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Annual Economic & Social Infrastructure Digest

December 2025

Economic Research Department

Central Bank of Sri Lanka

Disclaimer

The views expressed in this bulletin are those of the Economic Research Department. All statistics published in this report have been sourced from the relevant authorities that deemed to be the primary sources of information.

The objective of this publication is to continue providing comprehensive information on the economic and social infrastructure sectors, which were previously covered in Chapter 3 of the Annual Report of the Central Bank of Sri Lanka. Following the replacement of the Annual Report with the more streamlined and concise Annual Economic Review with the enactment of the Central Bak of Sri Lanka Act from 2023 onwards, this publication serves to elaborate on developments in the economic and social overhead sectors in greater detail. It is intended to be issued on an annual basis, and the current publication covers developments related to 2024 and ten months ending October 2025, in general. The impact of Cyclone Ditwah has not been included in this publication.

Contents

List of Acronyms

ADB	Asian Development Bank
AI	Artificial Intelligence
A/L	Advanced Level
BIA	Bandaranaike International Airport
bn	billion
CCTV	Closed-Circuit Television
CEB	Ceylon Electricity Board
CECT	Colombo East Container Terminal
CKD	Chronic Kidney Disease
CPC	Ceylon Petroleum Corporation
CWIT	Colombo West International Terminal
DMC	Disaster Management Centre
DSDs	Divisional Secretariat Divisions
DTET	Department of Technical Education and Training
GCE	General Certificate of Education
GDP	Gross Domestic Product
GHG	Green House Gas
GNDs	Grama Niladhari Divisions
GRM	Grievance Redress Mechanism
IMF	International Monetary Fund
IOWave 25	Indian Ocean Wave 2025
IWMS	Integrated Social Welfare System
JIA	Jaffna International Airport
km	kilometer
LNG	Liquefied Natural Gas
mn	million
MOH	Ministry of Health
MOE	Ministry of Environment

MoU	Memorandum of Understanding
MRIA	Mattala Rajapaksa International Airport
NCD	Non-Communicable Diseases
NCRE	Non-Conventional Renewable Energy
NCS	National Competency Standards
NDMP	National Disaster Management Plan
NDP	National Development Plan
NIE	National Institute of Education
NSHEIs	Non-State Higher Educational Institutes
NTC	National Transport Commission
NVQ	National Vocational Qualification
NWSDB	National Water Supply & Drainage Board
NYSC	National Youth Services Council
O/L	Ordinary Level
OPEC	Organisation of the Petroleum Exporting Countries
RDA	Road Development Authority
SLR	Sri Lanka Railways
SLTB	Sri Lanka Transport Board
SOE	State Owned Enterprise
STEM	Science, Technology, Engineering, and Mathematics
TEU	Twenty-foot Equivalent Container Units
TVEC	Tertiary and Vocational Education Commission
TVET	Technical and Vocational Education and Training
UDA	Urban Development Authority
UGC	University Grants Commission
UK	United Kingdom
UN	United Nations
VET	Vocational Education and Training
VTA	Vocational Education and Training

WBB	Welfare Benefits Board
WHO	World Health Organisation
YTD	Year to Date
5G	Fifth generation of cellular network technology

Overview

Sri Lankan economy strongly rebounded in 2024 and in the first three quarters of 2025 after several years of economic downturn due to COVID-19 pandemic and multifaceted economic crisis. The growth in the sectors related to the economic and social overheads supported the economic recovery during this period. Despite the challenges faced during the crisis, continued efforts were made in strengthening the country's economic and social infrastructure to support a sustained and higher growth trajectory.

While petroleum and electricity sectors regained their growth momentum during the period under review, the Government adhered to cost reflective pricing for general utilities with the aim of strengthening the financial performance of the related state-owned business enterprises and minimise fiscal risks. This approach also allowed consumers to benefit from favourable movements in global fuel prices and the exchange rate. Meanwhile, the port and aviation sectors have shown a notable rebound during the period under review. With the rise in regional transshipment activities and the growing influx of tourists, these sectors hold significant potential for further growth. However, relying solely on the country's strategic geographical location will not be sufficient to achieve the ambition of becoming a global logistics hub. Strengthening service quality, technological capacity, and operational efficiency will be essential to remain competitive amidst increasing regional competition. Similarly, housing and urban development and road development activities, which experienced setbacks during the pandemic and the economic crisis, are gradually recovering, especially with the recommencement of government projects. Meanwhile, the communications sector continued its expansion during the period under consideration, especially in terms of data usage. The Government continued its digital drive through several projects, such as GovPay, while digital national identity card system is to be introduced in the period ahead.

Despite the limited fiscal space, the Government implemented several infrastructure projects in the health sector during 2024 and during the first ten months of 2025, while continuing to advance key health policy initiatives such as the National Policy on Health and Well-being and the School Health Policy. Although the country's healthcare

system has largely normalised following the pandemic, brain drain among healthcare professionals remains a significant challenge, potentially affecting the quality, equity, and accessibility of health services. During the period under review, the education and vocational training sector also regained normalcy; however, resource disparities continue to hinder equitable access to educational opportunities. Meanwhile, the Government's welfare programmes recorded commendable progress during the economic recovery phase, particularly in terms of coverage and benefits, despite facing several administrative constraints. However, over the long run, welfare programmes should focus on empowering people. This would reduce the overdependency on social safety nets and will facilitate creation of an inclusive economy. Despite initiatives undertaken by the environmental management authorities in improving the nation's readiness for disasters and protecting environment and the presence of Carbon Net Zero 2050 Roadmap and Strategic Plan, the investments required in achieving these targets should be strengthened. Further, there is a dire need for the country to develop strategies to effectively manage the multifaceted consequences of climate change and extreme weather events including macroeconomic challenges.

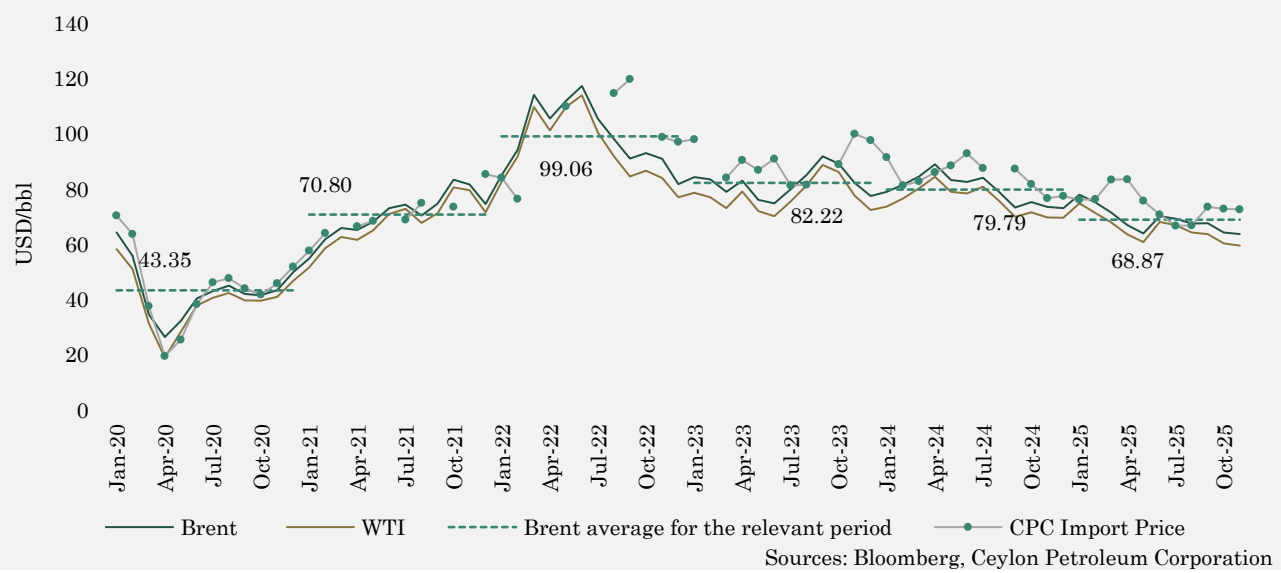
Economic Infrastructure Policies, Institutional Framework, and Performance

1 Power and Energy

1.1 Petroleum

Global crude oil prices remained volatile throughout 2024 and continued to fluctuate in 2025, reflecting a complex interplay between geopolitical tensions, supply disruptions, and shifting global economic signals. Prices trended upwards during the first quarter of 2024, due to escalating conflicts in the Middle East, extreme weather conditions in the US, and optimism over global demand recovery. However, from the second quarter, price movements became more mixed, with alternating periods of increases and decreases influenced by factors such as fluctuating US crude oil inventories, demand uncertainties in China, US Federal funds rate expectations, and OPEC+ (group of oil-producing countries that includes the OPEC members and additional non-OPEC oil-exporting countries) output decisions. Notably, prices peaked by April 2024 amid supply concerns but showed a gradual moderation towards the latter part of 2024 as geopolitical tensions partially eased. Crude oil prices further declined in 2025, despite recording some short term volatilities. In early 2025, crude oil prices increased as markets reacted to US sanctions targeting Russian energy trade and renewed measures against Iranian

Figure 1: Trends in Global Crude Oil Prices



Sources: Bloomberg, Ceylon Petroleum Corporation

crude oil exports, but subsequently entered a prolonged decline, due to subdued growth prospects influenced by trade policy uncertainties and anticipated OPEC+ output increases. A brief surge in global prices was recorded in June 2025, driven by Iran-Israel tensions. However, prices subsequently eased following a ceasefire agreement.

Table 1: Global Crude Oil Prices, CPC Import Prices and CPC Domestic Sales Prices

	2023	2024	% Change (2023/2024)	Jan-Jun 2025	Jan-Nov 2025	YTD % Change (end Nov 2025)
Average Brent Crude Oil Price **(USD/ barrel)**	82.22	79.79	**-3.00%**	70.95	68.87	**-13.7**
Average Crude Oil Import Price* **(USD/ barrel)**	89.60	84.69	**-5.48%**	76.61	74.25	**-12.3**
	End 2023	**End 2024**	**% Change (end 2023/ end 2024)**	**End Jun 2025**	**End Nov 2025**	**YTD % Change (end Nov 2025)**
Petrol 92 (Rs./ltr)	346	309	**-10.70%**	293	294	**-4.9**
Auto Diesel (Rs./ltr)	329	286	**-13.10%**	274	277	**-3.1**
Kerosene (Rs./ltr)	247	188	**-23.90%**	178	180	**-4.3**

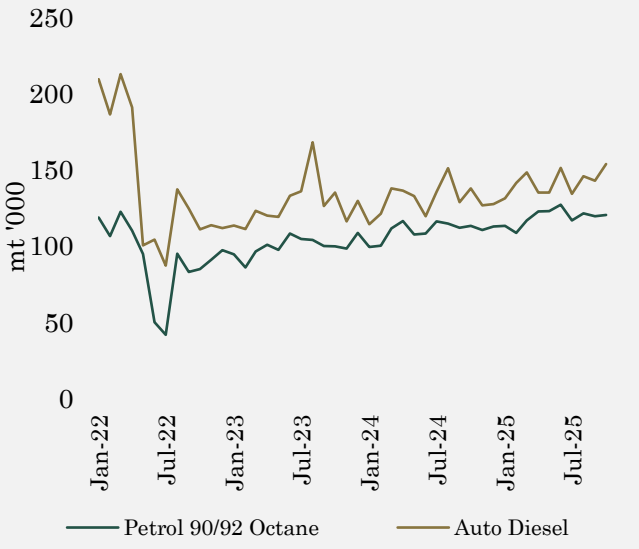
*Average crude oil import prices may include shipping and other charges. Brent is used only as an indicator for the global crude oil price.

Sources: Bloomberg, Ceylon Petroleum Corporation

Domestic petroleum product prices continued to decline, in general, from early 2024. This downward trend persisted into 2025, supported by further moderation in global energy prices. Through cost reflective pricing mechanism for petroleum products, the public has been able to enjoy the benefit of moderating global prices and appreciation of the Sri Lankan rupee in 2024. At the same time, cost reflective pricing mechanism is expected to preserve the financial viability of the CPC in the face of external shocks.

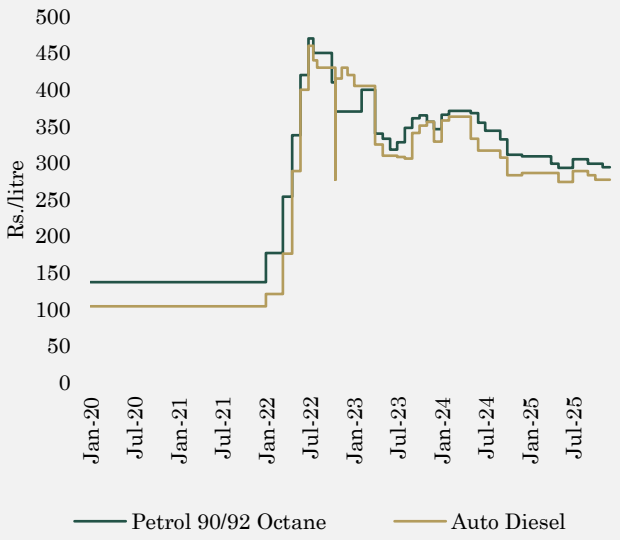
Demand in the petroleum sector experienced an expansion in 2024, driven by the gradual recovery of economic activity across the country. Reflecting this momentum, the sales volume of petroleum products registered a robust year-on-year growth of 11.3% in 2024, signalling improved energy demand across key sectors

Figure 2: Domestic Petroleum Sales



Source: Market players in petroleum industry

Figure 3: Revisions to Domestic Prices of Petroleum Products of CPC



Source: Ceylon Petroleum Corporation

of the economy. During the ten months ending October 2025, the sector sustained its growth trajectory, with petroleum product sales recording an overall year-on-year increase of 5.1%.

Policy reforms were initiated to liberalise Sri Lanka's domestic petroleum market with the aim of enhancing operational efficiency, service delivery, and market competitiveness. As part of the liberalisation strategy, three new private sector entities commenced retail operations within the country. Sinopec Lanka (Pvt) Ltd was the first among the new entrants to commence retail operations in September 2023, followed by RM Parks (Pvt) Ltd in May 2024 and United Petroleum Lanka (Pvt) Ltd in August 2024. However, United Petroleum Lanka announced its decision to cease operations in early 2025, quoting the challenges of operating in a newly liberalised market. The entry of these new players resulted in the reallocation of dealer-owned fuel stations previously operated by the CPC to new entrants, resulting in a

Liberalisation and cost-reflective pricing reshaped Sri Lanka's petroleum sector, paving the way for improved resilience in the sector while lowering the fiscal burden

gradual decline in CPC's market share. These liberalisation efforts are expected to generate potential long-term benefits through enhanced market efficiency and greater consumer choice.

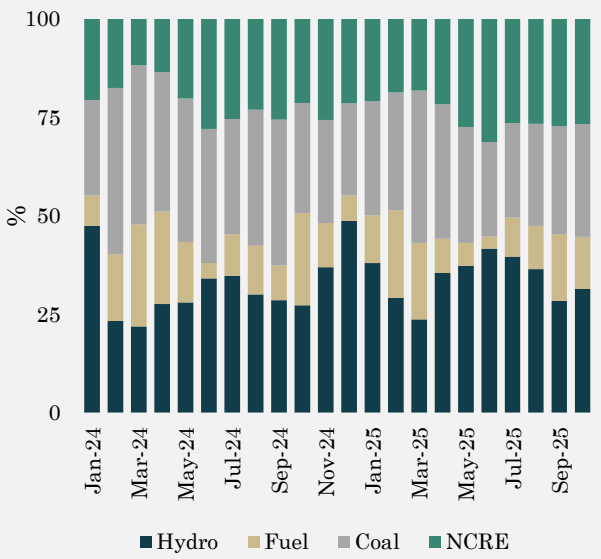
Following the adoption of cost-based pricing, the CPC continued to record a strong financial performance for the second consecutive year in 2024, compared to the substantial losses in the recent past. As per provisional financial statements, in 2024, the CPC recorded a profit of Rs. 33.3 bn, following the Rs. 120.3 bn profit recorded in 2023. The decline in profits in 2024 compared to 2023 can be attributed to the shrinking market share of the CPC following the entry of private sector players. The positive financial performance extended during January - October 2025, with the CPC consistently recording monthly profits. The sustained profitability of the CPC underscores the importance of adhering to cost-reflective pricing strategies to avoid financial imbalances and fiscal risks emanating from state owned enterprises (SOEs). Going forward, maintaining cost-reflective pricing will be essential to ensure stability and enable timely investments in energy infrastructure, while simultaneously enhancing operational efficiency to remain competitive. In addition, modernising and expanding the country's refinery capacity will be crucial, not only to meet growing domestic energy demand but also to capitalise on potential export opportunities in the regional petroleum market.

1.2 Electricity

Hydropower accounted for a relatively high share of the electricity generation mix in 2024 and 2025. Elevated reservoir levels at the beginning of 2024, facilitated increased hydropower generation. However, the usual seasonal dry spell in the mid of the first quarter, led to declining storage levels and increased dependence on thermal sources during the first quarter of 2024. The Southwest monsoon in mid-May 2024 improved reservoir water levels, which helped ease the reliance on costly thermal powered electricity generation. However, below normal rainfall in September–October 2024 limited further gains. The reservoir levels were restored by the Northeast monsoon in late November 2024, allowing the return to a high hydro share in the electricity generation mix by the year end. The average

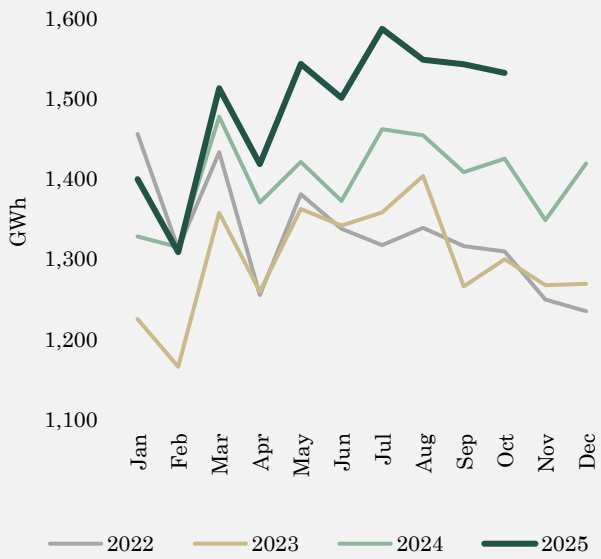
contribution of hydro, fuel, coal, and non-conventional renewable energy (NCRE) to total power generation stood at 32.3%, 13.9%, 32.6%, and 21.2%, respectively, during 2024. A similar pattern was observed during the first three quarters of 2025, with a seasonal dry spell and higher thermal power generation in the first quarter, and higher hydropower generation in the second quarter, supported by the timely onset of the Southwest monsoon. The relatively dry period towards the latter part of third quarter resulted in a depletion of reservoir levels. However, torrential rain due to Cyclone Ditwah, resulted the reservoir levels to peak towards the end of 2025.

Figure 4: Electricity Generation Mix



Source: Ceylon Electricity Board

Figure 5: Electricity Generation



Source: Ceylon Electricity Board

The CEB undertook multiple rounds of tariff adjustments during 2024 and the first half of 2025. In March 2024, electricity tariffs were reduced by an average of 21.9%, followed by a further reduction of 22.5% in July 2024, supported by favourable weather conditions that enabled greater reliance on low-cost hydropower electricity generation. However, a further substantial downward tariff revision of 20% was implemented in January 2025 despite the onset of the seasonal dry period that required increased dependence on higher-cost thermal sources in the first quarter of this year. The consecutive tariff reductions combined with rising generation costs imposed a significant strain on the CEB's financial performance in the first quarter of 2025, thus highlighting the need for strict adherence to cost-reflective pricing. Accordingly, to address the accumulated financial losses, a 15% upward tariff revision

was implemented in June 2025. This adjustment was intended to restore the financial viability and sustainability of the CEB while contributing to broader financial system stability, consistent with structural benchmarks under the reform agenda agreed with the International Monetary Fund (IMF).

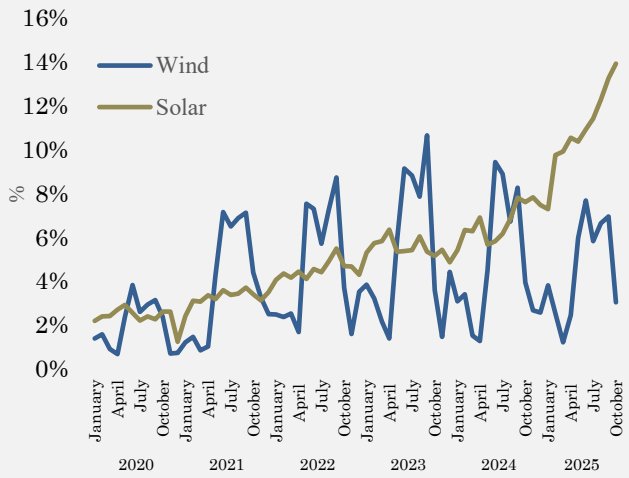
Transparent, regular, and cost-reflective electricity tariffs reduce economic uncertainty and strengthen confidence among consumers and investors

The financial performance of the CEB remained strong in 2024, recording a profit of Rs. 148.6 bn, compared to Rs. 61.2 bn in 2023, though losses were incurred during the first half of 2025 due to successive tariff reductions. Improved cash flows supported by cost reflective pricing enabled the CEB to reduce both its short-term and long-term liabilities during 2024. However, monthly profits saw a notable decline in the latter part of 2024, largely due to successive tariff reductions during the year. The impact of these reductions became more prominent from February 2025, compounded by a greater dependence on thermal power electricity generation during the first quarter of 2025. However, an improvement in the CEB's monthly profitability was observed following the upward tariff revision in June 2025.

Continuation of cost-reflective-pricing policy beyond the IMF programme is essential to ensure the financial viability of the CEB, pay off its legacy debt, and reduce the over-reliance on the banking sector. Energy subsidies provided by the Government outside the national budget create substantial fiscal risks, which could eventually materialise as evidenced during the recent economic crisis. Hence, cost reflective pricing strategy is essential to prevent such fiscal risks that could jeopardise overall macroeconomic stability. Moreover, transitioning to a forward-looking, cost-reflective tariff mechanism, underpinned by more transparent methodologies, regular and timely adjustments, and improved forecasting, is important to reduce sharp volatilities in the electricity tariffs that could create economic uncertainties for businesses and individuals. Such, methodology should minimise the pass-through of operational inefficiencies, ensuring that consumers are not unduly burdened, aligning with the IMF structural benchmark. At the same time,

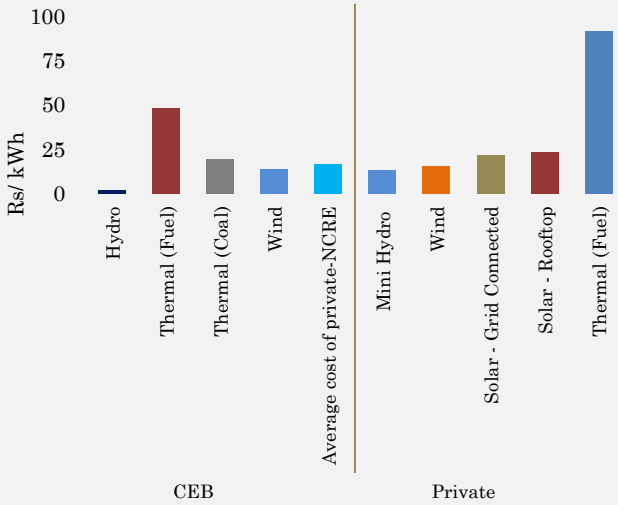
it should be noted that the support for vulnerable groups through direct transfers would be economically efficient than providing assistance through untargeted energy subsidies. Meanwhile, recent growth in renewable energy generation and renewable capacity additions could be partly attributed to the removal of energy subsidies through the implementation of cost reflective pricing mechanism. The removal of energy subsidies resulted in an incentive for the private sector and households to shift towards their own renewable energy sources.

Figure 6: Share of Total Generation



Source: Ceylon Electricity Board

Figure 7: Average cost at generation point end Oct 2025



Source: Ceylon Electricity Board

Implementation of robust and timely policy actions is essential to improve the energy sector's cost efficiency while strengthening its resilience and sustainability. Sri Lanka's electricity tariffs are generally high compared to regional economies, undermining the country's competitiveness. This warrants diversification of energy sources to low- cost thermal and renewable sources. Sri Lanka's overall energy mix is still over-reliant on expensive thermal sources, despite the country's considerable renewable energy potential. While Sri Lanka has benefited from above average rainfalls in recent years, which largely contributed to the reduced generation cost through large hydro generation, such favourable conditions would be risky to rely on consistently as the country remains highly vulnerable to weather and climate related risks. Therefore, to reduce the exposure of electricity prices to global energy

price volatility and in meeting growing demand, the integration of non-conventional renewables should be accelerated while diversifying generation sources to ensure a balanced and resilient energy mix. However, required infrastructure developments, such as a comprehensive battery storage system, pump storage systems, and improved grid flexibility, should be achieved for effective absorption of variable renewable energy. Although transmission and distribution losses have gradually declined over time, inefficiencies in the national grid are reflected by the scheduled and unscheduled power outages. This underscores the importance of urgent grid modernisation and the upgrading of the transmission and distribution network. At the same time, attracting both domestic and foreign investments in renewable energy will be essential to scale up renewable capacity, foster technological innovation, and ensure the long-term sustainability of the energy transition.

Restructuring the CEB along with targeted reforms through amendments to the Electricity Act is expected to enhance transparency and improve operational efficiency of the sector. The CEB restructuring, enabled by the 2024 Electricity Act and Sri Lanka Electricity (Amendment) Act, No. 14 of 2025, involves unbundling CEB into four state-owned entities to manage generation, transmission, distribution, and system operations independently. The Act also strengthens the legal framework in the sector, aims to improve efficiency and transparency, attract private investment, and enhance competition by allowing increased private participation. With the amendment, the National Electricity Policy, including the National Tariff Policy, is being prepared to improve the current framework and ensure the financial sustainability of these entities.

2 Transport and Other Infrastructure

Table 2: Salient Features of the Public Transportation Sector

Item	2023	2024 (a)	Change %	2024 Jan-Jun (a)	2025 Jan-Jun (b)	Change %
Road Passenger						
Sri Lanka Transport Board (SLTB)						
Operated Kilometrage (mn)	364	372	**2.1**	190	192	**0.9**
Passenger Kilometrage (mn)	14,272	13,153	**-7.8**	6,645	5,963	**-10.3**
No. of Buses Owned	7,114	7,135	**0.3**	7,133	7,136	**0.04**
Average No. of Buses Operated	4,511	4,543	**0.7**	4,519	4,442	**-1.7**
Private Sector						
Operated Kilometrage (mn)	749	862	**15.1**	423	445	**5.3**
Passenger Kilometrage (mn)	30,574	35,187	**15.1**	13,356	22,320	**67.1**
No. of Buses Effectively Available	20,096	20,062	**-0.2**	20,086	19,832	**-1.3**
Average No. of Buses Operated	12,864	14,790	**15.0**	14,749	15,167	**2.8**
No. of Inter Provincial Permits Issued	3,151	3,181	**1.0**	3,163	3,177	**0.4**
No. of Intra Provincial Permits Issued	16,944	16,881	**-0.4**	16,923	16,654	**-1.6**
Sri Lanka Railways						
Operated Kilometrage (mn)	10.5	10.5	**0.4**	5.8	5.7	**-1.4**
Passenger Kilometrage (mn)	7,044	6,000	**-14.8**	2,956	3,135	**6.1**
Freight Ton Kilometrage (mn)	159	172	**8.1**	91	83	**-8.8**

(a) Revised
(b) Provisional

Sources: Sri Lanka Transport Board
National Transport Commission
Sri Lanka Railways

2.1 Road Passenger Transportation

The public passenger transportation sector exhibited mixed performance during 2024 and the first half of 2025. The operated kilometrage of both the Sri Lanka Transport Board (SLTB) and private operators increased during this period. Meanwhile, passenger kilometrage declined for SLTB, although it increased substantially for the private bus operators. Bus fares were revised downward in both 2024 and 2025, reflecting the reduction in fuel prices and other cost adjustments. In 2024, fares were revised downwards in two instances by 5.07% in July and by 4.24% in October. In line with the annual bus fare policy, bus fares were revised downward again in July 2025. Accordingly, the minimum bus

The amended NTC Act is expected to provide solutions to practical issues identified in the transportation sector

fare was unchanged at Rs. 27.00, and other fares were revised downwards by 0.55%. Meanwhile, addressing a longstanding need, passengers now can use debit/credit cards to pay bus fares on selected bus routes from November 2025. The new system aims to modernise the public transport, reduce fraud while enhancing revenue collection.

The National Transport Commission (NTC) continued to take action to improve the efficiency of the bus service to underserved areas and persons during the period under review. Accordingly, the Sisu Seriya, Gemi Seriya, and Nisi Seriya services and training of private bus staff, services in rural roads facilitated by the NTC, continued during the first half of 2025. During the first half of 2025, 55 new Sisu Seriya services and 332 new Nisi Seriya services were initiated. Accordingly, the total number of Sisu Seriya and Nisi Seriya services in operation as at the end June 2025 stood at 1,549 and 663, respectively. However, inadequate bus fleet, shortages of engineering, driving, conducting, and technical staff, insufficient training, and obsolete technology remain issues to be addressed to improve the quality of passenger services. National Transport Commission Act, No. 37 of 1991, was amended, and accordingly, National Transport Commission (Amendment) Act No. 08 of 2025 was enacted with effect from June 2025. The new legislation enables NTC to update and adapt to the current needs in order to provide solutions to practical issues identified in the transportation sector and to regulate several transport sectors that are currently not under the purview of the NTC. Regulation of para transit modes, such as school buses, vans and three wheelers is important, especially in the areas of fares and charges, competency of the drivers, safety, and maximum number of passengers.

In response to the growing number of daily disastrous road accidents, the NTC has taken several initiatives to improve the safety of the road passenger transport sector. These include encouraging the use of existing WhatsApp number to lodge complaints, developing an AI-based system to identify drivers suffering from drowsiness and fatigue and provide timely warnings, conducting awareness programmes for school students, implementing mandatory safety seat belts

requirements for all bus drivers on all routes and for all drivers and passengers in expressways, mandatory submission of an engineering report for inter-provincial and SLTB buses operating over 100 km, implementing a monitoring mechanism for buses through CCTVs, upgrading bus crew training courses to NVQ 3 level. Moreover, SLTB also revised the timetables, incorporating a half an hour rest for drivers after 4.5 hours of operation for a bus. Further, measures taken by the SLTB to build a cadre of competent drivers and ensure high quality passenger services were further strengthened during the period. Additionally, initiatives are underway to recruit female drivers to promote gender diversity and inclusivity in the transport sector.

New registration of motor vehicles witnessed a significant expansion during the ten months ending October 2025, following the relaxation of restrictions on motor vehicle imports since January 2025. Accordingly, expansions were witnessed across all the vehicle categories.

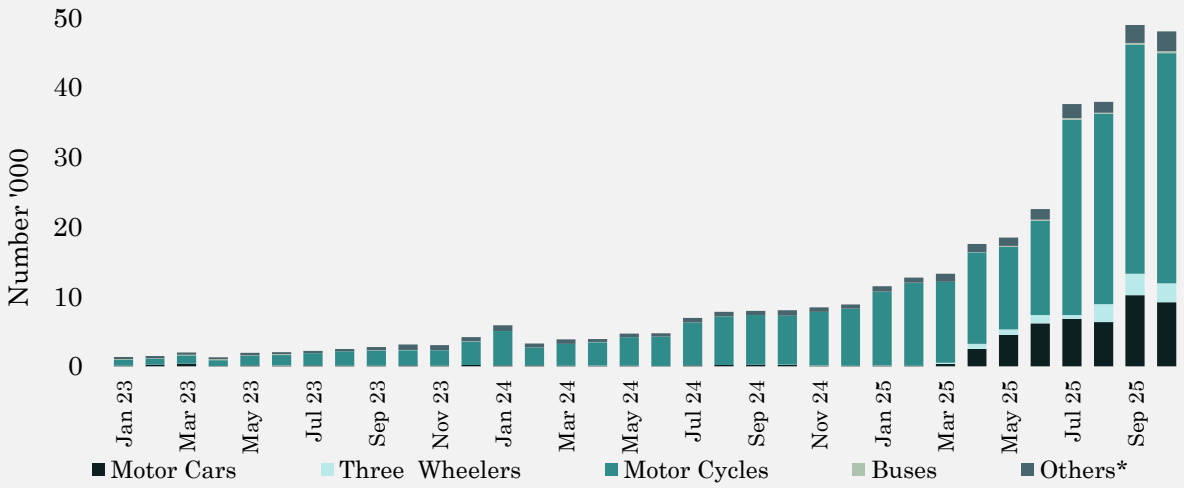
Table 3: New Registration of Motor Vehicles

Item	2023	2024	2024 Jan-Oct	2025 Jan-Oct (a)
New Registration of Motor Vehicles	**27,890**	**74,410**	**57,094**	**268,544**
Buses	685	146	120	1,382
Motor Cars	1,816	1,644	1,405	46,317
Cars less than 1,000cc	421	6,000	594	29,155
Three Wheelers	60	94	70	11,727
Motor Cycles	20,200	65,289	49,463	193,593
Dual Purposes Vehicles	586	1,027	854	5,180
Goods transport vehicles	523	1,284	1,006	2,764
Land vehicles	4,020	4,925	4,175	7,580

(a) Provisional

Source: Department of Motor Traffic

Figure 8: New Registration of Motor Vehicles



*Includes Dual Purpose, Goods Transport, Land vehicle and others

Source: Department of Motor Traffic

2.2 Rail Transportation [1]

Pivoting on its role as a vital transport provider, Sri Lanka Railways (SLR) continued to deliver passenger and freight services during 2024 and the first half of 2025. Despite lower operated and freight kilometrage, passenger kilometrage improved during the first half of 2025 (Table 02). Meanwhile, to improve its rolling stock, initial steps were undertaken to procure 20 locomotives from India, and procedures to acquire 5 power sets for suburban and luxury passenger services were commenced by the SLR.

During 2024, SLR continued several key infrastructure development projects. These include the construction of the double track from Gatambe to Sarasavi Uyana and from Negombo to Kochchikade, maintenance and improvement work on the railway track network, bridges, and other related facilities, along with the upgrading of station buildings and sanitary facilities, among others. Additionally, the installation of a new signalling system from Maho to Anuradhapura commenced.

SLR also implemented a range of initiatives aimed at enhancing service efficiency. These included the rehabilitation of existing passenger carriages and the extension of the Kelani Valley railway line from Avissawella onwards. Accommodation

[1] The damage to the road network due to the impact of Cyclone is estimated requirement for rehabilitation and reconstruction was Rs. 128 billion

facilities for local passengers were established, and plans for multimodal transport hubs were advanced at Anuradhapura (North), Avissawella, Galle, Gampaha, Katunayake, Kurunegala, Ragama, and Moratuwa railway stations. Further, SLR introduced new initiatives to boost railway-based tourism in 2024, in establishing roots in vital foreign income -earning tourism industry. In this regard, the "Ella Odyssey" train now operates from Kadugannawa to Ella, providing a new scenic travel experience. In addition, three train cabins converted as hotel rooms named "Odyssey Camper" were established at Nanu Oya for the use of local and foreign tourists. Further, SLR introduced a mandatory ID verification system for train ticket reservations to ensure fair service delivery. Under the new system, a valid photo ID is required when booking tickets online or at counters. This measure aims to prevent illegal resales and black-market activity, especially on popular tourist routes like Kandy–Ella.

Despite being a key mode of mass transportation in Sri Lanka, SLR is facing numerous challenges in meeting the demand and operating profitably. SLR's old engine fleet is lagging in terms of the latest technology, resulting in energy inefficiencies and poor service delivery. Further, upgrading the signalling and telecommunication systems of SLR is important to improve the operational efficiency and the safety of the general public as well as wildlife. Moreover, modernisation of the railway stations, especially through public-private partnerships, would enhance public convenience as well as the profitability of SLR. To this end, establishing commercial spaces such as retail outlets, cafeterias/food courts, and travel desks within railway stations could generate non-fare revenue for SLR. In addition, the establishment of a modern ticketing system for SLR would not only improve customer convenience but also minimise revenue leakages of SLR.

While railway remain a vital public transport system for Sri Lanka, significant modernisation efforts are required to address legacy issues

2.3 Civil Aviation

The civil aviation sector of Sri Lanka experienced steady growth during the first half of 2025, progressing towards the restoration of pre-pandemic performance levels. This was supported by the enhanced influx of tourists to the country and the growth of the aviation industry in the region. As of end June 2025, 29 international and 5 domestic airlines were serving in Sri Lanka. A foreign airline operator commenced operating two daily direct flights from Tiruchirappalli and Chennai to Jaffna International Airport since March 2025, improving the connectivity of Sri Lanka's Northern Province with South India. Meanwhile, the temporary granting of the Fifth Freedom Traffic Rights through the Maldives allowed airlines to stabilise their operations in Sri Lanka. However, this facility is subject to future reconsideration.

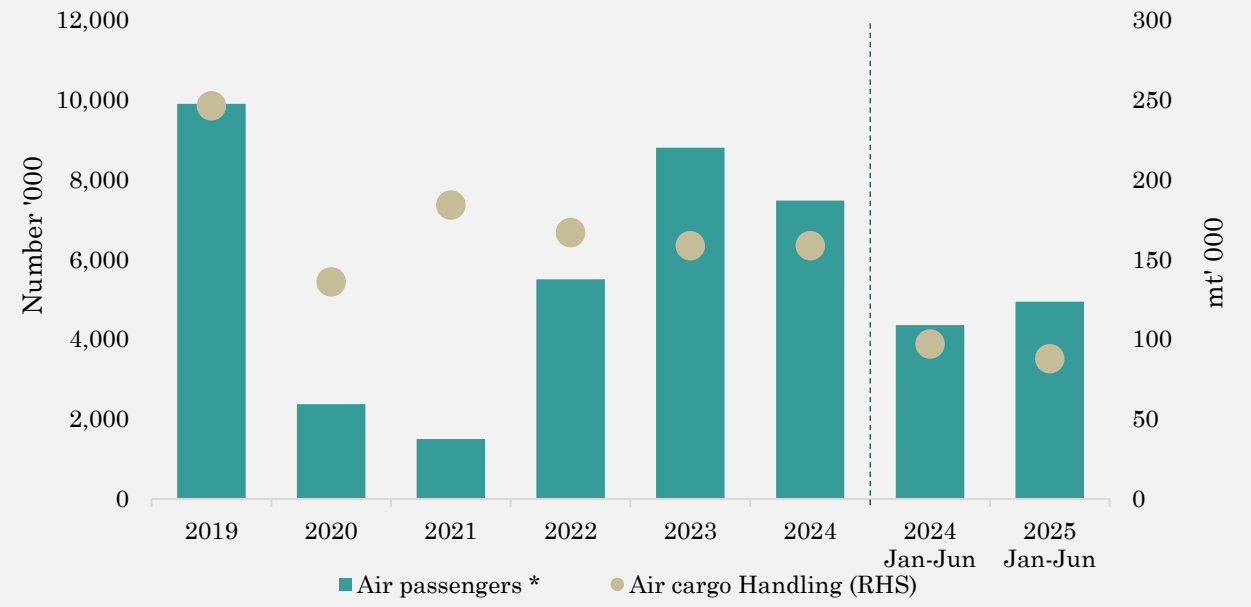
Table 4: Performance of the Aviation Sector

Item	2023	2024	Change %	2024 Jan-Jun	2025 Jan-Jun (a)	Change %
Total Passengers (No. '000) (b)	7,475	8,804	**17.8**	4,358	4,942	**13.4**
SriLankan Airlines	3,693	3,468	**-6.1**	1,734	1,927	**11.1**
Other Airlines	3,782	5,336	**41.1**	2,624	3,015	**14.9**
Domestic Passengers	9,914	11,928	**20.3**	6,220	4,902	**-21.2**
Freight Handling (mt)	158,615	195,379	**23.2**	97,097	87,842	**-9.5**
SriLankan Airlines	79,348	93,032	**17.2**	49,584	36,847	**-25.7**
Other Airlines	79,267	102,347	**29.1**	47,513	50,994	**7.3**
Aircraft Movements (No.) (c)	50,565	61,128	**20.9**	28,955	33,482	**15.6**
BIA	49,419	59,263	**19.9**	27,941	32,423	**16.0**
MRIA	604	709	**17.4**	424	447	**5.4**

(a) Provisional
(b) Passengers travelling to and from Sri Lanka (excludes transit passengers)
(c) Includes international and domestic aircraft movements

Sources: Civil Aviation Authority of Sri Lanka
SriLankan Airlines Ltd
Airport and Aviation Services (Sri Lanka) Ltd

Figure 9: Air Passenger and Air Cargo Handling



* Passengers travelling to and from Sri Lanka (excludes transit passengers)

Sources: Civil Aviation Authority of Sri Lanka
SriLankan Airlines Ltd
Airport and Aviation Services (Sri Lanka) Ltd

Several projects were in progress during 2024 and the first half of 2025, with the aim of advancing the aviation activities in Sri Lanka. The departure terminal expansion project at the Bandaranaike International Airport (BIA) was in progress, while fuel hydrant system upgrade work was also carried out. Further, a navigation equipment (Localiser) modernisation project was initiated in 2025, with the aim of improving flight guidance and enhancing safety and efficiency. Phase II development plans for MRIA are not considered at present by the Government due to insufficient traffic growth at the airport. Meanwhile, licensing of water aerodromes was initiated based on the regulations published to ensure safe and efficient operations at water aerodromes. In this regard, restoration of Beira Lake for water aerodrome operations is in progress. Further, a portion of the runway of the Hingurakgoda Airport was also refurbished.

The aviation industry of Sri Lanka has an important role to play in sustaining the growth momentum, especially in relation to the prospering tourism sector. Moreover, being strategically located in the centre of numerous global air travel routes, Sri Lanka demonstrates significant potential for aviation

sector growth. This is also reflected by growing demand from airlines that are gradually expanding their flight frequencies, requesting more slots at the BIA. However, limited capacity at the BIA is becoming a significant constraint for the tourism sector and for transit passenger movements. Therefore, expeditious implementation of the BIA expansion project is crucial to address this bottleneck. On the other hand, resources at other international airports in Sri Lanka, especially relating to MRIA, are significantly underutilised. Given that building road infrastructure requires substantial government spending, developing the domestic aviation industry, especially through facilitation of the private sector, could help in efficiently connecting such regions with the capital and to diversify tourism penetration to other regions, while addressing the underutilisation issue at other airports in the country. Further, it is also imperative that the airline industry grow in a safe, efficient, cost effective, and environmentally sustainable manner to keep pace with the global developments to reap the benefits.

Sri Lanka demonstrates significant potential for the aviation sector to serve not only the domestic market but also wider regional market

2.4 Road Development[2]

Road infrastructure initiatives started to show modest, yet noticeable progress as economic conditions improve. The Urban Development Authority (UDA) allocated funds amounted to Rs. 73 bn for the first half of 2025 for improving the road network via maintenance, widening, and enhancement of expressways, highways, and roads, construction of bridges and flyovers following the expenditure of around Rs. 222 bn in 2024 for the same purposes. The actual expenditure for the development remained low compared to the budgetary allocation of Rs. 312 bn during 2024, while allocation for 2025 was Rs. 363 bn.

[2] The damage to the road network due to the impact of Cyclone Ditwah is substantial and this could delay the progress of the current development of the road network. Further, significant capital investments would be required to fund these developments.

As efficient road systems serve as vital links between production centres, markets, and communities, sound planning and maintenance are imperative to sustain economic growth

The road network marked a marginal improvement, during the first half of 2025. The total length of National Highways slightly increased to 12,263 km in 2024 from 12,255 km in 2023. The expressways maintained by Road Development Authority (RDA) remained at 313 km by the first half of 2025. During the period, land acquisition and civil works for Sections I, Kadawatha to Meerigama, and Section III, Pothuhera to Galagedara of the Central Expressway progressed, with the land acquisition process in its final stages. The construction work of the Port Access Elevated Highway Project also nearing its final stages, while the connecting road improvements remain in the pipeline. Completion of several phases of both Section I and Section III of the Central Expressway is expected by 2028. Further, several foreign aided road development projects, including the Inclusive Connectivity and Development Project and the Badulla Chenkaladi Road Improvement Project, continued during 2025, strengthening the road network of the country.

Overall vehicular traffic along the expressways showed a continuous increase in 2024 and the first six months of 2025. The average number of vehicles per day on an expressway increased by 9.5 per cent and 18.4 per cent, respectively, during the first six months of the year in 2024 and 2025. Meanwhile, the average daily toll collection, which stood at Rs. 39.4 mn per day in the first half of 2024, increased to Rs. 45.3 mn per day during the first half of 2025. With improved connectivity due to the completion of the expressways under construction, it is expected that vehicular movement would increase further in the period ahead.

Despite visible progress, enhancing the road network's performance requires a more coherent long-term strategy supported by diversified financing. Strengthening network planning, prioritising investments that address capacity gaps, and enforcing consistent design and access management standards will help relieve congestion and safeguard future expansion. At the same time, better

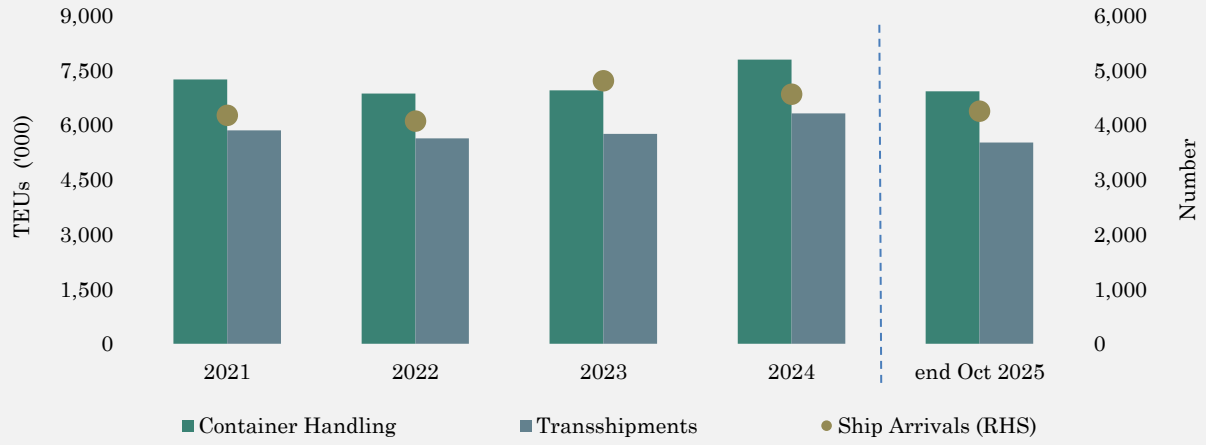
governance of roadside development and improving coordination among central and provincial authorities in line with the National and Regional Physical Plans of Sri Lanka can help reduce delays and cost escalations in the road development and accelerate improvements while reducing the burden on public funds. In parallel, adopting smart construction practices, improving maintenance efficiency can help safeguard the long-term asset quality of the road network.

2.5 Port Services

The strong performance in the port sector in 2024 was further strengthened during the ten months ending October 2025, recording the highest level of container handling volumes in history. In 2024, the diversion of shipping routes via the Red Sea due to attacks on sea vessels provoked by the tensions in the Middle East had a multifaceted impact on the Port of Colombo, affecting its operations as a key transhipment hub for major shipping lines. Initially, container volumes surged as a result of increased transhipment, leading to strong performance in the Port of Colombo in early 2024. However, from May 2024 onwards, congestion emerged at the Port of Colombo as accumulated transhipments strained the port capacity, leading to a slowdown in this momentum. However, a turnaround was observed in the

Mere reliance on geographical advantage may no longer be sufficient for Sri Lanka in maintaining its position as a leading transshipment hub in the region

Figure 10: Container Handling, Transshipment Volume and Ship Arrivals



Source: Sri Lanka Ports Authority

third quarter of the year as congestion eased and port operations gradually normalised, resulting in a positive performance during the second half of the year. Meanwhile, the number of ship arrivals at the Port declined in 2024, primarily due to the increased deployment of larger vessels. Though a year-on-year decline in activities at the Colombo Port was recorded in the initial months of 2025, largely due to the high base effect, the added capacity from the commencement of Colombo West International Terminal (CWIT) operations supported a rebound in activity since May 2025. Reflecting the growing role in Sri Lanka's maritime trade, the Hambantota Port also commenced container handling operations in 2024 and showed significant growth during January to October 2025 period. Meanwhile, vehicle handling at Hambantota Port, which recorded a decline in 2024, recorded positive performance during January to October 2025, largely supported by the increase in domestic vehicle handling volumes after the relaxation of restrictions on vehicle imports.

Major development projects related to the Port of Colombo and regional ports were in operation during 2025. The ongoing key capacity expansion projects of the Port of Colombo, the Colombo East Container Terminal (CECT) and the CWIT, made notable progress in 2024 and 2025. The operations of the first phase of the CWIT commenced in late February 2025. With the completion of these terminals, the Port of Colombo is expected to nearly double its throughput capacity to 15 mn TEUs by the end of 2026. Moreover, the preliminary works related to the development of the Galle Port as a tourist port, the commencement of ferry service between the Kankesanthurai port and Nagapattinam of India, and several development initiatives of the Port of Trincomalee remained key port infrastructure projects that continued in 2024 and the first half of 2025.

Table 5: Performance of Port Services

	2023	2024	Change %	2024 Jan-Oct (a)	2025 Jan-Oct (a)	Change %
Total Cargo Handling (mt '000)						
Colombo Port	99,674	114,594	15.0	95,730	97,881	2.2
SLPA	34,257	43,858	28.0	36,714	35,685	-2.8
SAGT	22,813	25,564	12.1	20,903	21,152	1.2
CICT	42,603	45,173	6.0	38,113	35,793	-6.1
CWIT	-	-	-	-	5,251	-
Trincomalee	2,013	2,613	29.8	2,227	2,371	6.5
Hambantota	2,106	3,032	44.0	2,683	6,991	160.6
Galle	0.8	0.4	-53.9	0.2	-	-
Total Container Handling (TEUs '000)						
Colombo Port	6,950	7,792	12.1	6,461	6,922	7.1
SLPA	1,965	2,413	22.8	1,986	2,040	2.7
SAGT	1,764	2,026	14.9	1,662	1,677	0.9
CICT	3,221	3,353	4.1	2,814	2,729	-3.0
CWIT (b)	-	-	-	-	476	-
Hambantota Port	-	54	-	52	340	559.2
Ship Arrivals (No.)						
Colombo Port	4,237	3,968	-6.3	3,287	3,416	3.9
Galle	23	8	-65.2	6	5	-16.7
Trincomalee	102	116	13.7	100	104	4.0
Hambantota	447	472	5.6	385	719	86.8

(a) Provisional

Source: Sri Lanka Ports Authority

TEUs: Twenty-foot Equivalent Container Units

Several ports of the South Asian region are also witnessing dynamic growth, driven by strategic investments and policy-driven initiatives. This trend suggests that mere reliance on geographical advantage may no longer be sufficient for Sri Lankan ports in maintaining their position as a leading transhipment hub in the region. As this emanates as a challenge for Sri Lanka's transshipment operations, the ports of Sri Lanka must take further proactive measures to safeguard their competitive edge. While terminal capacity expansions are already underway, complementary efforts, such as infrastructure modernisation, enhancing operational efficiency through digitalisation, adopting automation technologies, and strengthening multimodal connectivity remain equally important. Moreover, fostering

strategic partnerships with global shipping alliances, streamlining regulatory processes, and expanding value-added logistics and maritime services will be crucial in positioning Colombo as the preferred transhipment gateway in South Asia. Further, private sector led investments are essential in the port sector in order to ease liquidity constraints, attract international knowhow and expertise, and to face increased global competition. The ports sector of Sri Lanka can be strategically utilised as a key contributor in the trajectory of long term economic growth of the country with positive spillover effects across many other sectors of the economy.

2.6 Communications Services and Digital Infrastructure

The telecommunications sector continued to expand, driven by increased adoption of internet-based communication methods. Total data usage continued to increase in 2024 and 2025, with the total internet connections, comprising mobile and fixed internet connections, recording a 5.0% increase during nine months ending September 2025, following a 1.2% increase in 2024. Data usage recorded year-on-year growth of 21.4% and 49.5% in 2024 and nine months ending September 2025, respectively. However, the total duration of outgoing calls recorded a 6.2% growth in 2024 but declined by 11.3% during nine months ending September 2025. A decline in call traffic can be expected as consumers shift from voice calls to data calls. As the market penetration of phone connections remains broadly saturated, the mobile phone connections have also shown an improvement of 1.3% in January-September 2025, despite recording a marginal decline of 0.6% in 2024. Meanwhile, fixed-line connections, recorded a decline of 14.1% by nine months ending September 2025 followed by the decline of 8.1% in 2025. With these developments, Fixed and mobile telephone penetration, as measured by connections per 100 persons, stood at 10.0 and 134.5, respectively, while internet penetration stood at 110.7 by the end of September 2025. Meanwhile, 17.8 mn smartphones/ tabs were in use within the country as at end June 2025. Social media usage was also popular among the general public.

Figure 11: Outgoing Call Duration

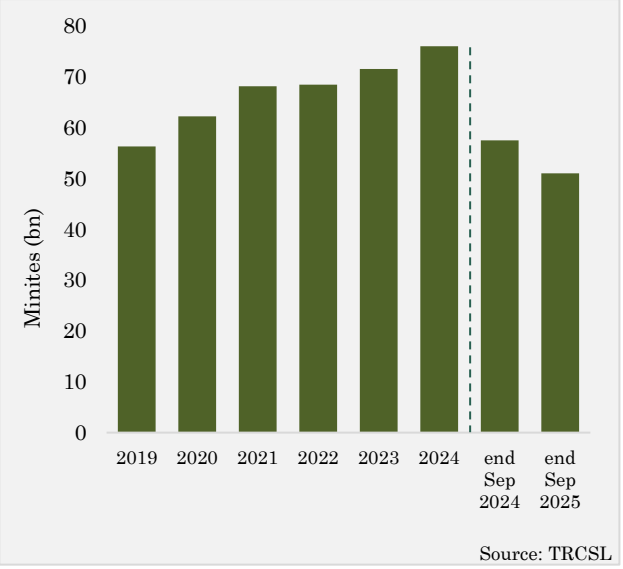


Figure 12: Monthly Data Usage

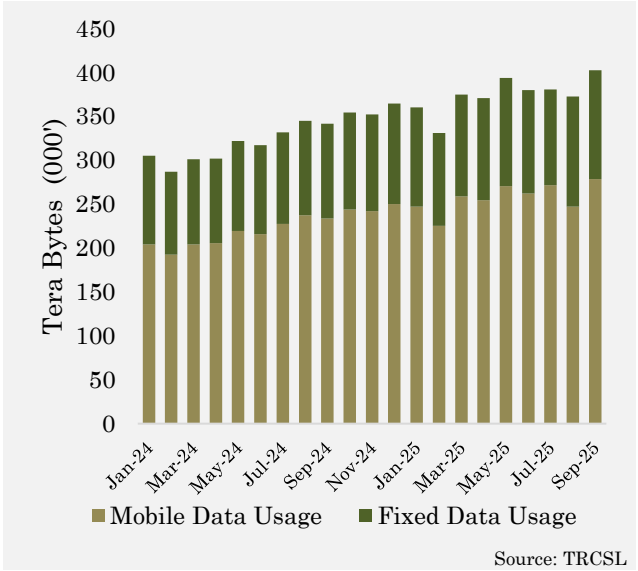
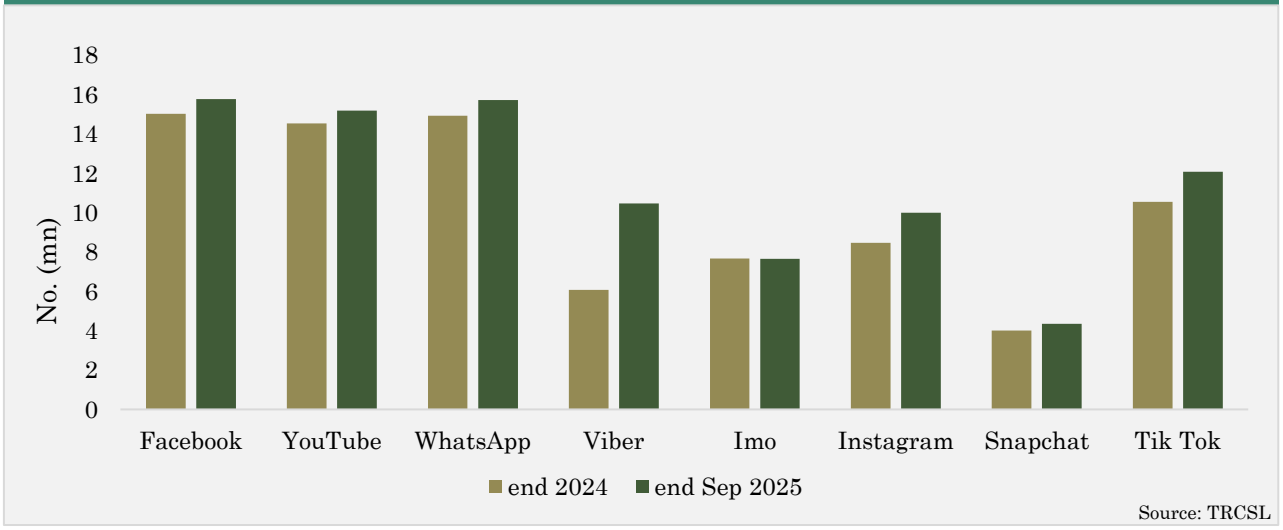


Figure 13: Social Media and Messaging App Users



Range of regulatory initiatives were launched in 2024 and 2025 to facilitate Sri Lanka's digital transformation and enable the communication sector to keep pace with technological advancements and market dynamics. In March 2024, Cabinet approval was granted for the National Digital Economy Strategy, while the Telecommunication Act was amended in July 2024. In order to support advanced broadband services, including 5G, the Telecommunications Regulatory Commission of Sri Lanka (TRCSL) has taken measures to enable telecom operators to expand and upgrade their networks with regulations issued in August 2024. Moreover, the

The rapid growth in global communication technologies must be matched with efforts to enhance digital literacy and reduced domestic regional disparities

Telecommunications Infrastructure Sharing Regulations and Competition Rules gazetted in 2024 are expected to facilitate fair competition and promote resource sharing within the sector. Meanwhile, the Government Digital Payment Platform (GovPay), launched in February 2025, has strengthened the country's digital landscape. By mid-December 2025, it enabled digital payments over 200 government organisations, processing over 80,000 transactions amounting to around Rs. 2bn. Promoting digital payments through government institutions not only supports the country's digitalisation drive but also improves transparency and minimise revenue leakages in the government entities. Additionally, the Digital National Identity project also remains in the pipeline in 2025, with implementation expected by mid-2026. The digital national identity card will pave way to simplify access to public and private service delivery, enable the digital economy through secure digital authentication, while improving the service delivery of government entities in terms of efficiency and transparency.

Table 6: Telecommunication Sector Performance

Item	As at end Sep 2024 (a)	As at end Sep 2025 (b)
Fixed Access Services (No.) ('000)	2,526	2,171
Wireline Telephones in Service	1,076	n.a.
Wireless Local Loop Telephones	1,449	n.a.
Mobile Phones (No.) ('000)	28,884	29,267
Internet connections (No.) ('000) (c)	22,958	24,096
Penetration (d)		
Fixed Lines	11.6	10.0
Mobile Phones	132.7	134.5
Internet (c)	105.5	110.7

Sources: Telecommunications Regulatory Commission of Sri Lanka
Department of Census and Statistics

(a) Revised

(b) Provisional

(c) Including mobile internet connections

(d) Defined as connections per 100 persons

The performance of the Department of Posts (DoP) continued to improve its service delivery through innovative service approaches. The DoP offered services through 651 post offices, 3,354 sub post offices, and 132 agency post offices by end of first half of 2025. Notably, the improved focus on courier services resulted in a significant expansion in DoP activity during the first half of 2025, with the number of packages handled by local courier services and international courier services increasing by around 54.5% and 31.8%, respectively. Besides the regular postal fare revision mechanisms to enhance the financial viability of the DoP, considering the evolving tech savvy consumer base and their needs of the postal services, the DoP requires modernisation that leverages modern technology, innovation, and customer centric approaches in the form of service automation, online services, virtual market places, digital payments, "point to point tracking", strong and efficient transport network and pickup services through expanded service diversity, while increasing cross-border presence.

Sri Lanka's communication service expansion, supported by near-universal mobile broadband coverage, forms a vital foundation for advancing national digitalisation goals. However, despite this progress, gaps remain in high-quality access, affordability, digital adoption, and computer/ digital literacy, particularly among rural communities. As per Computer Literacy Statistics estimated by the DCS, computer literacy was 35.9% (where rates for Urban 47.3%, Rural 34.5% and Estate 14.9%) while digital literacy was 65.0% by 2024 among the aged 5-69 population. While reforms are underway to achieve its ambitious goal of growing the digital economy to USD 15 bn by 2030, the country must also need to accelerate 5G and fibre expansion, enhance computer and digital literacy and adoption, and ensure equitable access, to convert connectivity gains into productivity growth and broader participation in the digital economy.

3 Social Infrastructure

3.1 Health[3]

Sri Lankan health sector continued to deliver essential healthcare services effectively despite significant challenges over the recent past

Sustained efforts in disease prevention, early detection, and resource and infrastructure reinforcement continued during the recent past towards improving the quality, equitability, and accessibility of healthcare services across Sri Lanka. While persistent efforts have been undertaken to maintain and upgrade continuity of healthcare services across the country, resource constraints, rising patient volumes, regional disparities, and evolving healthcare risks signify burden on the existing capacity and resilience of the healthcare system. Therefore, initiatives have been undertaken during 2024 and the first half of 2025 to address some of these issues.

The Ministry of Health (MOH) is currently formulating the National Policy on Health and Well-being (2026–2035) in collaboration with the World Health Organisation (WHO). This is the next stage of the National Health Policy (2016–2025), which enabled achieving some progress in the areas of preventive, curative, rehabilitative, and health administration areas in the healthcare system during the past decade. The National Policy on Health and Well-being (2026–2035) is aimed at enhancing the resilience of the country's healthcare system in line with evolving demographic and epidemiological transitions, including population ageing, workforce migration, and the increasing burden of non-communicable diseases. Meanwhile, the Maternal and Child Health policy, developed in 2012, is now under review in parallel with the revision of the National Health Policy of Sri Lanka. The initial steps in this regard have already been taken during the first half of 2025 with funding from the

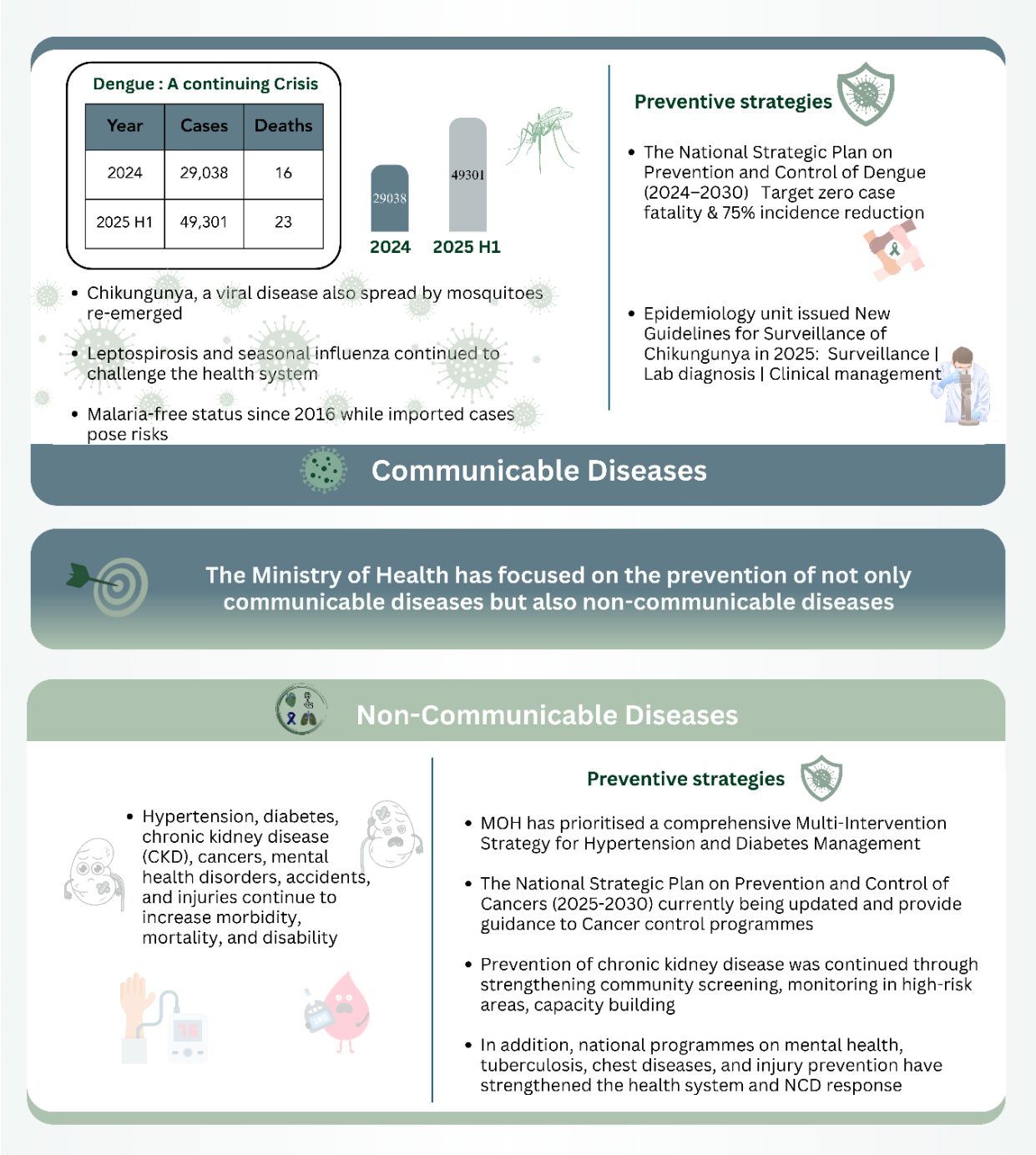
[3] Total estimated cost for renovation, relocation and resilient reconstruction is around Rs 19.9 bn. As such, prompt action should be taken to improve the physical and medical infrastructure affected by Cyclone Ditwah to ensure the availability of the healthcare services without any shortage.

WHO. Moreover, the draft School Health Policy for 2025–2030 has been finalised and accepted, while the School Health Strategic Plan is being drafted.

The nutrients in the diet play a vital and major role in enhancing both physical and mental wellbeing and therefore have strategic importance at the national level. Thus, the MOH has undertaken some measures in addressing malnutrition during the first half of 2025, including district-specific nutrition plans and the dissemination of Food-Based Dietary Guidelines, supported by targeted training programmes for healthcare workers on the subjects. In addition, June 2025 was designated as National Nutrition Month and a programme with the theme of "Vegetables and Fruits: Always Keep You Healthy" was implemented through multi-stakeholder collaboration to promote healthy dietary practices and strengthen public awareness.

Sustained investment in health sector infrastructure is essential to ensure efficient and quality healthcare delivery. During 2024 and the first half of 2025, health authorities focused on upgrading existing facilities and constructing new infrastructure to enhance overall service capacity. In line with these efforts, a four-storey Children's Ward Complex at Maharagama Apeksha Hospital was inaugurated in September 2024, and a new five-storey children's ward complex is currently in the pipeline. Additionally, the new "Apeksha Piyasa" cancer treatment ward was opened at the District General Hospital in Kamburugamuwa, Matara. Moreover, in enhancing maternal and child healthcare, Karapitiya Maternal and Child Health Hospital was opened in 2024. Furthermore, Kurunegala Teaching Hospital's new five-storey ward complex and the Batticaloa Teaching Hospital's new surgical unit were integrated into the system. The country's first midwifery training school was established at the Kalutara National Institute of Health in 2024. Karapitiya Teaching Hospital received biomedical equipment worth Rs. 200 mn, and Jaffna Teaching Hospital received a Bone Marrow Transplant Unit and an X-ray machine. These initiatives underscore a strong commitment to modernising Sri Lanka's healthcare infrastructure and improving the quality and accessibility of medical services.

To safeguard and enhance healthcare services, Sri Lanka must prioritise strengthening primary healthcare services and expanding community based preventive programmes to address the needs of its aging population and rising healthcare demand. Regional disparities in healthcare services and resource allocation around the country have been a hindrance to equitable access to healthcare service. This disparity is present, not only with respect to infrastructure facilities but



Data Source: Ministry of Health

also with regards to doctors and other skilled health care professionals. The situation has become worse due to the migration of doctors and other healthcare professionals after the COVID-19 pandemic and the subsequent economic crisis. Therefore, it is essential for the government to devise long term and sustainable strategies to retain, motivate and remunerate the workforce in the healthcare industry while opening up the sector in terms of medical education and foreign qualified workforce. Moreover, improved infrastructure and sustainable financing mechanisms are essential, not only to support these efforts but also to properly maintain the existing infrastructure. Further, steps should be taken in amalgamating the latest technology and other innovative developments in the public healthcare sector. For example, telemedicine & virtual care platforms, electronic database management for storing patient information and regulating pharmaceutical industry are vital. Currently, the healthcare sector related data gaps undermine the effective policymaking. Therefore, the adoption of the latest technology is essential in alleviating the disparities in the healthcare sector and also to improve efficiency, effectiveness and to support data-driven decision-making and integration of platforms and services. At the same time, robust quality assurance in health administrative procedures such as procurement and personnel management, ensuring the uninterrupted availability of safe medical supplies, stronger regulation and accreditation of private healthcare products and service providers, and well-structured public–private partnerships are needed to maintain consistent standards of care. Thus, capitalising in strategies to retain skilled healthcare professionals, sustainability of health related infrastructure and investing in the latest technology would be essential to cater evolving healthcare needs of the country in sustaining long-term progress in the sector.

Over the years, there has been an increase in the number of patients who seek the services of the private sector. This is mainly due to overcrowding in the public hospital system, long waiting lists for surgeries and tests, and also reflecting the improvement of income level of the society. In this regard, the role of the private sector in healthcare industry is vital, in terms of improving the convenience, accessibility as well as promotion of healthcare sector that can be commercialised to cater to both local and international community to enhance forex inflows to the

country and curtail forex outflows in relation to healthcare services. Therefore, suitable mechanisms should be in place to uphold the quality, affordability and 'value for money' of the healthcare services provided by the private sector healthcare service providers. Moreover, the spectrum of the MOH should be broadened further in order to monitor the private sector healthcare facilities to develop to international standards.

3.2 Education

Following the COVID-19 pandemic and subsequent economic crisis, the education system of Sri Lanka has significantly progressed towards regaining normalcy, and policies are being made to improve the system to align more closely with global standards and labour market needs[4]. However, delays in conducting national examinations (General Certificate of Education (GCE), Ordinary Level and Advanced Level) continue as a lingering effect of past disruptions. Despite free education from Grade one to the university level, Sri Lanka's education sector continues to face challenges, including, regional and resource disparities, teacher shortages, particularly in rural and estate areas, school dropouts, concerns over learning outcomes, and the financial burden of education over parents. Meanwhile, significant data gaps undermine the undermine evidence-based policymaking in Sri Lanka's education system. Despite these issues, education remains a vital national priority, with ongoing efforts to align it more closely with global standards and labour market needs. A persistent mismatch between education outcomes and labour market needs in agriculture, industry, and services sectors underscores the need for reforms.

Weaknesses in resource allocation across government schools has been a persistent issue in the general education system in Sri Lanka. A declining trend of number of government schools has been observed in the recent years. The number of government schools has declined from 10,175 in 2018 to 10,076 by 2024. This could be attributed to the close down of schools due to fewer student enrolments in certain schools. In 2024, the share of schools with less than 50 students amounted

[4] The number of schools affected due to Cyclone Ditwah is 1,339. These damages can further delay the progression to normalcy of the education sector.

Table 7: Salient Features of General Education

	2023 (a)	2024 (b)
Schools (No.)	11,045	11,020
Government Schools	10,096	10,076
Primary	3,860	3,856
Secondary	5,840	5,824
o/w National Schools	396	396
Other Schools	949	944
Pirivena	822	822
Private Schools (c)	95	95
Special Schools (d)	32	27
Schools with classes only up to O/L	3,223	3,266
Government	3,209	3,252
Private Schools (c)	14	14
Schools with classes up to A/L	3,044	3,049
Government	2,963	2,968
Private Schools (c)	81	81
Students (No.)	4,091,903	n.a.
Government Schools	3,882,688	3,814,996
Other Schools	209,215	n.a.
Pirivena	69,108	n.a.
Private Schools (c)	137,869	137,886
Special Schools (d)	2,238	1,956
Teachers (No.)	253,560	n.a.
Government Schools	237,787	236,642
Other Schools	15,773	n.a.
Pirivena	7,118	n.a.
Private Schools (c)	8,170	n.a.
Special Schools (d)	485	n.a.
New Admissions (No.) (e)	287,639	281,948
Student/Teacher Ratio	16.1	n.a.
Government Schools	16.3	16.1
Private Schools	16.9	n.a.
Primary Net Enrolment Ratio (Grade 1-5)	83.12%	n.a.
Secondary Net Enrolment Ratio (Grade 6-11)	94.01%	n.a.
Age Specific Enrolment Ratio (Grade 1-9)	89.07%	n.a.
Teacher Training Colleges (No.)	8	8
Teachers Trained during the Year (No.)	85	126
National Colleges of Education (No.)	19	19
Teacher Trainees (No.)	4,141	14,621
Number Passed Out during the Year	n.a.	4,141

(a) Revised

(b) Provisional

Source: Ministry of Education
Department of Census and Statistics

(c) Private schools approved by the Government (This figure excludes international schools, which are registered under the Companies Act. Data on international schools are not available.)

(d) Schools for children with special needs

(e) Government schools only

to 15.6%. In 2023, over 52% of the schools had less than 200 students in a school, whereas only 9% of schools had over 1,000 students/ school but accounted for 43% of the student population. Disparities in student enrolments in schools can be partly due to the inequitable distribution of resources across schools. Meanwhile, only 34% of schools that have A/L classes offered a science/ physical science stream, and the

number of such schools (Type 1AB) declined from 1,044 in 2018 to 1,009 by 2024. Decline in Type 1AB schools is particularly concerning, since the lack of science/ maths streams options for A/Ls at schools is directly contributing to the lower number of student enrolment in STEM education at the tertiary education level. Further, the number of teachers in government schools has declined by more than 1,000 teachers amidst limited new recruitments and labour migrations in recent years. Meanwhile, in 2023, only 8% of all schools offered bilingual/ trilingual education, limiting opportunities for the majority of children to receive education in English medium.

Initiatives Aimed at General Education Sector During 2024-2025h1:

2024 Initiatives

Infrastructure Development

- New Construction & Repairs: Primary/Secondary Schools, Special Education Units
- Teacher Training Colleges
- Plantation schools upgraded to secondary level
- Sanitary & water facilities for schools

Plantation sector Development

- Plantation sector school facilities were developed with local and foreign aid.

Student Support Programme

- Mid-day Meals (Continued)
- Free Textbooks (Continued)
- Free School Uniforms (Government /Government aided schools and approved pirivenas)
- Suraksha Student Insurance (4.5 million children)

Child Safety

- 'Better Year for Children' project

(Child and Women Abuse Prevention Bureau)

2025 Initiatives

Teacher & Educational Reform Programmes

- Applied Resource Hubs Enhancing Science, Technology, Engineering, and Mathematics (STEM) education Quality

Digital Education Expansion

- AI clubs project
- TRCSL provides smart boards to 1,000 Advanced Level schools
- Awareness programs on Internet Safety

Vocational Education & Support

- The Advanced Level vocational education stream is being expanded to 525 schools under the 13-year mandatory education policy.
- Around 8,000 students have been directed to vocational training and are receiving an attendance-based allowance.

Ongoing Objectives

Infrastructure

Increasing Enrolments

Reducing dropouts

Strengthening school monitoring

Expanding teacher recruitment

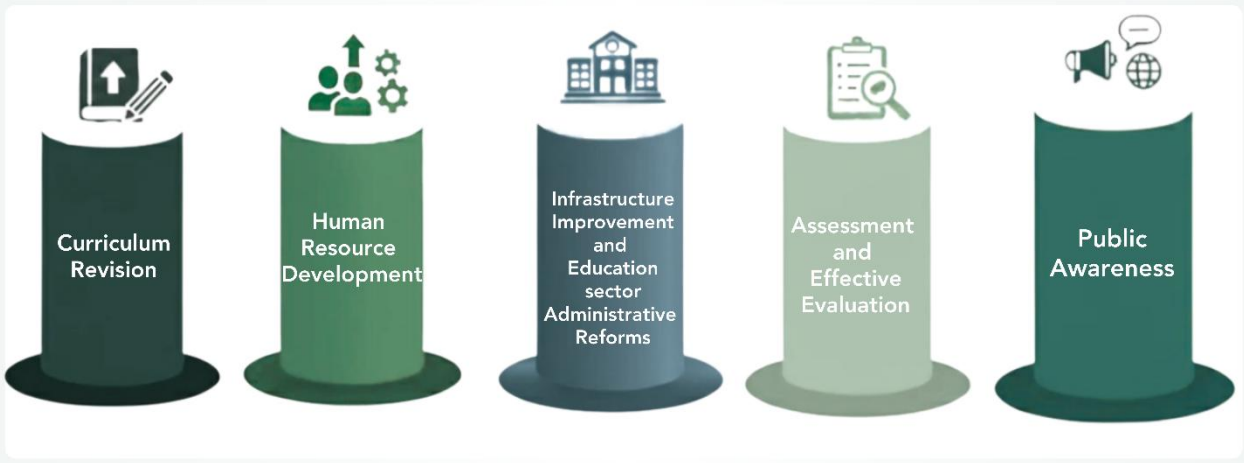
Professional Development for teachers

Data Source: Ministry of Education

Education reforms should ensure students gain practical skills and competencies, moving beyond exam-centred learning to a dynamic approach with diverse learning experiences

The Government is planning to implement the New Education Policy Framework with effect from 2026. Accordingly, the new education reform process is expected to offer knowledge, skills, attitudes, and competencies through education. Thus, the basic initiatives have been taken to design a New Education Policy Framework. Plans are underway to introduce education reforms from 2026, and awareness programmes are currently being conducted. Unlike the current exam-centred system, a new module-based approach is expected to be implemented under the new curriculum, with an emphasis on diverse learning activities and continuous assessments. The new curriculum is expected to begin for Grades 1 and 6 in 2026, with the first G.C.E. Ordinary Level examination under this upgraded curriculum is scheduled for 2029. Implementation and monitoring of the new curriculum development will be carried out jointly by the Ministry of Education, the National Institute of Education (NIE), and the National Education Commission.

The government plans to introduce education reforms in 2026, with awareness programme already underway, structured around five key pillars



Data Source: Ministry of Education

Given the pivotal role played by the private sector in the provision of general education, the monitoring and quality assurance mechanism for private, religious and international schools has become critical. With the increased income levels and the limited resources and capacity constraints in state-operated schools, increasing number of students are being enrolled in private, international and religious schools. Although many of these schools are offering quality education that meet local and international standards, others fall short due to the lack of strong legal and regulatory framework for such schools. Since transparent, standardised and comparable information are not available in relation to the quality standards of all international schools, religious schools, and private schools that are not within the purview of the MOE, parents may fail to make well-informed decisions with regard to their children's education. Such decisions can have long-term implications for students' educational, economic, and social outcomes. Accordingly, there is a clear need to establish a comprehensive legal and regulatory framework governing the registration, accreditation, regulation, quality assurance, and ongoing monitoring of these schools. In addition, the development of a centralised database containing standardised information on school quality, compliance, and student learning outcomes would further support parents in making informed enrolment decisions and strengthen overall accountability within the education sector.

Table 8: Salient Features of University Education (a)			
	Item	2023 (b)	2024 (c)
1	Universities (No.)	17	17
2	Other Higher Educational Institutions (No.)	18	18
3	Students (Undergraduates) (No.) (d)		
	Universities	139,180	142,234
	Institutes	2,877	2,906
	Open University	30,324	31,113
4	Total Staff (All Universities) (No.)		
	Academic	6,926	6,966
	Non-Academic	12,121	11,761
5	Student/Teacher Ratio	22.1	23
6	Age Specific Undergraduate Enrolment Ratio (18-22 yrs) (d)	9.8	9.9
7	Progression to University from GCE (A/L)		
	Eligible for University Admission (%)	63.26	64.33
	Admission as a Percentage of Eligible (%)	26.34	24.91
8	Students Graduated (No.) (e)	40,261	n.a.
	Basic Degree	33,306	n.a.
	Postgraduate Degree	6,955	n.a.
9	New Admissions for Basic Degrees (No.) (f)	44,005	n.a.
10	Students Eligible to be Admitted to Universities (No.)	166,967	173,444

Source: University Grants Commission

a) Universities and higher education institutions that come under the purview of the University Grants Commission

(b) Revised
(c) Provisional
(d) Excluding external degree courses
(e) Including external degrees and Open University
(f) Excluding external degrees and Open University

Tertiary education is vital in uplifting the country's skilled labour force and achieving economic and other goals. In 2024, a number of infrastructure developments and degree programs were introduced to expand access and opportunities in higher education and to upgrade tertiary education in line with the domestic and global trends. These include the approval for one new faculty (Open University of Sri Lanka – Faculty of Graduate Studies), two new departments (Eastern University – Departments of Language Studies and Department of

Accounting and Finance), one new institute (University of Sri Jayewardenepura – Institute of Allergology and Immunology), four new undergraduate degree programmes, two new undergraduate specialisations, ten new postgraduate degree programmes, and two new external degree programmes. The intake capacity of state universities remains limited, although it has depicted gradual improvement over time. The proportion of students eligible for university admission as a percentage of those who sat for the G.C.E. (A/L) examination, increased from 19.25% in 2018 to 24.9% in 2024. Furthermore, 14,246 students were enrolled for Non-State Higher Educational Institutes (NSHEIs) approved by the University Grants Commission (UGC) in 2024. Free tertiary education has brought immense benefits for the society by providing university education opportunities for students including those who are from less privileged backgrounds. However, it should be noted that the current free education system has limitations in providing equitable and equal access to education since resource limitations in state university system and the district-based quota system are precluding many capable students from accessing quality tertiary education in the preferred subject streams locally. As a result, those who can afford are seeking education opportunities abroad, creating a considerable forex drain from the country. Therefore, it is timely for the Government to introduce fee-paying admission quotas in state universities, especially for students who achieve good A/L results but are unable to gain entry, and for local students with outstanding results in international A/L examinations. Revenue generated from fee paying students could be effectively used to improve the resources in state universities, provide better pay for university academics, increase spending on research, and expand university intake for less privileged students.

As a key development in university education, the UGC and the Department of Examinations signed a Memorandum of Understanding (MoU) to develop and implement two online systems that will streamline the collection of data for determining admission districts and capture school admission dates in advance for G.C.E. (Advanced Level) applicants. As per the Progress of the Year 2024 & Way Forward 2025 report of the MOE, a Non-State Education Institutes

Regulatory Unit will be established to ensure the quality of education in private degree offering institutions. Further, the UGC has recognised the need for critically and constructively reviewing the Universities Act, No. 16 of 1978, and making amendments. This is in light of a rapidly evolving, globalised economy and unprecedented advancements in the field of higher education.

Table 9: Salient Features of Tertiary and Vocational Education and Training (TVET)

Item	2023	2024 (a)
Registered TVET Institutions (No.) (b)	1,410	1,696
Public	585	621
Private and Non-Governmental Organisations	825	1,075
Total Accredited Courses (No.)	3,417	3,972
Public	2,538	2,799
Private and Non-Governmental Organisations	879	1,173
Issued NVQ Certificates (No.)	112,369	117,187
Department of Technical Education and Training (DTET)	15,980	16,292
National Apprentice and Industrial Training Authority (NAITA)	24,430	19,508
Vocational Training Authority (VTA)	28,191	29,578
National Youth Services Council (NYSC)	6,156	7,100
Private	37,612	44,709

Source: Tertiary and Vocational Education Commission

(a) Provisional

(b) As at year end

The Technical and Vocational Education and Training (TVET) sector also continued to provide education opportunities aimed at enhancing skill levels of the workforce in line with the emerging needs of the economy. At present, 1,696 registered institutions, including government, private, and non-governmental entities, are engaged in providing Technical and Vocational Education and Training. In 2024, a total of 117,187 National Vocational Qualification (NVQ) certificates were issued, compared to 61,150 in 2018. This signifies the growth of demand and providers of vocational education and training in the country. Ongoing initiatives of the Tertiary and Vocational Education Commission (TVEC) include the preparation of the National Development Plan (NDP) for the TVET sector and the

Vocational Education and Training (VET) Plan for the Western Province. In addition, TVEC is conducting research in the TVET sector and continuing the development and revision of National Competency Standards (NCS) and curricula, with 26 new NCS and curricula developed and 22 revised to date.

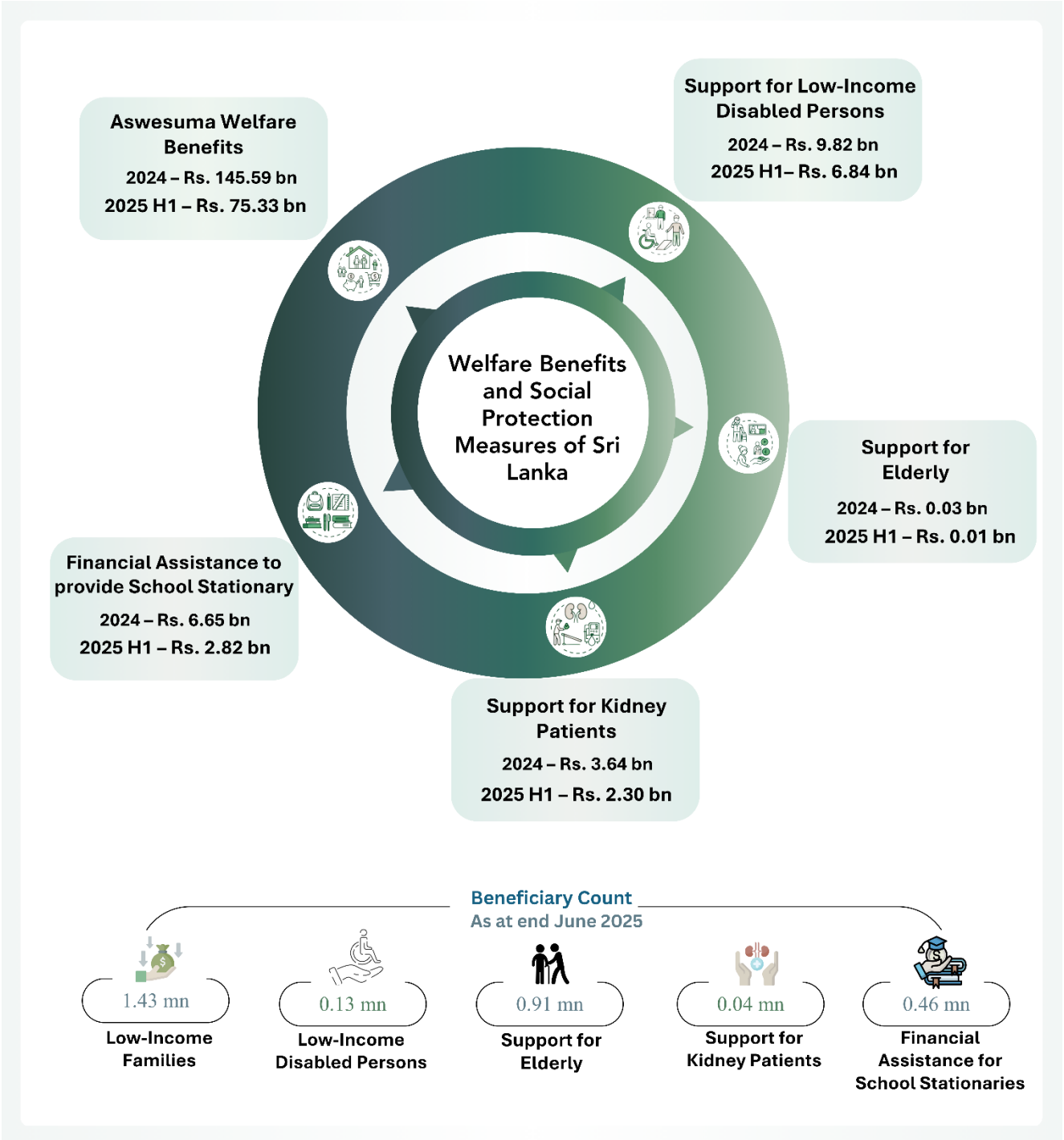
3.3 Social Safety Nets

The Government continued to strengthen social safety nets, consolidating social protection measures with an emphasis on improving targeted coverage of vulnerable households in welfare benefits schemes. The Aswesuma welfare benefit scheme, initiated in July 2023 under the Welfare Benefits Board (WBB), continued to extend financial assistance to low-income families. This was also supported by offering individual allowances to differently abled people, patients with chronic kidney disease (CKD) of unknown etiology, and elderly citizens and school children of vulnerable families.

The information census for phase II of the Aswesuma Programme was conducted with the expectation of broadening the eligibility, enabling more economically vulnerable households to receive timely support. While phase I of Aswesuma has already delivered measurable improvements, the upcoming expansion of coverage under its second phase, combined with the ongoing integration efforts in categorical payments, is expected to expand the protection of vulnerable communities in times of crisis recovery. Under phase II of the Aswesuma Programme, a total of 0.7 mn individuals had been enumerated, and 0.3 mn have been selected under Aswesuma categories by mid-August 2025.

Meanwhile, several measures have also been taken to minimise delays in the disbursement of social welfare payments. In this regard, payment withholding issues in Phase I (such as missing bank details and national identity card mismatches, etc.) have been resolved. All pending national identity card related issues have been resolved with the Department for Registration of Persons, enabling the beneficiaries to open bank accounts and receive payments. The aforementioned challenges impeded the Government's ability to achieve the indicative social spending targets for 2024 under the IMF-EFF programme. Further, categorical payments for elders under the

Aswesuma programme were shifted to Integrated Social Welfare System (IWMS) electronic transfers, enabling multiple eligible elders in a household to receive benefits. There are plans to extend this enhanced procedure for the disabled and CKD of unknown etiology patient categories by late 2025.



Data Source: Welfare Benefits Board

In improving the effectiveness of the grievance handling mechanism of the social welfare programme, a number of initiatives have been implemented. Among others, a comprehensive manual that outlines the procedures for grievance classification, investigation, and reporting was finalised. Further, Grievance Redress Mechanism (GRM) committees were formed at national, district, divisional, and grama niladhari levels, and trainings were provided for government officials at various levels. Further, a National Helpdesk was established to handle information requests and complaints, which could be directed via walk-ins, postal mail, email, phone calls, and WhatsApp.

Going beyond prolonged cash transfers to maintain livelihoods, welfare benefits should focus on empowering citizens, shifting programmes from short-term relief to long-term impact

Whilst welfare and social safety nets are vital in safeguarding the livelihoods of low-income earners and vulnerable sectors of the society, persistent reliance of the poor on these benefit schemes could create long term negative economic consequences. This is because welfare schemes could act as potential work disincentives, which could lead to amplified dependency on the Government, thus encouraging unemployment or underemployment. This can lead to overall depletion of the quality of the labour force, resulting in a decline in national productivity. Meanwhile, welfare schemes could often demotivate the taxpayers as well. Accordingly, instead of prolonged cash transfers to maintain daily livelihoods and to survive, welfare benefits should target empowering citizens where possible. This would enhance the long-term focus of welfare programmes over their short-term focus. The causes of poverty are multifaceted. As such, the focus should be more on providing knowledge and education, creating awareness while building drive, discipline, and skills among the social welfare programme beneficiaries to empower them to alleviate poverty and graduate out of the programme. This would not only solve the issues discussed above but also dampen the strain on fiscal operations.

3.4 Housing and Urban Development

After a slowdown during the economic crisis amid rising construction costs, housing and urban development activities showed a gradual recovery from 2024. [5] Accordingly, a number of construction projects were initiated throughout the island under the programmes such as "*Siyak Nagara*" urban infrastructure and township development programme, tourism promotion and city branding and *Clean Sri Lanka* programme. Thus, the Urban Development Authority (UDA) continued several key initiatives focusing mainly on improving housing for underserved communities, mainly in the Colombo district. In 2024, the Cabinet of Ministers approved the construction of 1,996 housing units under a foreign aid programme, while the construction of these amenities commenced in 2025. Further, a housing project under the Urban Regeneration Programme with 450 housing units is nearing completion in 2025. Meanwhile, a few housing projects, which were temporarily suspended due to economic challenges, resumed their operations in 2025. Apart from these, the UDA continued several middle-income housing projects in 2024 and 2025 to meet rising urban housing demand and support inclusive urbanisation.

Several parallel projects on urban development were initiated recently, supporting the revival in the construction sector after the slowdown during the pandemic and economic crisis

As part of the programme for tourism promotion and city branding, development projects were commenced by the UDA in several districts, including the transformation of Kataragama, Kandy, and Anuradhapura as model cities. These include initiatives such as city beautification, road landscape improvement, road lighting, roundabout landscaping, and other necessary facilities and infrastructure improvements. In line with these, sanitary facilities were also upgraded in tourist destinations across the island under the Clean Sri Lanka Project in 2025, as part of strengthening tourism promotion initiatives. Further, the solid

[5] The damage to housing and other community amenities due to the impact of Cyclone Ditwah is multifaceted. With the announced indemnification package by the Government, authorities should ensure that the rebuilding process is implemented with a proper evaluation and approval process of construction in the areas with higher risk of environmental damage.

waste disposal mechanism in the Anuradhapura Municipal Council area was initiated in 2025, while the Jaffna town hall construction project and market development projects in Gampaha and Panadura continued.

3.5 Water Supply

Water supply services continued to expand with a view to providing reliable and consistent access to clean and safe water resources. Accordingly, the total number of connections administered by the National Water Supply & Drainage Board (NWSDB) increased to 3.19 mn by the end of the first half of 2025, with the provisioning of 49,009 new water supply connections during the first half of the year, in addition to 118,274 connections provided in 2024. Accordingly, the percentage of the population with access to safe drinking water increased to 99.1% by the end of the first half of 2025 from 97.3% and 98.8% at the end of 2023 and 2024, respectively, while the total pipe-borne water coverage increased to 63.7% of the households by the end of June 2025. By the end of the first half of 2025, the NWSDB operated and managed 342 water supply schemes nationwide.

Ensuring a reliable and continuous water supply through strengthened infrastructure is vital to safeguard public well-being and support economic activity

Infrastructure development in relation to water supply is essential in order to ensure a continuous and reliable water supply, in addition to the expansion of the service coverage of NWSDB. In this regard, the Jaffna-Kilinochchi Water Supply & Sanitation Project reached partial completion, with operations commencing in October 2024. Additionally, the completion of Phase I of the Anuradhapura North Water Supply Project further contributed to expanding the provision of clean and safe drinking water. Meanwhile, the Eppawala, Girbawa, Rajanganaya & Nochchiyagama Integrated Water Supply Project – Stage I was initiated during the second quarter of 2025 in addressing the dire need for accessing clean and safe drinking water requirements of underserved communities in these areas and to mitigate issues related to CKD. Further, the Towns East of Colombo

District Water Supply Project was implemented to provide safe pipe-borne drinking water to the people in the eastern part of Colombo district. This project encompasses 118 Grama Niladhari Divisions (GNDs) in the areas of Seethawaka, Kaduwela, Padukka, Homagama and Horana Divisional Secretariat Divisions (DSDs).

Following two consecutive upward tariff adjustments in 2022 and 2023, water tariffs were revised downward in August 2024, leading to an overall reduction of approximately 5.94% across all consumer categories. Further, the NWSDB also implemented national water supply tariff policies and guidelines in collaboration with the Asian Development Bank (ADB) in 2024. In addition, a tariff formula was developed to ensure full cost recovery, and the tariffs are reviewed biannually. No adjustments were made to the water tariffs during the second quarter tariff review in 2025, despite the upward revision in the electricity tariff. The percentage of non-revenue water (share of water produced by the utility but not billed) amounted to 24.8% in 2024 and 24.2% in the first half of 2025, indicating a considerable loss of revenue to the NWSDB.

3.6 Environment

As a tropical island in the Indian Ocean, Sri Lanka is highly vulnerable to climate related risks such as sea-level rise, cyclones, floods, droughts and landslides, exacerbated by its low elevation, dense coastal populations, monsoon patterns, fragile hilly terrains and irregular constructions. Sri Lanka has strengthened its environmental policy framework towards protecting the environment while taking actions towards meeting climate commitments in time. Environmental management authorities carried out several activities to improve the nation's readiness for disasters and to protect the environment**.** In this regard, implementing the Sri Lanka National Disaster Management Plan (NDMP) 2023-2030, which is a national resilience strategy developed by the Disaster Management Centre (DMC) of Sri Lanka in 2023, was a major milestone. It aligns with the Sendai Framework for Disaster Risk Reduction, Sustainable Development Goals, and climate change conventions. The plan is based on past experiences and considers climate impacts and emerging hazards like pandemics to build a disaster-resilient Sri Lanka.

The recent Cyclone Ditwah has further emphasised the requirement of such a proactive disaster management plan. In this regard, several awareness and capacity development sessions, including awareness programmes parallel to the Indian Ocean Wave 2025 (IOWave 25) Tsunami exercise, flood and landslide preparedness sessions in disaster prone districts, and training sessions for stakeholders on the road accident response process, were held during 2024 and 2025. Meanwhile, Sri Lanka celebrated World Environment Day 2025 under the global theme of "Ending Plastic Pollution". The rapid increase in plastic consumption has become a critical global environmental problem, since plastics have become an essential component of modern consumption patterns. Over the past few decades, global plastic production has surged (about 430mn tons per annum), of which two-thirds (2/3) are single-use items that are discarded after initial use, where only about 10% is recycled, 12% is incinerated, and the balance 78% contaminates the environment.[6] As an initial step to discourage plastic use, the Consumer Affairs Authority of Sri Lanka has issued a special direction prohibiting traders from issuing polythene shopping bags free of charge to consumers from 01 November 2025.

Though a low-carbon nation, Sri Lanka's commitment to reduce emissions and reach carbon neutrality highlights its proactive stance in global climate responsibility

The new Electricity Act passed by the Parliament in 2024 has been aligned with the Carbon Net Zero 2050 Roadmap and Strategic Plan published by the Ministry of Environment (MOE) in November 2023. Although Sri Lanka is considered a low-carbon emitting country, Sri Lanka as a signatory to both the 2030 Agenda and the Paris Agreement, has committed to achieving carbon neutrality by 2050 and reducing greenhouse gas (GHG) emissions by 14.5% by 2030, with a 4% unconditional reduction. Key actions include increasing renewable energy to 70% of electricity generation by 2030, not increasing coal power capacity, and raising forest cover to 32% by 2030. Thus, the Carbon Net Zero 2050 Roadmap and Strategic Plan of Sri Lanka

[6] Environment Circular - PS/FEA/Circular/4/2025 by the Presidential Secretariat
https://env.gov.lk/web/images/downloads/circulars/Circular_WED_English_2025_compressed.pdf

attempts to create an avenue towards a just transition to net-zero status as committed. The new legislation pertaining to the electricity sector, approved in 2024, recognises the Government's commitment towards this Net Zero carbon policy and aims to promote renewable energy investments, provide market based incentives for renewable energy, and reform the electricity sector to shift towards sustainable energy.

The *Clean Sri Lanka* Programme is one of the flagship programmes of the Government, implemented with the objective of environmental development as well as social and ethical development to sustainably elevate Sri Lankan society to a higher level with contributions from all sectors of society. Under the environmental pillar, it is expected to address critical environmental challenges, emphasising sustainable energy, water resource protection, improved air quality, and effective waste management. Accordingly, urban forest plantation projects, an island wide beach cleaning project, and a canal cleaning project in Colombo were launched during 2025. Meanwhile, Sri Lanka launched its National Climate Finance Strategy (2025–2030) in October 2025 to mobilise climate financing and mitigate its high vulnerability to climate change. Developed by the Ministry of Finance, Planning and Economic Development with support from the United Nations (UN) and the United Kingdom (UK), the strategy aims to attract private and official funding requirement in achieving climate action needs. The strategy intends to attract investments to fund climate-resilient infrastructure, renewable energy, and other key sectors.

PULSE 2025 – ANNUAL ECONOMIC AND SOCIAL INFRASTRUCTURE DIGEST

STATISTICAL APPENDIX[1]

n.a. = not available

- = negligible / nil

[1] An online version of the Statistical Appendix is available in Excel spreadsheet format.
Link:

Performance of Telecommunications and Postal Services

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	end Sep 2024 (b)	end Sep 2025 (b)
Telecommunications Services									
Fixed Access Services (No.)	2,484,616	2,299,767	2,613,140	2,851,589	2,651,287	2,307,741	2,121,560	2,525,650	2,170,778
Wireline Telephones in Service	1,215,967	1,244,549	1,246,045	1,264,196	1,263,068	1,145,238	1,075,344	1,076,462	n.a.
Wireless Local Loop Telephones	1,268,649	1,055,218	1,367,095	1,587,393	1,388,219	1,162,503	1,046,216	1,449,188	n.a.
Mobile Phones (No.)	32,528,104	32,884,099	28,739,277	29,958,852	28,838,038	28,986,361	28,820,245	28,884,470	29,266,715
Internet connections (No.) (c)	10,562,675	13,408,403	17,524,048	22,106,398	21,667,616	22,864,173	23,149,380	22,958,232	24,095,567
Penetration (d)									
Fixed Lines	11.47	10.55	11.92	12.87	11.95	10.47	9.68	11.61	9.98
Mobile Phones	150.11	150.82	131.12	135.22	130.01	131.53	131.50	132.72	134.52
Internet (c)	48.74	61.50	79.95	99.78	97.69	103.75	105.63	105.49	110.75
Postal Services								end Jun 2024 (b)	end Jun 2025 (b)
Delivery Areas (No.)	6,729	6,729	6,729	8,157	8,157	8,157	8,157	8,157	8,157
Post Offices (No.)	4,475	4,474	4,196	4,194	4,135	4,145	4,138	4,138	4,137
Public	4,063	4,062	4,062	4,064	3,995	4,006	4,006	4,006	4,005
Main Post Offices	653	653	653	654	653	652	652	652	651
Sub Post Offices	3,410	3,409	3,409	3,410	3,342	3,354	3,354	3,354	3,354
Private	412	412	134	130	140	139	132	132	132
Area Served by a Post Office (sq. km)	15	15	16	16	16	16	16	16	16
Population Served by a Post Office (No.)	4,791	4,872	5,223	5,283	5,365	5,317	5,296	5,296	5,261
Letters per Inhabitant (No.)	18	18	15	15	15	5	6	3	3

(a) Revised

(b) Provisional

(c) Includes mobile internet connections

(d) Measured as connections per 100 persons

Sources: Telecommunications Regulatory Commission of Sri Lanka
Department of Posts
Department of Census and Statistics

Performance of the Power Sector

Item	Unit	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	Jan-Oct 2024 (b)	Jan-Oct 2025 (b)
Electricity										
Installed Capacity	MW	4,046	4,217	4,265	4,186	4,084	4,381	4,633	4,633	4,676
CEB - Hydro	,,	1,399	1,399	1,383	1,383	1,413	1,413	1,533	1,533	1,533
Fuel Oil	,,	604	654	654	654	654	801	801	801	801
Coal	,,	900	900	900	900	900	900	900	900	900
Wind	,,	-	-	31	104	104	104	104	104	104
Private - Hydro	,,	394	410	410	414	414	419	432	432	435
Fuel Oil (c)	,,	533	628	614	433	270	387	482	482	482
Other	,,	217	226	274	299	329	357	381	381	421
Units Generated	GWh	15,374	15,922	15,714	16,716	15,942	15,576	16,802	14,034	14,895
CEB - Hydro	,,	5,149	3,783	3,911	5,640	5,364	4,573	5,426	4,237	5,088
Fuel Oil	,,	1,889	2,141	1,465	1,234	1,339	1,975	1,571	1,399	1,170
Coal	,,	4,764	5,361	5,754	5,519	5,174	4,646	5,482	4,795	4,329
Wind	,,	1	-	8	318	347	391	383	347	331
Private - Hydro	,,	1,232	1,011	1,047	1,568	1,377	1,378	1,473	1,134	1,159
Fuel Oil (c)	,,	1,740	2,875	2,717	1,400	1,128	1,160	768	698	634
Other (d)	,,	598	750	811	1,036	1,213	1,453	1,699	1,424	2,184
Total Sales by CEB	,,	14,091	14,611	14,286	15,214	14,520	14,153	15,191	12,685	13,464
Domestic and Religious	,,	4,641	4,863	5,172	5,320	5,124	4,567	4,777	3,987	4,319
Industrial	,,	4,290	4,392	4,164	4,822	4,334	4,281	4,626	3,860	3,981
General Purpose, Government and Hotel	,,	3,412	3,563	3,238	3,342	3,415	3,670	4,068	3,397	3,718
Bulk Sales to LECO	,,	1,640	1,684	1,605	1,633	1,550	1,539	1,625	1,362	1,378
Street Lighting	,,	108	109	108	97	97	96	96	80	68
LECO Sales	GWh	1,566	1,646	1,624	1,603	1,560	1,583	1,718	n.a.	n.a.
Domestic and Religious	,,	640	692	739	717	699	658	693	n.a.	n.a.
Industrial	,,	288	293	279	306	266	262	291	n.a.	n.a.
General Purpose, Government and Hotel	,,	617	640	583	557	569	638	709	n.a.	n.a.
Street Lighting	,,	21	21	23	23	26	25	25	n.a.	n.a.
Overall Transmission and Distribution Loss of CEB	%	8.3	8.2	9.1	9.0	8.9	9.1	9.6	9.6	9.6

Continued..

Performance of the Power Sector (Continued)

Item	Unit	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	Jan-Oct 2024 (b)	Jan-Oct 2025 (b)
Number of Consumers (e)	000	6,916	7,069	7,213	7,401	7,531	7,622	7,626	n.a.	n.a.
o/w Domestic and Religious	,,	6,051	6,165	6,273	6,411	6,509	6,578	6,581	n.a.	n.a.
Industrial	,,	66	67	70	73	75	77	77	n.a.	n.a.
General Purpose, Government and Hotel	,,	796	831	867	915	944	966	966	n.a.	n.a.
Average Cost of CEB at Generation Point	Rs./kWh	9.49	12.91	10.35	9.61	22.47	28.14	17.18	17.74	14.39
Hydro	,,	1.80	2.49	2.33	1.72	2.78	2.42	2.30	2.30	1.83
Fuel Oil	,,	28.76	31.97	29.01	32.03	67.69	71.59	54.59	54.40	47.25
Coal	,,	9.93	12.51	10.87	12.43	27.32	35.14	20.82	20.59	19.47
CEB Average Cost of Private Power	Rs./kWh	24.47	26.47	22.94	21.67	32.04	32.37	29.65	29.67	34.32
Fuel Oil	,,	31.98	30.16	27.55	30.35	69.65	69.39	73.37	69.46	94.08
NCRE (f)	,,	16.33	18.22	18.99	16.22	14.98	20.80	15.94	16.05	16.64
Overall Average Cost	Rs./kWh									
Generation Point	,,	12.75	16.62	13.99	12.38	24.65	29.18	19.91	20.29	n.a.
Selling Point	,,	19.12	24.12	21.67	19.42	36.15	40.92	30.98	30.75	n.a.
Average Tariff	Rs./kWh	16.29	16.63	16.72	16.35	21.24	42.86	36.01	37.27	n.a.
Domestic	,,	13.60	14.13	14.87	14.91	19.11	44.34	34.12	35.78	n.a.
General Purpose	,,	23.78	23.94	23.91	23.42	27.36	49.39	46.67	48.02	n.a.
Government	,,	18.24	18.18	18.06	18.25	23.84	51.74	47.68	49.08	n.a.
Industrial	,,	14.72	14.72	14.84	14.70	20.63	38.66	30.78	31.93	n.a.
Hotel	,,	17.61	17.71	18.13	17.79	21.47	42.33	30.94	32.16	n.a.

(a) Revised

(b) Provisional

(c) Includes Independent Power Producers (IPP)

(d) Includes rooftop solar power

(e) Inclusive of LECO consumers

(f) Refers to Non-Conventional Renewable Energy including mini hydropower

Sources: Ceylon Electricity Board (CEB)
Lanka Electricity Company (Pvt) Ltd (LECO)

Performance of the Petroleum Sector

Item	Unit	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	Jan-Oct 2024 (b)	Jan-Oct 2025 (b)
Petroleum Products										
Quantity Imported										
Crude Oil	mt '000	1,674	1,842	1,667	1,182	649	1,663	1,331	1,044	1,218
Refined Products	,,	4,959	4,740	4,028	4,553	3,927	3,779	4,249	3,552	3,638
Coal	,,	2,167	2,390	2,600	2,206	1,707	2,497	2,434	1,769	1,469
L.P. Gas	,,	413	430	437	422	290	373	410	n.a.	n.a.
Value of Imports (C.I.F.)										
Crude Oil	Rs. million	160,024	173,547	107,665	123,865	157,408	369,940	262,088	212,523	207,849
	US$ million	978	971	583	625	484	1,138	864	694	694
Refined Products	Rs. million	475,521	483,462	321,818	564,681	1,294,311	1,011,895	958,535	815,714	735,137
	US$ million	2,937	2,706	1,742	2,840	4,048	3,095	3,173	2,684	2,454
Coal	Rs. million	38,750	38,719	40,194	55,118	99,949	157,406	95,636	70,722	50,859
	US$ million	237	215	217	278	365	470	317	232	171
L.P. Gas (c)	Rs. million	43,162	43,156	43,812	64,436	75,882	83,795	90,980	n.a.	n.a.
	US$ million	266	241	236	324	234	256	301	n.a.	n.a.
Average Price of	Rs./barrel	12,475	12,302	8,415	13,645	32,573	29,138	25,701	26,391	22,354
Crude Oil (C.I.F.)	US$/barrel	76.25	68.80	45.57	68.86	100.11	89.60	84.69	86.63	75.00
Quantity of Petroleum Exports	mt '000	1,093	984	798	853	641	698	1,604	1,339	1,390
Value of Petroleum Exports	Rs. million	101,467	93,194	68,849	100,975	177,194	177,014	321,224	275,131	237,348
	US$ million	622	521	374	506	568	539	1,063	906	793
Local Sales - Refined Products	mt '000	5,273	5,528	4,600	4,447	3,841	4,115	4,580	3,562	3,746
o/w Petrol (92 Octane) (d)	,,	1,179	1,269	1,139	1,238	1,119	1,233	1,315	1,103	1,193
Petrol (95 Octane)	,,	189	158	120	116	69	45	43	36	47
Auto Diesel (e)	,,	1,987	2,139	1,750	1,875	1,693	1,535	1,570	1,319	1,424
Super Diesel	,,	101	85	69	75	78	39	44	41	52
Kerosene (f)	,,	210	206	176	185	104	81	139	115	129
Furnace Oil	,,	949	1,011	971	720	496	682	735	657	511
Avtur	,,	499	474	189	224	246	378	468	181	260
Naphtha	,,	137	162	165	11	32	120	102	100	106

Continued…

Performance of the Petroleum Sector (Continued)

Item	Unit	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	Jan-Oct 2024 (b)	Jan-Oct 2025 (b)
Local Sales - L.P. Gas	,,	435	466	473	457	294	394	436	n.a.	n.a.
Local Price (End Period)										
Petrol (92 Octane)	Rs./ltr	125.00	137.00	137.00	177.00	370.00	346.00	309.00	311.00	299.00
Petrol (95 Octane)	,,	149.00	161.00	161.00	207.00	510.00	426.00	371.00	377.00	335.00
Auto Diesel	,,	101.00	104.00	104.00	121.00	420.00	329.00	286.00	283.00	277.00
Super Diesel	,,	121.00	132.00	132.00	159.00	510.00	434.00	313.00	319.00	313.00
Kerosene	,,	70.00	70.00	70.00	87.00	365.00	247.00	188.00	183.00	180.00
Furnace Oil										
800 Seconds	,,	92.00	96.00	70.00	110.00	320.00	207.00	207.00	207.00	194.00
1,500 Seconds	,,	96.00	96.00	70.00	110.00	320.00	207.00	207.00	207.00	194.00
L.P. Gas										
Litro Gas	Rs./kg	138.64	119.44	119.44	214.00	368.80	285.20	295.20	n.a.	n.a.
Laugfs Gas	,,	138.64	119.44	119.44	227.20	424.00	318.80	294.40	n.a.	n.a.
International Market Crude Oil Prices										
Brent	US$/bbl	71.76	64.04	43.35	70.80	99.06	82.22	79.79	81.12	69.36
WTI	,,	64.99	56.96	39.78	67.94	94.41	77.64	75.76	77.00	66.14
Petroleum and other liquids										
World Supply	mn bpd	100.65	100.43	93.89	95.64	100.40	102.45	103.17	103.04	105.82
World Demand	,,	99.98	100.62	91.25	96.97	99.57	101.78	102.80	102.71	103.70

(a) Revised
(b) Provisional
(c) USD value of L.P. Gas imports was calculated using the annual average exchange rate
(d) Including XtraPremium Euro 3
(e) Including XtraMile Diesel
(f) Data from 2022 includes Industrial Kerosene
* mn bpd - million barrels per day

Sources: Ceylon Petroleum Corporation
Lanka Marine Services (Pvt) Ltd.
Lanka IOC PLC
Sinopec Energy Lanka (Pvt.) Ltd
RM Parks (Pvt) Ltd
United Petroleum Lanka (Pvt) Ltd
Litro Gas Lanka Ltd.
Laugfs Gas PLC
Sri Lanka Customs
Bloomberg
U.S. Energy Information Administration
Central Bank of Sri Lanka

Salient Features of the Transport Sector

Item	Unit	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	end Oct 2024 (b)	end Oct 2025 (b)
New Registration of Motor Vehicles	No.	480,799	367,303	202,628	33,850	20,511	27,890	74,410	57,094	268,544
Buses	,,	2,957	1,613	578	281	404	685	146	120	1,382
Motor Cars	,,	80,776	38,232	21,021	3,495	1,489	1,816	1,644	1,405	46,317
Three Wheelers	,,	20,063	15,490	7,150	2,093	36	60	94	70	11,727
Dual Purpose Vehicles	,,	16,931	13,459	9,532	771	760	586	1,027	854	5,180
Motor Cycles	,,	339,763	284,301	151,634	8,011	9,060	20,200	65,289	49,463	193,593
Goods Transport Vehicles	,,	9,371	5,223	3,941	4,432	1,833	523	1,284	1,006	2,764
Land Vehicles	,,	10,282	7,666	8,302	14,764	6,929	4,020	4,925	4,175	7,580
Quadricycles and Motor Homes	,,	656	1,319	470	3	-	-	1	1	1
Sri Lanka Railways									end Jun 2024 (b)	end Jun 2025 (b)
Operated Kilometres	'000	11,640	11,230	7,990	6,281	10,480	10,450	10,490	5,820	5,740
Passenger Kilometres	million	7,710	7,310	3,906	2,158	6,602	7,044	6,000	2,956	3,135
Freight Ton Kilometres	,,	120	116	114	162	139	159	172	91	83
Total Revenue (c)	Rs. million	7,413	7,901	4,567	2,679	11,076	16,079	16,844	8,388	8,755
Operating Expenditure (c)	,,	14,381	15,464	14,618	12,979	23,573	27,842	27,909	13,073	19,754
Operating Profit (+) / Loss (-) (c)	,,	-6,968	-7,562	-10,051	-10,300	-12,497	-11,763	-11,065	-4,685	-10,999
Sri Lanka Transport Board										
Operated Kilometres	million	446	431	309	248	344	364	372	190	192
Passenger Kilometres	,,	15,541	14,346	8,623	6,225	14,941	14,272	13,153	6,645	5,963
Total Revenue (c)	Rs. million	44,103	43,490	31,233	28,035	66,350	72,163	n.a.	38,092	36,471
Operating Expenditure (c)	,,	41,935	41,933	33,437	31,089	64,025	70,674	n.a.	38,865	34,487
Operating Profit (+) / Loss (-) (c)	,,	2,168	1,557	-2,204	-3,054	2,325	1,489	n.a.	-773	1,984
SriLankan Airlines										
Hours Flown	hours	110,058	106,950	41,585	50,287	84,325	87,025	88,226	43,224	47,830
Passenger Kilometres Flown	million	16,180	15,509	3,641	2,868	11,042	12,158	11,517	5,798	6,370
Passenger Load Factor	%	83	83	56	36	74	80	77	77	83
Weight Load Factor	%	75	74	62	74	64	60	69	66	70
Freight	mt '000	136	123	56	93	88	79	93	50	37

(a) Revised

(b) Provisional

(c) Data upto 2021 are extracted from the CBSL Annual Reports.

Sources: Department of Motor Traffic
Sri Lanka Railways
Sri Lanka Transport Board
Civil Aviation Authority of Sri Lanka

Performance of the Port Services

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (b)	end Oct 2024 (b)	end Oct 2025 (b)
Vessels Arrived (No.)	4,874	4,697	4,337	4,180	4,073	4,809	4,564	3,778	4,244
Colombo	4,331	4,198	3,806	3,675	3,648	4,237	3,968	3,287	3,416
Galle	84	43	22	14	7	23	8	6	5
Trincomalee	189	142	135	117	95	102	116	100	104
Hambantota	270	314	374	374	323	447	472	385	719
Total Cargo Handled (mt '000)	104,934	106,979	102,908	109,369	100,376	103,794	120,239	100,640	107,243
Colombo	100,151	101,926	97,681	103,824	96,170	99,674	114,594	95,730	97,881
Galle	729	510	404	106	1.2	0.8	0.4	0.2	-
Trincomalee	3,560	3,304	3,072	3,190	2,089	2,013	2,613	2,227	2,371
Hambantota	494	1,239	1,750	2,249	2,116	2,106	3,032	2,683	6,991
Total Container Traffic (TEUs '000) (c)	7,047	7,228	6,855	7,249	6,862	6,950	7,792	6,461	6,922
South Asia Gateway Terminal	2,067	2,052	1,872	1,839	1,752	1,764	2,026	1,662	1,677
Colombo International Container Terminal	2,676	2,894	2,885	3,212	3,184	3,221	3,353	2,814	2,729
Sri Lanka Ports Authority	2,305	2,283	2,098	2,198	1,926	1,965	2,413	1,986	2,040
Colombo West International Terminal(d)								-	476
Transshipment Containers (TEUs '000) (c)(e)	5,704	5,955	5,765	6,050	5,832	5,960	6,623	5,499	5,826
South Asia Gateway Terminal	1,687	1,651	1,607	1,573	1,523	1,571	1,797	1,475	1,489
Colombo International Container Terminal	2,042	2,296	2,291	2,600	2,640	2,632	2,698	2,265	2,187
Sri Lanka Ports Authority	1,976	2,008	1,867	1,877	1,670	1,757	2,128	1,759	1,709
Colombo West International Terminal(d)								-	440
								end Jun 2024 (b)	end Jun 2025 (b)
Total Revenue (SLPA) (Rs. million)	50,124	40,770	38,931	45,455	68,696	63,261	74,567	45,219	54,187
Operating Expenditure (SLPA) (Rs. million)	29,980	37,410	29,716	32,899	43,746	47,292	54,592	25,396	24,991
Employment (No.)	9,710	9,937	9,484	9,203	8,706	8,243	7,815	7,814	7,416
Colombo	8,910	8,975	8,567	8,285	7,838	7,433	7,042	7,208	6,847
Galle	362	384	339	331	315	276	255	272	251
Trincomalee	400	400	387	381	363	341	327	334	318
Hambantota	38	178	191	206	190	193	191	n.a.	n.a.

(a) Revised

(b) Provisional

(c) TEUs = Twenty - foot Equivalent Container Units

(d) Commenced operations in 2025

(e) Includes re-stowing

Sources: Sri Lanka Ports Authority
Hambantota International Port Group (Pvt) Ltd

Salient Features of Government Health Services

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (a)(b)
Government							
Hospitals (No.) (c)	612	603	609	618	617	672	684
Beds (No.)	76,824	77,964	77,121	78,228	78,228	90,392	91,155
Primary Medical Care Units (No.)	506	499	514	542	544	543	550
Doctors (No.)	19,692	18,130	19,615	18,992	20,209	23,999	24,059
Assistant Medical Practitioners (No.)	895	756	656	650	648	535	428
Nurses (No.) (d)	34,714	38,276	37,634	38,743	39,091	53,283	49,645
Attendants (No.)	8,614	8,531	8,384	8,176	8,334	7,819	7,237
In-Patients (No. '000)	7,116	7,478	5,785	5,314	6,350	7,114	7,411
Out-Patients (No. '000)	57,410	58,785	38,913	26,095	44,362	55,219	55,031
Ayurvedic							
Hospitals	109	116	118	118	119	112	194
Beds	4,365	5,052	5,022	5,444	5,345	4,556	4,913
Ayurvedic Physicians (No.) (e)	25,431	25,783	26,061	26,183	26,650	27,205	27,644
Total Health Expenditure (Rs. million) (f)	218,462	244,307	n.a.	387,121	323,537	415,234	n.a.
Recurrent Expenditure (f)	180,568	211,555	n.a.	275,165	279,803	374,329	n.a.
Capital Expenditure (f)	37,893	32,752	n.a.	111,956	43,734	40,905	n.a.
Total Health Expenditure as a % of GDP (f)(g)	1.51	1.63	n.a.	2.20	1.34	1.50	n.a.

(a) Refers to the data provided by the Medical Statistics Unit of the Ministry of Health

(b) Provisional

(c) Includes Army, Navy and Prison Hospitals

(d) Includes Public Health Nursing Sisters, Supervising Public Health Nursing Sisters and Pupil nurses

(e) Registered with the Ayurvedic Medical Council

(f) As a result of Ministry of Finance, Planning and Economic Development restating fiscal sector statistics of 2019, as announced in the Budget Speech for 2020, data for 2020 are not available. The data for health expenses for 2019 which was published prior to the said restatement have not been revised to reflect the restated fiscal data.

(g) Based on the GDP estimates (base year 2015) of the Department of Census and Statistics

Sources: Ministry of Health
Department of Ayurveda
Ministry of Finance, Planning and Economic Development
Department of Census and Statistics

Salient Features of Education Sector

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (b)
General Education							
Schools (No.)	11,044	11,084	11,091	11,088	11,074	11,045	11,020
Government Schools	10,175	10,165	10,155	10,146	10,126	10,096	10,076
o/w National Schools	353	373	373	396	396	396	396
Other Schools	869	919	936	942	948	949	944
Private (c)	106	118	120	123	126	127	122
Pirivena	763	801	816	819	822	822	822
Students (No.)	4,538,148	4,408,262	4,272,289 (d)	4,260,466 (d)	4,180,450 (d)	4,091,903 (d)	n.a.
Government Schools	4,214,772	4,061,653	4,063,685	4,048,937	3,969,597	3,882,688	3,814,996
Other Schools	202,907	206,386	208,604	211,529	210,853	209,215	n.a.
Private (c)	142,032	138,067	138,726	141,219	141,719	140,107	139,842
Pirivena	60,875	68,319	69,878	70,310	69,134	69,108	n.a.
International Schools (e)	120,469	140,223	n.a.	n.a.	n.a.	n.a.	n.a.
New Admissions (No.) (f)	328,632	333,074	319,405	304,105	292,517	287,639	281,948
Teachers (No.)	272,998	275,371	265,394 (d)	256,676 (d)	251,906	253,560	n.a.
Government Schools	247,334	246,592	249,494	241,054	236,738	237,787	236,642
Other Schools	14,151	15,211	15,900	15,622	15,168	15,773	n.a.
International Schools (e)	11,513	13,568	n.a.	n.a.	n.a.	n.a.	n.a.
Teacher Training Colleges (No.)	8	8	8	8	8	8	8
Student/Teacher Ratio							
Government Schools	17	16	16	17	17	16	n.a.
Other Schools	14	14	13	14	14	13	n.a.
International Schools (e)	10	10	n.a.	n.a.	n.a.	n.a.	n.a.
Government Expenditure							
Expenditure on Education (Rs. million) (l)(m)	266,916	290,237	n.a.	310,613	367,491	445,767	n.a.
Recurrent Expenditure (m)	195,168	234,392	n.a.	261,716	328,969	394,676	n.a.
Capital Expenditure (m)	71,748	55,845	n.a.	48,897	38,522	51,091	n.a.
Education Expenditure as a % of GDP (m)(n)	1.86	1.93	n.a.	1.76	1.53	1.61	n.a.

Continued…

Salient Features of Education Sector (Continued...)

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (b)
University Education (Government) (g)							
Universities (No.)	15	15	15	17	17	17	17
Students (No.) (h)	93,787	100,944	106,641	119,068	128,236	139,180	142,234
Total Staff (All Universities) (No.)	18,653	19,350	19,346	20,168	19,843	19,047	18,727
Academic	6,003	6,321	6,525	7,004	7,022	6,926	6,966
Non-Academic	12,650	13,029	12,821	13,164	12,821	12,121	11,761
Number Graduating (i)	36,983	34,881	32,066	36,011	40,677	40,261	n.a.
Postgraduate Degree	10,959	9,991	7,501	10,122	10,348	6,955	n.a.
Basic Degree	26,024	24,890	24,565	25,889	30,329	33,306	n.a.
Arts and Oriental Studies	12,664	9,565	11,795	11,424	10,906	13,703	n.a.
Commerce & Management Studies	5,849	5,445	3,842	3,427	7,232	7,673	n.a.
Law	728	767	814	698	379	782	n.a.
Science	2,916	3,393	1,849	2,861	3,314	3,518	n.a.
Engineering	1,053	1,026	1,516	1,943	1,603	2,173	n.a.
Medicine	182	1,188	969	1,258	1,278	1,260	n.a.
Dental Surgery	78	87	87	n.a.	72	n.a.	n.a.
Agriculture	428	920	1,142	943	1,209	687	n.a.
Veterinary Science	77	54	10	5	64	80	n.a.
Architecture and Quantity Surveying	294	242	115	310	334	348	n.a.
Computer Science and related Courses	1,030	1,210	1,175	1,409	1,425	1,314	n.a.
Other (j)	725	993	1,251	1,611	2,513	1,768	n.a.
New Admissions for Bachelor's Degrees (No.)	31,451	31,902	41,669	43,927	43,568	44,005	n.a.
Students Eligible to be Admitted to Universities (No.)	163,160	167,992	181,206	194,366	171,532	166,967	173,444

Continued...

Salient Features of Education Sector (Continued...)

Item	2018	2019	2020	2021	2022	2023 (a)	2024 (b)
Tertiary and Vocational Education and Training (TVET)							
Registered TVET Institutions (No.) (k)	1,147	1,290	1,239	1,071	1,136	1,410	1,696
Public	525	582	570	478	526	585	621
Private and Non-Governmental Organisations	622	708	669	593	610	825	1,075
Total Accredited Courses (No.)	2,089	2,691	3,413	3,014	3,043	3,417	3,972
Public	1,593	2,099	2,900	2,387	2,370	2,538	2,799
Private and Non-Governmental Organisations	496	592	513	627	673	879	1,173
Issued NVQ Certificates (No.)	61,150	78,007	47,621	45,033	117,954	112,369	117,187
Department of Technical Education and Training (DTET)	8,818	11,199	8,670	4,633	9,782	15,980	16,292
National Apprentice and Industrial Training Authority (NAITA)	13,755	11,387	8,266	7,441	50,029	24,430	19,508
Vocational Training Authority (VTA)	20,810	25,696	15,608	17,253	25,432	28,191	29,578
National Youth Services Council (NYSC)	1,780	1,933	2,118	3,897	4,903	6,156	7,100
Private	15,987	27,792	12,959	11,809	27,808	37,612	44,709

(a) Revised

(b) Provisional

(c) Private schools approved by the Government and schools for children with special needs
(This figure excludes international schools which are registered under the Companies Act)

(d) Excluding data from international schools

(e) Data are based on surveys carried out by the Ministry of Education.

(f) Government schools only

(g) Universities which are under the purview of University Grants Commission

(h) Excludes Open University of Sri Lanka and external degree courses

(i) Includes Open University of Sri Lanka and external degree courses

(j) Includes other courses offered by universities

(k) As at year end

(l) Government expenditure on General and Higher Education

(m) As a result of Ministry of Finance, Planning and Economic Development restating fiscal sector statistics of 2019, as announced in the Budget Speech for 2020, data for 2020 are not available. The data for education expenses for 2019 which was published prior to the said restatement have not been revised to reflect the restated fiscal data.

(n) Based on the GDP estimates (base year 2015) of the Department of Census and Statistics.

Sources: Ministry of Education
University Grants Commission
Tertiary and Vocational Education Commission
Ministry of Finance, Planning and Economic Development
Department of Census and Statistics
Central Bank of Sri Lanka