කො.අංගනය	මහනුවර	607/2	382/384/270
කොලොන්නාව/කො.අංගනය	වත්තේගම	607/68/69/114	447/382/384/270
කොලොන්නාව/කො.අංගනය	මාතලේ	607/68/69/114	444/368/370
කොලොන්නාව/කො.අංගනය	ගම්පොල	607/9	384/270
කොලොන්නාව/කො.අංගනය	නාවලපිටිය	607/68	335/270
කොලොන්නාව/කො.අංගනය	හැටන්, තලවකැලේ, වටගොඩ	607/602/68	380/384/270
කොලොන්නාව/කො.අංගනය	නානුමිය	607/65	368/270
කොලොන්නාව/කො.අංගනය	හපුතලේ	607/68	385/391/275
කොලොන්නාව/කො.අංගනය	බණ්ඩාරවෙල	607/68	391/275
කොලොන්නාව/කො.අංගනය	බදුල්ල	602/55	391/275
කොලොන්නාව/කො.අංගනය	කුරුණෑගල	607/2/31	321/270
කොලොන්නාව/කො.අංගනය	අනුරාධපුරය	602/37/42	375/270
කොලොන්නාව/කො.අංගනය	යාපනය	607/64	392/375/270
කොලොන්නාව/කො.අංගනය	ත්‍රිකුණාමලය	602/37/42/22/24	359/375/385/275
කොලොන්නාව/කො.අංගනය	වැලවිවේනය, මඩකලපුව	602/37/42/22	357/387/275
කොලොන්නාව/කො.අංගනය	මීගමුව, නාන්තන්ඩිය, මාදුම්පේ, හලාවත	607/1	373/270
කොලොන්නාව/කො.අංගනය	පුත්තලම	607/10	364/270
කොලොන්නාව/කො.අංගනය	මොරටුව, පානදුර, කළුතර, දකුණ, අලුත්ගම, අම්බලන්ගොඩ, ගාල්ල	607/516	235/270
කොලොන්නාව/කො.අංගනය	මාතර	607/516/517	230/235/270
---- #	පාදක්ක හා අවිස්සාවේල්ල	139	496
---- #	යටියන්තොට	139/169	496/498
---- #	රත්නපුර හා කහවත්ත	171	491/496

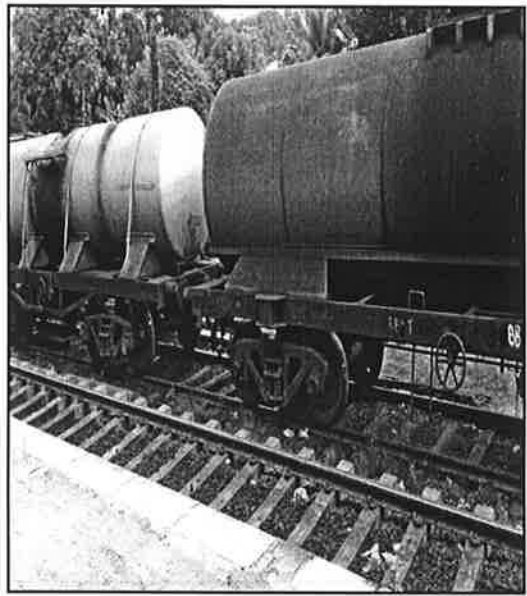
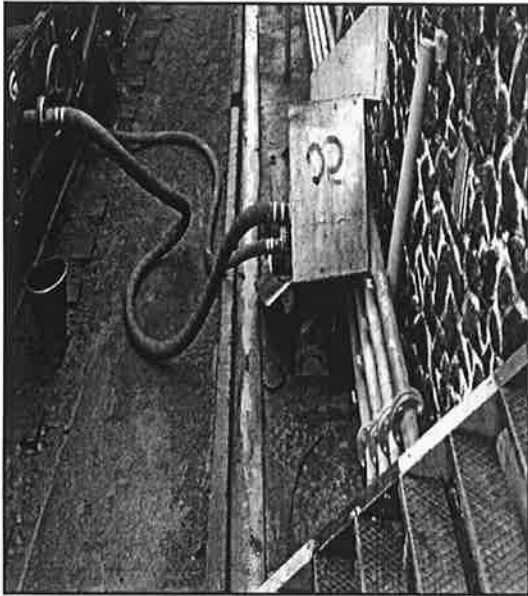


තෙල් සමාගම් රජයට පවරා ගැනීමට පෙර යුගයේ කොලොන්නාව තෙල් ගබඩා පර්යන්තය තුළ දුම්රිය තෙල් ටැංකි වලට තෙල් පිරවීම

ඇමුණුම 13

ජේදයට යොමුව - 7.2.2







ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ ගැසට් පත්‍රය

අති විශේෂ

අංක 1533/16 - 2008 ජනවාරි 25 වැනි සිකුරාදා - 2008.01.25

(ආණ්ඩුවේ බලයපිට ප්‍රසිද්ධ කරන ලදී)

I වැනි කොටස: (I) වැනි ඡේදය - සාමාන්‍ය

ආණ්ඩුවේ නිවේදන

1980 අංක 47 දරන ජාතික පාරිසරික පනත

23 අ වගන්තිය යටතේ නියමය

'1980 අංක 47 දරන සහ 2000 අංක 53 දරන පනත්වලින් සංශෝධිත 1980 අංක 47 දරන ජාතික පාරිසරික පනතේ 23 අ වගන්තිය යටතේ මහා මහල සැවරී ඇති බලතල ප්‍රකාර, පාරිසරික හා ස්වභාවික සම්පත් අමාත්‍ය පාඨලී වම්පික රණවක වන මම, මේ නියමය මගින් දැනට මහ සලසමින් පරිසරයට අපද්‍රව්‍ය පිටමං කිරීමක්, තැන්පත් කිරීමක් හෝ මෝචනය කිරීමක් කෙරෙන කටයුතු හෝ එවැනි ප්‍රතිඵලයක් ඇති කෙරෙන කටයුතු වන්නා වූ ද මෙහි උපලේඛනයේ දක්වා ඇති නියමිත කටයුතු ඉහත කී වගන්තිය යටතේ බලපත්‍රයක් ලබා ගැනීම සඳහා නියමිතව ඇත්තා වූ කටයුතු ලෙස නිශ්චය කරමි.

පාඨලී වම්පික රණවක,
පාරිසරික හා ස්වභාවික සම්පත් අමාත්‍ය.

2008 ජනවාරි මස 14 වැනි දින,
කොළඹ දී ය.

උපලේඛනය

බලපත්‍රයක් ලබාගැනීමට අවශ්‍ය වූ නියමිත කටයුතු -

“අ” කොටස

1. රසායනික ද්‍රව්‍ය නිෂ්පාදනය කිරීමේ හෝ සංශෝජනය කිරීමේ හෝ නැවත ඇසුරුම් කිරීමේ කර්මාන්ත.
2. දෛනික නිෂ්පාදන ධාරිතාවය කිලෝ ග්‍රෑම් 1,000 හෝ ඊට වැඩි ප්‍රමාණයක් සබන්, ක්ෂාලක ද්‍රව්‍ය, මෘදු කාරක හෝ වෙනත් පිරිසිදු කාරක ද්‍රව්‍ය නිෂ්පාදන කර්මාන්ත.
3. වාහන ඉන්ධන පිරවුම් හල් හැර අනෙකුත් ද්‍රවිකෘත පෙට්‍රෝලියම් වායු ගබඩා හෝ ද්‍රවිකෘත පෙට්‍රෝලියම් වායු පිරවුම් හල් හෝ ඒකාබද්ධ ධාරිතාවය මෙලික් ටොන් 150ක් හෝ ඊට වැඩි පෙට්‍රෝලියම් ද්‍රව තොග ගබඩා.

4. සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩි ගණනක් සේවයෙහි නියැලී සිටින අමු ද්‍රව්‍ය වගයෙන් ගිණිබර ග්‍රාස් භාවිත කිරීමේ කර්මාන්ත
5. දිනකට දුම්ගැසූ දාර රබර් රොටි කිලෝග්‍රෑම 100කට අඩු ප්‍රමාණයක් නිෂ්පාදනය කරන කර්මාන්ත හැර කෘත්‍රීම රබර්, ස්වභාවික රබර් නිෂ්පාදනය කිරීමේ හෝ පිරිසැකසුම් කිරීමේ හෝ රබර් පාදක කරගත් කර්මාන්ත.
6. එක් තොගයකට මෙට්‍රික් ටොන් එකක් හෝ ඊට වැඩි ප්‍රමාණයක නිෂ්පාදන ධාරිතාවයක් සහිත සක්‍රීය කාබන් හෝ කාබන් කුඩු නිෂ්පාදනය කිරීමේ කර්මාන්ත හෝ අගුරු නිෂ්පාදනය කරන කර්මාන්ත.
7. සේවක සංඛ්‍යාව 25ක් හෝ ඊට වැඩි පිරිසක් සේවයේ නියුක්තව සිටින ආයුර්වේද, දේශීය ඖෂධ නිෂ්පාදනය කිරීමේ හෝ නිස්සාරණය කිරීමේ හෝ සංයෝජනය කිරීමේ නියැලී සිටින කර්මාන්ත.
8. රසායනික පොහොර නිෂ්පාදනය කිරීමේ හෝ සංයෝජනය කිරීමේ හෝ පිරිසැකසුම් කිරීමේ හෝ නැවත ඇසුරුම් කිරීමේ කර්මාන්ත.
9. පලිබෝධ නාශක, කෘමි නාශක, දිලීර නාශක සහ වල්නාශක, නිෂ්පාදනය කිරීමේ හෝ සංයෝජනය කිරීමේ හෝ නැවත ඇසිරීම කිරීමේ කර්මාන්ත.
10. තෙල් (බැණිත තෙල් හෝ පෙට්‍රෝලියම්) පිරිපහදු.
11. වර්ණක සහ වර්ණක අතරමැදි ඵල නිෂ්පාදනය කිරීමේ හෝ සංයෝජනය කිරීමේ කර්මාන්ත.
12. සායම් (ඉමල්ෂන් හෝ එනැමල්), තීන්ත, වර්ණක, වාර්නිෂ්, පොලිෂ් වර්ග නිෂ්පාදනය කිරීමේ හෝ සංයෝජන කිරීමේ කර්මාන්ත.
13. බැණිත තෙල් ආශ්‍රිත රසායනික ද්‍රව්‍ය (මුලික හෝ අතරමැදි ඵල) නිෂ්පාදනය කිරීමේ හෝ සංයෝජනය කිරීමේ කර්මාන්ත.
14. කාර්මික වායු නිෂ්පාදනය කිරීමේ හෝ පිරිසැකසුම් කිරීමේ හෝ නැවත පිරවීමේ කර්මාන්ත.
15. තාර මිශ්‍රණ (ඇස්පෝල්ට්) පිරිසැකසුම් කිරීමේ යන්ත්‍රාගාර.
16. බහු අවයවික (පොලිමර්) නිෂ්පාදනය කිරීමේ හෝ බහු අවයවික (පොලිමර්) ආශ්‍රිත නිෂ්පාදන (එනම් පොලිඑතිලීන්, පොලිවයිනයිල් ක්ලෝරයිඩ් (පී.වී.සී), පොලියුරීතීන්, පොලිප්‍රොපිලීන්, පොලිඩෙසේටර්, හයිලෝන්, පොලිස්ටයිරීන්, රෙසින්, වීදුරු කෙඳි හෝ වෙනත් කෘත්‍රීම කෙඳි වර්ග) නිෂ්පාදනය කිරීමේ කර්මාන්ත හෝ බහු අවයවික හෝ බහු අවයවික ආශ්‍රිත නිෂ්පාදන ප්‍රතිවක්‍රීකරණය කිරීමේ කර්මාන්ත.
17. සියලුම වර්ගයේ ටයර්, ටියුබ් නිෂ්පාදනය කිරීමේ හෝ ටයර් නැවත පිරවීමේ කර්මාන්ත.
18. බැටරි නිෂ්පාදනය කිරීමේ හෝ ප්‍රතිසංස්කරණය කිරීමේ කර්මාන්ත.
19. ඇස්බැස්ටස් කෙඳි අමු ද්‍රව්‍යයක් ලෙස භාවිතා කරන කර්මාන්ත.
20. ඖෂධ අතරමැදි ඵල ඇතුළුව, බටහිර ඖෂධ, හෝ විලවුන් නිෂ්පාදනය කිරීමේ හෝ නිස්සාරණය කිරීමේ හෝ සංයෝජනය කිරීමේ කර්මාන්ත.
21. ස්වභාවික ගම් හැර ඇලවෙන සුළු ද්‍රව්‍ය නිෂ්පාදනය කරන කර්මාන්ත.
22. ගිනිකුරු නිෂ්පාදන කර්මාන්ත සහ පුපුරණ ද්‍රව්‍ය නිෂ්පාදනය කිරීමේ හෝ සංයෝජනය කිරීමේ කර්මාන්ත.
23. සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩියෙන් සේවයේ යොදවන බහික් කර්මාන්ත.
24. රෙදිපිළි පිරිසැකසුම් කිරීමේ (විරංජන කිරීම, වර්ණ ගැන්වීම, මුද්‍රණය කිරීම ඇතුළුව) කර්මාන්ත හෝ ඇඟලුම් සේදීමේ කර්මාන්ත හෝ වැලි උපයෝගී කොට ගෙන රෙදි පිරිසැකසුම් කිරීමේ කර්මාන්ත හෝ සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩියෙන් සේවයේ යොදවන වාණිජ මට්ටමේ ඇඳුම් පිරිසිදු කිරීමේ කර්මාන්ත (ලොන්ඩරි).
25. සම් පදම් කිරීමේ කර්මාන්ත.
26. කාර්මික අපදියර ජනනය වන තෙත් ක්‍රියාවලි සහිත සම් නිමවුම් කිරීමේ කර්මාන්ත.
27. හණ පිරිසැකසුම් කිරීමේ කර්මාන්ත.
28. ස්වභාවික කෙඳි විරංජනය කිරීමේ හෝ වර්ණ ගැන්වීමේ නියුත කර්මාන්ත හෝ සේවක සංඛ්‍යාව 25 හෝ ඊට වැඩි සංඛ්‍යාවක් සේවයේ යොදවන ස්වභාවික කෙඳි ආශ්‍රිත කර්මාන්ත.
29. යන්ත්‍ර 25ක් හෝ ඊට වැඩි බලවේග පෙහෙකම්හල් හෝ කැඳ දැමීමේ ක්‍රියාවලි සහිත සියළුම බලවේග පෙහෙකම්හල්.
30. සීනි නිෂ්පාදනය හෝ සීනි පිරිපහදු කර්මාන්ත.
31. මධ්‍යසාර පැසවීමේ කර්මාන්ත (ස්කාගාර, බිර නිෂ්පාදනාගාර) හෝ මධ්‍යසාර අඩංගු බීම බෝතල් කිරීමේ කර්මාන්ත හෝ බෝතල් සේදීමේ ක්‍රියාවලිය සහිත බෝතල් කිරීමේ කර්මාන්ත.

- 61. දිනකට මෙට්‍රික් ටොන් 10ක් හෝ ඊට වැඩි සේ අපද්‍රව්‍ය ප්‍රතිචක්‍රීකරණ/ නැවත ලබාගැනීමේ හෝ සැකසීමේ කර්මාන්ත.
- 62. දිනකට මෙට්‍රික් ටොන් 10 හෝ ඊට වැඩි ධාරිතාවයක් සහිත සන අපද්‍රව්‍ය බැහැර කිරීමේ පහසුකම් හෝ ස්ථාන.
- 63. සියළුම විෂ සහිත සහ උපද්‍රව්‍යාර්/ අන්තරාදායක අපද්‍රව්‍ය බැහැරලන ස්ථාන හෝ නැවත ලබාගැනීමේ / ප්‍රතිචක්‍රීකරණය කිරීම හෝ ගබඩා පහසුකම් ඇති ස්ථාන.
- 64. බෝරෝන් පිරියම් ක්‍රමය හැර දැව වර්ග රසායනික පිරියම් කිරීමේ හා ආරක්ෂණයේ නියුතු කර්මාන්ත.
- 65. දිනකට සන මීටර් 50ක් හෝ ඊට වැඩි ප්‍රමාණයක් ඉක්මවන ඉරුම් ධාරිතාවයක් ඇති ලී මෝල් හෝ සේවකයින් 25 හෝ ඊට වැඩි ප්‍රමාණයක් සේවයේ යොදන දැව ආශ්‍රිත කර්මාන්ත.
- 66. නේවාසික කාමර 20ක් හෝ ඊට වැඩි ප්‍රමාණයක් ඉක්මවන හෝටල්, ආගන්තුක නිවාස සහ තානායම්.
- 67. නේවාසිකයන් 200 ට වැඩි නේවාසිකාගාර සහ එවැනි ලැගුම් හල්.
- 68. වෛද්‍ය රසායනාගාර හා පර්යේෂණ මධ්‍යස්ථාන ද ඇතුළුව ආසාදිත අපද්‍රව්‍ය උත්පාදනය කරන ජෛවමය සේවා මධ්‍යස්ථාන.
- 69. මෝටර් රථ හෝ බයිසිකල් නිෂ්පාදනය හෝ එකලස් කිරීමේ කර්මාන්ත.
- 70. ක්‍රීරෝද රථ සහ යතුරු පැදි සේවා ස්ථානහැර වාහන සේවා ක්‍රියාකාරකම් සහිත වාහන සේවා ස්ථාන හෝ වාහන සේවා කටයුතු සිදුකරන බහලුම් පර්යන්ත.
- 71. වාහන සේවා කටයුතු සිදුකරන සියළුම බස් ඩිපෝ සහ දුම්රිය අංගන.
- 72. සියළුම වාහනවලින් පිටවන දුම් පරීක්ෂා කිරීමේ මධ්‍යස්ථාන.
- 73. ජල හෝ පුර්ව හෝ පුළුං විදුලි උත්පාදන බලාගාර සහ පොදු විදුලි බිඳවැටීම්වල දී පමණක් භාවිතා කරන විදුලි ජනක හැර විදුලිය නිෂ්පාදනය කිරීමේ එකක.
- 74. ඊයම් උණුකිරීම් සහිත මුද්‍රණාල හෝ පුවත්පත් මුද්‍රණාල හෝ අපජලය ජනනය වන මුද්‍රණ ක්‍රියාකාරකම් හෝ වර්ණ ජායාරූප සැකසීමේ මධ්‍යස්ථාන.
- 75. පල්ප සහ කඩදාසි නිෂ්පාදන කර්මාන්ත හෝ රැලි සහිත කාඩ්බෝඩ් නිෂ්පාදන කර්මාන්ත.
- 76. එක් වැඩ මුරයක් සඳහා සේවක සංඛ්‍යාව 200ක් හෝ ඊට වඩා සේවයේ යොදවන ඕනෑම කර්මාන්තයක්.
- 77. කටුනායක අපනයන නිදහස් වෙළඳ කලාපය සහ බියගම අපනයන ප්‍රවර්ධන කලාපය ඇතුළු ජාතික පාරිසරික පනතේ IVඇ කොටස යටතේ අනුමත කරන ලද කර්මාන්ත ජනපද.
- 78. සත්වෝද්‍යාන.
- 79. විදුලි සංදේශනය, ගුවන් විදුලි හා රූපවාහිනී සේවා සඳහා පහසුකම් සපයන සම්ප්‍රේෂණ කුළුණු.
- 80. නිෂ්පාදන ක්‍රියාවලිය නිසා දිනකට අපජලය සන මීටර් 10ක් හෝ ඊට වඩා බැහැර කරන හෝ නිෂ්පාදන ක්‍රියාවලියේ දී විෂ රසායනික ද්‍රව්‍ය භාවිතා කරන මෙම ලැයිස්තුවේ වෙනත් කැනක සඳහන් කර නොමැති කර්මාන්ත.

“ ආ ” කොටස

- 01. දිනකට කිලෝ ග්‍රෑම් 1,000ට අඩු නිෂ්පාදන ධාරිතාවක් සහිත සබන්, ක්ෂාලක ද්‍රව්‍ය හෝ වෙනත් පිරිසිදු කාරක ද්‍රව්‍ය නිෂ්පාදන කර්මාන්ත.
- 02. ඉන්ධන පිරවුම් හල් සහ ද්‍රව්‍යකෘත පෙට්‍රෝලියම් වායු ගබඩා හැර ඒකාබද්ධ ධාරිතාව මෙට්‍රික් ටොන් 150ට අඩු පෙට්‍රෝලියම් ද්‍රව තොග ගබඩා.
- 03. සේවා නියුක්තයන් 10ට අඩු සංඛ්‍යාවක් සේවයේ යොදවන ගයිබර් ග්ලාස් අමුද්‍රව්‍යයක් වශයෙන් භාවිතා කරන කර්මාන්ත.
- 04. දිනකට නිෂ්පාදන ධාරිතාවය කිලෝ ග්‍රෑම් 50ට වැඩි සහ 100 ට අඩු දුම් ගැසු දාර රබර් රොට් නිෂ්පාදනය කිරීමේ කර්මාන්ත.
- 05. එක් තොගයකට මෙට්‍රික් ටොන් 1 කට අඩු නිෂ්පාදන ධාරිතාවක් සහිත සක්‍රීය කාබන් හෝ කාබන් කුඩු හෝ අඟුරු නිෂ්පාදන කර්මාන්ත.
- 06. සේවකයන් සංඛ්‍යාව 10ට වැඩි සහ 25 ට අඩු සංඛ්‍යාවක් සේවයේ නියුක්තව සිටින ආයුර්වේද, දේශීය ඖෂධ, නිෂ්පාදනය කිරීමේ හෝ නිස්සාරණය කිරීමේ හෝ සංයෝජනය කිරීමේ නියැලී සිටින කර්මාන්ත.

32. සේවක සංඛ්‍යාව 25ක් හෝ ඊට වඩා සේවයේ යොදවන බේකර් සහ රසකැවිලි නිෂ්පාදන කර්මාන්ත ඇතුළු ආහාර නිෂ්පාදන සහ තැකසීමේ කර්මාන්ත.
33. මඳ පිණිස සතුන් මරණ ස්ථාන.
34. සේවක සංඛ්‍යාව 25ක් හෝ ඊට වඩා වැඩි පොල්තෙල් සිඳීමේ හෝ කුරුඳු තෙල් නිස්සාරණය කිරීමේ කර්මාන්ත.
35. පොල්තෙල් සිඳීමේ කර්මාන්ත සහ කුරුඳු තෙල් නිස්සාරණය කිරීමේ කර්මාන්ත හැර නිෂ්පාදන ධාරිතාව දිනකට ලීටර් 10ක් හෝ ඊට වැඩි අනෙකුත් ශාක හා සත්ව තෙල්/මේද නිස්සාරණය කිරීමේ කර්මාන්ත.
36. ක්ෂණික හේ හෝ කෝපි පිරිසැකසුම් කිරීමේ කර්මාන්ත.
37. සේවක සංඛ්‍යාව 25ක් හෝ ඊට වඩා සේවයේ යොදවන මධ්‍යසාර අඩංගු නොවන බීම වර්ග නිෂ්පාදනය කිරීමේ කර්මාන්ත.
38. දිසිදි පොල් නිෂ්පාදනය කිරීමේ කර්මාන්ත හෝ සේවකයින් 10 හෝ ඊට වැඩි ගණනක් සේවයේ යෙදෙන පොල් සැකසීමේ කර්මාන්ත.
39. වී පෙඟවීමේ ක්‍රියාවලිය සහිත දිනකට කිලෝ ග්‍රෑම් 5,000 ක් හෝ නිෂ්පාදන ධාරිතාවයක් සහිත වී මෝල් .
40. සියළුම යන්ත්‍රානුසාරයෙන් බිත්තර රක්කවන ස්ථාන හෝ පක්ෂීන් 2,500 හෝ එයට වැඩි කුකුළු ගොවිපලවල් හෝ සතුන් 50ක් හෝ ඊට වැඩි උරුරු, ගව, එළ ගොවිපලවල් හෝ සත්ව අනුපාතය *2,500 ක් හෝ ඊට වැඩි මිශ්‍ර ගොවිපලවල්.
* මිශ්‍ර ගොවිපලවල් සඳහා අනුපාතය = පක්ෂීන් සංඛ්‍යාව + 50 x (උරුරන් සංඛ්‍යාව + ගවයින් සංඛ්‍යාව + එළවන් සංඛ්‍යාව) .
41. දිනකට මෙට්‍රික් ටොන් 25ක් හෝ ඊට වැඩි ප්‍රමාණයක ධාරිතාවයක් සහිත සත්ව ආහාර නිෂ්පාදනය කිරීමේ කර්මාන්ත.
42. සේවක සංඛ්‍යාව 50ක් හෝ ඊට වඩා සේවයේ යොදවන සිඟරැටි හෝ දුම්කොළ ආශ්‍රිත වෙනත් ද්‍රව්‍ය නිෂ්පාදනය කිරීමේ කර්මාන්ත.
43. ඉලෙක්ට්‍රොප්ලේටින් සහ ගැල්වනයිස් කිරීමේ කර්මාන්ත ද ඇතුළුව ලෝහ හෝ ප්ලාස්ටික් පෘෂ්ඨ පිරියම් කිරීමේ කර්මාන්ත හෝ පවුබර් කෝටින් කරන කර්මාන්ත.
44. යකඩ සහ වානේ කර්මාන්ත.
45. උදුන් සහිත වාක්කු කර්මාන්ත.
46. ද්විතීක ක්‍රියාවලි, උණු කිරීම සහ ලෝහ නැවත ලබාගැනීම සහිත යකඩ නොවන ලෝහ සැකසීමේ කර්මාන්ත.
47. සේවක සංඛ්‍යාව 25 හෝ ඊට වඩා සේවයේ යොදවන ලෝහ සංස්කාරය කර්මාන්ත හෝ යන්ත්‍රෝපකරණ, යන්ත්‍රෝපකරණ කොටස් හෝ ලෝහ භාණ්ඩ, විදුලි හෝ ඉලෙක්ට්‍රොනික භාණ්ඩ සහ උපකරණ නිෂ්පාදන කිරීමේ හෝ එකලස් කිරීමේ කර්මාන්ත (ලියවන පට්ටල්, වැල්ඩින් වැඩපලවල්, විසිරි පින්තාරු සිදුකරන කර්මාන්ත ඇතුළත්ව).
48. සිමෙන්ති කර්මාන්ත (ක්ලින්කර් ඇඹරීම හෝ නිෂ්පාදනය කිරීම හෝ නැවත ඇසිරීම).
49. දිනකට සන මීටර් 50ක් හෝ ඊට වැඩි ප්‍රමාණයක් ඉක්මවන නිෂ්පාදන ධාරිතාවයක් සහිත කොන්ක්‍රීට් පූර්ව මිශ්‍රණ යන්ත්‍රාගාර.
50. විදුරු හෝ විදුරු පදනම් වූ භාණ්ඩ නිෂ්පාදනය කිරීමේ කර්මාන්ත.
51. දිනකට මෙට්‍රික් ටොන් 20 හෝ ඊට වැඩි නිෂ්පාදන ධාරිතාවයක් සහිත හුණු පෝරණු.
සේවක සංඛ්‍යාව 25ක් හෝ ඊට වැඩි සංඛ්‍යාවක් සේවයේ යොදවන පිඟන් මැටි භාණ්ඩ නිෂ්පාදනය කිරීමේ කර්මාන්ත.
53. වරකට බෝර වලවල් එකකට වඩා වැඩි සංඛ්‍යාවක් පිපිරවීම සිදු කරන යාන්ත්‍රික කැණීම් හෝ වරකට එක් බෝර වලක් බැගින් පිපිරවීම සිදුකරන මාසික නිෂ්පාදන ධාරිතාවය සන මීටර් 600ක් හෝ ඊට වැඩි යාන්ත්‍රික කැණීම්.
54. බෙලිකටු සහ කළුගල් ඇඹරීමේ කර්මාන්ත හැර ලෝහමය නොවන බණිජ (එනම් හුණුගල්, බොලම්බිට්, ඇපටයිට්, රොක්පොස්පේට්, වැලිගල්, පෙල්ඩිස්පාර්, ක්වාර්ට්ස්, ඉල්මනයිට්, රුටයිල්, සර්කෝන්, මයිකා, තලාකු මිනිරන්, පිඟන් මැටි ආදිය) ඇඹරීම හෝ සැකසීම සිදුකරන කර්මාන්ත.
55. කුට්ටි කළුගල් සෑදීම හෝ පිරිසැකසුම් කර්මාන්ත (පොළවෙන් ගැලවීම, පිපිරවීම, කැබලි කිරීම, ඔපදැමීම).
56. දිනකට සන මීටර් 25ක් හෝ ඊට වැඩි ප්‍රමාණයක් ඉක්මවන ඒකාබද්ධ නිෂ්පාදන ධාරිතාවයක් ඇති කළුගල් ඇඹරීමේ හෝ පිරිසැකසීමේ කර්මාන්ත.
57. අපසන්දන (කාර්මික හෝ මළ) පොදු පරිපහදු පද්ධති.
58. දිනකට මෙට්‍රික් ටොන් 05ක් හෝ ඊට වැඩි ප්‍රමාණයක් යොදවුම් ධාරිතාවයක් ඇති දාහක.
59. දිනකට සන මීටර් 10,000 ක් හෝ ඊට වැඩි පරිපහදු ධාරිතාවයක් ඇති ජල පිරිපහදු පද්ධති.
60. දෛනික යොදවුම් ධාරිතාව මෙට්‍රික් ටොන් 10 හෝ ඊට වැඩි ප්‍රමාණයක නාගරික හා අනෙකුත් සන අපද්‍රව්‍ය මගින් කොම්පෝස්ට් නිෂ්පාදන සිදුකරන ස්ථාන.

07. ජ්‍යෙෂ්ඨ සංඛ්‍යාව 10ට අඩු සංඛ්‍යාවක් සේවයේ යොදවන බනික් කර්මාන්ත.
08. ජ්‍යෙෂ්ඨතාව 10ට අඩු සංඛ්‍යාවක් සේවයේ යොදවන වාණිජ මට්ටමේ ඇඳුම් පිරිසිදු කිරීමේ කර්මාන්ත (ලොන්ඩර්).
09. වියලි ක්‍රියාවලි ඇතුළත් සම් නිමවුම් කිරීමේ කර්මාන්ත.
10. ස්වභාවික කෙඳි විරෝධතා කිරීමේ හෝ වර්ණ ගැන්වීමේ කර්මාන්ත හැර සේවකයින් 25 ට අඩු සංඛ්‍යාවක් සේවයේ යොදවන ස්වභාවික කෙඳි ආශ්‍රිත කර්මාන්ත.
11. යන්ත්‍ර 25ට අඩුවෙන් ඇති බලවේග පෙහෙකම්හල්.
12. යන්ත්‍ර 10ට වැඩියෙන් ඇති අත් යන්ත්‍ර පෙහෙකම්හල් හෝ ඇඳුම් ගෙතීමේ හෝ එම්බ්‍රොයිඩර් කිරීමේ කර්මාන්ත.
13. එක් වැඩ මුරයක් සඳහා සේවකයන් 25 හෝ ඊට වැඩි සහ 200 ට අඩු සංඛ්‍යාවක් සේවයේ යොදවන ඇඟලුම් කර්මාන්ත.
14. සීනි නිෂ්පාදනය කිරීමේ හෝ සීනි පිරිපහදු කිරීමේ කර්මාන්ත හැර උක් ආශ්‍රිත කර්මාන්ත.
15. සේවක සංඛ්‍යාව 05 හෝ ඊට වැඩි සහ 25ට අඩුවෙන් සේවය කරන බේකර් සහ රසකැවිලි නිෂ්පාදන ඇතුළු ආහාර නිෂ්පාදන සහ සැකසීමේ කර්මාන්ත.
16. සේවක සංඛ්‍යාව 25ට අඩු සේවක සංඛ්‍යාවක් සේවයේ යොදවන කුරුඳු තෙල් නිස්සාරණය කරන කර්මාන්ත.
17. වී පෙඟවීමේ ක්‍රියාවලිය සහිත හා දිනකට කිලෝ ග්‍රෑම් 5,000 ට අඩු නිෂ්පාදන ධාරිතාවයක් සහිත වී මෝල්.
18. මසකට නිෂ්පාදන ධාරිතාවය කිලෝ ග්‍රෑම් 1,000 හෝ ඊට වැඩි ධාරිතාවයක් සහිත ඇඹරුම් හල්.
19. පක්ෂීන් 250 හෝ ඊට වැඩි සහ 2,500 ට අඩු කුකුළු ගොවිපලවල් හෝ සතුන් සංඛ්‍යාව 05 හෝ ඊට වැඩි සහ 50ට අඩු වන්නාටු උරු, එළ, ගව ගොවිපලවල් හෝ සත්ත්ව අනුපාතය* 250 හෝ ඊට වැඩි සහ 500 අඩු සංඛ්‍යාවක් සහිත මිශ්‍ර ගොවිපලවල්.
* මිශ්‍ර ගොවිපලවල් සඳහා අනුපාතය = කුකුළන් සංඛ්‍යාව + 50 X (උරුන් සංඛ්‍යාව + ගවයින් සංඛ්‍යාව + එළවන් සංඛ්‍යාව)
20. දිනකට මෙට්‍රික් ටොන් 25ට අඩු නිෂ්පාදන ධාරිතාවයක් සහිත සත්ත්ව ආහාර නිෂ්පාදනය කිරීමේ කර්මාන්ත.
21. සියළුම අයිස් නිෂ්පාදනාගාර.
22. සේවක සංඛ්‍යාව 25ට අඩුවෙන් සේවයේ යොදවන ලෝහ සංස්කාරය කර්මාන්ත හෝ යන්ත්‍රෝපකරණ, හෝ යන්ත්‍රෝපකරණ කොටස් හෝ ලෝහ භාණ්ඩ හෝ විදුලි හෝ ඉලෙක්ට්‍රොනික් භාණ්ඩ සහ උපකරණ නිෂ්පාදනය කිරීමේ හෝ එකලස් කිරීමේ කර්මාන්ත (ලියවන පට්ටල්, වැල්ඩින් වැඩපලවල්, විසිරී පින්තාරු කරන කර්මාන්ත ද ඇතුළත්ව).
23. දිනකට සහ මීටර 50ට අඩු ධාරිතාවයක් සහිත කොන්ක්‍රීට් පූර්ව මිශ්‍රණාගාර.
24. එක් වරකට එක් බෝරවලක් බැගින් පුපුරවමින් මසකට සහ මීටර 600ට අඩු නිෂ්පාදන ධාරිතාවයක් සහිත යාන්ත්‍රික කැණීම්.
25. (අත් මෙවලම් භාවිතා කර මිනිස් ශ්‍රමය පමණක් යොදා ගන්නා කළුගල් ඇඹරීමේ කර්මාන්ත හැර) දිනකට සහ මීටර 25ට වඩා අඩු ඒකාබද්ධ නිෂ්පාදන ධාරිතාවයක් ඇති කළුගල් ඇඹරීමේ හෝ සැකසීමේ කර්මාන්ත.
26. දෛනික යෙදවුම් ධාරිතාවය මෙට්‍රික් ටොන් 10ට අඩු ධාරිතාවයක් ඇති නාගරික හා අනෙකුත් සහ අපද්‍රව්‍ය මගින් කොම්පොස්ට් නිෂ්පාදනය සිදුකරන ස්ථාන (ගෘහස්ථ නොවන).
27. දිනකට මෙට්‍රික් ටොන් 10ට අඩු ධාරිතාවයක් සහිත සහ අපද්‍රව්‍ය ප්‍රතිචක්‍රීකරණ / නැවත ලබාගැනීමේ හෝ සැකසීමේ කර්මාන්ත.
28. දිනකට මෙට්‍රික් ටොන් 10ට අඩු ධාරිතාවයක් සහිත සහ අපද්‍රව්‍ය බැහැර කිරීමේ පහසුකම් හෝ ස්ථාන.
නේවාසිකයින් 25 හෝ ඊට වැඩි සහ 200 ට අඩු නේවාසිකාගාර සහ එවැනි ලැගුම් හල්.
29. වාහනවල වාගු සමීකරණ යන්ත්‍ර අලුත්වැටිය කිරීමේ, නඩත්තු කිරීමේ හා සවි කිරීමේ කටයුතු හෝ විසිරී පින්තාරු කටයුතු සහිත වාහන අලුත්වැටිය කිරීමේ/ නඩත්තු කිරීමේ කටයුතු සිදුකරන ගොඵ.
30. ශීතකරණ හා වාගු සමීකරණ යන්ත්‍රවල ශීතකාරක ප්‍රතිචක්‍රීකරණය සහ ප්‍රතිශ්‍රවණය කරන ස්ථාන.
31. ක්‍රියෝජර, යතුරු පැදි, සේවා ස්ථාන හා වාහන ඇතුළත පිරිසිදු කිරීම පමණක් සිදුකරන ස්ථාන.
32. නිෂ්පාදන ක්‍රියාවලිය මගින් දිනකට අපජලය සහ මීටර 3ක් හෝ ඊට වැඩියෙන් සහ සහ මීටර 10කට අඩුවෙන් බැහැර කරනු ලබන ඕනෑම කර්මාන්තයක්.

“ඇ” කොටස

01. සියළුම වාහන ඉන්ධන පිරවුම් හල් (ද්‍රව පෙට්‍රෝලියම් හා ද්‍රවීකෘත පෙට්‍රෝලියම් වාගු).
02. සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩි සංඛ්‍යාවක් සේවයේ යෙදෙන ඉට්පන්දම් නිෂ්පාදන කර්මාන්ත.
03. සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩි සංඛ්‍යාවක් සහ 25ට අඩු සේවක සංඛ්‍යාවක් සේවයේ යොදවන පොල් තෙල් සිඳීමේ කර්මාන්ත.
04. සේවක සංඛ්‍යාව 10ක් හෝ ඊට වැඩි සංඛ්‍යාවක් සහ 25 ට අඩු සේවක සංඛ්‍යාවක් සේවයේ යොදවන මධ්‍යසාර අඩංගු නොවන බීම වර්ග නිෂ්පාදනය කිරීමේ කර්මාන්ත.
05. වියලි ක්‍රියාවලි සහිත වී මෝල්.

06. මාසික නිෂ්පාදන ධාරිතාව කිලෝග්‍රෑම් 1,000 කට අඩුවන ඇඹරුම් හල්.
07. දුම්කොළ වේලීමේ කර්මාන්ත.
08. සල්ෆර් දුම්ගැසීම සහිත එක් ක්‍රියාවලියක දී නිෂ්පාදන ධාරිතාව කිලෝග්‍රෑම් 500 හෝ එයට වැඩි ධාරිතාවක් සහිත කුරුඳු දුම් ගැසීමේ කර්මාන්ත.
09. කැමට ගන්නා ලුණු ඇසිරීමේ හා සැකසීමේ කර්මාන්ත.
10. ක්ෂණික තේ කර්මාන්ත ශාලා හැර අනෙකුත් තේ කර්මාන්ත ශාලා.
11. කොන්ක්‍රීට් පෙරසවි කර්මාන්ත.
12. යන්ත්‍රානුසාරයෙන් සිමෙන්ති ඔලොක් ගල් නිෂ්පාදනය කිරීමේ කර්මාන්ත.
13. දිනකට මෙට්‍රික් ටොන් 20ට අඩු නිෂ්පාදන ධාරිතාවක් සහිත හුණු පෝරණු.
14. ජලාස්ථර ඔෆ් පැරස් නිෂ්පාදනය කිරීමේ කර්මාන්ත හෝ සේවකයන් 25ට අඩු සංඛ්‍යාවක් සේවයේ නියුක්ත පිගන් මැටි භාණ්ඩ නිෂ්පාදනය කිරීමේ කර්මාන්ත.
15. සියළු බෙලිකටු ඇඹරීමේ කර්මාන්ත.
16. උළු සහ ගඩොල් කර්මාන්ත.
17. එක් වරකට එක් බෝර වලක් බැගින් පුපුරවමින් මසකට සහ මීටර 600ක නිෂ්පාදන ධාරිතාවයකට අඩු, මිනිස් ශ්‍රමය හා පුපුරණ ද්‍රව්‍ය භාවිතයෙන් සිදුකරන ලබන කැණීම් .
18. දිනකට සහ මීටර 50ට අඩු දැව ඉරුම් ධාරිතාවයක් ඇති ලී මෝල් හෝ බෝරෝන් පිරියම් ක්‍රමය භාවිතයෙන් දැව පිරියම් කිරීමේ කර්මාන්ත හෝ දැව පදම් කිරීමේ කර්මාන්ත.
19. බහු කාර්ය යන්ත්‍ර භාවිතා කරන වඩු කර්මාන්ත හෝ සේවකයින් 5 ට වැඩි 25ට අඩු ගණනක් සේවයේ යෙදෙන දැව ආශ්‍රිත කර්මාන්ත.
20. තේවාසික කාමර 05 හෝ ඊට වැඩි සහ 20ට අඩු හෝටල්, ආගන්තුක නිවාස සහ තානායම්.
21. වාහනවල වායු සමීකරණ යන්ත්‍ර අළුත්වැඩියා කිරීමේ, නඩත්තු කිරීමේ හා සවිකිරීමේ කටයුතු හෝ විසිරී පින්කාරු කටයුතු සිදු කරන ගරාජ හැර අනිකුත් වාහන අලුත්වැඩියා කිරීමේ/නඩත්තු කිරීමේ කටයුතු සිදුකරන ගරාජ.
22. ශීතකරණ හා වායු සමීකරණ යන්ත්‍ර අළුත්වැඩියා කිරීම, නඩත්තු කිරීම හා සවිකිරීම සිදුකරන ස්ථාන.
23. වාහන සේවා කටයුතු සිදු නොකරන කන්ටේනර් බහාලු පර්යන්ත.
24. සේවකයින් 10ක් හෝ ඊට වැඩි සංඛ්‍යාවක් සේවයේ යෙදෙන සියළුම විදුලි හෝ ඉලක්ට්‍රොනික් භාණ්ඩ අළුත්වැඩියා කිරීමේ ස්ථාන.
25. ඊයම් උණු කිරීම සිදු කිරීම ඇතුළත් නොවන මුද්‍රණාල සහ අකුරු මුද්‍රණය කිරීමේ යන්ත්‍ර.

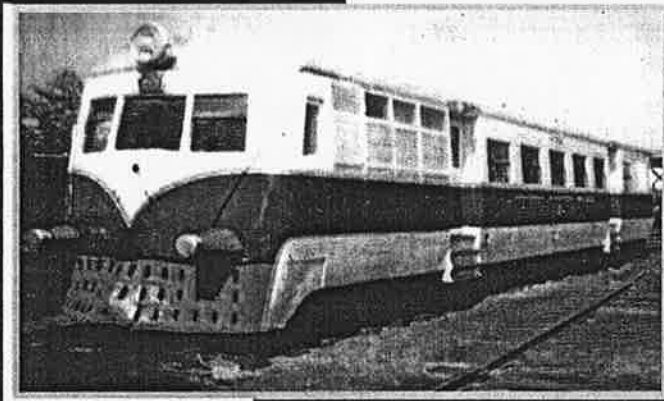
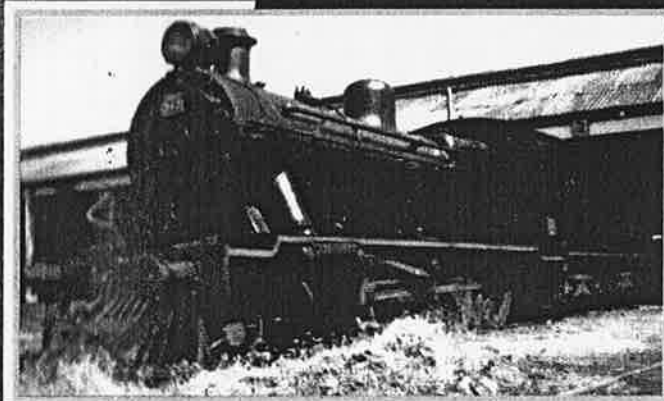
2000.11.22 දින අංක 1159/22 දරන ගැසට් පත්‍රයේ පළකරනු ලැබූවා ද, මෙයින් පරිසර ආරක්ෂණ බලපත්‍ර ලබාගත යුතු වූ ද, ක්‍රියාකාරකම් පිළිබඳ ගැසට් පත්‍රය මෙයින් පරිවර්තනය කරනු ලැබේ.

02- 288

06. ට
හෝ නිස.

ශ්‍රී ලංකා රජයේ මුද්‍රණ දෙපාර්තමේන්තුවේ මුද්‍රණය කරන ලදී.

ලංකාවේ දුම්රිය සේවය පරිපාලන මෙහෙයුම් වාණිජ



1845 - 1864



1865 - 1948



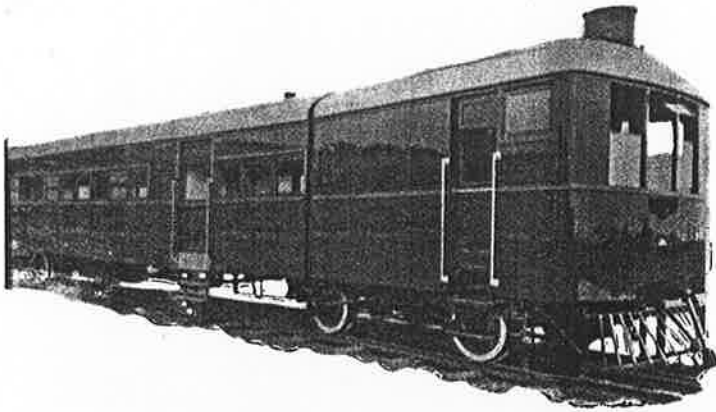
1948 - 1983



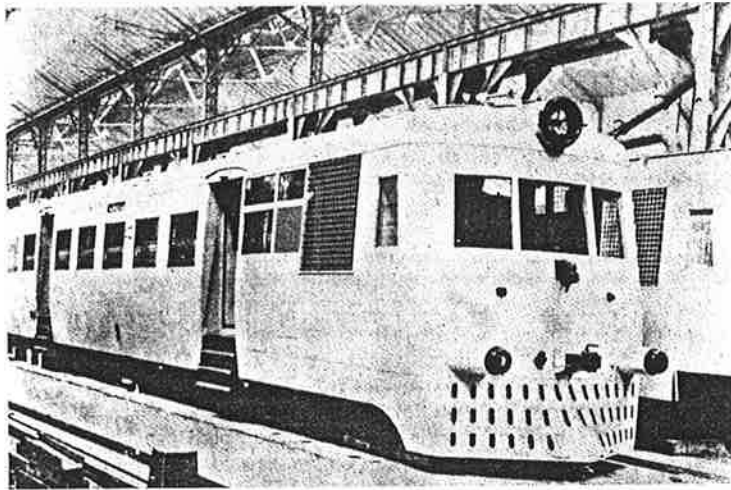
1983....

ඩබ්. එල්. නිහාල් ද සිල්වා

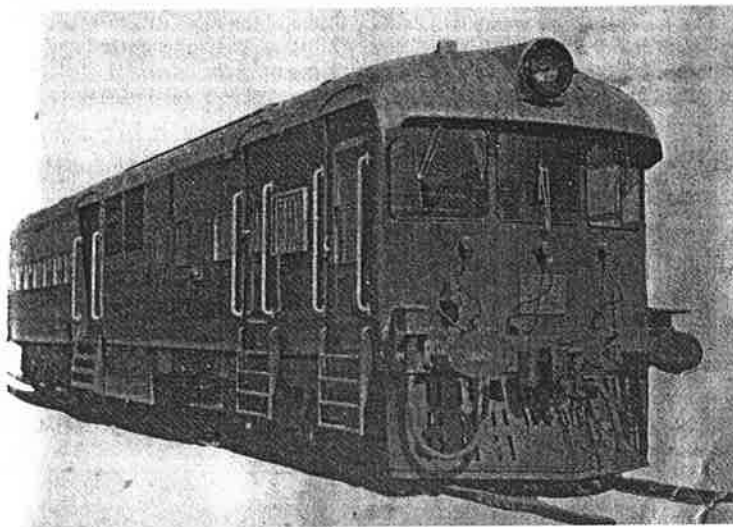
2016



V2 පන්තියේ වාෂප රේල් බස් රථය භාවිතය 1928



T1 පන්තියේ ඩීසල් රේල් බස් රථය භාවිතය 1939



S2 පන්තියේ ඩීසල්/ජල ශක්ති බලවේග කට්ටලය භාවිතය 1959

ලේක්සයිඩ් (Lake side) බඩු ගබඩාව

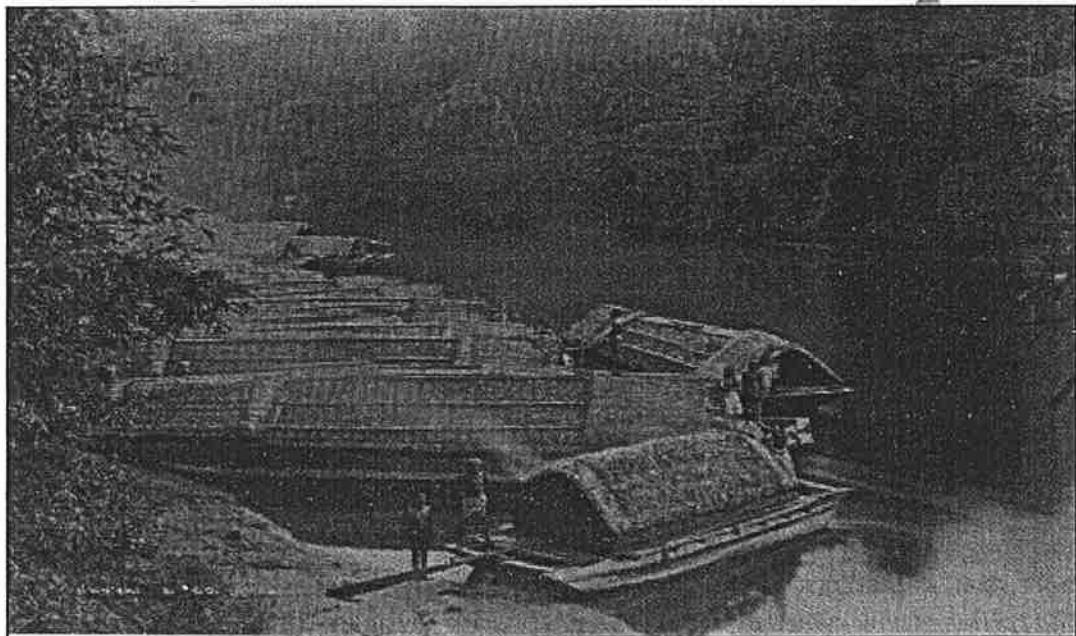
1926 වනවිට (Lake side) ⁸⁵ නමින් දුම්රිය බඩු ගබඩාවක් බේරේ වැව අසබඩ ප්‍රධාන දුම්රිය බඩු ගබඩාවට ආසන්නව පිහිටුවා තිබුණි. එම බඩු ගබඩාවට ඇල මාර්ග ඔස්සේ බෝට්ටු හා බත්තල් මගින් භාණ්ඩ රැගෙන විත් බාර දීම හා බාර ගැනීම 1926 වන විට සිදු විය. මේ සඳහා දුම්රිය බඩු ගබඩාවට අනුයුක්ත කාර්ය

85 Appendix to Rule Book & Working Time Table part II Commercial - 1928

මණ්ඩලයේ කිහිප දෙනෙකු ලේක් සයිඩ් බඩු ගබඩාවේ රාජකාරි සඳහා යොදවා තිබුණි. බඩු ලිපිකරුවන් වෙකර්වරුන් පෝටර්වරුන් ආදී කාර්ය මණ්ඩල සාමාජිකයන් ඊට අයත් විය. ඇල මාර්ග ඔස්සේ මෙම ලේක් සයිඩ් බඩු ගබඩාව ප්‍රමුඛ පෙළේ සමාගම් 13 ක් මගින් භාණ්ඩ ප්‍රවාහනය සිදුකර ගන්නා ලදී. එම සමාගම් 13 නම්

1. M/S Carson & Company
2. M/S Chitty & Company
3. M/S Colombo Commercial Company
4. M/S Cumberbatch & Company
5. M/S Eastern Produce & Estate Company Ltd
6. M/S George Steuart & Sons
7. M/S Harrison & Crossfield Ltd.
8. M/S James finlay & Company
9. M/S keel & Waldock
10. M/S CW Mackie & Company
11. M/S JM Rodentson & Company
12. M/S Skrine & Company
13. M/S Whittall & Company

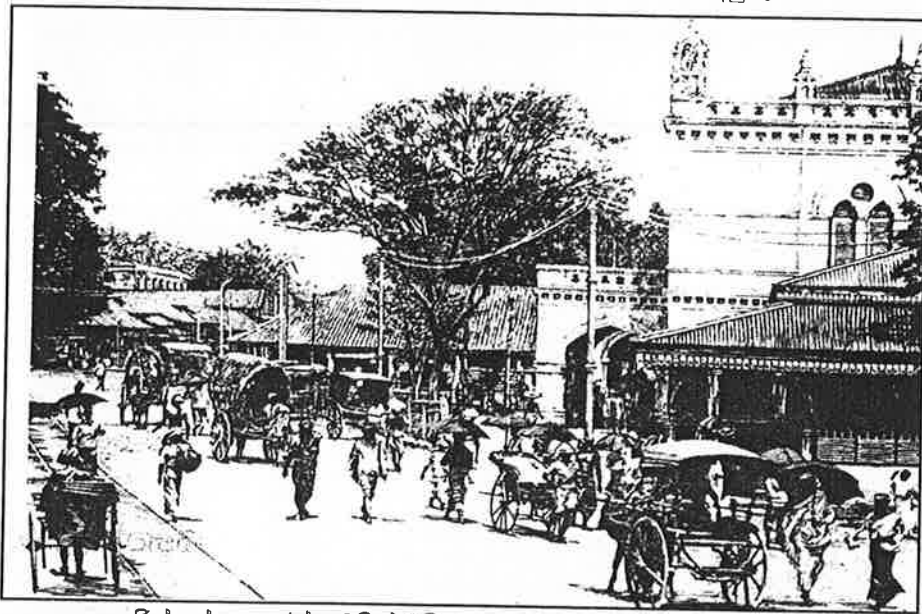
ලේක් සයිඩ් බඩු ගබඩාව සඳහා ඉන්වොයිස් කරන ලද බඩුගැල් වල වැගන් ටිකට්පත් වල ලේක් සයිඩ් බඩු ගබඩාව යනුවෙන් සඳහන් කළ යුතු විය. ඉන්වොයිස් කිරීම ද සිදුකල යුත්තේ ලේක් සයිඩ් බඩු ගබඩාව යනුවෙනි. මෙම බඩු ගබඩාවෙන් පටවන ලද බඩු ඉන්වොයිස් කිරීම ද ලේක් සයිඩ් බඩු ගබඩාව නමින් සිදුවිය.



දුම්රිය සේවය ඇරඹීමට පෙර ලංකාවේ පාරු සේවය මගින් ඇල මාර්ග ඔස්සේ ප්‍රවාහනය සිදු වීම



ප්‍රවාහන පහසුකම් නොමැති යුගයේ රජයේ වෛද්‍ය ඩී.එම්.ඊ විමලරත්න මහතා දොඩම්ගස්ලත්ද ග්‍රාමීය රෝහල වෙත රාජකාරියට ගිය අයුරු



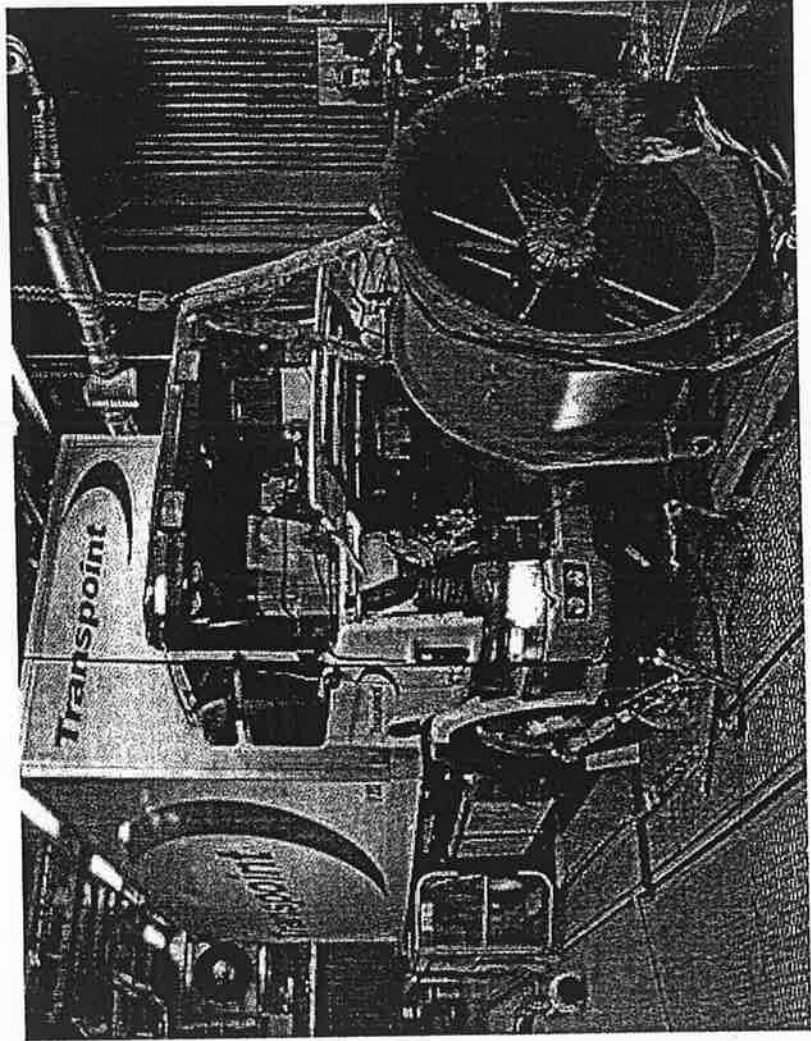
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කොළඹ කොටුවේ වාමර්ස් ධාන්‍යාගාරයේ කරත්ත මගින් ආහාර ද්‍රව්‍ය ප්‍රවාහනය කිරීම

HEAVY-DUTY TRUCK EMISSIONS AND FUEL CONSUMPTION SIMULATING REAL-WORLD DRIVING IN LABORATORY CONDITIONS

Nils-Olof Nylund & Kimmo Erkkilä
VTT Technical Research Centre of Finland



VTT PROCESSES
Kimmo Erkkilä

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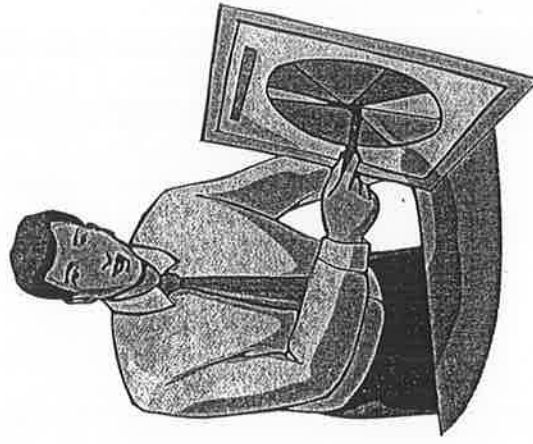
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CONTENTS

- ◆ Research on heavy-duty vehicles
- ◆ Rationale for testing complete heavy-duty vehicles
- ◆ Development of test cycles
- ◆ Test results
 - fuel consumption
 - exhaust emissions
- ◆ Summary



RESEARCH INTEGRATE ON HEAVY-DUTY VEHICLES

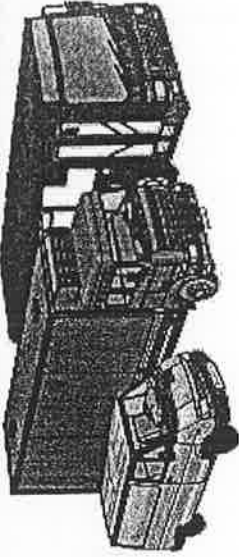
- ◆ Finland, like many other countries is highly dependent on road transports
- ◆ Some 75 % of the goods within the borders of Finland are transported on rubber wheels
- ◆ VTT initiated a three-year (2003-2005) multi-client research project to seek fuel savings for heavy-duty vehicles
 - 6 research institutes and some 20 sponsors from government, industry and transport companies cooperating

www.motiva.fi/raskaskalusto (in Finnish)

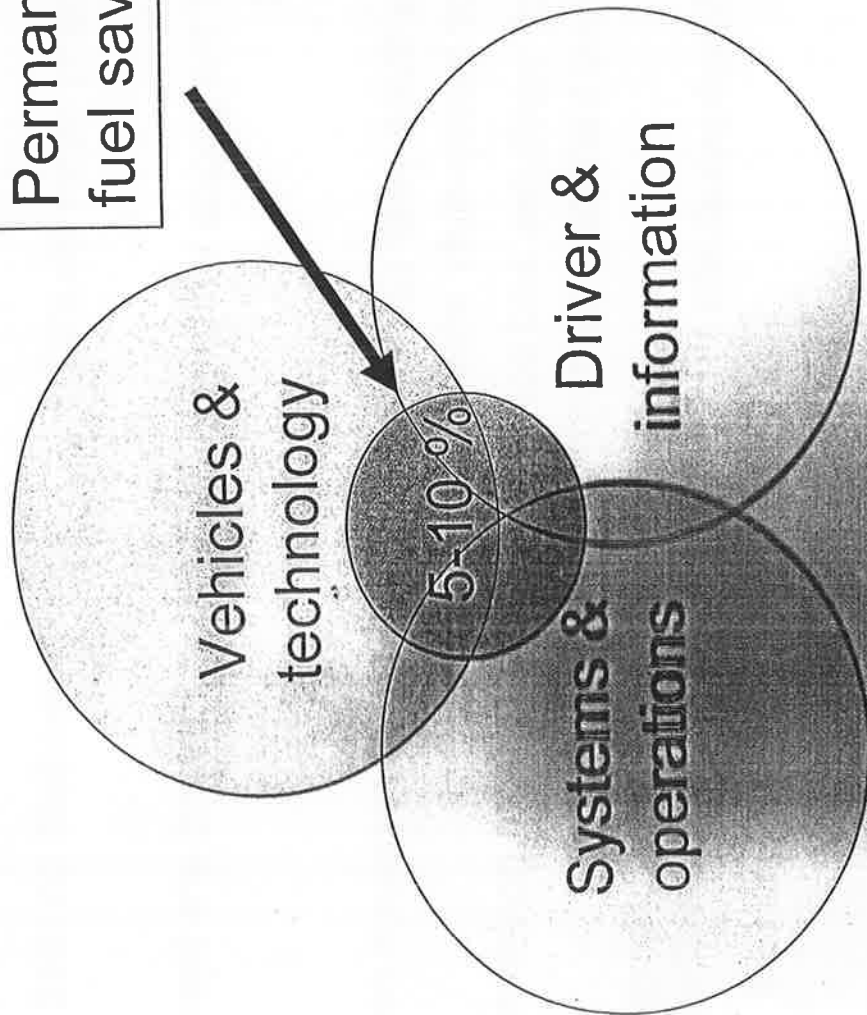


THE GOAL OF THE PROJECT

- in a 5-year perspective



Permanent fuel savings



EMISSION CERTIFICATION

- ◆ For light-duty vehicles, certification is done running complete vehicles
 - both emissions and fuel consumption are reported
- ◆ Both for the US and Europe, HD emission certification is done using stand-alone engines
 - the outcome is specific emission values (g/hph or g/kWh) for the engine itself tested over a certain duty cycle
 - the testing does not in any way reflect the properties of the vehicle itself (weight, aerodynamic drag, design of the driveline etc.)
 - no requirements to report fuel economy



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WHY TEST COMPLETE HD VEHICLES?

- ◆ There is a clear need to generate emission and fuel consumption figures that take into account the properties of the complete vehicle:
 - generating truthful distance based emission and fuel consumption figures
 - effects of load and driving cycle
 - comparison of vehicles
 - chassis dyno testing also enables checking of in-use vehicles

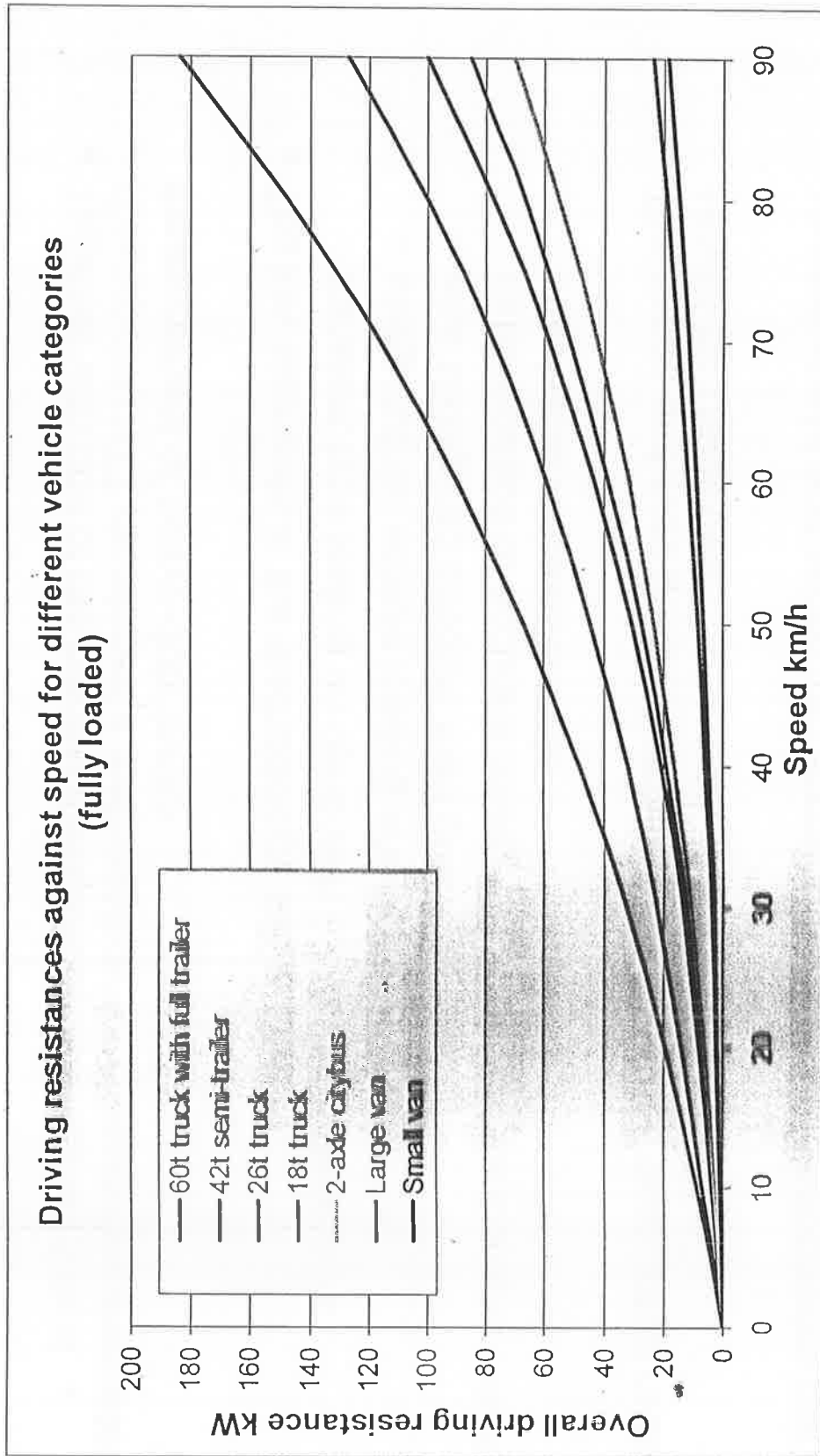
- ◆ Within VTT's research project, both the authorities and the transport companies are very interested in comparable (vehicle to vehicle) emission and fuel consumption figures for various HD vehicles
 - fuel economy is extremely important for the operators

DEVELOPMENT OF TEST METHODOLOGY

- ◆ Together with one of the biggest transport companies in Finland (Transpoint) VTT developed a methodology for chassis dynamometer measurement of heavy-duty trucks
- ◆ The key elements in the methodology are
 - transient type testing on dyno with 2,5 m diameter rollers
 - using truthful vehicle loading and speed profiles
 - also taking into account road gradient
 - determination of accurate rolling and drag resistance by conducting coast-down measurements
- ◆ The speed and road gradient profiles were recorded from actual routes served by Transpoint
- ◆ Varying speed and taking into account the road gradient creates highly transient loading



TEST METHODOLOGY – POWER VS. SPEED



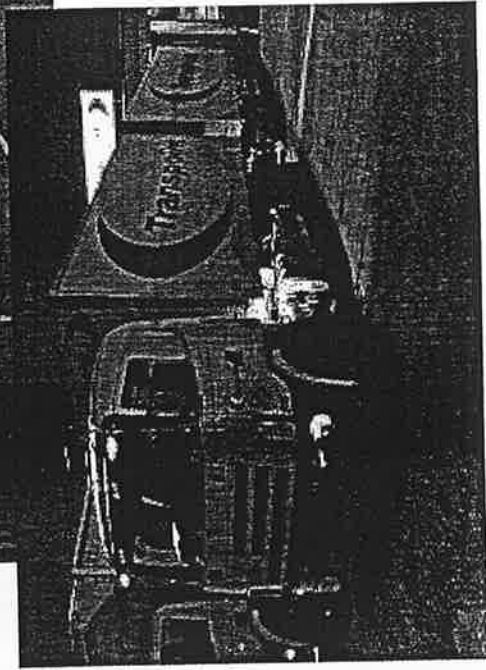
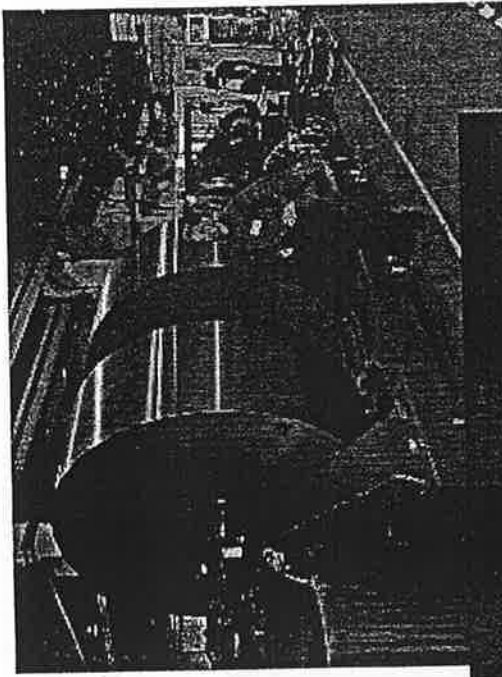
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TEST METHODOLOGY – CYCLE DEVELOPMENT

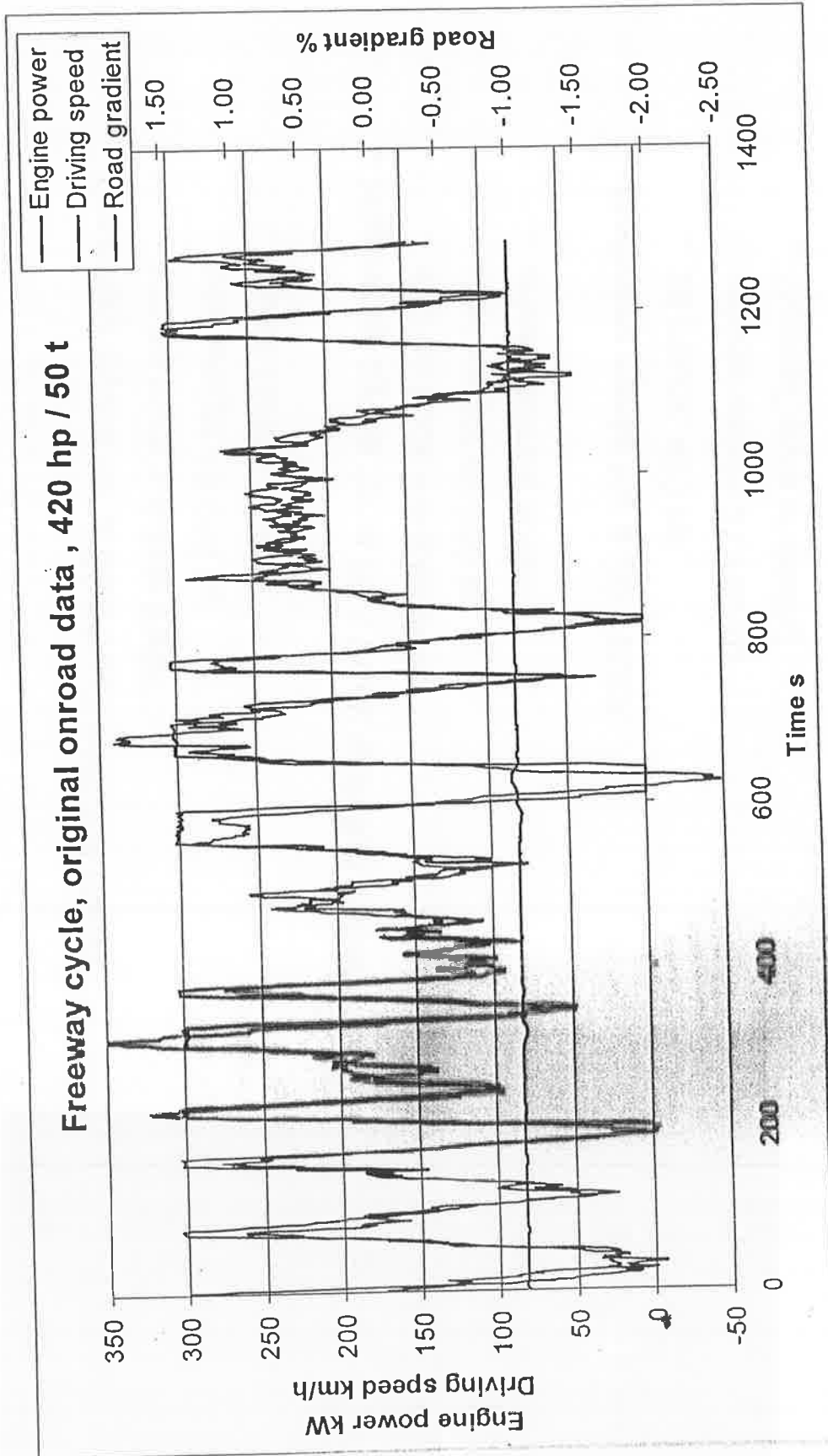
- ◆ **Freeway cycle** for a 60 t truck with full trailer
 - 420 hp truck + 4-axle trailer
 - total weight 49 050 kg
 - cruise control active

- ◆ **Highway cycle** for a 60 t truck with full trailer
 - 420 hp truck + 4-axle trailer
 - total weight 49 050 kg
 - driver controls speed

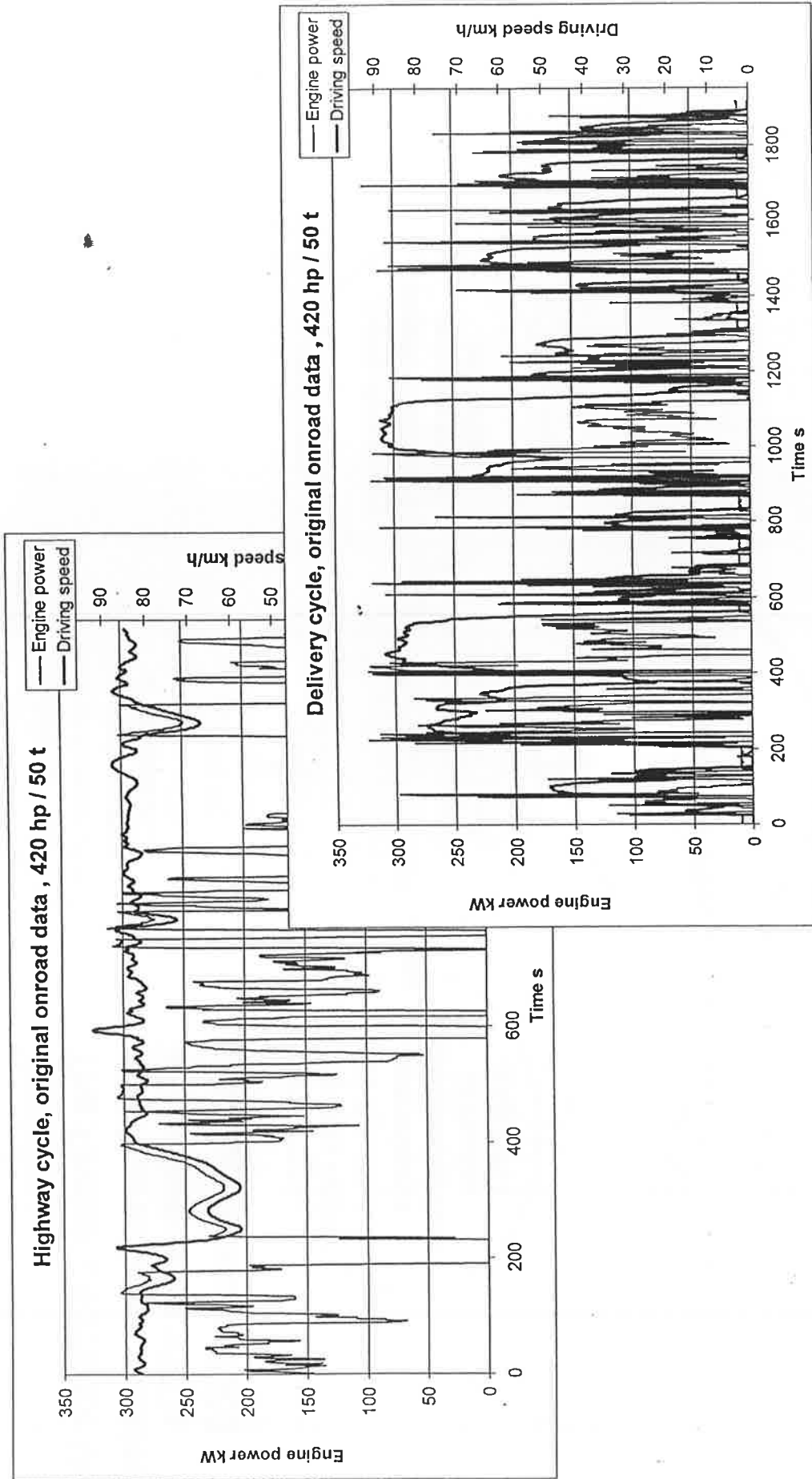
- ◆ **Delivery cycle** for a 26 t truck
 - 26 t truck, 420 hp
 - vehicle weight 21 700 kg
 - "normal" style of driving



TEST METHODOLOGY

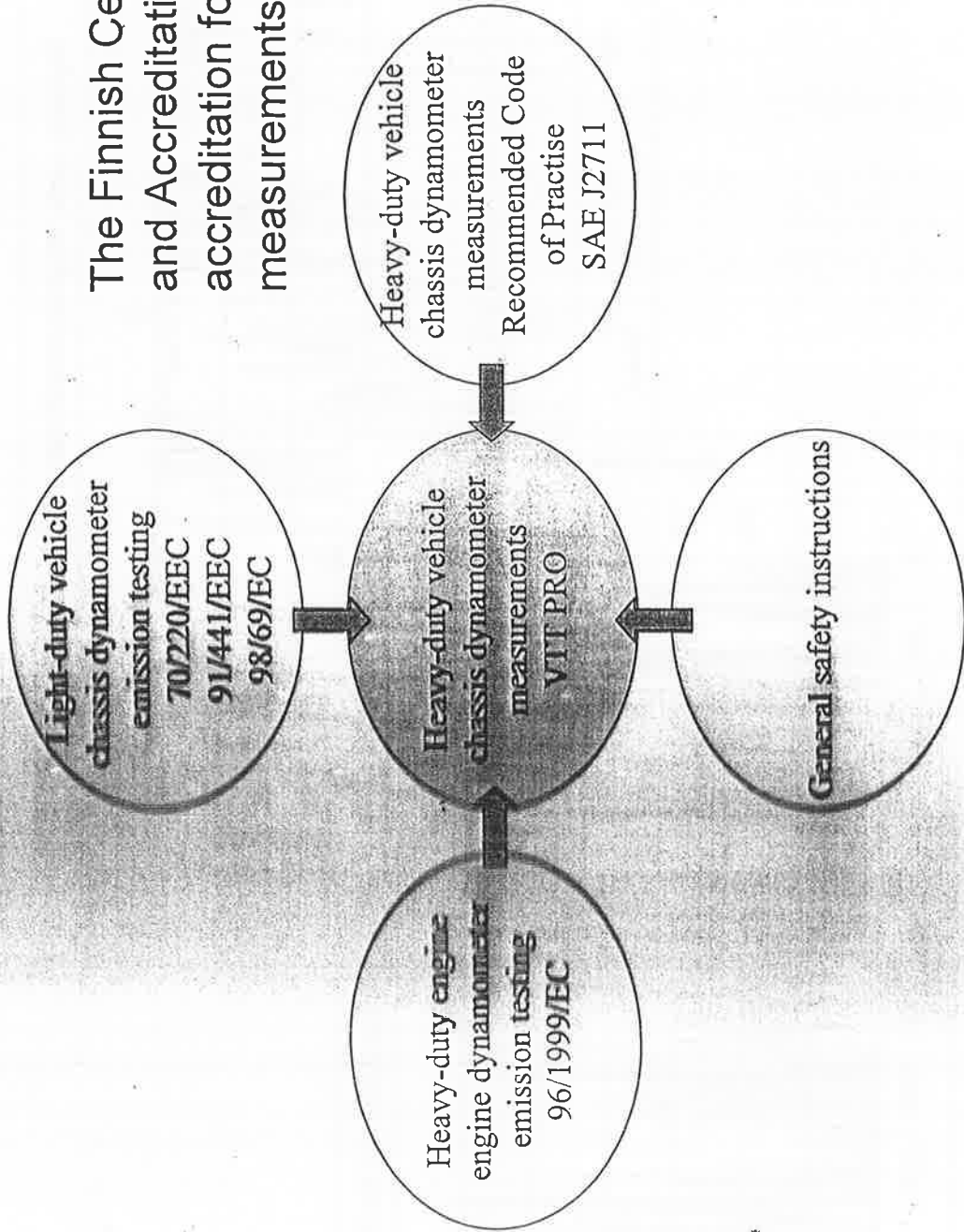


TEST METHODOLOGY



TEST METHODOLOGY - ACCREDITATION

The Finnish Centre for Metrology and Accreditation granted accreditation for VTT's measurements in 2003



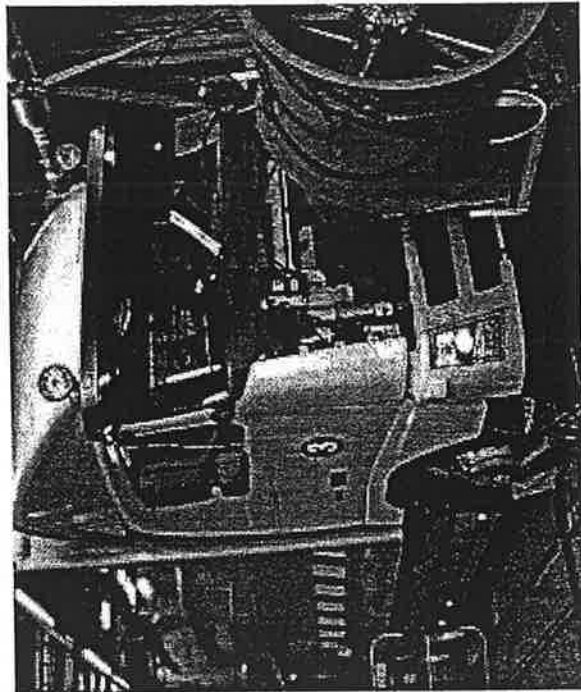
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SUBPROJECT TRUCK 2004:

Exhaust emissions and fuel consumption
of Euro 3 certified trucks

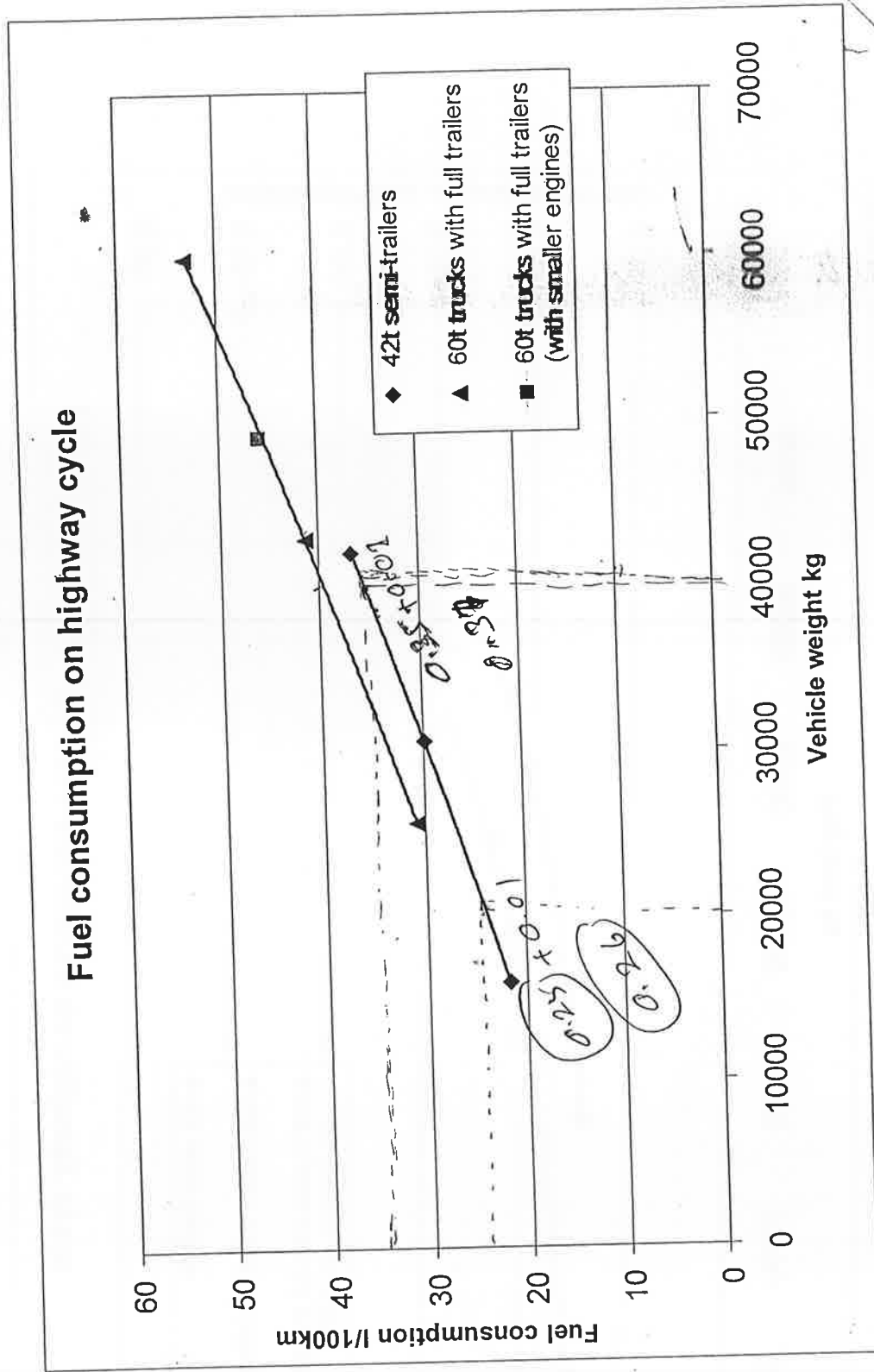


TEST MATRIX 2004

- ◆ The measurements were done running dynamic load cycles including simulation of road gradient (three cycles: freeway, highway and delivery)
- ◆ Measurements were conducted in four weight classes:
 - 18 t delivery trucks: 0, 1/3, 2/3 and 1/1 load (four load levels)
 - 26 t delivery trucks: 0, 1/2 and 1/1 (three load levels)
 - 42 t semi-trailers: 0, 1/2 and 1/1 (three load levels)
 - 60 t trucks with full trailers: 0, 1/2 and 1/1 (three load levels)
- ◆ Vehicles of different makes were tested in parallel:
 - 18 t: three brands
 - 26/60 t: four brands
 - 42 t: three brands
- ◆ 13 different vehicles were measured, and the number of combinations (vehicle/load/cycle) was 63
 - including repetitive tests, more than 130 tests were done



INFLUENCE OF VEHICLE MASS

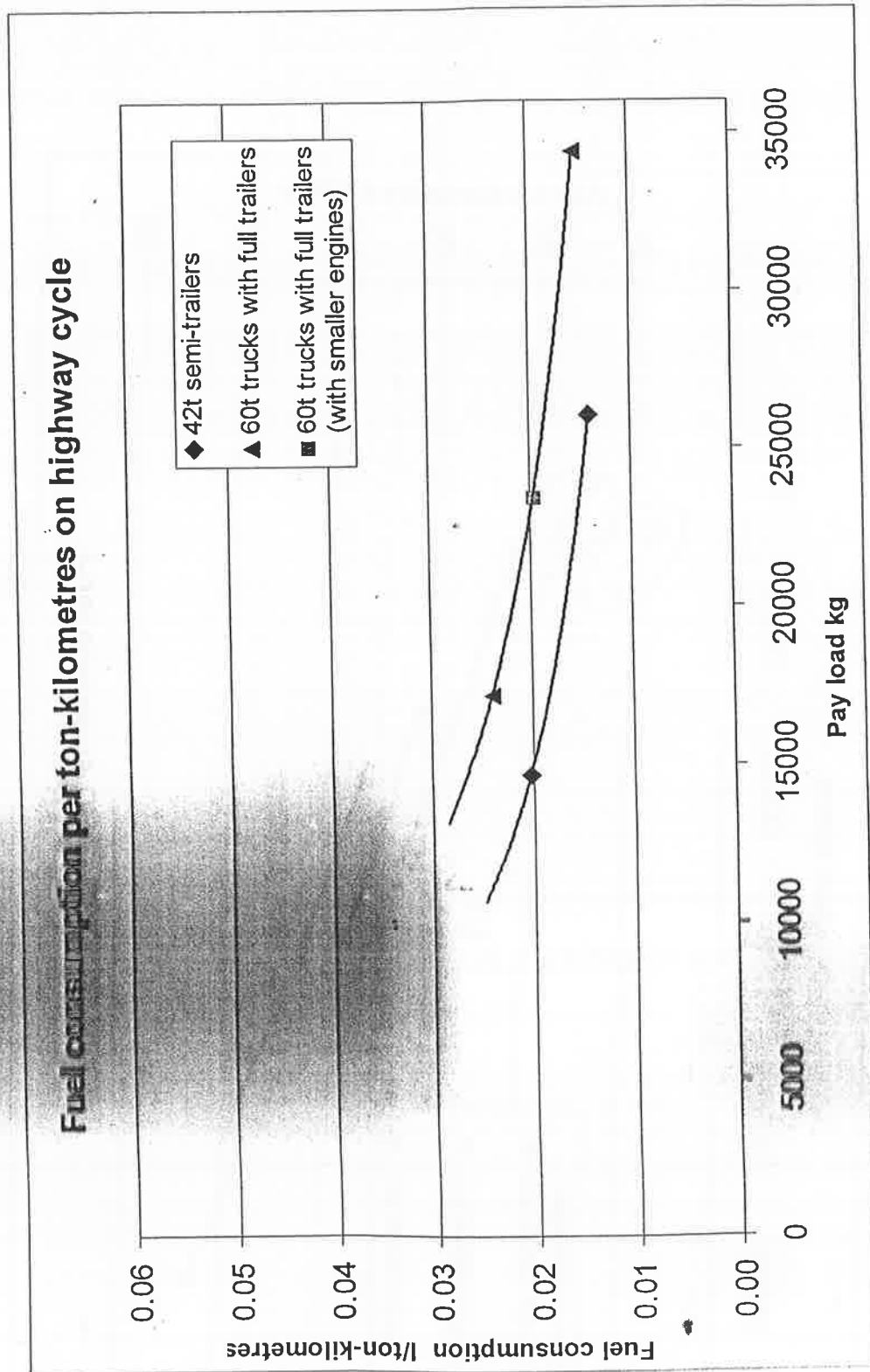


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INFLUENCE OF LOAD



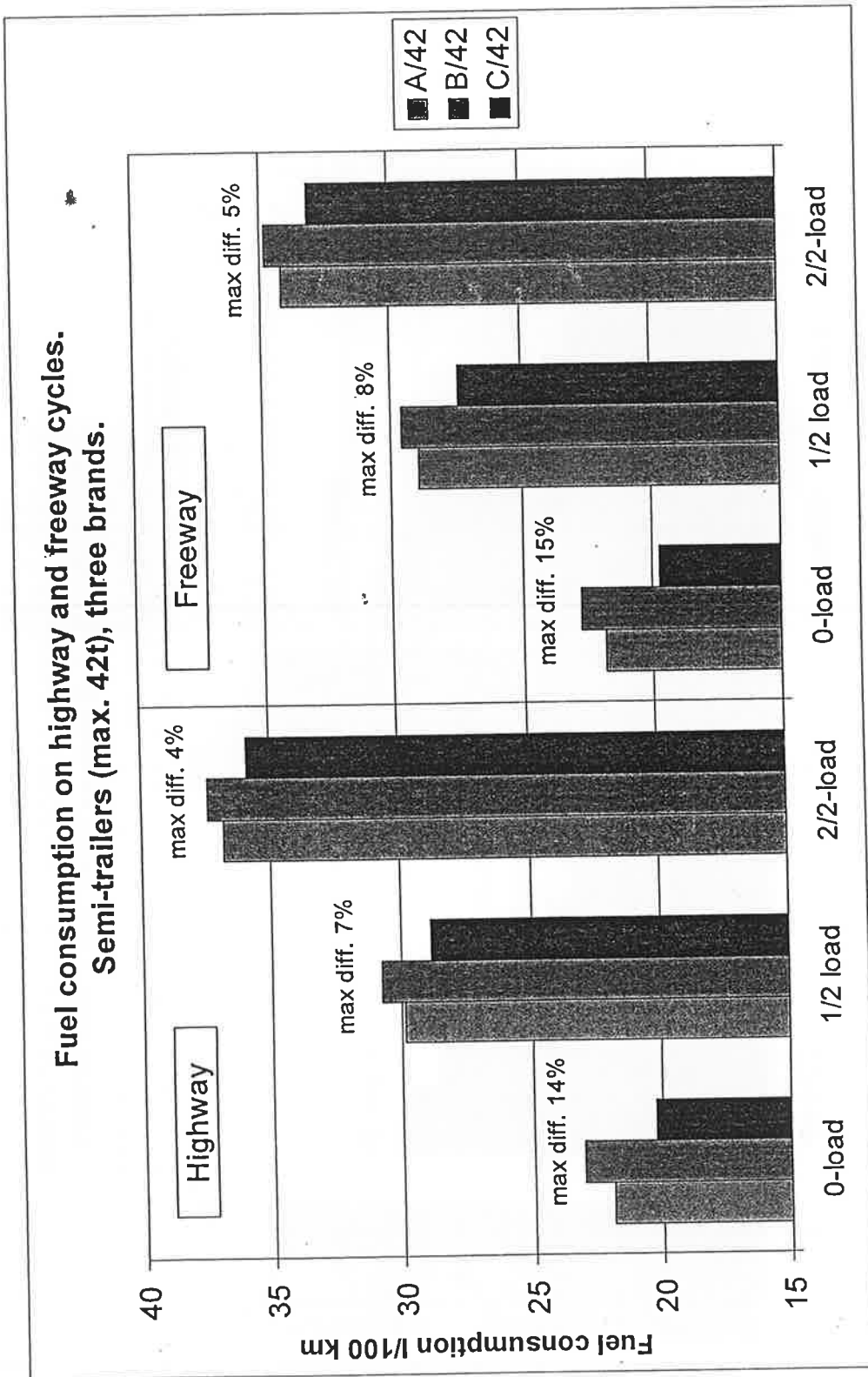
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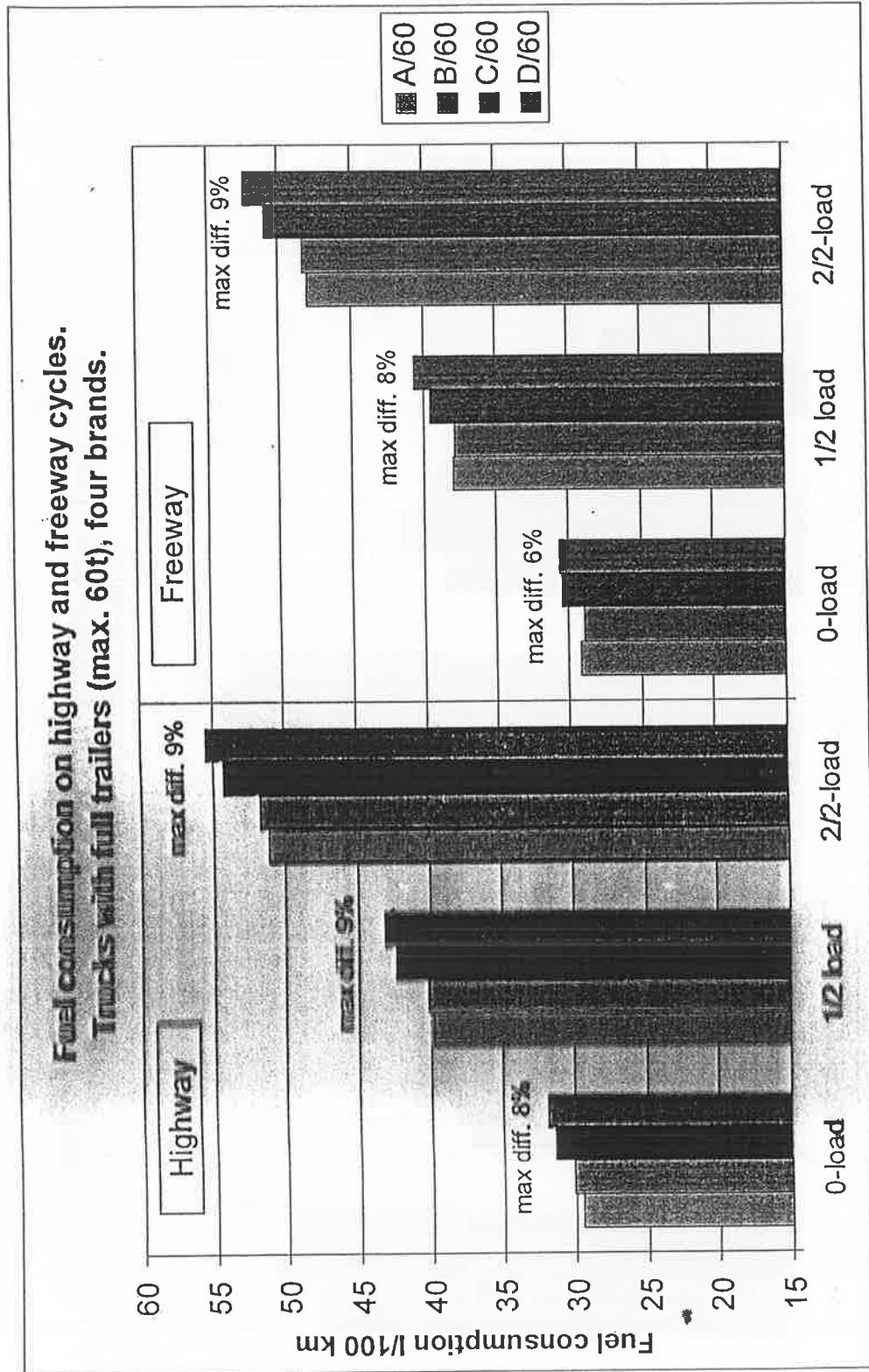
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FUEL CONSUMPTION BY VEHICLE MAKE

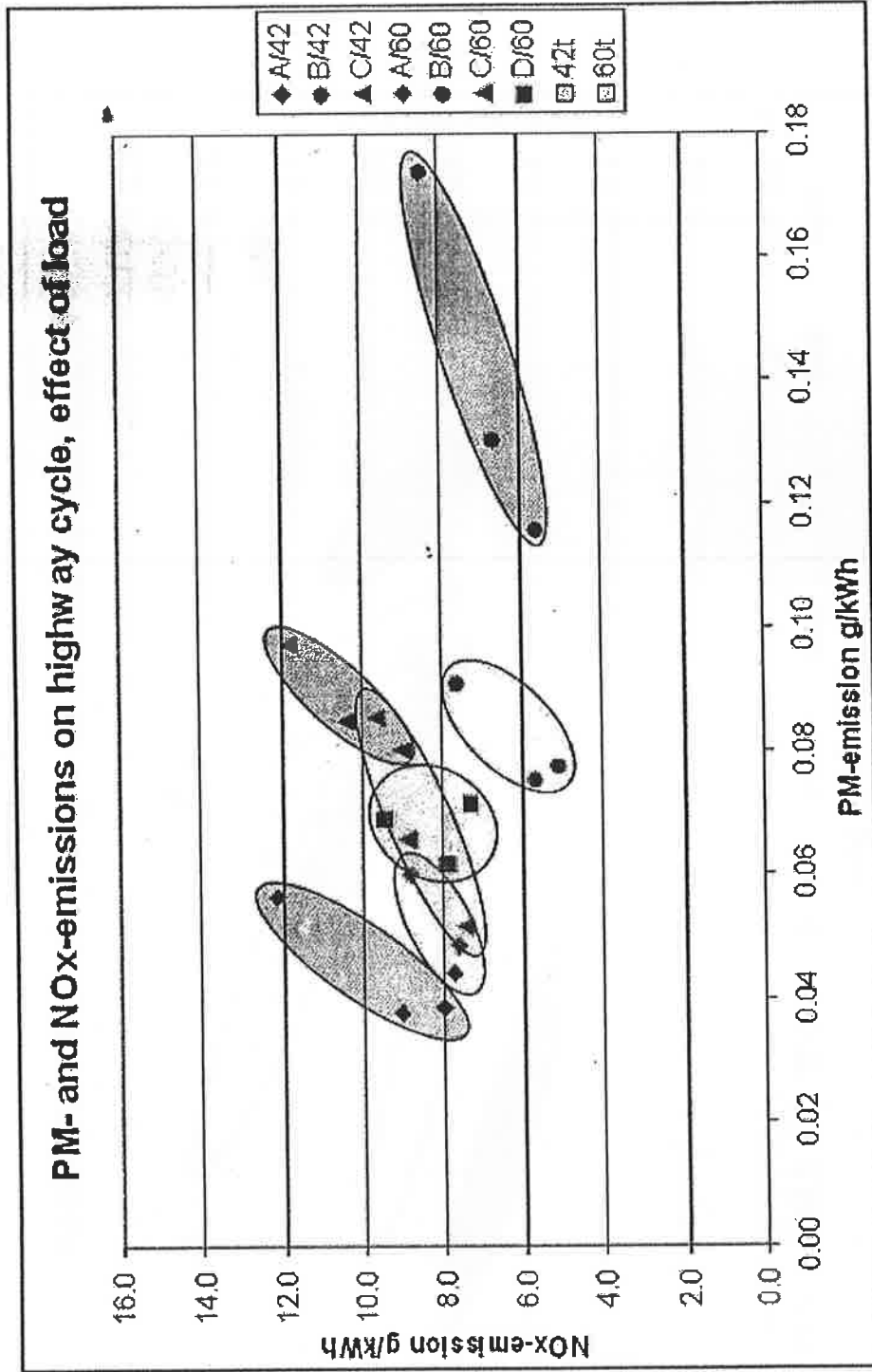
Fuel consumption on highway and freeway cycles.
Semi-trailers (max. 42t), three brands.



FUEL CONSUMPTION BY VEHICLE MAKE



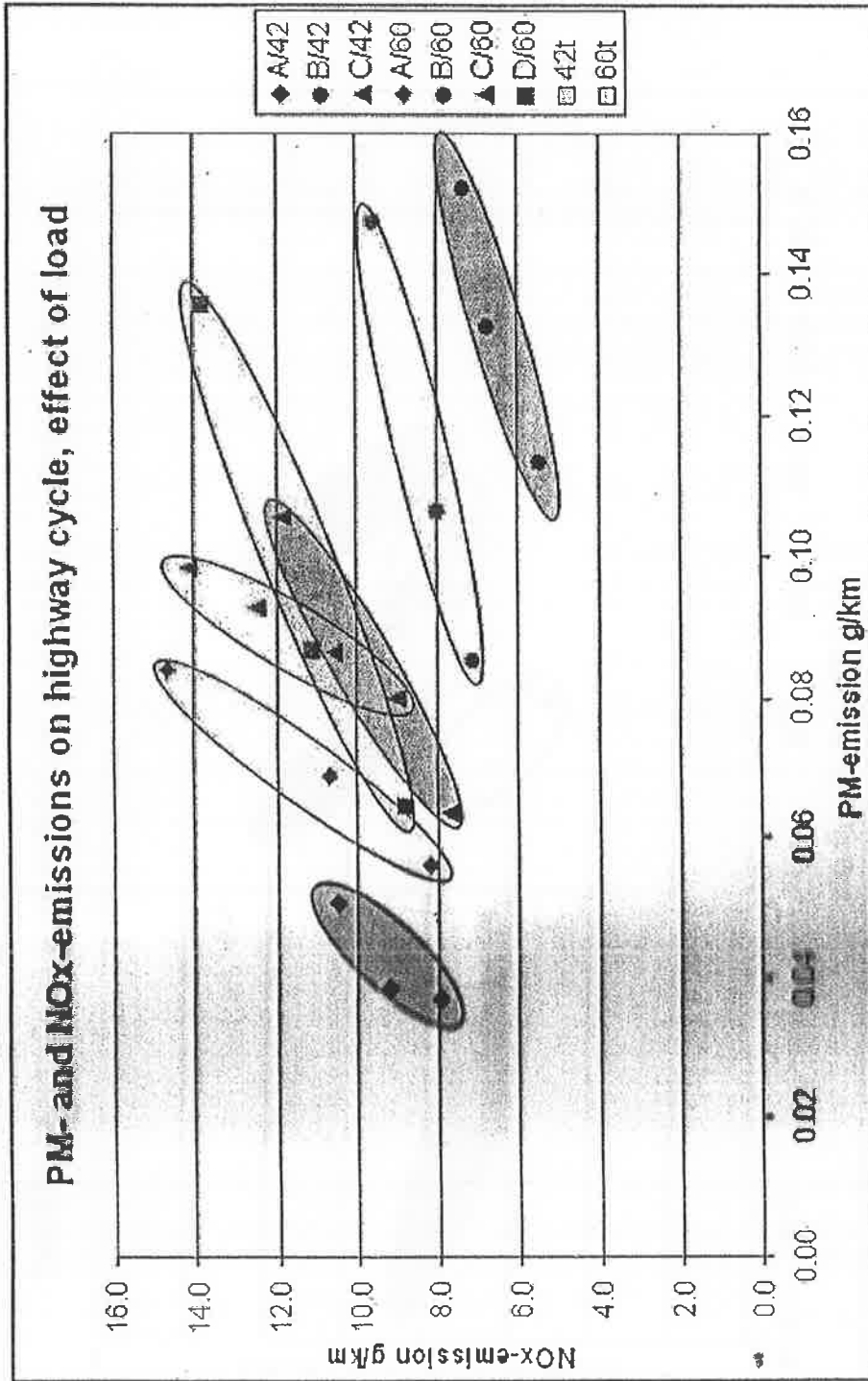
EMISSIONS (g/kWh at the driving wheels)



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EMISSIONS (g/km)



SUMMARY..

- ◆ VTT has now got measurement methods which make vehicle to vehicle comparisons, for emissions and fuel consumption, possible
- ◆ The methodology is based on transient-type chassis dynamometer measurements simulating realistic speed profiles, vehicle loads and also road gradient
- ◆ In 2004, a matrix of 13 new heavy-duty trucks in prime condition were measured for emissions and fuel consumption



..SUMMARY..

- ◆ Fuel consumption is primarily dependent on vehicle mass:
 - for delivery-type service fuel consumption is 25 – 42 l/100 km
 - for highway and freeway-type driving the fuel consumption of 42 t and 60 t vehicle combinations is 22 – 53 l/100 km depending on the weight of the combination
- ◆ The minimum specific fuel consumption was 0.04 l/ton-km over the delivery cycle and 0.015 l/ton-km over the highway cycle
 - transient-type driving increases fuel consumption significantly
- ◆ The variations in fuel consumption between vehicles within the same weight class are surprisingly big
 - the variation from vehicle to vehicle within the same category is 0 – 16 %

Senarath, Mrs. Chandralatha "An Overview Of Air Pollution And Respiratory Illnesses In Sri Lanka" in Martin J. Bunch, V. Madha Suresh and T. Vasantha Kumaran, eds., *Proceedings of the Third International Conference on Environment and Health, Chennai, India, 15-17 December, 2003*. Chennai: Department of Geography, University of Madras and Faculty of Environmental Studies, York University. Pages 489 – 501.

AN OVERVIEW OF AIR POLLUTION AND RESPIRATORY ILLNESSES IN SRI LANKA

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csenerath@yahoo.com.au

Abstract

The development of science and technology leads to environmental problems in both developed and developing countries. Air pollution is one of these problems. In Sri Lanka the impact of air pollutants on human health has become a major issue. Therefore it is important to investigate the effects and the controlling measures of air pollution.

Through this overview I will illustrate the major air pollutants and their sources, and then show the health effects of air pollution and do an investigation on the air pollution scenario in Sri Lanka, to know the current situation of respiratory illnesses related to air pollution. Then to find the control measures taken by the regulatory authorities to abate air pollution.

By visiting the Central Environmental Authority, Urban Development Authority and Public Health Bureau, I was able to collect relevant facts through discussions and interviews with the people who concern about Air pollution and using some reference materials. By observation of the places where air pollutants can be seen, I was able to find some ways that air pollutants are released

- *There have been famous air pollution episodes in the past.*
- *Air pollutants can be classified as suspended particulate matter, gasses and vaporous.*
- *In Sri Lanka automobile exhaust is one of the major causes of air pollution.*
- *In Sri Lanka since 1995, diseases of the respiratory system ranked as the second leading cause of hospitalization.*
- *Respiratory diseases ranked within the first five leading causes of death in all age groups except 15 – 24 and 25 – 49 years.*
- *The figures of hospitalization and hospital deaths from 1995 – 2001 show that ASTHMA has become a major respiratory disease.*

Introduction

Air pollution is an undesirable change in the physical, chemical or biological characteristics of air, which will adversely affect plants, animals, human beings and inanimate objects.

The development of science and technology leads to environmental problems in both developed and developing countries. Air pollution is one of these environmental problems.

Air pollution, both indoors and outdoors, is a major environmental health problem affecting both developed and developing countries alike. It comes from sources of dust, gases and smoke and is generated mainly by human activities but also naturally. Green house effect, Ozone layer depletion and Acid rain are global effects of Air pollution.

In Sri Lanka the impact of air pollutants on human health has become a major issue. Therefore it is important to investigate the effect and the control measures of air pollution.

Objectives

1. To categorize the major air pollutants and their sources.
2. To investigate the health effects of air pollution.
3. To investigate the air pollution scenario in Sri Lanka.
4. To understand the current situation of respiratory illnesses in Sri Lanka related to air pollution.
5. To find control measures taken by the regulatory authorities to abate air pollution.

Methodology

Data were collected:

- By visiting the Central Environmental Authority, Family Health Bureau.
- Through discussions and interviews with the people who are concerned about air pollution and its health effects.
- Using reference materials.

Findings

The major findings of the study are:

- (1) Air pollutants can be classified as suspended particulate matter, gases and vapours that are present in the atmosphere in abnormally high concentrations. The main components of suspended particulate matter are coarse particles such as soil and mineral ash or fine particles found in wood smoke or coming from engine exhausts. Gaseous air pollutants are principally oxides of Nitrogen, Ozone, Carbon mono xide, Sulphur dioxide, Ammonia and Volatile organic compounds.

- (2) Air pollutants sources and health effects can be tabulized as mentioned below.

<i>Air Pollutants</i>	<i>Sources</i>	Health Effects
Carbon monoxide	Product of incomplete Combustion of organic matter	* Symptoms of Co (Carbon monoxide) poisoning are: Dizziness, Headache, General fatigue. * Blocks the uptake of Oxygen by blood by forming carboxyhaemoglobin. This affects respiration and function of brain and heart.
Sulphur oxides	* Burning of fossil fuels * Automobile exhaust	* Irritation of the mucous membrane

Nitrogen oxides	<ul style="list-style-type: none"> * Industrial process * Automobile exhaust * Industrial furnaces 	<ul style="list-style-type: none"> * Aggravate existing conditions especially bronchitis * Causes wheezing, shortness of breath and coughing * Irritates mucous lining of nose and throat, coughing, choking, headache, lung inflammation such as bronchitis or pneumonia
(S P M) Suspended particulate matter	<ul style="list-style-type: none"> * Automobile exhaust fumes. * Industry – smoke, mining and construction * Agricultural activities * Indoor cooking using firewood * Burning of organic matter 	<ul style="list-style-type: none"> * Aggravates heart and lung conditions * Irritates nose, throat * Particles less than five microns can pass through the lungs causing inflammation and scar to Lung tissue
Heavy metals, Pb (Lead)	<ul style="list-style-type: none"> * Motor vehicle exhaust * Industry 	<ul style="list-style-type: none"> * Accumulate in bones where It replaces Calcium * Lead intoxication will lead to brain damage * Low level of chronic exposure to Pb leads to permanent retardation in children

(3) In Sri Lanka, 69% of the Domestic sector and 17% of the Industrial sector cause air pollution. Power generation, Open burning of domestic and industrial refuse can be mentioned as other stationary sources. The mobile source, the transport sector causes air pollution of 12.5%.

Air pollution in Sri Lanka is primarily due to the combustion of commercial energy. Transport sector is the biggest contributor of pollutants to the environment. Emissions from other sectors being fairly low except Sulphur dioxide. Carbon monoxide is the largest pollutant. Industrial sector accounts for nearly half of the total emission of SO_2 (Sulphur dioxide).

Among urban areas, Colombo, the capital of Sri Lanka is highly polluted due to:

- High traffic congestion during peak hours.
- Higher vehicle population.
- Low priority for vehicle maintenance and fuel efficiency.
- Improper releasing of harmful air pollutants from the factories in the metropolitan area.

- (4) According to a finding of WHO (Air pollution is an important risk factor for acute respiratory infections, which are responsible for nearly a third of all childhood deaths) it is understood that air pollution effects the human respiratory system.

Table 1 shows the data of hospitalization and hospital deaths related to the respiratory system, which are taken from a major children's hospital in Sri Lanka. This indicates 'ASTHMA' and 'ACCUTE BRONCHIOLITIS' have taken a major place of hospitalization.

Table 2 shows since 1995 diseases of the respiratory system ranked as the second leading cause of hospitalization. And according to Graph 1, the number of hospitalizations has increased annually, although a slight decrease is shown in 2001.

Analyzing the figures of hospitalization and hospital deaths of selected diseases from 1995 – 2001, it is obvious that there is a marked increased of ASTHMA. (Refer table – 3).

According to the Annual Health Bulletin 2001 respiratory diseases ranked within the first five leading causes of death in all age group except 15 – 24 and 25 – 49 years. (Refer table 4).

Table 5 and Graph 2 show the diseases of respiratory system ranked the 6th and 7th leading cause of death from 1995- 2001.

- (5) In Sri Lanka, the National Environmental Steering Committee, Central Environmental Authority (CEA), Police and Ceylon Petroleum Corporation (CPC) are the authorities that are concerned about air pollution. These authorities have taken control measures to abate air pollution. Some of them are mentioned below.

- In 1992 the National Environmental Steering Committee approved "Clean Air 2000". This was the first step taken in Sri Lanka to address this problem in the Colombo Metropolitan Area in 1992. In March 1993, "Clean Air 2000" came into effect. It proposed 50 actions, but very few could be implemented.
- Formulate a National Policy on air quality management. This was formulated to implement the actions specified in "Clean Air 2000".
- Formulate ambient air quality standards. This was formulated by Central Environmental Authority and issued in the gazette in December 1994 under the National Environment Act as the National Environmental Regulations 1994.
- Air Emission Standards. - This also comes under the National Environmental Act. Emission limits for motor vehicles coming under this Air Emission Standards.
- Establish a reliable and acceptable monitoring system. Monitoring was done at three stations such as two stationary stations and one mobile station. They have selected Colombo Railway Station as one station. The

Analyzed results are published in a weekly News Paper using Air Quality Index and Colour Code for the awareness of the public. (Refer- chart 1)

- Motor Traffic Act. – Any examiner or authorized officer can stop a motor vehicle on a highway if he has reasonable grounds to believe that the vehicle is not in a fit condition.
- Ceylon Petroleum Corporation regulates the type of fuel being brought into the country. And it has phased out the Leaded Gasoline completely.

Conclusions and Suggestions

- Automobile exhaust is one of the major causes of air pollution.
- Through this overview it is understood the respiratory diseases in Sri Lanka have become a major health problem and this issue will be suitable for further studies.
- Strengthen the control measures to abate the Air Pollution.
- Take necessary steps to minimize traffic congestion and to conduct suitable programmes to make public aware.
- Minimize the using of artificial materials such as polythene, plastics in day today activities.
- Enhancement of recycling processes of artificial materials.

References:

1. State of the Environment in Sri Lanka, A National Report prepared for the South Asian Association for the Regional Cooperation. Ministry of Environment and Natural Resources. (Jan 2002)
2. Annual Health Bulletin (1997)
3. Annual Health Bulletin (1998)
4. Annual Health Bulletin (1999)
5. Annual Health Bulletin (2000)
6. Annual Health Bulletin (2001)
7. Pollution and its impacts on the environment. Published by the Open University of Sri Lanka (2000).

Diseases of respiratory system [J00-J99]

Table-1

		2001 Disch.	Deaths	2002 Disch.	Deaths	2003 (1qr)
J20	Acute Bronchitis	63	-	60	-	30
J21	Acute Bronchiolities	803	2	1940	1	568
J30-J39	Other Diseases of the upper respiratory tract	415	-	338	-	160
J40-J44	Bronchitis, Emphysema & other Chronic obstructive pulmonary diseases.	30	-	34	1	4
J45-J46	Asthma	1068	1	2004	-	530
J47	Bronchiectasis	2	-	2	-	10
J22 J60-J98	Other Disease of the respiratory system	5222	15	11942	11	4538

Table - 2

Table 2.5 Leading Causes of Hospitalization, 1995 - 2001

Disease and ICD (10th Revision) code	2001		2000		1999		1998		1997		1996 ²		1995 ¹	
	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%
Traumatic injuries (S00-T19)	1	13.4	1	14.6	1	14.1	1	13.4	1	13.0	1	12.7	1	10.2
Diseases of the respiratory system excluding diseases of upper the respiratory tract, pneumonia, and influenza (J20-J22, J40-J58)	2	8.1	2	9.6	2	9.9	2	10.0	2	10.1	2	10.2	2	10.0
Symptoms, signs and abnormal clinical and laboratory findings (R00-R99)	3	5.5	4	5.8	4	5.9	4	6.2	3	6.4	3	6.7	3	8.4
Diseases of the gastro-intestinal tract (K20-K92)	4	5.0	5	5.4	5	5.3	6	5.3	6	5.2	6	5.0	6	4.3
Viral diseases (A80-B34)	5	4.6	3	6.8	3	6.1	3	7.2	4	5.6	4	5.9	5	4.3
Intestinal infectious diseases (A00-A09)	6	4.0	6	4.1	6	4.9	5	5.5	5	5.6	5	5.2	4	4.4
Direct and indirect obstetric causes (O10-O48, O48-O75, O81-O99, Z35)	7	3.3	7	3.6	9	3.3	9	3.0	10	2.9	10	2.9	11	2.5
Diseases of the urinary system (N00-N19)	8	3.2	8	3.5	7	3.5	7	3.6	8	3.4	8	3.6	8	3.6
Diseases of the musculoskeletal system and connective tissue (M00-M59)	9	2.9	9	3.3	8	3.4	8	3.5	7	3.6	7	3.8	7	4.0
Diseases of the skin and subcutaneous tissue (L00-L99)	10	2.7	10	3.1	10	3.0	10	3.0	9	2.9	9	3.2	9	3.4
Hypertensive diseases (I10-I15)	11	2.3	11	2.4	11	2.3	11	2.3						
Diseases of the upper respiratory tract (J30-J39)														
Malaria (B50-B54)														
Other injuries and early complications of trauma (T33-T35, T66-T79, T90-T98)														

Source: Medical Statistical Unit

1 Amara District

2 Killochchi and Mullaitivu Districts

3 Jaffna, Killochchi, Mullaitivu and Amara Districts

4 Polonnaruwa District

5 Single spontaneous delivery, still labour and those admitted and discharged before delivery.

Hospitalization – Diseases of the respiratory system

Graph-1

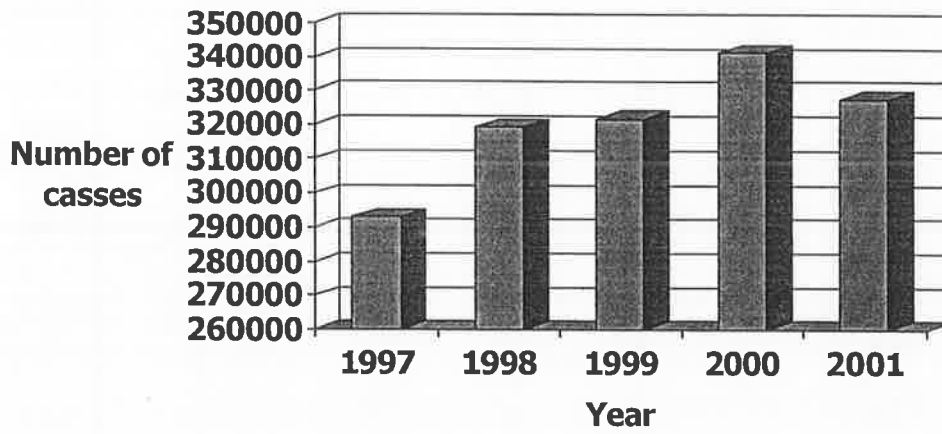


Table - 3

Table 3: Trends in Hospitalization and Hospital Deaths of Selected Diseases, 1975 - 2001

Disease and ICD Code	Cases per 100,000 Population					Deaths per 100,000 Population								
	1975	1980	1985	1990 ¹	1995 ²	2000	2001	1975	1980	1985	1990 ¹	1995 ²	2000	2001
Intestinal infectious diseases (A00-A09)	969.8	955.4	849.1	837.5	678.1	347.4	857.4	18.4	10.3	7.3	3.0	1.0	1.0	1.9
Tuberculosis (A15-A19)	114.1	76.2	74.0	80.8	54.0	60.7	66.3	8.3	4.3	3.9	3.5	3.1	3.0	7.3
Diphtheria (A36)	2.3	0.3	0.1	-	-	-	-	0.3	0.0	0.0	0.0	-	-	-
Whooping cough (A37)	9.9	3.7	3.4	1.9	1.0	1.3	0.3	0.1	0.0	0.0	0.0	0.0	-	-
Septicemia (A40, A41)	6.7	8.3	9.9	8.5	5.5	13.6	16.3	1.7	3.7	5.4	4.7	1.4	6.3	11.6
Rabies (A82)	1.3	0.9	0.7	1.7	0.9	0.8	1.6	0.3	0.1	0.2	0.5	0.5	0.5	0.5
Measles (B05)	37.0	34.1	39.3	27.6	1.5	90.7	3.3	0.0	0.1	0.1	0.0	-	0.0	0.0
Viral hepatitis (B15-B19)	109.8	31.7	41.9	40.9	38.2	26.3	22.5	1.8	0.4	0.4	0.4	0.1	0.1	0.2
Malaria (B50-B54)	800.3	344.3	207.4	112.0	37.9	10.3	148.4	-0.9	0.2	0.2	0.3	0.2	0.6	0.8
Helmintiasis (B76, B77, B79, B80)	230.5	207.4	112.0	37.9	17.3	10.3	8.4	1.6	0.5	0.4	0.1	0.1	-	-
Diabetes mellitus (E10-E14)	93.5	65.6	86.6	87.5	78.8	204.8	245.1	4.7	1.8	2.0	2.0	3.8	3.7	7.0
Nutritional deficiencies (E40-E46)	197.7	134.4	109.3	34.8	7.3	15.9	17.9	10.4	1.3	1.3	0.4	0.1	0.1	0.1
Anemias (D50-D64)	430.8	314.8	277.5	154.9	134.6	98.9	89.2	9.4	3.3	2.1	3.0	0.9	0.7	1.0
Hypertensive disease (I10-I15)	121.6	182.7	186.8	200.7	326.7	428.3	471.3	6.0	4.9	4.5	3.6	3.1	3.3	6.2
Ischaemic heart disease (I20-I25)	76.4	117.3	163.9	163.2	283.3	313.2	342.2	7.6	12.5	15.9	18.1	16.8	18.6	37.5
Asthma (J45)	333.6	396.6	395.0	554.7	779.3	894.8	853.5	1.4	1.2	1.6	2.0	3.7	4.4	8.7
Diseases of the liver (K70-K76)	38.5 ³	32.3	41.1	64.3	68.9	121.7	136.1	1.8	3.3	3.9	6.4	8.2	14.1	30.2
Abortions ⁴ (O00-C08)	829.4	869.5	811.3	846.2	832.8	788.2	859.4	1.1	0.3	0.3	0.3	0.2	0.2	5.6

Source: Medical Statistics Unit

Excludes:
¹ Northern and Eastern Provinces
² Jaffna, Kilinochchi, Mullaitivu and Ampara districts
³ Cirrhosis of the liver only
⁴ Rate per 100,000 females of the reproductive age group

Table - 4

Deaths and Rates for the Five Leading Causes of Death in Each Age Group, 1996

Age and Cause of Death	Number	Rate	Age and Cause of Death	Number	Rate
Under 1 Year			15 - 24 Years		
All causes	5,879	1979.2	All causes	9,500	278.8
• Conditions originating in the perinatal period	4,138	1393.1	• Homicides and injury purposely inflicted by others	3,897	114.4
• Symptoms, signs and ill-defined conditions	374	123.9	• Other violence	1,615	47.4
• Diseases of the respiratory system excluding diseases of the upper respiratory tract	265	89.2	• Suicides and self-inflicted injury	1,449	42.5
• Diseases of the pulmonary circulation and other forms of heart disease	200	67.3	• Other accidents including late effects	650	19.1
• Other bacterial diseases	165	55.5	• Symptoms, signs and ill-defined conditions	380	11.2
• Other Causes	737	248.1	• Other causes	1,509	44.3
1 - 4 Years			25 - 49 Years		
All causes	1,237	94.0	All causes	25,851	391.7
• Symptoms, signs and ill-defined conditions	232	17.6	• Homicides and injury purposely inflicted by others	6,681	101.2
• Diseases of the respiratory system excluding diseases of the upper respiratory tract	135	10.3	• Suicides and self-inflicted injury	2,707	41.0
• Other accidents including late effects	112	8.5	• Symptoms, signs and ill-defined conditions	2,250	34.1
• Diseases of the nervous system	104	7.9	• Diseases of the pulmonary circulation and other forms of heart diseases	2,011	30.5
• Diseases of the pulmonary circulation and other forms of heart diseases	101	7.7	• Diseases of the gastro-intestinal tract	1,781	27.0
• Other causes	553	42.0	• Other causes	10,421	157.9
5 - 14 Years			50 and above		
All causes	1,914	50.4	All causes	77,780	2682.3
• Symptoms, signs and ill-defined conditions	279	7.4	• Symptoms, signs and ill-defined conditions	33,562	1171.2
• Other accidents including late effects	252	6.6	• Diseases of the pulmonary circulation and other forms of heart diseases	8,669	299.0
• Diseases of the respiratory system excluding diseases of the upper respiratory tract	140	3.7	• Diseases of the nervous system	4,893	168.7
• Diseases of the pulmonary circulation and other forms of heart diseases	125	3.3	• Diseases of the respiratory system excluding diseases of the upper respiratory tract	4,638	159.9
• Congenital anomalies	97	2.6	• Ischaemic heart disease	3,749	129.3
• Other Causes	1,021	26.9	• Other causes	21,869	754.2

Source : Medical Statistics Unit

Based on Registrar General's mortality statistics

The two digit rubrics of the Basic Tabulation List of the ICD 9, was used in selecting the leading causes of death. Rate per 100,000 population of the respective age groups.

Table-5¹ Leading Causes of Hospital Deaths, 1995 - 2001

Disease and ICD (10th Revision) code	2001		2000		1999		1998		1997 ²		1996 ³		1995 ⁴	
	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%	Rank	%
Ischaemic heart disease (I20-I25)	1	8.5	1	10.6	1	10.0	1	9.5	1	9.7	1	10.6	1	10.6
Diseases of the gastro-intestinal tract ¹ (K20-K92)	2	8.0	2	9.3	2	9.3	2	9.4	2	9.1	3	8.6	3	8.6
Cerebrovascular disease (I60-I69)	3	7.1	3	9.0	3	9.1	4	8.6	3	9.1	2	9.6	2	10.6
Pulmonary heart disease and diseases of the pulmonary circulation (I26-I51)	4	6.7	4	8.6	4	8.0	3	8.8	4	8.1	4	8.2	4	8.1
Neoplasms (C00-D48)	5	6.4	5	7.5	5	7.4	5	6.7	6	6.5	5	8.1	5	7.3
Diseases of the respiratory system, excluding diseases of upper respiratory tract, pneumonia and influenza (J20-J98)	6	5.3	6	6.5	6	6.8	7	6.1	7	6.8	7	5.7	7	5.7
Toxic effects of pesticides (T60)	7	4.1	7	5.4	7	5.7	6	6.7	5	6.6	6	6.3	6	6.0
Symptoms, signs and abnormal clinical and laboratory findings (R00-R99)	8	3.7	8	4.8	8	5.0	8	4.6	8	5.1	9	4.5	11	3.2
Traumatic injuries (S00-T19)	9	3.2	10	4.0	9	4.5	11	3.8	11	3.8	11	3.4		
Zoonotic and other bacterial diseases (A20-A49)	10	3.1	9	7.3			9	4.4	9	4.3	8	5.0	8	4.3
Diseases of the urinary system (N00-N39)	11	2.8			10	3.7								
Pneumonia (J12-J18)			11	3.6	11	3.6	10	4.4	10	3.8			9	4.0
Disorders related to short gestation, low birth weight, slow fetal growth and fetal malnutrition (P05-P07)											10	3.8	10	3.3

¹ Includes deaths reported from the Cancer Hospital (not analysed by site and type of neoplasm).

Exclude:

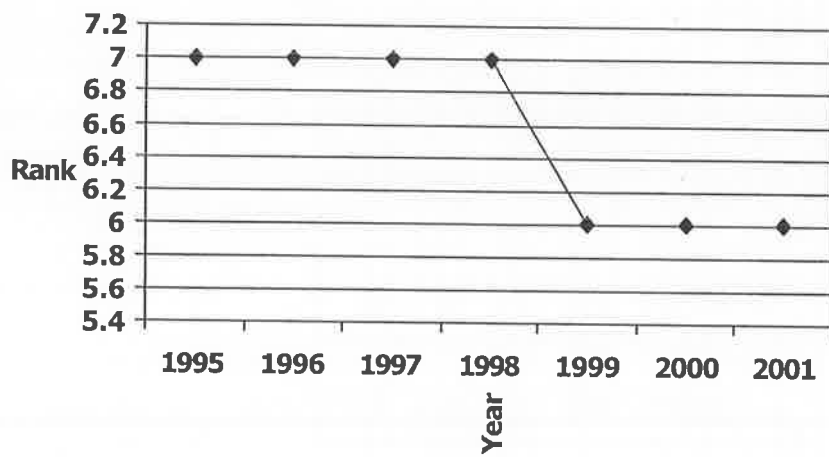
² Ampara District

³ Kilinochchi, Mullaitivu and Ampara Districts

⁴ Pellomaruwa District

Source: Medical Statistics Unit

Hospital Deaths- Diseases of the respiratory system Graph-2



The Air We Breathe Chart-1

[Location Railway Station, Colombo Fort]

Sri Lanka Air Quality Index (SLAQI) & Colour Code

Carbon Monoxide (CO)	SLAQI = 15
Sulper Dioxide (SO ₂)	SLAQI = 44
Nitrogen Dioxide (NO ₂)	SLAQI = 32
Particular Matter (PM ₁₀)	SLAQI = 49



**MINUTES OF THE OPERATING REVIEW CONFERENCE (ORC)
HELD ON 24.04.2018 AT AGMO's OFFICE**

CHAired BY :- MR: WIJAYA SAMARASINGHE AGMO

**ATTENDED BY :- CEM, CEW, DEM(O), CSTE, MSM, SRPF, DME(P&D), CTC, AT(T),
AT(S&A), AT(COL), SRS, CTC/OPS(O), CWC, DM/CLY, ATG/GI, GDS**

TRAIN SERVICES

AGMO said that New Year train service is better than other years and thanked for all relevant officers & staff members.

AGMO said loco defective & vacuum defect in coaches have increased last week and requested CEM to follow up on the matter.

OPS appointed Mr. Yahalegedara/DTI & Mr. Cooray/DIM to check delays described as "lost by locos" of selected trains & given a report. (20.03.2018). AGMO instructed to given a report on next week. (24.04.2018)

OPS instructed all three divisional Trans to analyze mail trains & given a report at 09.00 Hrs. in every morning.

MOTIVE POWER

Loco Position as on 24.04.2018

ELECTRIC

Locomotives	M2	M4	M5b	M5c	M6	M7	M8	M8a	M9	M10	M10A	Total
Maintainable	13	14	04	07	14	16	08	02	09	03	06	96
Req.for service	10	10	03	06	11	10	06	01	06	02	03	68
In service	11	13	03	06	10	08	07	00	03	02	04	67

HYDRAULIC

Locomotives	W1	W2	W3	Y	S5	Total
Maintainable	03	01	10	28	03	42
Req.for service	01	01	08	21	02	31
In service	02	02	08	21	03	36

POWER SET

Locomotives	S8	S9	S10	S11	S12 KVL	S12 ML	S12 AC	TOTAL	G/TOTAL
Maintainable	20	15	15	20	04	07	02	90	222
Req.for service	16	12	14	17	04	07	02	77	176
In service	14	10	13	17	03	06	02	65	168

SAFETY - TRAFFIC

DOPS said the fire extinguishers on trains and stations out dated and not working and requested CME to replace OPS instructed TRANS/COL to tendering & get an approval for fire extinguishers, after report of evaluation commit with MEP & Accountant.

SRS said requests of fire extinguishers only given by ANP division, and also said other divisions to send requests via OPS.

DOPS said 1000 No of carriage keys required for stations & Guards. DME said arranged to produce carriage keys.

CSTE said to arrange a lite loco with ATT & DIM to check signal visibility at night, between MDA to VGD & MDA to NGB. Also CSTE requested the report of lite loco ran MDA/KTS on 22nd March.

AGMO said "Pirith Sajjhayana" train will run MTR/KKS/KRN on 4th & 5th May 2018. Also AGMO said special meeting will be call up at 09.00 hrs. on 27.04.2018 with CEM, COM, CSTE, MSM, OPS, CSO, DEM(O), AT(T), DMEE & AT(S&A) for same.

AGMO said AT(S&A) to arrange appoint a comity as per GMR's order, for amend of Working Time Table - Part I.

CARRIAGES AND WAGONS

CEM said 20 OTT empties, 01 WT and 15 BLSS empties are stabled at CLY and requested CME/RML to get these repaired soon. DEM(O) said "Chinese coaches trial trains cancelled due to want of bearings."

CEM said coaches of S 12 A/C sets will be detached one by one & sent to CME/RML for repairs. (13.03.2018)

DEM (O) said "Romanian" AFC coaches are not available for trains. Also DMEE said AFC coaches release for service in this month. (03.04.2018)

Statements of Wagons available for Service on 23.04.2018

WAGONS	CGS	CGW	BCGS	OTT	BLS/ BLW	BHO	WWL	BRW	CW	VV	BCF	TV	WT	GBV
Total no of wagons	285	24	253	199	136	49	192	18	19	14	29	69	05	06
Total no of sick wagons	182	03	64	36	59	19	69	03	08	00	09	2	02	02
Require. for service	-	-	150	190	-	-	-	-	-	-	50	75	05	06
Available for service	103	21	189	163	77	30	123	15	11	14	23	67	03	04

TRAIN LIGHTS & OTHERS

AGMO said he observed NAG stations in darkness without platform lights and also said the KKS station quarters needs re-wiring. Trans/COL said approved the vote for NAG.

ATT asked about platform light posts at WLM.

CEM said MGW yard in darkness and repair soon.

AT(T) said lights went off at night in PAN due to Solar panel defect.

CSTE requested from DME to rewire the two story building of the signal department at MDA passage.

CSTE said TWT, KGD & PYA substations semaphore signals getting obstructed by platforms lights.

AGMO requested DME to dim train light of 1035 new set as passenger demand.

TRACKS AND BUILDINGS

OPS said a watch tower with a rest room for the Points man at the John Holland yard is urgently required and requested from CEW. AGMO requested joint inspection for "John Holland" yard improvement with DYW, TRANS/COL, DEM (O) & SEC (HQ) and given a report in next week. (20.02.2018)

OPS requested from CEW to extend the roof of No. 02 & 03 platform at MLV and DMA.

ATT said roof of overhead bridge at KPN be carried away by wind storm & still not repaired.

AT(S&A) requested to arrange water supply facility for train's coaches at NVP. Also ADS/NVP said to arrange same at KDT.

AT(S&A) said BAD new siding still not handed over.

Goods Agent requested from CEW to construct a roof over the good shed loading point and expedite and complete construction work at the good shed yard. Goods Agent said about water supply facility at warehouses.

SIGNAL AND COMMUNICATION

AGMO thanked to CSTE for the success of SMS system.

AGMO asked from CSTE about signal cable cut off at KLA on 11.04.2018.

OPS said operating with "Lanka bell" communication system is very difficult because there are many faults in "Lanka bell" phones. CSTE said new communication system will be obtained through ADB.

STORES

SRS said stretcher are been manufactured at RML and requested from TRANS/COL to send the requirement and also said only approval for 500 new dating press.

AGMO required minimum 250 dating press supply to stations.

CEM said about lack of brake pads for "Chinese" coaches.

SRS said not to send report of Guards kit box and send via OPS.

REVENUE

OPS instructed all Trans not to recommend OT claims, those who not given monthly returns on date. AGMO said MICRO cars transport will be restart on 1st MAY 2018.

Revenue details for the months of December – 2017, January & February - 2018

ITEMS	December - 2017	January - 2018	February - 2018
Passenger	Rs. 316,967,276.50	Rs. 356,177,267.34	Rs. 353,851,714.75
Season Tickets	Rs. 83,342,823.33	Rs. 94,341,976.33	Rs. 91,716,740.00
Parcels & Mails	Rs. 16,044,529.50	Rs. 18,076,627.00	Rs. 15,623,220.00
Goods & Livestock	Rs. 29,561,901.00	Rs. 37,533,115.50	Rs. 32,971,098.90
Miscellaneous	Rs. 37,009,458.16	Rs. 32,250,063.78	Rs. 33,261,339.41
Total	Rs. 482,925,988.49	Rs. 538,379,049.95	Rs. 527,424,113.06

SECURITY MATTERS

AGMO thanked to CSO for not reported any cases in New Year season.

OPS instructed CSO to stop vendors caring furniture and fish on coast line trains.

CEM instructed CSO to follow up new carriages of 1035 set due to missing mirrors, toilets fittings etc.

AGMO instructed CSO to arrange RPF officers for long distance trains & also said to follow up foot board travelers.

CSO mentioned that routine check on trains and stations were carried out successfully during the last week, and revenue of Rs. 59180.00 was collected by fines on ticketless travelers.

SAFETY – DERAILMENTS -01.01.2018 – 22.04.2018

Derailment	COL	Last week	ANP	Last week	NVP	Last week	Inquiry Pending			Inquiry Completed		
							COL	NVP	ANP	COL	NVP	ANP
R/L Derailment	12	00	01	00	00	00	12	00	01	00	00	00
Y/D Derailment	12	01	04	00	00	00	12	00	04	00	00	00
Total	24	01	05	00	00	00	24	00	05	00	00	00

Next meeting will be held on Tuesday 08.05.2018 at 10.00 hours at GMO office.

91. /D/OPS 

Sgd. Mr. WIJAYA SAMARASINGHE

AGMO

CC:-GMR, AGMO, AGMI, AGMA, AGMT, COM, CEM, CSTE, CME, CEW, CAR, DMEE, TRANS-COL/NVP/ANP

CAK MOVEMENTS

28/04/2018

DAY	DATE	3402	3413	3421	3429	RR	TOTAL	QUANTITY DELIVERED IN LIRS
SUN	22/04	9	9	9		9	36	1,634,400
MON	23/04	9	9	9	9	9	45	2,043,000
TUE	24/04	9	9	9	9	9	45	2,043,000
WED	25/04	9	9	9		9	36	1,634,400
THU	26/04	9	9	9		9	36	1,634,400
FRI	27/04	7	9	9	7		32	1,452,800
SAT	28/04	9	9	7	9		34	1,543,600
TOTAL		61	63	61	34	45	264	11,985,600

WAGON SUPPLY TO KOLONNAWA

DAY	DATE	B/F		RECEIVED		DISPATCH		L/B	REMARKS (SICK)
		WHITE	BLACK	WHITE	BLACK	WHITE	BLACK		
SUN	22/04	17	1	44		15		38	9
MON	23/04	38		7		23		19	3
TUE	24/04	19		36		42		13	
WED	25/04	11	2	43		40	1	5	10
THU	26/04	4	1	42		12		30	5
FRI	27/04	29	1	34		41	1	16	6
SAT	28/04	16		30		35		7	4
TOTAL		134	5	236	0	208	2	128	37

PRODUCTS TRANSFERS

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	3037050	68	67	1,334,540	44	47
KOTAGALA	1196685	0	0	0	0	0
AMBEWELA-BFOT	0	2	100	52,740	100	2
HAPUTALE	1573040	0	0	0	0	0
BADULLA	1302405	0	0	0	0	0
VAVUNIYA	1605625	0	0	0	0	0
KURUNEGALA	4098540	4	3	0	0	0
ANURADHAPURA	2896705	62	88	3,099,610	103	72
BATTICALOA	1718970	26	121	1,004,000	100	21
GALLE	2560650	16	27	181,600	7	4
MATARA	2973170	15	131	181,600	36	4
SLGR		26		659,250		25
TOTAL		219	54	6,513,340	39	175

GOODS TRAIN DELAY FROM 22/03/2018 TO 28/03/2018

DATE	275	278	160	197	444	402	413	421	429	R/R	458	497	493	776	734
22/04	15L/L	55L/F 105WG	CPC	-	-	30L/L	205L/F 134L/L	448L/F	C/Dr	30L/F 82WDr +HGD	99L/L	-	-	-	-
23/04	R/T	100L/F	237L/F	-	-	28L/L	170L/F 57L/L	395L/F	194L/F	113W HGD	R/T	130L/L	C/Dr	55L/L	70WG
24/04	R/T	70L/L	80L/F 249L/L	-	-	127L/L	304L/F	525L/F	229L/F	265L/F	40L/F	75L/L	-	100L/L	-
25/04	R/T	75L/F	255L/F 66P	-	-	20L/F 78L/L	335L/F	465L/F 55L/L	CPC	210L/F 43WG	40L/L	182L/L	90L/F 420L/L	CPC	60L/L
26/04	50L/L	30L/F 65L/L	C/L	-	-	R/T	225L/F	435L/F	CPC	60L/F	R/T	237 PASSAGE	-	CPC	-

LOADING PARTICULARS (PRIMA)**LIMESTONE AT SIAM CITY**

DATE	CLG		KRN BCGS	TOTAL	
	BCGS	CGS		BCGS	CGS
22/04					
23/04					
24/04					
25/04					
26/04					
27/04	4			4	
28/04					
TOTAL	4	- <u>NIL</u>	-- <u>NIL</u>	4	<u>NIL</u>

NOS TRIPS	WEIGHT
	M/TON
4	2365
5	2318
5	2915
4	2404
4	2541
4	2857
3	2064
29	17464

WEEKLY LOADING PARTICULARS (MITSUI - ANP. DIV.)

DATE	KDT		PLN		BCO		GOA		TCO		TOTAL	
	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS
22/04												
23/04												
24/04												
25/04												
26/04												
27/04			4				2				6	
28/04												
TOTAL			4				2				6	

COAL /JIPSUM**MICRO CAR**

DATE	NO OF BCF	NO OF CONT.
22/04		
23/04		
24/04	12	21
25/04	12	21
26/04	8	13
27/04	3	6
28/04	7	12
TOTAL	42	73

DATE	No of	LOAD
	BCF	CAR
22/04		
23/04		
24/04		
25/04		
26/04		
27/04		
28/04		
TOTAL	<u>NIL</u>	<u>NIL</u>

WEEKLY LOADING PARTICULARS COLOMBO DIVISION23/04/2018 - 01 BCGS CLG - *MSD* (01 NOA)

CAK MOVEMENTS

05/05/2018

DAY	DATE	3402	3413	3421	3429	RR	TOTAL	QUANTITY DELIVERED IN LTRS
SUN	29/04	9	7				16	726,400
MON	30/04		9	8	7		24	1,089,600
TUE	01/05	9	8	7	9		33	1,498,200
WED	02/05	8	8	9	8		33	1,498,200
THU	03/05	8	9	8	8		33	1,498,200
FRI	04/05	9	8	8	9		34	1,543,600
SAT	05/05	8	8	9	8		33	1,498,200
TOTAL		51	57	49	49	0	206	9,352,400

WAGON SUPPLY TO KOLONNAWA

DAY	DATE	B/F		RECEIVED		DISPATCH		L/B	REMARKS (SICK)
		WHITE	BLACK	WHITE	BLACK	WHITE	BLACK		
SUN	29/04	7		29				36	
MON	30/04	36		17		27		20	6
TUE	01/05	20		14		30		1	3
WED	02/05	1		34		28	1	4	2
THU	03/05	4		43	1	32		9	7
FRI	04/05	9		46		38		12	5
SAT	05/05	12		39		30		16	5
TOTAL		89	0	222	1	185	1	98	28

PRODUCTS TRANSFERS

DEPOT	WEEKLY REQUIREMENTS IN LTRS	LAST WEEK		DELIVERED QUANTITY IN THIS WEEK		TOTAL NOS OF WAGON
		NO OF WAGONS	%	LTRS	%	
PERADENIYA	3037050	61	57	1,434,040	48	45
KOTAGALA	1196685	0	0	210,960	18	8
AMBEWELA-BFOT	0	2	100	26,370	50	1
HAPUTALE	1573040	0	0	105,480	1	4
BADULLA	1302405	0	0	52,740	4	2
VAVUNIYA	1605625	0	0	0	0	0
KURUNEGALA	4098540	0	0	26,370	1	1
ANURADHAPURA	2896705	85	118	2,315,620	77	52
BATTICALOA	1718970	21	100	1,094,200	109	24
GALLE	2560650	8	13	517,170	21	11
MATARA	2973170	8	70	554,000	111	12
SLGR		25		685,620		26
TOTAL		210	46	7,022,570	44	186

GOODS TRAIN DELAY FROM 29/04/2018 TO 05/05/2018

DATE	275	278	160	197	444	402	413	421	429	R/R	458	497	493	776	734
29/04	C/WG	C/WG	CPC	-	-	137L/F	272WDr	CPC	CPC	-	113W Dr	-	-	-	-
30/04	R/T	75L/L	263L/L	-	-	CPC	104L/F	213L/F	99L/L	-	35L/L	C/WG	603L/L	C/Dx	-
01/05	15L/L	35L/F	415L/F	-	-	75L/L	98L/F	310L/F	35L/F	-	285L/L	95L/L	-	170WDr	-
02/05	10L/L	10L/F	95L/F	-	-	17L/L	90L/F	327L/F	60L/F	-	90L/L	115L/L	408L/L	CPC	120L/F
03/05	R/T	10L/F	250L/F	-	-	60L/L	133L/L	223L/F	R/T	-	R/T	125L/L	-	90L/L	63WDr

LOADING PARTICULARS (PRIMA)**LIMESTONE AT SIAM CITY**

DATE	CLG		KRN BCGS	TOTAL	
	BCGS	CGS		BCGS	CGS
29/04	2			2	
30/04					
01/05	4			4	
02/05					
03/05					
04/05	4			4	
05/05					
TOTAL	8	- NIL	- NIL	8	NIL

NOS TRIPS	WEIGHT M/TON
5	2537
3	1512
7	4232
4	2600
7	4463
6	3910
5	3124
37	22,378

WEEKLY LOADING PARTICULARS (MITSUI - ANP. DIV.)

DATE	KDT		PLN		BCO		GOA		TCO		TOTAL	
	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS	BCGS	CGS
29/04												
30/04												
01/05			4				1				5	
02/05												
03/05			3		2		1				6	
04/05												
05/05			4				1				5	
TOTAL			11		2		3				16	

COAL /JIPSUM

DATE	NO OF BCF	NO OF CONT.
29/04		
30/04		
01/05		
02/05		
03/05		
04/05		
05/05		
TOTAL	NIL	NIL

MICRO CAR

DATE	No of BCF	LOAD CAR
29/04		
30/04		
01/05		
02/05		
03/05		
04/05		
05/05		
TOTAL	NIL	NIL

WEEKLY LOADING PARTICULARS COLOMBO DIVISION

03/05/2018 - 03 BCGS CLG - MSD (01 BCGS RGM, 01 BCGS ANP, 01 BCGS KDT)

04/05/2018 - 03 BCGS CLG - MSD (01 BCGS GLE, 01 BCGS BGY, 01 BCGS VNA)

WEEKLY PUNCTUALITY OF TRAIN 22.04.18 -28.04.18

Colombo Dist: Long distance Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
ML (1)	152	151	32	09	28	15	67	01
			21%	6%	19%	10%	44%	
C/L (8)	100	100	19	15	27	16	23	-
			19%	15%	27%	16%	23%	
N/L (4)	92	92	12	02	09	11	58	-
			13%	2%	10%	12%	63%	
BCO (6)	28	28	04	01	03	02	18	-
			14%	4%	11%	7%	64%	
TCO (7)	14	14	02	01	-	-	11	-
			14%	7%	-	-	79%	
TML(5)	28	28	09	-	01	05	13	-
			32%	-	4%	18%	46%	-
TOTAL	414	413	78	28	68	49	190	01
			19%	7%	16%	12%	46%	

Colombo Dist: Suburban Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
ML (1)	547	538	200	101	121	54	62	09
			37%	19%	22%	10%	12%	
C/L (8)	474	462	274	86	51	35	16	12
			59%	19%	11%	8%	3%	
PTM/L (3)	212	211	71	46	56	25	13	01
			34%	22%	27%	12%	5%	
N/L (4)	38	38	09	06	10	01	12	-
			24%	16%	26%	3%	31%	
K/V (9)	133	132	51	31	27	15	08	01
			39%	23%	20%	11%	7%	
-TOTAL	1404	1381	605	270	265	130	111	23
			44%	20%	19%	9%	8%	

Colombo Dist: Local Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
CL	81	81	42	17	12	06	04	-
N/L	46	44	15	05	06	03	15	02
	127	125	57	22	18	09	19	02
K/V (R/B)	42	-	-	-	-	-	-	42
TOTAL	169	125	57	22	18	09	19	44
			46%	18%	14%	7%	15%	

Weekly Punctuality of Train: 22.04.2018 - 28.04.2018
Colombo District Mixed Train Service.

Line	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Coast Line	13	13	06	03	03	01	-	-
PTM Line	14	14	01	01	07	01	04	-
Total	27	27	07	04	10	02	04	-
		26%	15%	37%	7%	15%		

COLOMBO District Fright Train Service.

	Schedule	Operated	Cancellation	Main Line	Northern Line	Coast Line	PTM/L
Oil	128	108	20	38	16	04	50
Goods	20	18	02	-	14	04	-
Total	148	126	22	38	30	08	50
R/R	10	10	-	-	-	-	10

ANURADHAPURA District Train Service.

	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Local Passengers	92	88	54	13	12	02	07	04
Local Mixed	14	14	11	01	-	-	02	-
Goods	09	09	-	-	-	-	-	-

NAWALAPITIYA District Train Service.

	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Local Passengers Main Line	70	66	27	08	12	09	10	04
Local Passengers Main Line	63	50	21	04	09	01	15	13
Local Passengers MTL Line	61	60	34	11	11	02	02	01
Local Passengers MTL Line	14	14	09	01	02	01	01	-
Goods	49	32	12	-	-	02	18	17

WEEKLY PUNCTUALITY OF TRAIN 29.04.18 -05.05.18

Colombo Dist: Long distance Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
ML (1)	152	152	40	18	25	18	51	-
			26%	12%	16%	12%	34%	
C/L (8)	100	98	27	14	20	20	17	02
			28%	14%	20%	20%	18%	
N/L (4)	92	92	10	04	11	09	58	-
			11%	4%	12%	10%	63%	
BCO (6)	28	28	10	04	01	03	10	-
			36%	14%	4%	10%	36%	
TCO (7)	14	14	02	01	01	02	08	-
			14%	7%	7%	14%	58%	
TML(5)	28	28	05	05	03	03	12	-
			18%	18%	11%	11%	42%	
TOTAL	414	412	94	46	61	55	156	02
			23%	11%	15%	13%	38%	

Colombo Dist: Suburban Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
ML (1)	520	514	180	92	147	66	29	06
			35%	18%	29%	13%	5%	
C/L (8)	437	429	271	67	65	20	06	08
			63%	16%	15%	5%	1%	
PTM/L (3)	207	207	83	54	49	09	12	-
			40%	26%	24%	4%	6%	
N/L (4)	38	37	09	06	06	11	05	01
			24%	16%	16%	30%	14%	
K/V (9)	128	126	55	21	28	06	16	02
			44%	17%	22%	5%	12%	
-TOTAL	1330	1313	598	240	295	112	68	17
			46%	18%	22%	9%	5%	

Colombo Dist: Local Train Service:

	SH	OP	RT	6-10	11-20	21-30	OVER 31	CANC
CL	81	80	43	15	09	06	07	01
N/L	46	46	17	04	09	08	08	-
	127	126	60	19	18	14	15	01
K/V (R/B)	42	-	-	-	-	-	-	42
TOTAL	169	126	60	19	18	14	15	43
			48%	15%	14%	11%	12%	

Weekly Punctuality of Train: 29.04.2018 - 05.05.2018
Colombo District Mixed Train Service.

Line	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Coast Line	13	13	08	01	02	01	01	-
PTM Line	14	14	-	01	05	03	05	-
Total	27	27	08	02	07	04	06	-
			30%	7%	26%	15%	22%	

COLOMBO District Fright Train Service.

	Schedule	Operated	Cancellation	Main Line	Northern Line	Coast Line	PTM/L
Oil	128	108	20	36	16	06	50
Goods	20	18	02	-	14	04	-
Total	148	126	22	36	30	10	50
R/R	02	-	02	-	-	-	-

ANURADHAPURA District Train Service.

	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Local Passengers	90	90	55	08	08	03	16	-
Local Mixed	14	14	07	01	01	01	04	-
Goods	-	-	-	-	-	-	-	-

NAWALAPITIYA District Train Service.

Local Passengers	Schedule	Operated	Right	06-10	11.20	21-30	Over -31	Cancellation
Main Line	70	68	22	07	22	12	05	02
Local Passengers Main Line	63	45	19	06	05	03	12	18
Local Passengers MTL Line	59	58	29	12	08	06	03	01
Local Passengers MTL Line	14	14	08	02	-	-	04	-
Goods	49	32	10	01	01	01	19	17

SUMMARY OF FACTORS EFFECTING DELAY 22.04.2018 - 28.04.2018

Cause of Delay	Last Week	Current Week	Train delayed on line Details										
			1	2	3	4	5	6	7	8	9	Total	
Loco Motives													
2.1 loco failures	12	09	27	01	01	12	02	02			01		46
2.1.1 R/B failures													
2.1.2 Loco defective	24	27	12	02	04	02		01			05	01	27
2.1.3 Late Loco	52	55	22	07	01	04	03		01		17		55
2.1.4 Loco Requirements	30	27				04	08	10	05				27
2.1.5 Changing Loco	13	20	12			02		03			03		20
2.1.6 Light def.	05												
2.1.7 Lost by Loco	22	16	06			04	02	01			03		16
2.1.8 Loco Slipping	07	11	08						01			02	11
2.2 Rolling Stock													
2.2.1 Brake binding coaches	14	14	10	01					01			02	14
2.2.2 Vacuum def. coaches	09	04	01		01	01					01		04
2.2.3 Light def. coaches	05	08		02					01		05		08
2.2.4 Carriage defective	09	12	04			02		01	01	04			12
2.3 Permanent way													
2.3.1 Cautions	443	436	185	05	63	90	21	18	10	60	34		436
2.3.2 Staff working	06	11	10	03		07	02	01					23
2.3.3 Gates (W&Y Dept.)	65	52	12		10	02				18	10		52
2.3.4 Gate(Station)	08	18	06		01	03			01	03	04		18
2.3.5 Rail crack	04												
2.3.6 Fish plate Defective	01	01				01							01
S/L Working													
2.4 Signal & Telecom.													
2.4.1 CLS def. - CTC	17	15	10		13	03	01	01		04	01		33
2.4.2 CLS def. - NON CTC	02	06	08	01		04							13
2.4.3 CLS def. - VILALIS	14	09								27			27
2.4.4 Signal def Mech	09	08	06			04					05		15
2.4.5 Tablet Failures	15	21	11		07	15		02	01				36
2.4.6 Block instrument N/L	01	09				10	01						11
2.5 Sig Observation	16	06								04			04
2.5.2 Station work	03	01	01										01
Parcels Ld & Hlo	40	52	18		08	04	01		04	13	04		52
73 Postal Dept. Ldg & Uldg	14	11	09				01			01			11
112.6 Person knocked down	09	11	02		02	01				06			11
2.6.1 Engine crew	12	07	01		01	02	01	01		01			07
W/O on engine crew	06	09	04		03	01				01			09
2.5.2 Guards	02												
Waiting on Guards	07	11	07	01		01	01			01			11
2.6.3 DM/MGW													
CAR s Sttal													
2.7 Accident at L Xing	02	02				01				01			02
2.7.1 Derailments	01	02	15			03	01	04	02				25
2.7.2 Special incidents	07	04	01			03				01			05
2.7.3 Dividing	01	01	01										01
2.7.4 Security													
2.8 Cattle & Elephants on the track	08	08				06						02	08
TOTAL	924	964	409	23	115	192	45	48	25	180	65		1102

Weekly Preference	COL			ANP			NVP			TOTAL		
	S	O	C	S	O	C	S	O	C	S	O	C
Long Distance	414	413	01	-	-	-	-	-	-	414	413	01
Commuter	1403	1381	23	-	-	-	-	-	-	1404	1381	23
Local Trains	127	125	02	02	88	04	131	126	05	250	339	11
Mixed Trains	27	27	-	14	14	-	77	64	13	118	105	13

WEEKLY PUNCTUALITY OF TRAINS LINE BASIS

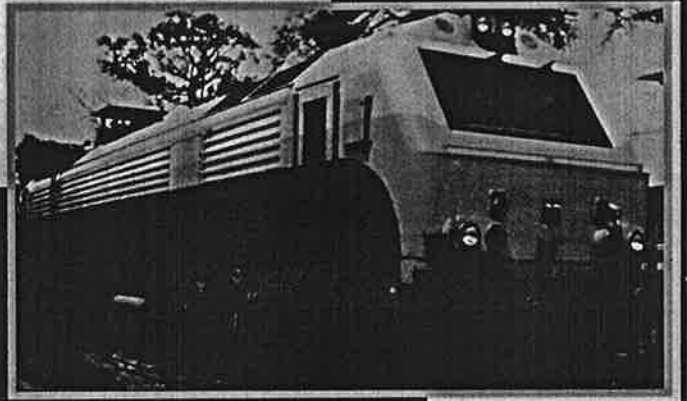
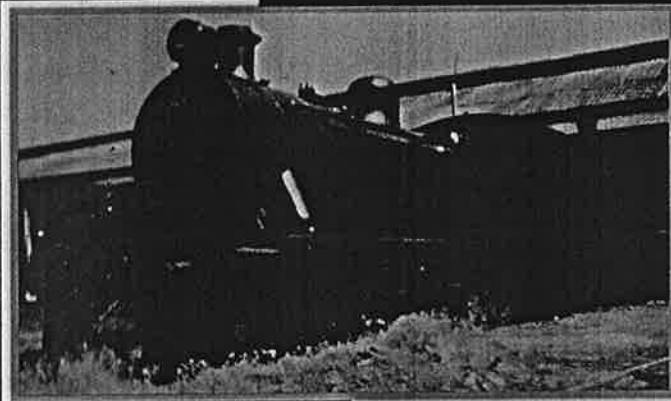
PERCENTAGE	COLOMBO														ANURADAPURA					NAWALAPITI						
	LONG DISTANT							COLOMBO COMMUTER							L/P	LM	FRT	L/P	LM	FRT	LD	L/P	LM			
	1	8	4	6	7	5	Avg	1	8	3	4	9	Avg	L/P	LM	FRT	4	6	4	6	7	5			1	2
01.04.18 07.04.18 [06-10] [11-21] [21-30] <31	27	22	11	46	29	36	24	39	59	37	24	42	45	54	30	5			54	69	36				34	46
14.04.18 [06-10] [11-21] [21-30] <31	13	16	11	7	21	7	13	18	15	20	32	24	18	17	4	0			4	3	11				21	11
08.04.18 [06-10] [11-21] [21-30] <31	21	22	14	11	7	18	18	24	12	27	18	19	20	15	15	0			14	3	36				23	8
15.04.18 [06-10] [11-21] [21-30] <31	13	21	15	14	14	7	15	9	4	10	21	6	9	13	19	0			10	4	3				9	6
21.04.18 [06-10] [11-21] [21-30] <31	16	16	15	14	36	11	16	24	14	19	21	13	19	17	26	0			14	4	11				7	7
22.04.18 [06-10] [11-21] [21-30] <31	19	27	10	11	0	4	16	22	11	27	26	20	14	14	37	0			15	0	18				18	16
28.04.18 [06-10] [11-21] [21-30] <31	6	15	2	4	7	0	7	19	19	22	16	23	20	18	15	0			20	7	11				12	7
	19	27	10	11	0	4	16	22	11	27	26	20	14	14	37	0			15	0	18				18	16
	10	16	12	7	0	18	12	10	8	12	3	11	9	7	7	0			2	0	4				13	2
	44	23	63	64	79	46	46	12	3	5	31	7	8	15	15	96			6	7	14				16	38

SUMMARY OF FACTORS EFFECTING DELAY 29.04.2018 - 05.05.2018

Cause of Delay	Last Week	Current Week	Train delayed on line Details										Total	
			1	2	3	4	5	6	7	8	9			
2.1	Loco Motives													
2.1.1	Loco failures	09	10	04		01	03		01		02	01	12	
2.1.1.	R/B failures													
2.1.2	Loco defective	27	27	11	02	01	03	01	01		07	01	27	
2.1.3	Late Loco	55	50	20	03	02	07	04	02	03	07	02	50	
2.1.4	Loco Requirements	27	28				10	06	09	03			28	
2.1.5	Changing Loco	20	19	05	01	01	04				07	01	19	
2.1.6	Light def.		01								01		01	
2.1.7	Lost by Loco	16	12	05			03		02		01	01	12	
2.1.8	Loco Slipping	11	12	09					02	01			12	
2.2	Rolling Stock													
2.2.1	Brake binding coaches	14	17	02		01	04		04		01	05	17	
2.2.2	Vacuum def. coaches	04	03				01				02		03	
2.2.3	Light def. coaches	08	04	01		01	01				01		04	
2.2.4	Carriage defective	12	09	05					02	01	01		09	
2.3	Permanent way													
2.3.1	Cautions	486	520	207	06	69	94	25	20	10	59	30	520	
42.3.2	Staff working	11	12	07	02		07	01	02		07	03	29	
12.3.3	Gates (W&W Dept.)	52	44	13	02	08	01		01		17	02	44	
2.3.4	Gate(Station)	18	19	10	02	01	01				03	02	19	
2.3.5	Rail crack		03	01			02						03	
2.3.6	Fish plate Defective	01	01									05	05	
	S/L Working													
2.4	Signal & Telecom.													
2.4.1	CLS def. - CTC	15	06			01					05		06	
2.4.2	CLS def - NON CTC	06	07	10	02						07		12	
2.4.3	CLS def-VILALIS	09	03								07		07	
2.4.4	Signal def Mech	08	04	04								01	05	
02.4.5	Tablet Failures	21	20	10	01	06	08	02	09	03			39	
2.4.6	Block instrument N/L	09	09				14	04			08		18	
2.5	Sig Observation	06	07										08	
2.5.2	Station work	01	01	01									01	
	Parcels Ld & Ulo	52	34	08		05	01			07	09	04	34	
73	Postal Dept. Ldg & Uldg	11	11	06				01			04		11	
112.6	Person knocked down	11	13	07							04	02	13	
2.6.1	Engine crew	07	06	01		01	02	01	01				06	
	W/O on engine crew	09	14	03		02	03				03	03	14	
2.6.2	Guards		03	02			01						03	
	Waiting on Guards	11	21	07		03	05		01		04	01	21	
2.6.3	DM/MGW													
	C A R's Staff													
2.7	Accident at L Xing	02	01								01		01	
2.7.1	Derailments	02	01								02		02	
2.7.2	Special incidents	04	07	04			03						07	
2.7.3	Dividing	01												
2.7.4	Security													
2.8	Cattle & Elephants on the track	08	07			03	01	03					07	
	TOTAL	964	966	363	21	106	179	48	57	28	163	64	1029	

Weekly Preference	COL			ANP			NVP			TOTAL		
	S	O	C	S	O	C	S	O	C	S	O	C
Classification												
Long Distance	414	412	02	-	-	-	-	-	-	414	412	02
Commuter	1330	1313	17	-	-	-	-	-	-	1330	1313	17
Local Trains	127	126	01	90	90	-	129	126	03	346	342	04
Mixed Trains	27	27	-	14	14	-	77	59	18	118	100	18
Fright Trains	148	126	22	-	-	-	49	32	17	197	158	39
Special Trains	22	22	-	03	03	-	-	-	-	25	25	-
				05	05	-	06	06	-	17	17	-

ලංකාවේ දුම්රිය සේවය පරිපාලන මෙහෙයුම් වාණිජ



1845 - 1864



1865 - 1948



1948 - 1983



1983....

ඩබ්. එල්. නිහාල් ද සිල්වා

2016

300

ආදායම් වගුව 7

වර්ෂය	දුම්රිය මාර්ගයේ දිග සැතපුම්	කෝචින් ආදායම	බඩු ප්‍රවාහන ආදායම	ඇති කරන සතුන් ප්‍රවාහන ආදායම	විවිධ ලැබීම්	දුම්රිය/ මහාමාර්ග ආදායම	සමස්ත ආදායම	ලාභය	පාඩුව
1933-34	951	රු.9,169,246	රු.10,721,003	රු.106,069	රු. 984,104	-----	රු.20,980,422	රු. 2,215,266	
1934-35	951	රු.7,756,237	රු. 9,962,611	රු. 117,690	රු. 436,543	-----	රු.18,273,081	-	රු. 246,920
1935-36	951	රු.6,995,060	රු. 9,189,755	රු. 111,637	රු. 452,769	-----	රු. 16,749,221	-	රු. 2,425,942
1936-37	951	රු.7,030,767	රු. 8, 624, 37	රු. 117,487	රු. 531,987	-----	රු.16,304,611	-	රු. 416,219
1937-38	951	රු.7,140,466	රු. 8,266,012	රු. 133,775	රු. 588,276	-----	රු.18,248,966*	-	රු. 1,909, 869
1938-39	951	රු.6,840,292	රු. 7,979,273	රු. 101,158	රු. 520, 485	-----	රු. 15,441,208	-	රු. 4,580,394
1939-40	951	රු.7,327,442	රු.9,064,728	රු. 108,425	රු. 606,856	-----	රු.17,107,451	-	රු. 4,049,904

1937 දී නව දුම්රිය ක්‍රියාකාරී කාලසටහන නිකුත් වීම

1937 ඔක්තෝබර් මස 17 වෙනි දින වැඩ බැලූ දුම්රිය සාමාන්‍යාධිකාරී මෙහෙයුම් ජේ.එම්.ස්මිත් විසින් නව ක්‍රියාකාරී දුම්රිය කාලසටහනක් නිකුත් කළේය. මේ වන විට දුම්රිය සාමාන්‍යාධිකාරී තනතුර හෙබවූයේ ඩබ්.ජී. හිල්ස් විසිනි. මෙම කාලසටහනට අනුව දෛනිකව දුම්රිය 362 කුත් රේල් බස් රථ 119 කුත් ආදි වශයෙන් දුම්රිය 481 ක් ධාවනය විය. ධාවනය වූ දුම්රිය 362 න් 64 ක් බඩු දුම්රියයන්ය. 136 ක් මිශ්‍ර දුම්රියයන්ය. ධාවනය වූ දුම්රිය 362 න් 200 ක්ම භාණ්ඩ ප්‍රවාහනය සඳහා යොදවා තිබීමෙන් බ්‍රිතාන්‍ය පාලකයින් භාණ්ඩ ප්‍රවාහනය කෙරෙහි මොනකරම් ප්‍රමුඛත්වයක් දී ක්‍රියා කලා ද යන්න පැහැදිලි වේ.

දුම්රිය කාලසටහන් නිකුත් කරනු ලබන්නේ දුම්රිය මගීන්ගේ දැන ගැනීම සඳහායි. එමගින් සැපයෙන්නේ මගී දුම්රිය ධාවනය පිළිබඳ තොරතුරුය. නමුත් දුම්රිය ක්‍රියාකාරී කාලසටහන් නිකුත් වන්නේ දුම්රිය මෙහෙයුම් කාර්ය මණ්ඩල වලට අවශ්‍ය සියලු මෙහෙයුම් කටයුතු පිළිබඳ උපදෙස් නිකුත් කිරීමට ය. දවසේ දුම්රිය සේවය ඇරඹීමට පෙර අවශ්‍ය ස්ථාන සඳහා හිස් දුම්රිය කට්ටල ධාවනය කරවීම දවස අවසානයේ සේවය අවසන් කිරීමෙන් පසු නැවතත් හිස් දුම්රිය කට්ටල ධාවනාගාර වෙත ධාවනය කරවීම දුම්රිය ධාවන පිළිබඳ ගතයුතු විශේෂ විධිවිධාන හා ආරක්ෂක වැඩ පිලිවෙලවල්, වේග සීමා, තෙල් ටැංකි ප්‍රවාහනය, පුපුරණ ද්‍රව්‍ය ප්‍රවාහනය, තැපැල් හා ගබඩා ද්‍රව්‍ය ප්‍රවාහනය පිළිබඳ උපදෙස්, මෙහෙයුම් කාර්ය මණ්ඩල සඳහා ක්‍රියාකාරී කාලසටහන් මගින් නිකුත් කරනු ලැබේ. මීට අමතරව වතු වේදිකා මගින් භාණ්ඩ ප්‍රවාහනය, රේල් බස් රථ ධාවනය පිළිබඳ උපදෙස් සමගින් රියදුරු වැඩ වාර සැලසුම්, නියාමක වැඩ වාර සැලසුම් හා දුම්රිය කට්ටල සැකසුම් පිළිබඳ සියලු උපදෙස් ක්‍රියාකාරී කාලසටහන් මගින් නිකුත් කෙරේ.

1 වෙනි වගුව
1937 වන විට දුම්රිය දෙපාර්තමේන්තුව සතියේ දිනවල භාණ්ඩ ප්‍රවාහනය බඩු දුම්රියක් හා මිශ්‍ර දුම්රියක් මගින් සිදුකළ අයුරු

මාර්ග අංකය හා වගුව	ඉහළට ධාවනය වූ බඩු දුම්රිය	පි.පී. මු.පි.	ඉහළට ධාවනය වූ මිශ්‍ර දුම්රිය	පි.පී. මු.පි.	පහළට ධාවනය වූ බඩු දුම්රිය	පි.පී. මු.පි.	පහළට ධාවනය වූ මිශ්‍ර දුම්රිය	පි.පී. මු.පි.
1	ප්‍රධාන මාර්ගය මො.අංගනය-මහනුවර මො.අංගනය-බණ්ඩාරවෙල මො.අංගනය-බදුල්ල රුක්මිකන-මහනුවර නාවලපිටිය-තලවතරේ	32 68 55 69 66	මො.අංගනය-මීරිගම මො.අංගනය- පොල්ගහවෙල මො.අංගනය-රුක්මිකන මරදාන-මහනුවර මො.අංගනය- මහනුවර/නානුමය මො.කොටුටි මහනුවර/බදුල්ල මහනුවර-නාවලපිටිය මහනුවර-බණ්ඩාරවෙල නානුමය-නුවරපිටිය	7 37 46 2,40 9,30, 61,65 19,39,41 12 126 130 131 134	බදුල්ල-කො.කොටුටි බණ්ඩාරවෙල-නාවලපිටිය නාවලපිටිය- කො.අංගනය නානුමය-නාවලපිටිය තලවතරේ-නාවලපිටිය මහනුවර-රුක්මිකන රුක්මිකන-කො.අංගනය	391 385 384 380 383 382 374	බදුල්ල-මහනුවර/කො.කොටුටි නානුමය-තලවතරේ/බණ්ඩාරවෙල මහනුවර-කො.අංගනය බණ්ඩාරවෙල-මහනුවර නානුමය-නාවලපිටිය මහනුවර-කො.අංගනය නාවලපිටිය-මහනුවර- කො.අංගනය නාවලපිටිය-මහනුවර මහනුවර-කඩුගත්නාව මහනුවර-පොල්ගහවෙල මීරිගම-මරදාන ගම්පහ-කො.අංගනය නුවරපිටිය-නානුමය	390 368 330 329 335 319,324,331 349 334 351 321 453,455 461
2	මහලේ මාර්ගය		මහනුවර-මාතලේ	114,115, 116,117, 119,120			මාතලේ-මහනුවර	441,442, 443,444, 446,447
3	තලවත මාර්ගය	01	මරදාන-පුත්තලම කො.කොටුටි-තලවත මරදාන-තලවත මරදාන-ලණුවිල මරදාන-මීරිගම	10 51 26,35,38 33 58,63	තලවත-කො.අංගනය	373	පුත්තලම-මරදාන තලවත-මරදාන තලවත-කො.කොටුටි ලණුවිල-මරදාන	364 322,339 315 328
4	උතුරු මාර්ගය	8 17 18	කොටුටි-තංකසන්තුමේ කො.අංගනය- තංකසන්තුමේ/මඩකලපුව/ ත්‍රිකුණාමලය පොල්ගහවෙල අනුරාධපුරය පොල්ගහවෙල-ආරුණගම මැදවව්වි-තංකසන්තුමේ පලෙයි-තංකසන්තුමේ	59 64 42 31,47 28 15.20	තංකසන්තුමේ- අනුරාධපුර අනුරාධපුර-කො.අංගනය තංකසන්තුමේ-තාපනය තංකසන්තුමේ- කිලිනොච්චිය මැදවව්වි-අනුරාධපුරය	392 375 350 360 354	තංකසන්තුමේ-කො.කොටුටි තංකසන්තුමේ-පලෙයි තංකසන්තුමේ/මැදවව්වි- කො.කොටුටි අනුරාධපුර-කො.අංගනය ආරුණගම-කො.අංගනය ආරුණගම-කො.අංගනය	387 363 352 326 321,346

5	තලෙයිම නිකාය මාර්ගය	තලෙයිම නිකාය මාර්ගය	3, 5 48	කො. කොටුව-තලෙයිම නිකාය / කො. කොටුව-තලෙයිම නිකාය / කො. කොටුව-තලෙයිම නිකාය	16, 62 86	තලෙයිම නිකාය මාර්ගය	304 305 393	නානුමය / මහනුවර / තලෙයිම නිකාය මාර්ගය - කො. අංගනය තලෙයිම නිකාය මාර්ගය	368 344, 389
6	මඩකලපු මාර්ගය	—		මහල / ගල්මය-මඩකලපු කො. අංගනය / ගල්මය / මඩකලපු	22, 23 64	—		මඩකලපු / මහල-කො. කොටුව	356, 357
7	තිරිකුණා මලය මාර්ගය	—		මහල / ගල්මය-තිරිකුණා මලය වින වරාය-තිරිකුණා මලය	22, 23, 24, 25 24A, 25A	—		තිරිකුණා මලය / ගල්මය-කො. කොටුව තිරිකුණා මලය-වින වරාය	358, 359 358A, 359A
8	මුහුදුබඩ මාර්ගය	ගාල්ල-මරදාන	235	මාතර-මරදාන ගාල්ල-මරදාන අලුත්ගම-මරදාන මොරටුව-මරදාන පානදුර-මරදාන	220, 230 207, 214 188, 201 205, 212 200 / 203 206, 211 186, 204 215, 227	මරදාන-ගාල්ල	516	මරදාන-මාතර මරදාන-ගාල්ල මරදාන-අලුත්ගම මරදාන-පානදුරේ මරදාන-මොරටුව	517, 527 533, 560 521, 533, 545, 564 542, 548, 565 534, 544, 546, 559
9	කැළණි වැලි මාර්ගය	මරදාන-අවිස්සාවේලේ	139	කො. කොටුව-මරදාන අවිස්සාවේලේ-සරියන්තොට කො. කොටුව-පාලුක්ක මරදාන-කෝමාගම	148, 153 171 169, 170 154 141	අවිස්සාවේලේ-මරදාන	496	මරදාන-කො. කොටුව සරියන්තොට-අවිස්සාවේලේ අවිස්සාවේලේ-කො. කොටුව කෝමාගම-මරදාන	478, 485, 491 497, 498 473 477 490
10	වරාය මාර්ගය	කො. අංගනය-මෝදර කො. අංගනය-චිලු මැන්ඩෝල් ලෝකෝ කංදිය-චිලු මැන්ඩෝල් කො. අංගනය-කො. ලොන්තාව කො. අංගනය-ලෝකෝ කංදිය මුහුදු වීටිය-මරදාන-මොරටුව / චිලු මැන්ඩෝල් රාගම-මරදාන-මොරටුව / චිලු මැන්ඩෝල් අතුරු මඩුව-මෝදර	269 273 276 276A 278 280 271 275 274 279 272 277	මෝදර-කො. අංගනය මෝදර-අතුරු මඩුව මරදාන-මොරටුව / කැළණිය / මුහුදු වීටිය කො. ලොන්තාව-කො. අංගනය චිලු මැන්ඩෝල්-ලෝකෝ කංදිය මරදාන-මොරටුව / රාගම චිලු මැන්ඩෝල්-කො. අංගනය ලෝකෝ කංදිය-කො. අංගනය	600 610 604 606 602 607 603 598 505 612 606A	මෝදර-කො. අංගනය මෝදර-අතුරු මඩුව මරදාන-මොරටුව / කැළණිය කො. ලොන්තාව-කො. අංගනය චිලු මැන්ඩෝල්-ලෝකෝ කංදිය මරදාන-මොරටුව / රාගම චිලු මැන්ඩෝල්-කො. අංගනය ලෝකෝ කංදිය-කො. අංගනය			

1937 වන විට දුම්රිය දෙපාර්තමේන්තුව භාණ්ඩ ප්‍රවාහනය අරඹා වසර 71 ක් සම්පූර්ණ විය. දිවයින පුරා බඩු ගබඩා 123 ක් හා පොහොර ගබඩා 25 ක්

අවුණුම :- 22

ජේදයට යොමුව :- 7.4.5

22 22

PRIVATE

For the use of Railway Officers only

SRI LANKA RAILWAY



මරස් වැටුප්පත්
දිවිය දීමට ඒවායේය.
සියලුම සාමාන්‍යයන් (සමාජයේ) සේවකයන්.
කාණ්ඩ - 10.

SAFETY RULES

1983

මුද්‍රණ දුර්වල ස්වභාවයේ.
සම්පූර්ණ අධිකාරී කාර්යාලය.
දුර්වල වූ 97.

Rules 8-10.

Misconduct,
&c.,
Punishable.

- (a) at places where smoking is expressly prohibited by an order of the General Manager or Head of Sub-department.
- (b) at places where inflammable goods are stored.
- (c) when dealing with the public.

9. All Railway Servants are subject to dismissal, fine, or interdiction from duty with loss of pay for :—

- (a) intoxication,
- (b) smelling of liquor,
- (c) disobedience of orders,
- (d) negligence,
- (e) misconduct,
- (f) absence from duty without leave,
- (g) sleeping when on duty ;

and to deductions from their pay of such sums as may be imposed as fines, and to the withholding of their pay during the time of interdiction or absence from duty.

Travelling
without pass or
ticket
forbidden.

10. (a) No person must be allowed to travel on the Railway unless provided with a proper ticket or free pass, or unless he is authorised by the Government to travel without either ; and

Riding on
Locomotive,
or in Brake Van
without special
Authority
forbidden.

no servant of the Railway must be allowed, unless in the execution of his duty, to ride on the Locomotive, or in the Brake Van, or in any vehicle in which luggage, parcels, or mails are conveyed, without written permission from an authorized officer of the Railway.

Persons not to
travel by
Goods Train
without
authority.

- (b) Except persons provided with proper authority travelling in charge of livestock, no person other than a servant of the Railway in the execution of his duty, must be allowed to travel by a Goods Train, either with a pass or ticket, without special authority from an authorized officer of the Railway.

Officers
Authorized to
give permission.

- (c) The authorized officers are as under :—

To travel by Goods — The General Manager,
Train or in a Brake Transportation Superintendent,
Van or District Superintendent.

Rules 10-13.

To travel on the — The General Manager Locomotive

Unclaimed Luggage, &c.

- (d) All unclaimed or lost luggage, money, or other property, found in the carriages, at the stations, or upon the line, must be immediately delivered to the person in charge of the station at, or nearest to, the place where the article has been found, and be dealt with by him in accordance with the Railway instructions upon the subject.

- 11. (a) All Railway Servants must exercise proper care in getting between vehicles for purposes of coupling and uncoupling. They are strictly forbidden to get between broad gauge vehicles for uncoupling purposes unless they are at rest, and in coupling up such vehicles, they must stand between the drawbar hook and buffer of the vehicle at rest and place the coupling of the same on to the drawbar hook of the vehicle being moved on to the standing vehicle.

Getting between vehicles to couple and uncouple them.

The staff engaged in coupling or uncoupling vehicles fitted with communicating gangways or vehicles not fitted with buffers must not go between these vehicles, nor between a Locomotive and a vehicle so fitted until the vehicles have been brought to a dead stop. In the case of narrow gauge stock, coupling and uncoupling may only be performed when such vehicles are at rest.

- (b) No Servant must jump on to the steps or foot-boards or run alongside of trains entering or leaving stations.
- (c) The entrance doors of Brake Vans and Brake Compartments must always be kept closed, except when it is necessary to open them in connection with the working of the trains. Staff are requested to co-operate in the carrying out of this Safety Rule which has been framed to protect them from accident.

Not to jump on to Steps of Foot Boards or Trains.

Brake-Van entrance doors to be kept closed.

12. The Servants of the Railway, more especially those engaged in the working of trains and in shunting and other similar operations, must not unnecessarily expose themselves to danger ; and all are requested to prevent, as far as they possibly can, such exposure on the part of their fellow servants, and to spare no opportunity of warning those who neglect to take proper care.

Servants not to expose themselves to Danger.

- 13. (a) No person, other than a servant of the Railway in the execution of his duty, must be allowed to be or walk upon the Railway, unless provided with written permission to do so, signed by the General Manager.

Trespassing.

- (b) Railway Servants must not walk upon the line, except when it is necessary for them to do so in the execution of their duty.

Railway Servants Trespassing.

is expressly prohibe
ie General Manager
ent.

mmable goods are

public.

to dismissal, fine,
for :—

save,

ir pay of such sums
es, and to the with-
g the time of inter-
ty.

d to travel on the
h a proper ticket or
; authorised by the
ut either ; and

st be allowed, unless
to ride on the Loco-
n, or in any vehicle
r mails are conveyed,
from an authorized

ith proper authority
ock, no person other
y in the execution of
o travel by a Goods
ticket, without special
ized officer of the

as under :—

General Manager,
sportation Superinten-
, or District Superin-
ent.

මගේ අංක:-දුආසේ/භවැ/45/04/2016
හදිසි වැටලීම් ඒකකය,
දුම්රිය මූලස්ථානය,
කොළඹ -10.
2016.08.08 දින.


*Noted
6/8/16*

දුම්රිය සාමාන්‍යාධිකාරීතුමා
දුම්රිය මූලස්ථානය.

ප්‍රවාහන අධිකාරී (අනුරාධපුරය)වෙත 2016.02.22 දින දුම්රියෙන් යවන ලද
දුම්රිය ස්ථානාධිපති වරුන්ගේ පෞද්ගලික ලිපිගොනු පාර්සලයක් අස්ථාන ගතවීම
සම්බන්ධව පොලිස් වාර්තාව ඉදිරිපත් කිරීම.

ඉහත කරුණ සම්බන්ධයෙන් මගේ අංක: දුආසේ/භවැ/45/04/2016 හා
2016.08.05 දිනැති ලිපියෙහි ඔබතුමා විසින් යොදා ඇති සටහන හා බැඳේ.

ඒ අනුව ඉහත කරුණ සම්බන්ධව අනුරාධපුර පොලිස් ස්ථානය විසින් සිදු කරන
ලද පොලිස් පරීක්ෂණයේ වාර්තාව සහ මාගේ සමාංක: දුආසේ/භවැ/45/04/2016 හා
2016.06.13 දින ඔබ වෙත යොමු කළ ඉහත සිදුවීමට අදාළ මූලික විමර්ශන වාර්තාවේ
සම්පූර්ණ පිටපතක් මේ සමග ඉදිරිපත් කරමි.


කා.භා.නි. - හදිසි වැටලීම් ඒකකය
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හදිසි වැටලීම් ඒකකය
දුම්රිය සාමාන්‍යාධිකාරී කාර්යාලය
මරදාන, කොළඹ 10.

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මගේ අංකය:-දු.ආ.සේ/හවැ/45/04/2016
හදිසි වැටලීම් ඒකකය
දුම්රිය මූලස්ථානය
2016.08.05 දින

දුම්රිය සාමාන්‍යාධිකාරී ✓
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ප්‍රවාහණ අධිකාරී (අනුරාධපුර) වෙත 2016.02.22 දින දුම්රියෙන් යවන ලද නවක දුම්රිය ස්ථානාධිපති වරුන්ගේ පෞද්ගලික ලිපිගොනු පාර්සලයක් අස්ථාන ගත වීම සම්බන්ධව පොලිස් වාර්තාව ඉදිරිපත් කිරීම

ඉහත කරුණ සම්බන්ධයෙන් ඔබවෙත ඉදිරිපත් කරන ලද මගේ අංක දු.ආ.සේ. /හවැ/45/04/2016 හා 2016.06.13 දිනැති වාර්තාවට අමතර වශයෙනි.

උක්ත කරුණ සම්බන්ධයෙන් හදිසි වැටලීම් ඒකකයේ සැරයන් 90753 එච්.ඒ. සරත්වන්ද්‍ර මහතා විසින් අනුරාධපුර පොලිස් ස්ථානයේ 2016.05.06 වැනි දින කරුණ ලද පැමිණිල්ල සම්බන්ධයෙන් විමර්ශනයක් සිදුකර එහි වාර්තාව අධිකාරී දු.ආ.සේ මගින් මා වෙත එවා ඇත.එහි සඳහන් කරුණ කෙරෙහිද ඔබගේ අවධානය යොමු කිරීම සඳහා එම වාර්තාව මේ සමඟ ඔබ වෙත ඉදිරිපත් කරමි.

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INTERIM AGREEMENT FOR TRANSPORT OF LIMESTONE

Reference No. SRS/F. 5919

These interim arrangements are made and agreed on the 5th day of May One Thousand Nine Hundred and Ninety Nine (1999) between Wickrama Kahanda Bandara Weragama, General Manager of Sri Lanka Railways, P.O. Box. 355, Colombo 10, Sri Lanka acting herein for and on behalf of the Democratic Socialist Republic of Sri Lanka on the One part (herein after called and referred to as G.M.R.) And Puttalam Cement Company Limited a Company duly incorporated under the Company Ordinance (Chapter 145) and having its principal place of business at level 3, Hemas House, 75, Braybrook Place, Colombo 02. (Hereinafter called and referred to as PCCL).

Whereas the GMR and PCCL agrees to the Terms and Conditions recommended by the Strategic Business Unit as approval by the Attorney General and by the Cabinet of Ministers (Annexure 'A').

The GMR and PCCL hereby agrees to the Terms and Conditions in Annexure 'A' to operate with effect from the 1st day of May 1999 until such time an Open Access Policy Agreement is entered into between the parties.

According to the Annexure 'A' PCCL hereby also agrees to pay Sri Lanka Railways the sum of Rupees 20 Million to settle outstanding charges for the transport of limestone during the 1998. Furthermore, according to Section 8 of the Terms and Conditions, Puttalam Cement Company Limited hereby also agrees to pay Rupees 5 Million as payment to transport the initial 500,000 tonnes of limestone.

Pending the signing of an Access-agreement these presents will be the arrangement between the parties for all purposes.

Any dispute, difference or disagreement arising between the parties in connection with these presents will be referred and settled by Arbitration in terms of the Arbitration Act No. 11 of 1998.


 GENERAL MANAGER

SRI LANKA RAILWAYS


 MANAGING DIRECTOR


PUTTALAM CEMENT COMPANY LTD.

(10)

Terms and Conditions to be incorporated in the Agreement proposed to be entered into between Sri Lanka Railways (*hereinafter sometimes referred to as 'SLR'*) for and on behalf of the Government of the Democratic Socialist Republic of Sri Lanka (*hereinafter sometimes referred to as 'GOSL'*) and Puttalam Cement Company Limited (*hereinafter sometimes referred to as 'PCCL'*)

The GOSL is developing a policy to permit private train operators to provide, maintain, and operate freight trains on tracks owned by SLR. PCCL, pending finalisation of the policy and applicable terms and conditions, has agreed to maintain and operate freight trains on tracks owned by SLR, and to maintain the track between Noornagar and Periyangavillu, subject to such terms and conditions agreed as hereinafter set forth, in a location provided by SLR in Sri Lanka for such purpose.

1. SLR and PCCL are negotiating an Access Agreement (*hereinafter sometimes referred to as the 'said agreement'*) to be entered into on a future date for a period of thirty years commencing on 1st January 1999 to 31st December 2029, subject to such Access Agreement being approved by the Cabinet of Ministers of the GOSL.
2. SLR and PCCL agree that the said agreement will set out the terms and conditions, inter alia, under which (a) PCCL shall operate trains owned by PCCL over the tracks owned by SLR between Periyangavillu to Palavi; and (b) PCCL shall take on the responsibilities for maintaining and renewing the tracks between Noornagar and Periyangavillu as morefully set out in Clause 6 below.
3. SLR and PCCL agree to settle the outstanding issues morefully set out in Schedule I on the terms and conditions set out in Schedule II below.
4. SLR agrees to permit PCCL to operate trains owned by PCCL over the section of the SLR track from Periyangavillu to Palavi in recognition of payment of the charges set out in Clause 8 below and subject to compliance with the operating and safety conditions laid down by SLR from time to time.
5. SLR agrees to provide (a) access to PCCL to the section of track mentioned in Clause 4 above; (b) maintenance and renewal of the track between Noornagar and Palavi, subject to the terms and conditions morefully set out in Clause 6 below, during the period in which the said agreement is in force; (c) operational control of the aforesaid route based on the current methods of signalling and operations. SLR agrees to guarantee the availability of track capacity for 5 passages per day 7 days per week except at times mutually convenient to SLR and to PCCL during which period maintenance will take place to the SLR track from Palavi to Noornagar and it will not be possible to operate 5 passages per day. In the event of default of the aforesaid guarantee, SLR will compensate PCCL for the reasonable additional costs it incurs as a result of such default. PCCL agrees that SLR will not be liable to compensate PCCL for an inability to provide 5 passages per day 7 days per week in the event of Force Majeure and in the event of non availability or poor performance of the section of SLR track between Noornagar and Periyangavillu which is the responsibility of PCCL.

 VPA

6. PCCL agrees to maintain the SLR track between Noornagar and Periyangavillu for a period of the said agreement, subject to the terms and conditions of the said agreement and in recognition of the lower level of access charge. PCCL also agrees to guarantee the continued availability of the said track at least at the current standard. In the event of default of such guarantee, subject to Force Majeure, SLR will take over the maintenance of the said track and PCCL will pay appropriate compensation to ensure that SLR is no worse off than it would have been had PCCL complied with its obligations.
7. PCCL agrees that SLR is entitled to operate trains over the section of track between Noornagar and Periyangavillu subject to capacity. In the unlikely event SLR wishes to operate either an SLR train or a train operated by any other train operator within the said section, then a payment will be made by SLR to PCCL at the rate of One Thousand Rupees (Rs. 1,000/-) per train.
8. PCCL agrees to pay the charges for access to the SLR network from Periyangavillu to Palavi, by a train of limestone operated by PCCL locomotive and train crew, as follows:
 - (a) For the first 500,000 tonnes in any year, a fixed sum of Rupees Five Million (Rs. 5,000,000/-), which is payable in advance irrespective of whether or not PCCL move 500,000 tonnes in the year;
 - (b) For each tonne above 500,000 tonnes and below 900,001 tonnes in any year, a charge of Fifteen Rupees (Rs. 15/-) per tonne;
 - (c) For each tonne above 900,000 tonnes and below 1,100,001 tonnes in any year, a charge of Twelve Rupees (Rs. 12/-) per tonne;
 - (d) For each tonne above 1,100,000 tonnes and below 1,300,001 tonnes in any year, a charge of Ten Rupees (Rs. 10/-) per tonne;
 - (e) For each tonne above 1,300,000 tonnes in any year, a charge of Eight Rupees (Rs. 8/-) per tonne.
9. SLR and PCCL agree that on the anniversary of the commencement date each year, the charges shall be amended to take full account of inflation, using the Colombo Consumer Price Index (hereinafter referred to as the 'CCPI'). However, it is agreed that as a concession to PCCL, the increases will only be implemented on every fifth year. For the avoidance of any doubt, this means that while the calculation will be done every year, to track the changes in the CCPI, the actual figure invoiced to PCCL will only be changed every fifth year, thus taking full account of the intervening changes in prices.
10. SLR and PCCL agree that they will work together to exploit and maximise the capacity of the route between Periyangavillu to Palavi for the benefit of PCCL and SLR. The guarantee from SLR is that capacity of : passages per day will be available 7 days per week over the life of the agreement between Noornagar and Palavi, but subject to Clause 11 below, this guarantee will be increased over time.
11. PCCL have already agreed to fund and install two new loops at Puttalam and Noornagar to increase the capacity of the route. It may be that this investment will not in itself increase

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the capacity of the route as PCCL would wish, so SLR and PCCL agree to jointly define the minimum necessary changes in (a) infrastructure; (b) operational provisions; (c) rolling stock provision, to develop jointly agreed plans to increase the capacity of the route as PCCL may require it. PCCL agrees that it will pay in full for the reasonable costs of increasing capacity, which may include (a) investment in new rolling stock directly undertaken by PCCL; (b) additional operational staff which may have to be taken on by SLR; or (c) enhancements to the infrastructure which may be carried out by PCCL or SLR depending on the location. SLR undertakes to use all reasonable endeavours to help to minimise such costs. SLR further agrees to implement such changes that PCCL fund with all reasonable speed and when implemented to increase the number of guaranteed passages accordingly.

- 12. It is agreed that PCCL will be both maintaining SLR tracks between Periyangavillu and Noornagar and using its own trains and train crew between Periyangavillu to Palavi. In doing so PCCL agrees to comply with all relevant standards communicated to it by SLR prior to the commencement of the said agreement and any subsequent changes or new standards that are necessary to maintain safety in operations. SLR shall communicate such standards to PCCL giving reasonable notice of implementation. PCCL agrees that (a) SLR will always have the final decision on what constitutes a critical safety standard; and (b) any changes that SLR may wish to make which are not critical to safety will only be made once agreement has been reached with PCCL. Such agreement may include the payment of compensation for any additional costs. In periodically checking compliance with standards, SLR agrees to use the same degree of diligence and tolerance as it applies when checking its own compliance with standards. If SLR finds deficiencies when undertaking periodic checks then it will give notice to PCCL identifying the deficiency and the action necessary to put it in order. Should PCCL fail to rectify such deficiencies in a reasonable period of time, and if the deficiency relates to a critical safety item, SLR will be entitled to withdraw the approval for that element of PCCL's operations.
- 13. PCCL agrees to undertake the maintenance of the PCCL locomotive(s) and rolling stock, but in the event that PCCL requests SLR to undertake any major repairs, then SLR will undertake such repairs subject to the following conditions (a) that PCCL will purchase any necessary spares; (b) that PCCL will monitor and accept responsibility for the repairs; (c) that PCCL will pay agreed charges to SLR including for the costs SLR incurs and a suitable overhead; and (d) that SLR has the staff and facilities to carry out such repairs.
- 14. SLR agrees that upon payment of suitable compensation, it is prepared to provide PCCL with SLR locomotives inclusive of train crew and fuel, and with train crews, from its own resources for the purposes of running PCCL trains. The foregoing is subject to (a) SLR resources being available; and (b) the charges shall not be more than the cost of the alternative that is available to PCCL and not less than the opportunity cost to SLR. Charges will be settled by agreement for a year at a time at the beginning of each year of the agreement.
- 15. It is agreed that the usual set of terms relating to payment terms, events of default, disputes, etc will be implemented.

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Schedule I

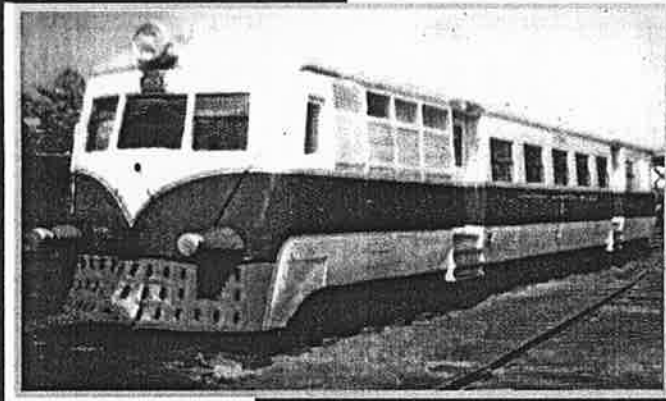
- (1) The issues relating to the charges payable by PCCL for the SLR service from 01.07.97 through to the introduction of the PCCL locomotive into service;
- (2) The charges payable by PCCL for the SLR service during the period of use of the PCCL locomotive from 01.01.98 until 31.12.98; and
- (3) The charges for the use of the SLR locomotive during the period from 01.01.98 until 31.12.98.

Schedule II

By a single payment of Rupees Twenty Million (Rs. 20,000,000/-), which is in addition to the current charging arrangement for 1998, whereby PCCL is paying Rupees Two Million (Rs. 2,000,000/-) per month. For the avoidance of any doubt, the total sum payable in 1998 for the SLR access and haulage services on the limestone traffic will be Rupees Forty Four Million (Rs. 44,000,000/-) which is made up of twelve monthly instalments of Rupees Two Million (Rs. 2,000,000/-) and one final settlement of Rupees Twenty Million (Rs. 20,000,000/-). Upon payment of this sum, the three outstanding issues set out in Schedule I above will be considered to have been settled. This settlement does not cover any of the other separate arrangements between SLR and PCCL, for instance, the maintenance of PCCL locomotives, the supply of fuel and lubricants, and the maintenance of PCCLs sidings, etc., which are the subject of separate payment mechanisms. SLR will render an invoice and PCCL will pay the sum of Rupees Twenty Million (Rs 20,000,000/-) before commencement of negotiations on the detailed contract terms.

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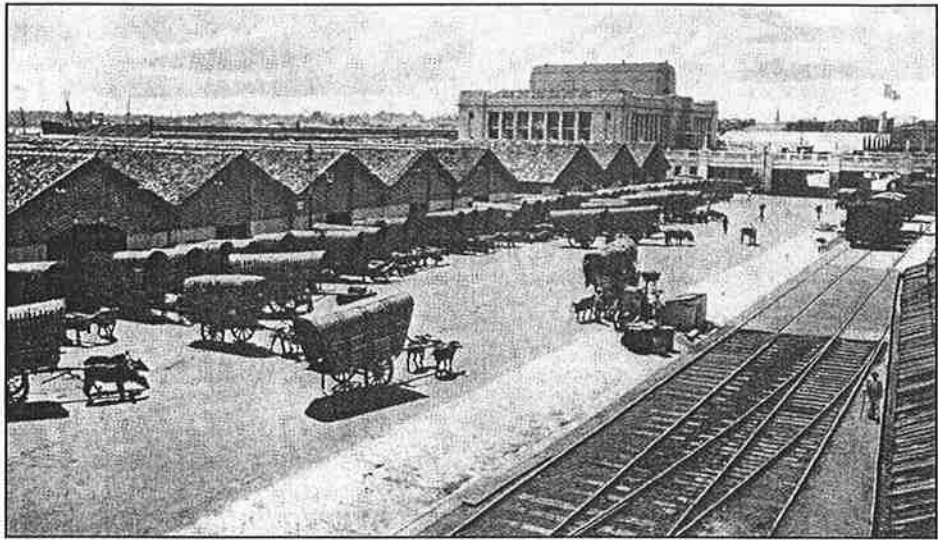
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1983....

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මෝටර් රථ වාහන භාවිතය ඇරඹීමට පෙර කොළඹ වරාය මුල්කරගෙන භාණ්ඩ ප්‍රවාහනය සිදු වූ අයුරු

ස්ට්‍රැටේජි කොමිෂම (1926)

1926 දී බ්‍රිතාන්‍ය පාලකයින් ලංකාව තුළ ඒ වනවිට භාවිතයේ පැවති සමස්ත ප්‍රවාහන මාධ්‍යයන් කෙරෙහි අවධානය යොමු කොට ඉදිරියේ දී ප්‍රවාහන කටයුතු මැනවින් පවත්වා ගැනීම සඳහා නිර්දේශ ලබා ගැනීමට ස්ට්‍රැටේජි කොමිෂම පත් කරන ලදී. සමස්ත ප්‍රවාහන ජාලයට ගුවන්, ඇල මාර්ග, ගොඩබිම් මාර්ග හා දුම්රිය මාර්ග අයත් විය. මෙම කොමිෂම මගින් එවකට ලංකාව තුළ පැවති දුම්රිය, මහා මාර්ග හා ඇල මාර්ග ප්‍රවාහනය කෙරෙහි විශේෂ අවධානය යොමු කර නිර්දේශ ලබා දෙන ලදී. දුම්රිය දෙපාර්තමේන්තුවට අදාළ නිර්දේශ ඡේද අංක 09 යටතේ ලබා දී ඇත. එනම්

1. දුම්රියයන්හි ධාවන වේගය වැඩිකර ධාවන කාලය අවම කර ගෙන මගීන්ගේ ප්‍රසාදය හා විශ්වාසය දිනා ගැනීම.
2. ධාවනයේදී මැදිරි ගැස්සීම (Jolting) අවම කර ගෙන මගීන්ට සැලසෙන සේවාවේ ගුණාත්ම භාවය දියුණු කිරීම.
3. දුම්රිය කාර්ය මණ්ඩලවල කාර්යක්ෂමතාවය වැඩි දියුණු කර ගෙන මගීන්ට සැපයෙන සේවාවේ ගුණාත්මක භාවය වැඩිදියුණු කර ගැනීම.
4. පාර්සල් හා භාණ්ඩ ප්‍රවාහනයේදී බඩු අඩු වීම පිළිබඳව නිතර පැමිණිලි ලැබෙන බැවින් එම තත්වය මඟ හරවා ගෙන පාර්සල් හා භාණ්ඩ ප්‍රවාහනයේදී පාරිභෝගිකයන්ගේ විශ්වාසය දිනා ගැනීම.
5. මගී හා භාණ්ඩ ප්‍රවාහන ගාස්තු අඩු කර මගීන් හා භාණ්ඩ ප්‍රවාහන කරන්නන් දුම්රිය සේවාව වෙත ආකර්ෂණය කර ගැනීම.
6. මගී හා භාණ්ඩ ප්‍රවාහනයේදී වන්දි අයදුම් කළ විට නමාශීලී පිළිවෙත අනුගමනය කරමින් ඔවුන්ට සහන සැලසීමට ක්‍රියා කිරීම.
7. භාණ්ඩ පැටවීමේදී හා බැමේදී පාරිභෝගිකයන්ට අවශ්‍ය පහසුකම් ලබා දී කඩිනම් සේවයක් ලබා දීමත්, භාණ්ඩ ප්‍රවාහනයේදී ඒවායේ තත්ත්වයට හානි නොවන අයුරින් ආරක්ෂාකාරීව ප්‍රවාහනය කිරීමත්, මගීන් සඳහා ප්‍රවේශපත්‍ර ලබාදීමේදී ඔවුන් අපහසුතාවයට ලක් නොවන අයුරින් ක්‍රියා කළයුතු බවටත් යෝජනා විය.

8. දුම්රිය ධාවනය සිදු වන කෙටි මාර්ග කොට්ඨාශ වල (ගාල්ල, මාතර) ඩීසල් හා වාෂ්ප බලයෙන් ක්‍රියා කරන රේල් බස් රථ සේවය ආරම්භ කිරීම.
9. දුම්රිය ධාවනයට අවශ්‍ය වන එන්ජින් මැදිරි හා ගැල් හිඟයකින් තොරව ලබා දීම.
10. මුහුදුබඩ දුම්රිය මාර්ගය කළුතර දකුණ දක්වා ද්විත්ව මාර්ගයක් බවට පත් කර මගීන්ට සැපයෙන සේවාව කාර්යක්ෂම කිරීම.
11. කැලණිවැලි පටු දුම්රිය මාර්ගය හෝමාගම දක්වා ද්විත්ව මාර්ගයක් බවට පත්කර සැපයෙන සේවාවේ ගුණාත්මක බව වැඩි දියුණු කිරීම.
12. උඩපුස්සැල්ලාව මාර්ගයේ විදුලි දුම්රිය ධාවනය ආරම්භ කටයුතු කිරීමය

ස්ථාවර කොමිෂමේ ඉහත සඳහන් නිර්දේශ පිළිබඳව විමසිල්මත්ව අධ්‍යයනය කිරීමේදී එම යෝජනාවලින් දුම්රිය මගීන්ගේ හා භාණ්ඩ ප්‍රවාහකයින්ගේ පහසුකම් වැඩි දියුණුකර සැපයෙන සේවාවේ ගුණාත්මකභාවය ඉහල නංවා මහජනයා අතර දුම්රිය ජනප්‍රිය ප්‍රවාහන මාධ්‍යයක් බවට පත් කිරීමට කටයුතු අරඹා ඇති බව පෙනේ. එමෙන්ම ප්‍රථම වරට පාර්සල් හා භාණ්ඩ ප්‍රවාහනයේ දී දෙපාර්තමේන්තුව විසින් වගකීම පැහැර හැරීම සහ භාණ්ඩ අඩු වීම සිදුවූ විට ප්‍රවාහකයන්ට වන්දි ප්‍රදානය කිරීමේ දී නම්‍යශීලී පිළිවෙතක් අනුගමනය කළ යුතු බවට ද යෝජනා විය.

1928 දී බඩු වර්ගීකරණය හා පාර්සල් ප්‍රවාහන ගාස්තු සංශෝධනය කිරීම.

1926 ස්ථාවර කොමිෂමේ නිර්දේශ ක්‍රියාත්මක කිරීමේ ප්‍රතිඵලයක් ලෙස 1928 දී භාණ්ඩ හා පාර්සල් ප්‍රවාහනයේ දී අනුගමනය කළ වර්ගීකරණයන් හා ගාස්තු සංශෝධනයට ලක්විය.

1928 දී භාණ්ඩ ප්‍රවාහනයේ දී භාවිතයට ගැනුණු බඩු වර්ගීකරණය පන්ති 13 ක් දක්වා වැඩි කරන ලදී. පාර්සල් ප්‍රවාහන ගාස්තු අඩු කරන ලදී. මෙතෙක් පාර්සල් ප්‍රවාහනයේ දී රඹුක්කනින් ඉහල සඳහා අයකළ අමතර ගාස්තුව 1928 දී ඉවත් කරන ලදී.

දුම්රිය දෙපාර්තමේන්තුව අරක්කු ප්‍රවාහනය ආරම්භ කිරීම.

1929 දී ඩච්න්ගේ නිර්දේශ මත දුම්රිය දෙපාර්තමේන්තුව අරක්කු ප්‍රවාහනයට ප්‍රවිශ්ට විය. අරක්කු ප්‍රවාහනය සඳහා රජයේ ඒජන්තවරයා විසින් නිකුත් කරන ලද වලංගු බලපත්‍රයක් ප්‍රවාහකයා සතු විය යුතු ය. එම බලපත්‍රයේ ප්‍රවාහන කරන දිනය ආරම්භක දුම්රිය ස්ථානය, ගමනාන්ත දුම්රිය ස්ථානය, ප්‍රවාහනය කරන අරක්කු බෝතල් ප්‍රමාණය, නිවැරදිව සටහන්ව තිබිය යුතුය. වලංගු දිනය සඳහා පමණක් ප්‍රවාහනය සිදුකල හැකි අතර එම බලපත්‍රය ප්‍රවාහනය සඳහා සකස් කරන ලද ඉන්වොයිස් පත්‍රයට අමුණා දුම්රිය ස්ථාන පිටපත සමග තබා ගත යුතු විය.

⁸⁶ මෙසේ ආරම්භ වූ අරක්කු ප්‍රවාහනය පසු කාලයක දී එනම් 1949 ජූලි මස 18

මාර්ගය සහ දුම්රිය අංගනය වල් බිහි වී ඇති අයුරු



ගබඩා හා වේදිකා අසල අපද්‍රව්‍ය හා කසල ගොඩගසා ඇති අයුරු



අංගනයේ ඇති මාර්ගවල අපහරණය හා අලෙවිය සඳහා යකඩ කොටස් සහිත වැගන් නවතා ඇති අයුරු



ගබඩා අංගනයේ බලවේග කට්ටල නවතා ඇති අයුරු



ප්‍රමිතියෙන් තොරව මාර්ග සකස් කිරීම හේතුවෙන් ගබඩා අංගනය ජලයෙන් පිරී ඇති අයුරු

