

ADMINISTRATIVE REPORT - 2009
ROAD DEVELOPMENT DEPARTMENT
Eastern province.

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ADMINISTRATIVE REPORT - 2009

ROAD DEVELOPMENT DEPARTMENT
Eastern Province.

01.Introduction

Sri Lanka has generally a well-distributed network of roads and the total length of roadway is about 100,000km. Of these 25,000km are classified roads belong to classes A,B,C,D & E. This could be considered to constitute the basic network to which are linked the other rural roads. The class A and B roads constitute the National Highway Network amounting to about 11,000km, which is maintained by the Road Development Authority. Balance 14,000km are C,D & E classes of roads maintained by the Provincial Councils known as the provincial roads.

The Road Development Department of the Eastern Provincial Council was formed to construct & maintain the C, D & E classes of roads of EP, which were handed over to the Provincial Council with the devolution of powers as a result of the 13th amendment of the constitution. After the demerge of North East Provincial Council as Eastern Provincial Council and Northern Provincial Council, the construction & maintenance of C, D & E classes of roads of EP, Which were handed over to Road Development Department, Eastern Province.

RDD is responsible for the construction & maintenance of **1098.21** Km of C, D classes of roads of which **770.55** Km are tarred roads and **327.66** Km are gravel roads.

RDD Roads are classified as follows

DISTRICT	TYPE OF ROADS (km)		TOTAL LENGTH (km)
	Metal	Gravel	
AMPARAI	299.03	112.15	411.18
BATTICALOA	250.64	134.89	385.53
TRINCOMALEE	220.88	80.62	301.50
Total	770.55	327.66	1098.21

Table – 1

TOTAL LENGTH OF C&D CLASS ROADS IN E.P.

DISTRICT	Class OF ROADS (km)		TOTAL LENGTH (km)
	C	D	
AMPARAI	256.29	154.89	411.18
BATTICALOA	254.48	131.05	385.53
TRINCOMALEE	211.10	90.40	301.50
Total	721.87	376.34	1098.26

Table – 2

The total length of the roads RDD owns and maintains in the Eastern Provincial Council is only 11% of the total road network of Eastern Province. Table 1 gives details of length of roads in the East owned by different agencies.

Sector	Approximate Km Owned	%
Road Development Authority	857	8
Road Development Department	1098.21	11
Local Government	4838.10	47
Irrigation	1573.15	16
Other Agencies	1839.16	18
Total	10,205.62	100

Table 3

The C,D & E classes of roads in the EP serve as link roads linking the trunk & main roads (A & B classes - National Highways) and the Rural Roads (Local Government roads, Irrigation roads Land Commission's road, Fishery's roads etc.). These roads are in a dilapidated state due to lack of maintenance consequent to the armed conflict, needs significant rehabilitation and reconstruction. The need for intervention stems from three problems, damages due to conflict, deterioration due to lack of maintenance, and stagnation in development and improvement of road network. In addition the Tsunami which hit the costal belt in December 2004 which is widely acknowledged as largest most devastating natural catastrophe in the history of the country also has worsen the situation.

RDD continued to make all possible endeavours to repair these roads. Apart from the C,D & E classes of roads in EP, RDD, has been called upon to do works for the rural roads. There are frequent requests from Local Authorities and Land Department every year to repair their roads that come under their purview. The biggest problem faced in repairing the Local Govt roads is inadequacy of funds.

02.Organisation

2.1 Vision

Providing “User Satisfactory” Road Net Work in and “Economical Manner” to the People of Eastern Province.

Mission

- *Rehabilitating important link Road within year 2013 which could facilitate*
- *Resettlement*
- *Access to service Infrastructure*
- *Speedy recovery of economy*

Objectives

- Maintaining the C,D roads and road structures
- Rehabilitating the C,D roads and road structures
- Improving the C,D roads and road structures
- Maintaining ferry services
- Undertaking the rehabilitation and improvement of roads and road structures of the other agencies on their request.
- Having an efficient institutional management system to accomplish the mission of the institution
- Creating opportunity for private sector participation in road construction and maintenance process.

2.2 Functions aimed at

Maintaining the C,D &E, roads and road Structures

- Routine Maintenance of at-least 75% of the roads per year. (Depends on funds availability)
- Periodic maintenance of at-least 75% of the roads per year. (Depends on funds availability)

Rehabilitating the C,D & E roads and Structures

- 20% of the roads (200Km) to be rehabilitated within 2010 - 2013(Depends on funds availability)
- Rehabilitating all roads by year 2016

Improving the C, D & E roads and structures

- 150km per year to be improved (Depending on availability of funds)
- 40km per year to be up graded (Depending on availability of funds)
- 50km of Local Government roads per year to be upgraded to C & D classes

Undertaking the rehabilitation and improvement of roads and road structures funded by other agencies.

- Executing the WB Project programmes
- Executing the JICA programmes
- Executing the NECORD programme
- Executing the ADB Project programme
- Executing Pro Poor Rural Development programme.
- Executing the Central Ministry programmes
- Executing any other works requested by Chief Secretary
- Executing any development programmes given by Government Agents.
- Executive any other works requested by Hon. Governor.

Institutional Management System

- Having apposite regional and divisional offices to plan execute and manage maintenance and development activities for a user satisfactory link roads in all districts of EP
- Maintaining transparent systems, procedures and accounting
- Organising appropriate training programmes for technical and other Staff
- Developing and maintaining data base for movable and immovable assets, personal data, development programmes etc.
- Progress monitoring and control
- Running the machinery unit
- Providing Material testing labs for regions
- Developing contract systems and procedures
- Developing private sector participation
- Developing a workable, effective, sustainable, transparent road maintenance system and procedure

2.3 Organisational arrangements

The Provincial Director's office is the Head Office in Trincomalee. The Director RDD is the Head of this Institution. He is in-charge of all the functions of the Dept. and is answerable to the higher Authorities. Chief Engineers are in-charge for the regions, under them the Executive Engineer with his staff are directly involved in the construction & maintenance works.

There are 3 Chief Engineer's Regions Located in following Towns:

1. Trincomalee - Covers Trincomalee District
2. Batticaloa - Covers Batticaloa District
3. Ampara - Covers Ampara District

There are also 4 Executive Engineer's divisions, and One Sub Office under the Chief Engineer's region

1. EE Trincomalee. - Covers Trincomalee District
2. EE Batticaloa. - Covers Batticaloa District
3. EE Kalmunai. - Covers Ampara District(Costal Area)
4. EE,Ampra - Covers Ampara District
5. Sub Office, Addalachenei

2.4 Resources

2.4.1 Staff

Engineers

Eng.V.Karunanaathan functioning as the Provincial Director. , Eng.K.T.Sivaranjan is functioning as Deputy Director & Eng(Mrs) S.Koneswaran is functioning as Head Office Chief Engineer, Eng.S.Mahinthan ,Eng.G.Sugumaran and Eng.A.M.Rizvi continued their service as acting Chief Engineers Batticaloa, Trincomalee and Ampara regions respectively. Eng. Riyas, ,Eng.N.Raveendran , Eng.Rasamohan, and Mr.V.Navaratnaraja are functioning as a Executive Engineer Ampara, Batticaloa, Kalmunai and Trincomalee Respectively.

The table shows the present strength of Engineers.

Service	Required strength	Present strength
Above 12 years service	5	4
0-12 years experience	5	5

Table 4

Technical Officers

The total cadre for Technical Officers is 23, and the present strength is 20. Further unlike in other Technical Department this cadre is filled by various categories of Technical Officers.

* SLTS	-	14 Nos.
* Released from RDA	-	5 Nos
* Re-employed	-	<u>1 Nos.</u>
Total		<u>20 Nos</u>

Accountants

The total cadre for Accountants are 4 and the present strength is three. This department is running with an three Accountants.

Other Staff

This Department was also facing shortage of clerical staff (Cadre should be revised). Since all the estimates, contract agreements & proposals are done in English, need of Data Entry Operator to achieve the targets.

The approved cadre for the department staff is 108 which is in sufficient to attend to the routine & periodic maintenance works of the C, D classes of roads. To handle projects, major improvement works & other departmental works, additional staff is required and the strength of present cadre has to be increased especially the technical & clerical cadre.

To overcome the staff shortage situation ad-hoc casual employees are taken on work estimates to strengthen the regions & divisions to cope up with the workload mainly for technical supervision.

The vacancies for Engineers, Accountant, Ferry Operator and Ferryman ,Lab Assistant have to be filled and the total cadre for the Engineers and Technical Officers and clerical staff has to be increased

2.4.2 Machinery & Equipments

Machinery Unit (MU) under Road Development Department (RDD), NEP was formed in January 2003. After the demerged the MU for EP was hand over to RDD, EP. The Advanced Account that was opened for the MU and it was used to run this machinery unit. To smooth functioning of MU and monitoring the progress and activities, a management board should be appointed.

The Main Unit functions in Trincomalee under Provincial Director RDD. This office is in charge for overall management maintenance supervision and accounting. This unit is housed at the office of the Provincial Director RDD. This office is maintaining all accounts and other relevant details. The sub units headed by regional Chief Engineers functions under them. They are in charge for the machineries available in the districts, giving on hire and hire collections, attending to routine maintenance and repairs, and managing the MU staff available with them.

Machinery Unit owns equipments and machineries that were owned by RDD and given by NEIAP. February 2006 Ministry of Nation Building with the assistance of Italian Government gave some more machineries to the Tsunami affected districts. To handle the additional fleet of machineries additional staff and operators under advance account were recruited by Ministry of Road Development in 2009. UNICEF gave one Motor Grader and one Back-hoe loader to the Ampara district and NECORD gave one Dozer to Chief Engineer, Trincomalee in 2009 Details of machineries that are deployed in different districts are given in annex-III

Summary of Advance Account Activity of Machinery Unit

Invoice Raised in year 2009	7,307,992.54
Cash Received in year 2009	7,872,908.90
Expenditure during the year 2009	7,770,890.93

Table 5

2.4.3 Ferry Services.

RDD continued to operate three ferry services in Batticaloa and one ferry service in Trincomalee. Our Department Needs 5 Nos of Ferry Operators and 10 Nos. of ferry man. These Carders are not approved yet. To overcome this staff shortage, 12 Nos of ferry man were appointed on ad – hoc casual basis.

03. Management Development

3.1 Skill Development & Capacity Building.

- ◆ Clerical and allied staffs were absorbed into newly formed management assistance Service. Some of them attended special training programmes designed for them and the others will be sent for training in coming years.
- ◆ All account's section staffs of Provincial Director's office are trained in Payroll & Cigars.
- ◆ All Chief Engineers offices have got e-mail connections and communications have been made easy.
- ◆ All roads have been coded and made easy for identification and data entry. The road list has been revised.
- ◆ Need assessment has been done for all three districts and a database has been developed to identify the total needs.

3.2 Problem related to Management Development.

- Technical Officers did not get opportunity to go for training. The training courses that are being conducted by SLIDA are for Management skill development. To train on technical skills Special Technical Courses have to be organised for Technical Officers.
- Continuous professional development (CPD) is essential for Engineers to meet the future challenges. Action should be taken to provide training facilities locally and outside Sri Lanka. The Engineers who are sent to work in Eastern Provinces continue to work in this province. This deprives the opportunity of exposure to the current developments, technology adopted in other part of the country. They also deprived in attending seminars, workshops, exhibitions and talks arranged by Institution of Engineers and other professional bodies which are normally held in Colombo.

- To become a full professional Engineer and also for their future carrier prospects all Engineers have to do their Charter in Engineering. Facilities to train Engineers in Designs in RDD are not available at present. This is also to be overcome in coming years

3.3 Salient Features of the Sector

The road network in EP including bridges and ferry services has to be planned, constructed and developed to:

- Promote the economic development of EP by taking into consideration the present and future socio- economic development plans and policies of the EP, there by improving the quality of life of the people.
- Facilitate faster mobility.
- Provide easy accessibility with improved safety for the people.
- Adequately meet the transport needs of the EP, both passenger and freight transport taking into consideration the current and projected future transport demand.
- Improve the quality of roads by using cost effective innovative techniques of design, construction maintenance and rehabilitation.

In Sri Lanka the C,D & E classes of roads are designed for a period of 5-8 years due to financial constraints. This duration also depends on the post maintenance system that exists. But in EP due to the war 60% of the roads were not maintained or improved for more than 20 years. Therefore the roads have not only outlived their useful design life but they have out lived their serviceability levels.

Since, the road network plays an important role in the economic development of the country and meets the social aspirations of the people, a need has arisen for a planned development of a hierarchical road network suitable for the 21st century. To achieve this goal, there is a need for a clear-cut road policy for EP, which shall be followed by the numerous agencies responsible for road administration. This road policy shall be an integral part of the Transportation policy and also shall confirm to the socio-economic and land use policies.

Issues to be addressed

(a) Approval limits

Ministry Tender Board, Head Office Tender Board and Regional Tender Board Limits are very much lower. It doesn't match with the present cost of construction. To expedite works fast these limits have to be revised.

When handling sophisticated machineries especially with hydraulic systems frequent repair and maintenance required. But as per the approval limits it takes long time to do repairs or even maintenance.

(b) Machinery Operators

Machinery operators are not properly trained and not knowledgeable in mechanical systems. The operators who are trained in heavy machinery tend to leave seeking higher pay locally or abroad.

(C) Road Maintenance System

There is no proper road maintenance system & proper funding arrangement available as per the arising emergency needs.

(d) Human Resource

As per the cadre 10 Engineers, 4 Accountants and 1 Administrative Officer are approved to this department. But at present only 8 Engineers and 3 Accountant are available. The existing cadre itself is not adequate to cope up with the workload. The Department is facing an acute shortage of senior level & middle level Engineers. The number of management assistants and allied services are inadequate.

(e) Vehicles and Office Equipment

To have proper supervision and control over works more vehicles have to be provided to all Executive Engineers divisions. For quality control and machinery maintenance separate vehicles are required. The Provincial Director has no Vehicle to his official work. He barrow the Vehicle from Chief Engineer, Trincomalee. But they are facing lot of problem to have proper supervision of their field work without vehicle.

(f) Machinery and Equipment

To do major road rehabilitation and reconstruction works additional Motor Grader, Backhoe, Loaders, Tippers, low bed trailer and Road Rollers are required in the regions. This may be made available through the Private sector.

(g) Present level of operations

Road Development Department is maintaining **1098.21 Km** of roads in EP in 3 Districts. In addition to this RDD also does works on Local Govt. roads, Land Commissioners road and fisheries roads.

For the maintenance of C,D & E classes of roads, RDD gets funds from the Block Grant. This year RDD got only Rs.40 Mn for maintenance of road & ferry service. Under PSDG, RDD got an allocation of Rs.70 Mn, . Since most of the roads are in very bad condition and allocations are limited, PSDG is mainly used to do major maintenance type work for making the roads motor-able till a major rehabilitation or improvement is done.

RDD also has done some works through donor funded projects such as ADB, WB and JICA and Ministry of Nation Building.

3.4 Potential & Major Resources.

Middle level and small level contractors are available in all districts in EP. In 2008 new contractors also have registered. RDD is maintaining district wise database of contractors who have registered to do work.

Good metal mines are available in Eastern Province. Because of the prevailing situation metal quarries are not in operation in Batticaloa, Ampara, & Trincomalee and mostly transported from Wellikanda, Mahiyangana & Anurathapura respectively. Even in other districts people are not investing in this industry to cater the demand. Due to these the price of metal in these areas are fairly high and the cost of construction is also high. Also the Quarries in the Eastern Province not owned by us. The Provincial Council should be taken action to owned these quarries under the 13th amendment.

Fair quality of gravel is available in all the districts But quantity available is limited. Therefore proper care and control must be taken when mining and usage. Sand mining continued to be a problem in all districts. Wherever possible RDD has started using crusher fines for sand sealing.

3.5 Needs and alternative options.

Needs

- All existing vacancies of Engineers, Accountant, and all supporting staffs to be filled.
- Proper training has to be identified for each level of staff for their capacity building.
- Cadre must be revised to suit the requirement.
- Office equipment must be provided.
- Special road construction equipments are required.
- Soil laboratory have to be established in it has to be strengthened..
- Tender Board limits have to be revised.
- Metal production in all districts has to be increased. For this private sector has to be motivated.
- Special provincial road project is required for a special road rehabilitation program as done in other Provinces.

Alternative options.

- When Rehabilitation & Development works take place with donor funding, technical road consultants need to be appointed to support RDD. Additional Engineers, T.O, Clerical and allied staff have to be added as project staff on contract basis to strengthen the RDD.
- Private contractors must be encouraged and facilities must be made available for them, to procure and maintain road construction machinery & equipment.
- Entrepreneurs must be encouraged and facilities must be made available to them, to engage in metal quarrying and metal crushing business.
- A long-term maintenance contracting system must be developed.
- During rehabilitation and development works the development packages must be developed in such a way the post long-term maintenance system is incorporated in the package, and to be performed by the same developer.

3.6 Priorities

Institution

- Vehicle for Provincial Director.
- Vehicles for supervision & quality control.
- Establishing and strengthening Soil Laboratories.
- Appointing soil laboratory technicians and lab attendance.
- Filling all vacant cadres
- Appointing Ferry Officers and Ferry Man
- Appointing management board for machinery unit.

Infrastructure

- Immediate rehabilitation of at-least 30% of roads & construction of structures.
- Adequate funds for road maintenance.

3.7 Development Direction

Existing National and EPC polices and strategies will be followed to develop the road network.

04. Achievements

4.1 Major activities under capital projects.

We received funds through the following to do rehabilitation, maintenance & improvement works of RDD roads and other roads.

- ❖ ADB
- ❖ WB
- ❖ Provincial Specific Development Grant (PSDG)
- ❖ JICA
- ❖ NECCDEP
- ❖ NECORD
- ❖ Pro-Poor Development Programme (JBIC)

ADB

Eastern and North central Provincial Road Project Funded by ADB. Under this Project Eastern Province under take hearty 152Km of roads belongs to RDD Batticaloa & Trincomalee District at the cost of us 35 million. Some of these work started in Letter part of 2009. The Project will be completed in 2013. The Provincial Director of RDD is the Project Director. The Project implementation unit is already established at RDD Office, Green Road Trincomalee.

WB

Under the World Bank Project ,approximately 65Km of road belongs to RDD in Ampara District is included at the cost of US\$20 million, The Contrition Work expected to commence in middle part of 2010.

PSDG

RS.108.5million was allocated during this year under PSDG. RDD completed 100% of the works. The progress of work from May to August was very slow because the Chief Secretary informed to stop all PSDG work without his further instruction.

JICA

Under the JICA Project Approximately 315Km of Local Government road will be rehabilitated at the cost of nearly RS.4000 million. The Project will be commenced in middle part of 2010.

NECCDEP

Under the project nearly 7Km of road and 03 Nos of Bridges are rehabilitated at the cost of 120 million in Batticaloa District. The work is in progress and will be completed in 2010.

NECORD

Under NECORD, RDD has completed most of the Road rehabilitation works. New works under NECORD-II and TIP are in progress.

PRO - POOR

Under PRO – POOR Rural Development Project funded by JBIC we got to rehabilitate rural roads in Ampara District under this programme Rs. 203 million allocated for 15 sub project in 2007. 100% of work completed. Only our province spent money. Due to that JBIC allocated another Rs.140Mn for 11 sub Project in 2008. These work also 100% completed. The JBIC mission commentate it at the progress review meeting.

4.1 Special Achievement

On the directive of Hon. Governor the bound work at (9.0Km) at sampoor already started by this Department and 100% completed. Also on the instruction of Hon. Governor, Eastern Province we take the step to start the work at Mahaoya-Aralaganwila road (nearly 18 Km) at the cost of Rs.46 Mn and it was completed.

4.2 Constraints.

4.2.1 For the year 2009 we didn't get enough funds for Maintenance works in Block Grant. Sand sealing has to be done to preserve the roads that are fairly in good condition.

Minimum **RS.50 Mn per CE's** division is required under Block grant for Maintenance works.

05. Finance.

5.1 Actual Expenditure

Recurrent & Capital Actual Expenditure of the R.D.D, E.P for the year 2009

	Recurrent		Capital		Total
	(Rs)	%	(Rs)	%	
P.D Office	33,313,558.57	40.02	1,556,678.00	1.70	34,870,236.57
C.E Office Trincomalee	15,370,169.00	18.47	28,051,896.16	30.59	43,422,065.16
C.E Office Batticaloa	21,810,598.60	26.20	28,399,499.49	30.97	50,210,098.09
C.E Office Amparai	12,337,211.73	14.82	33,689,454.75	36.74	46,026,666.48
C.E Office Kalmunai	403,389.10	0.48	-	0.00	403,389.10
Total	83,234,927.00	100.00	91,697,528.40	100.00	174,932,455.40

5.2.Budgeted Provision

Recurrent & Capital Expenditure Provision Allocated as per Budget for the year 2009

	Recurrent		Capital		Total
	(Rs)	%	(Rs)	%	
P.D Office	33,527,150.00	38.97	2,300,000.00	1.90	35,827,150.00
C.E Office Trincomalee	16,796,538.00	19.52	38,649,412.00	31.94	55,445,950.00
C.E Office Batticaloa	22,927,400.00	26.65	38,100,000.00	31.49	61,027,400.00
C.E Office Amparai	12,340,912.00	14.34	41,950,588.00	34.67	54,291,500.00
C.E Office Kalmunai	438,000.00	0.51	-	0.00	438,000.00
Total	86,030,000.00	100.00	121,000,000.00	100.00	207,030,000.00

5.3 Tender

The Department of Road Development, EP conducts tender boards for the civil works as well as supplies under its limit stipulated in financial regulation. The following table shows the tender board conducted by the Department.

Board of Minister Appointed Tender Board - 2009 for ADB Work

Contract Package No	Name of the Road	Contract Amount
ENCPRP/NCB/EP/01	Kokuvil- Sathurukondan-Theannamunai village Road , Valaviyaru Bridge Approach Road, Vavunativu – Aiyithiyamalai Road	422,113,030.46
ENCPRP/NCB/EPBP/02	New Bountry Road, Valaiayiravu Bridge Approach Road, Komariya-Mandur Road, Thalanhudah-Manmunai Mavadimunnai Road, Vavunakadu Aiyithiyamalai Road, Henamen Road, Vavichenai Access Road, Kirran ferry Road.	233,060,831.00
ENCPRP/NCB/EP/03	Kanniya – Allesgarden Road, Kaivaikal – kakamunai Munaichchenai Road, L.B.Chennel Road.	458,281,057.89
ENCPRP/NCB/EPBP/03	Kanniya – Allesgarden Road, Kuchcheveli-Kallapathai Road, Kaivaikal – Kakamunai Munaichchenai Road, L.B Chenneal Road, Pankulam – Kivulakadawela Thiriyai (First 25.0Km), Pankulam – Kivulakadawela Thirivaya (balance 12.4Km)	121,095,373.46
ENCPRP/NCB/EP/04	Hensmen Road, Vavichenai Access Road, Oddamavady – Meeravodai Road, Kiran Ferry Road.	428,716,790.99

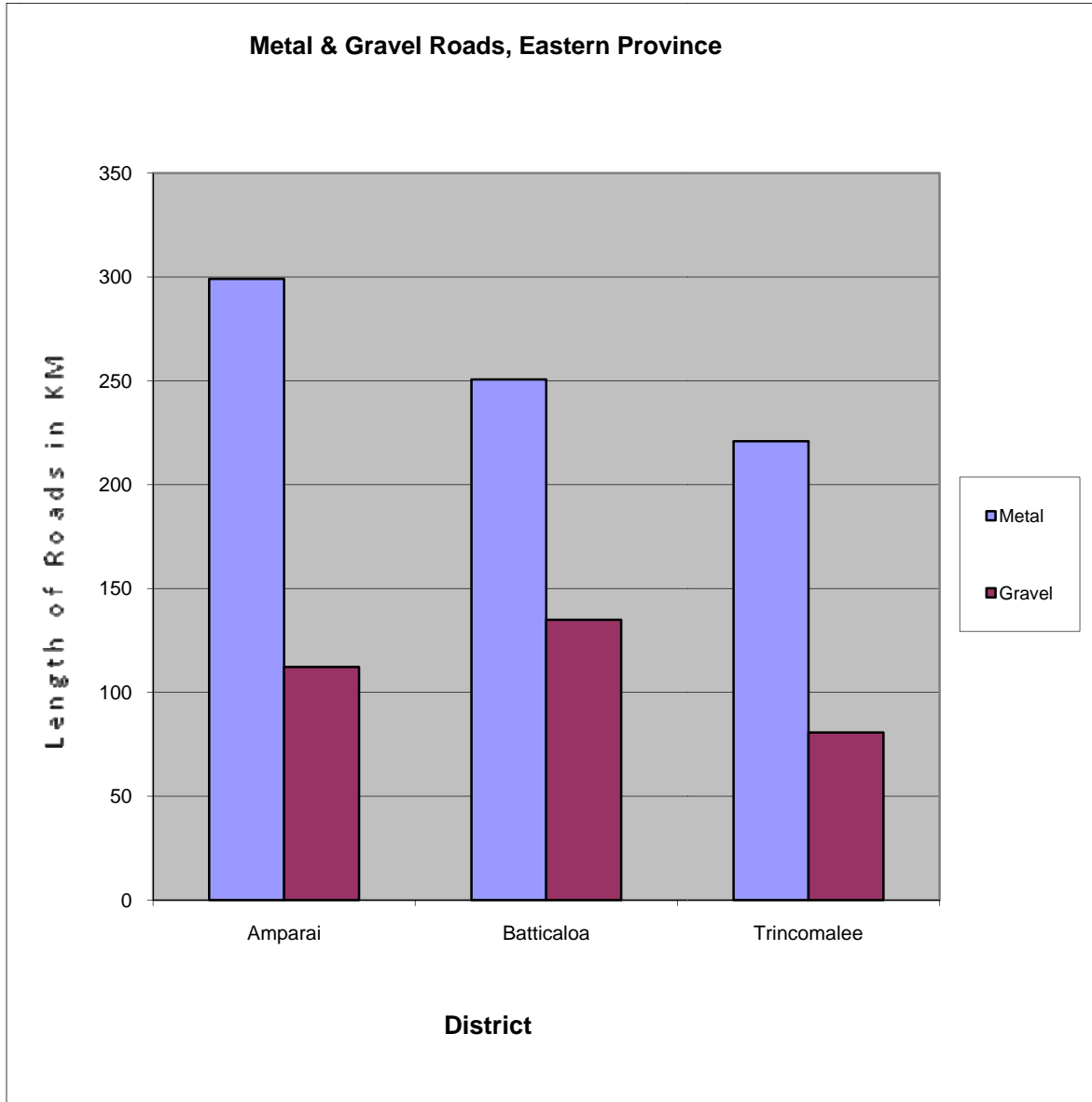
ENCPRP/NCB/EP/05	Pankulam- Kivulekada-Thiriyai Road. (0+000 to 25+000Km)	303,417,760.21
ENCPRP/NCB/EP/06	Kuchchaveli-Kallampathathu Road, Pankulam – Kivulekadawala.	307,559,550.28
ENCPRP/NCB/EP/08A	Police Station – Eruvil Road.	-
ENCPRP/NCB/EP/08B	Divulana – Vellaveli Road, Komaari - Mandur Road.	392,916,467.23
ENCPRP/NCB/EP/10A	Thumpankerney – Thirukodai Road, (0+000 to 2+500 Km)	
ENCPRP/NCB/EP/10B	Thumpankerney – Thirukodai Road. (2+500 to 5+000 Km)	
ENCPRP/NCB/EP/10C	Thumpankeney – Thirukodai Road. (5+000 to 7+000 Km)	
ENCPRP/NCB/EP/10D	Thalankudah –Manmunai Mavadimunmari Road	248,707,666.80

5.4 Audit Queries

All audit queries were answered. But RDD has four unsettled audit quarries. To settle these Road Development Department action are being taken to have discussions with Chief Secretary, Secretary/ Engineering Service & Infrastructure and Comptroller & Chief Internal Audit.

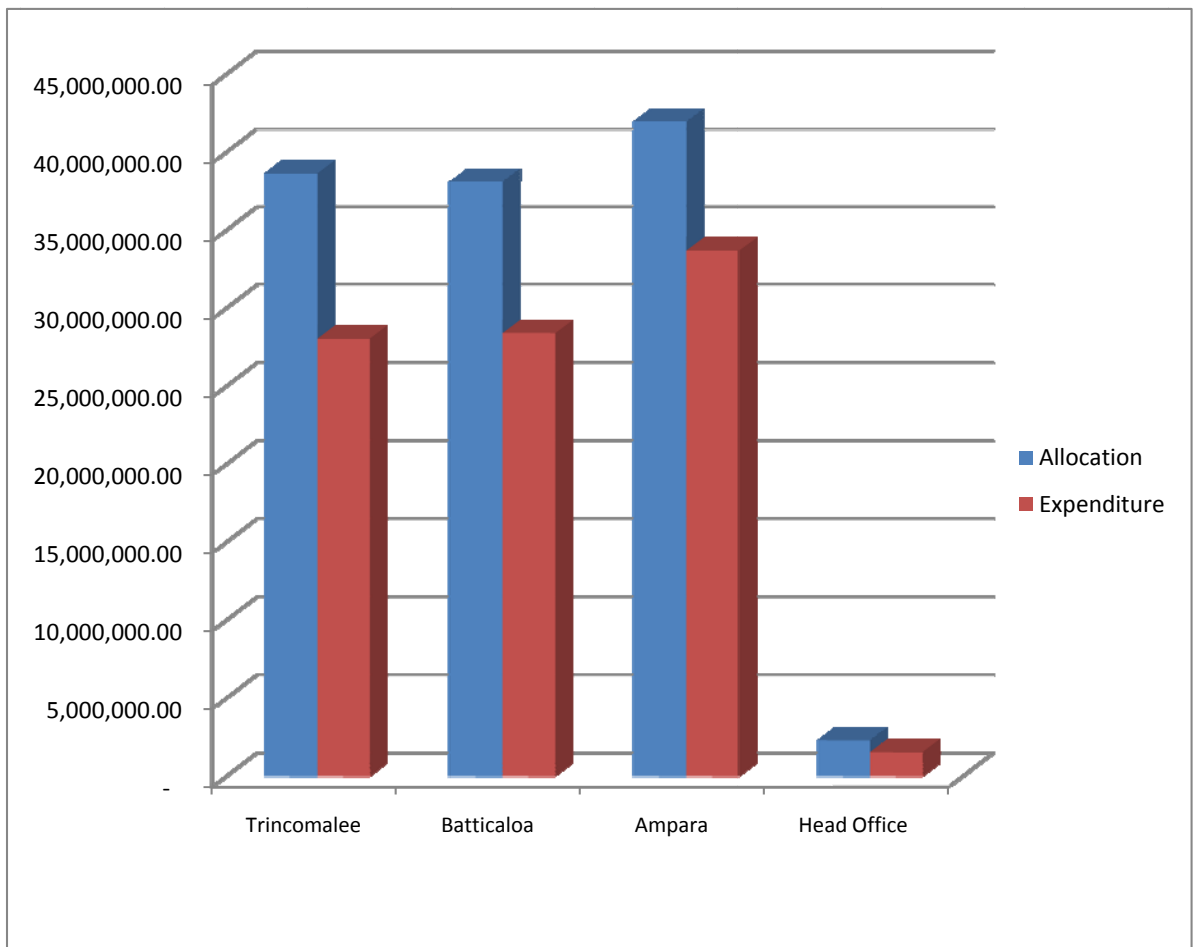
Eng.V,Karunanaathan
Provincial Director,
Road Development Department,
Eastern Province.

ROAD DEVELOPMENT DEPARTMENT – EP



ROAD DEVELOPMENT DEPARTMENT
EASTERN PROVINCE.

PSDG & CBG Allocation



ROAD DEVELOPMENT DEPARTMENT - EP
Details of Machinery available working condition with Machinery Unit

Appendix - III

Divisions	Rollers	V.Rollers	Motor Grader	Excavator	Dozer	Back-Hoe Loader	Loader	Plate Compactor	Tractors	Tipper s/ Lorry	Concrete Mixtures	Water Bowsers	Total
Trincomalee	1	2	2					1	2	2	2	1	13
Batticaloa	1		2	1			1	2	2	2	1		12
Ampara	1		2		1	1		1		1			7
Toal	3	2	6	1	1	1	1	4	4	5	3	1	32

ROAD DEVELOPMENT DEPARTMENT - EP
Details of Machinery available Under Repair with Machinery Unit

Appendix - IV

Divisions	Rollers	V.Rollers	Motor Grader	Excavator	Dozer	Back-Hoe Loader	Loader	Plate Compactor	Tractors	Tippers/Lorry	Concrete Mixtures	Water Bowse rs	Total
Trincomalee	1				1			2	1				5
Batticaloa	1	2											3
Ampara	2	1						4		1	1	2	11
Toal	4	3	0	0	1	0	0	6	1	1	1	2	19

