

21. MINISTRY OF LAND TRANSPORT AND LIGHT RAIL

- 21.1 The Ministry of Land Transport and Light Rail is responsible for providing strategic direction for the development of land transport, and for devising as well as implementing policies for land transport operation, traffic management and road safety. With a view to modernising the public transport landscape, the Government project of light rail, namely the Metro Express project, has been implemented and it is incumbent upon the Ministry to oversee light rail operations.
- 21.2 Being a regulator for the public transport industry, the Ministry is engaged in the provision of reliable, safe, affordable and customer friendly service along dedicated routes; regulating and controlling the transport of goods and passengers; and reducing traffic congestion through proper traffic management schemes and traffic planning. In order to mitigate the number of accidents on our roads, the Ministry is involved in improving road safety through a multi-pronged approach including legislative framework, engineering, education, sensitisation and enforcement.
- 21.3 The Traffic Management and Road Safety Unit (TMRSU) and the National Land Transport Authority (NLTA) are the two executive bodies of the Ministry. In view of the ongoing development in the transport sector, the Ministry has proposed the setting up of an additional unit that is the Transport Policy Unit which will give strategic orientation to the planning of transport services.
- 21.4 In the context of this Report, several representations were submitted by Unions with regard to the different grades in the Ministry. All representations were discussed and union members were informed regarding issues that should be dealt with by Management. Parties were also apprised of all matters pertaining to upgrading of salaries for the different grades which would be further examined by the Bureau while carrying out the job re-evaluation exercise. Whereas for issues relating to Travelling and Car Benefits, same would be determined as per the policy of the Bureau. Requests related to Continuous Professional Development and Special Professional Retention Allowance would also be dealt with in accordance with the general policy.

Transport Policy Unit

- 21.5 A Transport Policy Unit has been set up as one of the technical arms of the Ministry, to give a strategic orientation to the planning of transport services and to devise an inter-modal integrated transport system hinging on the light rail. Given that the light rail constitutes a unique opportunity in realigning and rethinking our current transport system, the setting up of this dedicated Unit to conceptualise transport solutions, would allow the development of a seamless transport system harnessing on increased synergies between different vehicular modes such that excess capacity is managed and mobility enhanced.
- 21.6 The Transport Policy Unit is responsible, amongst others, to: carry out research and development in the field of transport in order to achieve innovation; assist in project formulation including preliminary feasibility studies and value for money analysis; and

provide the Ministry with cogent opinions on land transport issues and support in devising responses.

- 21.7 In this context, Management proposed for the creation of two levels, namely Lead Transport Analyst and Transport Analyst to service the newly established Unit and same to be equally staffed by a Statistician and officers involved in carrying out economic analyses.
- 21.8 Given the importance of the new Unit, we are agreeable to create the two professional levels. In addition, we view that Management should make the necessary arrangements with the authorities concerned for the posting of a Statistician and Analyst/Senior Analyst from the Ministry of Finance, Economic Planning and Development.

Transport Analyst/Senior Transport Analyst (New Grade)

Principal Transport Analyst (New Grade)

Recommendation 1

- 21.9 **We recommend the creation of a grade of Transport Analyst/Senior Transport Analyst. Appointment thereto should be made by selection from among candidates possessing a Degree in Economics or Mathematics or Statistics or Transport Planning or Transport Management or Logistics and Transport from a recognised institution or an equivalent qualification acceptable to the Public Service Commission and reckoning at least one year's experience in transport planning and management.**
- 21.10 Incumbent would, *inter alia*, be responsible to: conduct research programmes, studies, investigations and appraisals so as to assist in the formulation of land transport and light rail policies; evaluate current transport projects to determine their impact on social, environmental and economic factors; assist in devising an efficient and safe systems and methods of transport; assist the Principal Transport Analyst in the preparation of reports, briefs and materials related to the land transport sector including railway and in the formulation of a Master Plan for the land transport sector; and develop appropriate metrics related to transportation analysis.

Recommendation 2

- 21.11 **We recommend the creation of a grade of Principal Transport Analyst. Appointment thereto, should be made by promotion, on the basis of experience and merit, of Transport Analyst/Senior Transport Analysts reckoning at least five years' service in a substantive capacity in the grade. In the absence of qualified serving Transport Analyst/Senior Transport Analysts, appointment to the grade should be made by selection from among candidates possessing a Master's Degree in Economics or Mathematics or Statistics or Transport Planning or Transport Management or Logistics and Transport from a recognised institution or an equivalent qualification acceptable to the Public Service Commission and reckoning at least six years' experience in transport planning and management.**

- 21.12 Incumbent would be responsible for the effective management of the transport policy unit and, *inter alia*, be called upon to: provide expert advice on policies and strategies relating to the land transport sector and to assist in the formulation of land transport and light rail policies; lead and supervise the work of a multi-disciplinary team of officers including the Transport Analyst/Senior Transport Analysts; work out the feasibility, implementation, planning and monitoring of the land transport system; formulate a Master Plan for the land transport sector; devise and plan efficient and safe systems and methods of transport; apply analytical techniques to solve complex operational issues across the transport sector; and prepare reports, briefs and materials related to the land transport sector including railway.

Traffic Management Road Safety Unit

- 21.13 The Traffic Management and Road Safety Unit (TMRSU) is responsible for ensuring that the road system efficiently meets the economic needs of the country and is safe for all road users. It aims, *inter alia*, at maximising road safety through engineering measures such as traffic calming and speed management as well as through education and training programs.
- 21.14 The technical head of the TMRSU is the Director (Civil Engineering) and he is supported in his duties and responsibilities by officers from several cadres, namely Engineering, Technical Officer, Inspectorate, Technical Design Officer, Traffic Census Officer and staff from the General Services grades.
- 21.15 After analysing representations from all stakeholders, the Bureau considers that the present structure of the TMRSU is fit for effective service delivery.

Engineering Cadre

- 21.16 Among the points discussed during the meeting with union representatives of the Engineering Cadre, emphasis was laid on the restyling of the grade of Lead Engineer to Chief Engineer. Given that this would have wide implications, we refrained from entertaining that proposal and the staff side were accordingly informed.
- 21.17 For the request pertaining to alignment of the initial salary with that of other professional cadres, following a thorough study the salary was reviewed.

Special Professional Retention Allowance

- 21.18 Provision was previously made for officers of the Civil Engineering Cadre to draw the Special Professional Retention Allowance (SPRA) up to 31 December 2016. One of the conditions attached thereto was that beneficiaries should refund same if they retire or leave the service before their retirement date on grounds of age. In this Report, provision is being made for officers retiring or leaving the service before their compulsory retirement age, to cease refunding the SPRA. **A recommendation has been made to that effect in the Introductory Chapter of this Volume, which is applicable in this case as well.**

Technical Officer Cadre

- 21.19 The Technical Officer Cadre basically provides assistance to the professional cadre of the TMRSU for the planning and execution of traffic management, road safety and civil engineering works.
- 21.20 For this Report, Management argued in favour of merging the grades of Technical Officer (TO) and Senior Technical Officer (STO). Actually, the TOs report to the STOs who are hierarchically one level higher and exercise considerable supervision over the formers. Given that the conditions governing the merging of grades were not satisfied, we, therefore, could not accede to this request and the parties were consequently so informed.
- 21.21 In assessing Union's views to create a grade higher than the Principal Technical Officer, Management itself considers that there is no functional justification for that request and it was, thus, not retained. In the circumstances, the Bureau finds that the present set-up is adequate and is being upheld.

Traffic Census Officer Cadre

- 21.22 The Traffic Census Officers and Senior Traffic Census Officers on their side, made requests for: an upgrading of their salary scales owing to additional duties being performed due to an evolution in technology; alignment of their salaries in line with grades where same entry qualifications are required; and creation of a grade of Principal Traffic Census Officer.
- 21.23 Further to the requests made, the Bureau considers that: grades are created based on their functional needs. It is equally worth pointing out that the union members were requested during the consultative meeting to revert to the Bureau for the submission of additional information regarding this particular request, however, same was not forwarded. The Bureau has reassessed the grade of Traffic Census Officer and Senior Traffic Census Officer based on the actual duties being performed by incumbents as per the Job Description Questionnaires duly filled-in by the officers in the context of this review. Whilst reassessing the two grades, we also considered the evolution in their duties triggered by technological changes coupled with the element of working regularly at staggered hours. Consequently, we have reviewed the respective salary scale of the two positions.

Recommendation 3

- 21.24 We recommend that consequential amendments should be brought to the schemes of service of the grades of Traffic Census Officer and Senior Traffic Census Officer to reflect the actual duties being performed by the incumbents.**

LAND TRANSPORT DIVISION

SALARY SCHEDULE

Salary Code	Salary Scale and Grade
02 000 114	Rs 132000 Permanent Secretary
11 047 079	Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Road Safety Programme Officer
24 025 058	Rs 15485 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 Driver
24 019 050	Rs 13975 x 250 - 15225 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23025 Stores Attendant
TRANSPORT POLICY UNIT	
02 080 096	Rs 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 x 2000 - 75800 x 2150 - 77950 Principal Transport Analyst (New Grade)
02 058 092	Rs 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 Transport Analyst/Senior Transport Analyst (New Grade)
TRAFFIC MANAGEMENT AND ROAD SAFETY UNIT	
26 000 107	Rs 110125 Director (Civil Engineering)
26 091 102	Rs 68000 x 1800 - 69800 x 2000 - 75800 x 2150 - 82250 x 3000 - 88250 x 3125 - 94500 Deputy Director (Civil Engineering)

Salary Code	Salary Scale and Grade
26 080 098	Rs 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 x 2000 - 75800 x 2150 - 82250 Lead Engineer
26 065 092	Rs 33175 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 Engineer/Senior Engineer (Civil)
26 071 088	Rs 38400 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 62700 Principal Technical Officer (Civil Engineering)
26 065 083	Rs 33175 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 Senior Technical Officer (Civil Engineering)
26 047 079	Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Technical Officer (Civil Engineering)
22 047 079	Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Technical Officer (Electrical and Electronics)
26 060 079	Rs 29050 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Senior Inspector of Works
26 051 074	Rs 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 41250 Inspector of Works
26 032 069	Rs 17305 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 36550 Assistant Inspector of Works

Salary Code	Salary Scale and Grade
26 060 079	Rs 29050 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Senior Technical Design Officer
26 041 073	Rs 19850 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 40300 Technical Design Officer
26 031 033	Rs 17045 x 260 - 17565 Trainee Technical Design Officer
10 047 079	Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675 Communication Officer (General) Communication Officer (Oriental)
20 041 072	Rs 19850 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 39350 Senior Traffic Census Officer
20 031 070	Rs 17045 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 Traffic Census Officer
25 044 067	Rs 20825 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 34825 Chief Painter
25 026 059	Rs 15745 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 28225 Mason Painter
24 030 063	Rs 16785 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 31525 Leading Hand/ Senior Leading Hand

Salary Code	Salary Scale and Grade
24 025 058	Rs 15485 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 Driver
24 025 054	Rs 15485 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 25000 Plant and Equipment Operator
24 019 050	Rs 13975 x 250 - 15225 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23025 Stores Attendant
25 019 049	Rs 13975 x 250 - 15225 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 22625 Tradesman's Assistant (Painter) Tradesman's Assistant (Mason)
24 001 045	Rs 10250 x 175 - 10775 x 200 - 11775 x 205 - 12595 x 230 - 13975 x 250 - 15225 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21150 General Worker



NATIONAL LAND TRANSPORT AUTHORITY

- 21.25 Established under Section 4 of the National Land Transport Authority Act of 2019, the National Land Transport Authority (NLTA) is a regulatory body for land transport and light rail in Mauritius. Its main functions are, among others, to license and register motor vehicles, trailers and light rail vehicles; license and regulate petrol service stations under the Road Traffic Act; advise the Minister in the formulation, planning and management of policies, services, strategies and schemes in relation to land transport across the Republic of Mauritius; and ensure the implementation of government policies in respect of vehicle registration, licensing, parking control, vehicle examination and road transport services.
- 21.26 The NLTA comprises two distinct divisions, namely the Road Transport Division and Light Rail Division. The Authority has taken over the activities, obligations, assets, funds and liabilities of the previous National Transport Authority.
- 21.27 The Chief National Transport Commissioner is the head of the NLTA and is responsible for the control and management of the day-to-day business of the Authority. He is assisted in his functions by the Road Transport Commissioner and Deputy Road Transport Commissioner and is supported by officers in the Transport Planner, Vehicle Examiner, Licensing/Registration Officer, Road Transport Inspectorate, Light Rail Inspectorate, Traffic Warden Cadres and the General Services grades.
- 21.28 In the context of this review exercise, representations of the Road Transport Inspectorate Cadre were, *inter alia*, geared towards upgrading the salary of the grade of Road Transport Inspector; merging the two enforcement cadres of the NLTA, namely the Road Transport Inspectorate Cadre and the Traffic Warden Cadre; changing the mode of appointment to the grade of Chief Road Transport Inspector; restyling as well as increasing the establishment size of some grades; and improving the conditions of service of the officers in the cadre who are called upon to work for a minimum of three hours after the announcement of a cyclone warning and immediately after it is lifted.
- 21.29 Additionally, the Traffic Warden Cadre proposed for: an alignment of their salary scales with those of the Road Transport Inspectorate Cadre; merging the two enforcement cadres of the NLTA; the payment of a risk allowance; and provision of a mode of compensation for the frequent maintenance and cleaning of their cars.
- 21.30 The Licensing/Registration Officer Cadre made requests to: upgrade their salary scales; amend the scheme of service such that incumbents in the grade of Licensing/Registration Officer be no longer required to perform cashier duties; payment of a monthly allowance for performing additional duties in the financial field; and enhancing some Conditions of Service.
- 21.31 Management, on its side, informed the Bureau that the organisational structure of the National Land Transport Authority had been reviewed through the creation of some grades.

- 21.32 During consultative meetings, the stakeholders were apprised that it would not be feasible to merge the Traffic Warden Cadre with the Road Transport Inspectorate Cadre in as much as the scope of activities and its technicalities are different and the grade of Road Transport Inspector is a promotional entry grade from the Traffic Warden Cadre; salary is determined on the basis of our job evaluation exercise; the change in the mode of appointment of a particular grade rests with Management after consultation with relevant stakeholders; and requests for restyling are entertained whenever the current appellation is not in consonance with the nature and level of duties being performed. Clarifications were also provided to stakeholders for proposals which could not be acceded to.
- 21.33 After carefully examining all the requests made, we are in the ensuing paragraphs making appropriate recommendations for those which have valid justifications.

Transport Planner

- 21.34 Presently, appointment to the grade of Transport Planner is made by selection from among candidates possessing the Chartered Membership of the Chartered Institute of Transport (London) or the Chartered Institute of Logistics and Transport (UK).
- 21.35 It was observed that incumbents in the grade of Assistant Transport Planner (ATP) have relevant experience in the field which is a pre-requisite to perform effectively at higher level. The Bureau considers that appointment to the grade of Transport Planner from ATPs will provide a career path to them. Hence, we are making appropriate recommendation to this effect.

Recommendation 4

- 21.36 We recommend that the scheme of service of the grade of Transport Planner be amended such that, in future, appointment thereto should be made by selection from among officers in the grade of Assistant Transport Planner who possess the Chartered Membership of the Chartered Institute of Transport (London) or the Chartered Institute of Logistics and Transport (UK) and reckon at least five years' post-qualification experience in Transport Planning. In the absence of qualified Assistant Transport Planners, appointment to the grade of Transport Planner should be made by selection from outside candidates possessing the above mentioned qualifications and post-qualification experience.**

Road Transport Inspectorate Cadre

Time off to the Road Transport Inspectorate Cadre

- 21.37 The Bureau has been informed that officers of the Road Transport Inspector Cadre are called upon to work for a minimum of three hours, whenever a cyclone warning Class III is in force in Mauritius to ensure continuity in the provision of public transport services in the country. Their qualm relates to the fact that they are required to work in difficult weather conditions and there is no specific provision or any form of compensation for same. We have carefully examined the issue and are making appropriate recommendation.

Recommendation 5

21.38 We recommend that officers of the Road Transport Inspectorate Cadre who are required to work for a minimum of three hours following the issue of a cyclone warning Class III in the Country to ensure continuity in the provision of public transport services to facilitate conveyance of members of the public to their residence should be granted, on application, equivalent time-off for the number of hours put in.

Hours of Work

Senior Road Transport Inspector (Roster)

Road Transport Inspector (Roster)

21.39 As per their respective scheme of service, officers in the grades of Senior Road Transport Inspector (Roster) and Road Transport Inspector (Roster) are required to work on roster on a six-day week basis, including Saturdays, Sundays and Public Holidays. **This working arrangement is being maintained and the element of roster has been taken into account in arriving at the recommended salary scale of each grade.**

Principal Traffic Warden (Roster)

Senior Traffic Warden (Roster)

Traffic Warden (Roster)

21.40 Officers of the Traffic Warden Cadre are called upon to work on a roster basis according to a plan specifying the starting and finishing times of duty which include Saturdays, Sundays, Public Holidays and which may or may not include night duty. **This element has been taken into consideration in the determination of the salaries of each grade in the cadre.**

Vehicle Examiner Cadre

21.41 Union claimed that the Vehicle Examiners are required to perform additional duties on the basis of which their qualifications requirement should be raised. The Bureau took note that after the privatisation of the Vehicle Examination Centres, there has been a change in the duties being performed by the Vehicle Examiners and Senior Vehicle Examiners which are not in line with those prescribed in their schemes of service. However, after a reassessment of these duties, it has been found that the level of duties and responsibilities has not changed. Hence, an upgrading in the qualifications requirement is not warranted.

21.42 In relation to the merging of the grades of Vehicle Examiner and Senior Vehicle Examiner, a study which was carried out revealed that the Senior Vehicle Examiners do exercise considerable supervision on the work of the Vehicle Examiners. Consequently, we could not accede to the request.

21.43 In the circumstances, the Bureau considers that it is incumbent upon Management to bring necessary amendments to the schemes of service of the grades of Vehicle Examiner and Senior Vehicle Examiner so as to reflect the duties presently being performed.

21.44 Since the present arrangement is adequate for the smooth delivery of service, the Bureau considers that the prevailing structure be maintained.

Light Rail Division

21.45 The NLTA Act provides for a Light Rail Division which shall be responsible for the light rail matters. The Division has been established to oversee the activities of the Light Rail Transit System and to ensure a reliable, safe and rapid light rail public transport.

21.46 The present structure was provided in the initial stage of the Light Rail Project. Due to absence of qualified candidates locally, employment of expatriates on contract basis has been envisaged to the positions of Light Rail Commissioner and Deputy Light Rail Commissioner at the Division. However, as this transport system is gathering momentum, the structure is no more responding to the needs of the service. In view of the national importance of this newly integrated transportation system and considering the future expansion of activities in this Division, the Bureau considers that there is a need for the setting up of a full-fledged structure for the Light Rail Division.

21.47 Following request from Management, salary grading has been provided for the grades of Light Rail Commissioner, Deputy Light Rail Commissioner and Light Rail Inspector (Roster) on an *ad hoc* basis. However, should the need for other grades be felt at a later stage of development, request for same may be considered provided that established procedures are followed.

NATIONAL LAND TRANSPORT AUTHORITY

SALARY SCHEDULE

Salary Code	Salary Scale and Grade
26 000 110	Rs 119500 Chief National Transport Commissioner
ROAD TRANSPORT DIVISION	
26 000 107	Rs 110125 Road Transport Commissioner

Salary Code	Salary Scale and Grade
26 091 102	Rs 68000 x 1800 - 69800 x 2000 - 75800 x 2150 - 82250 x 3000 - 88250 x 3125 - 94500 Deputy Road Transport Commissioner
26 080 096	Rs 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 x 2000 - 75800 x 2150 - 77950 Transport Controller Transport Planner
26 058 088	Rs 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 62700 Assistant Transport Planner
26 054 076	Rs 25000 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 43500 Senior Transport Planning Officer
26 032 069	Rs 17305 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 36550 Transport Planning Officer
01 058 088	Rs 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 62700 Transport Economist
02 061 088	Rs 29875 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 62700 Administrative Manager, National Land Transport Authority <i>formerly Administrative Manager, National Transport Authority</i>
18 072 090	Rs 39350 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 66200 Chief Road Transport Inspector
18 062 083	Rs 30700 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 Principal Road Transport Inspector

Salary Code	Salary Scale and Grade
18 055 080	<p>Rs 25525 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250</p> <p>Senior Road Transport Inspector (Roster)</p>
18 047 077	<p>Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 44800</p> <p>Road Transport Inspector (Roster)</p>
26 077 094	<p>Rs 44800 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 64400 x 1800 - 69800 x 2000 - 73800</p> <p>Chief Vehicle Examiner</p>
26 071 088	<p>Rs 38400 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200 x 1700 - 62700</p> <p>Principal Vehicle Examiner</p>
26 065 083	<p>Rs 33175 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250 x 1650 - 54200</p> <p>Senior Vehicle Examiner</p>
26 047 079	<p>Rs 21850 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 47675</p> <p>Vehicle Examiner</p>
18 049 078	<p>Rs 22625 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100</p> <p>Principal Traffic Warden (Roster)</p>
18 043 073	<p>Rs 20500 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 40300</p> <p>Senior Traffic Warden (Roster)</p>
18 031 068	<p>Rs 17045 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650</p> <p>Traffic Warden (Roster)</p>
18 062 080	<p>Rs 30700 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250</p> <p>Principal Licensing/Registration Officer</p>

Salary Code	Salary Scale and Grade
18 033 074	<p>Rs 17565 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 41250</p> <p>Licensing/Registration Officer/Senior Licensing/Registration Officer</p>
16 028 070	<p>Rs 16265 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 29875 QB 30700 x 825 - 35650 x 900 - 37450</p> <p>Print Finishing/Book Binding Operator (Roster) <i>formerly Machine Minder/Senior Machine Minder (Bindery) (Roster)</i></p>
24 025 058	<p>Rs 15485 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21475 x 375 - 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400</p> <p>Driver</p>
24 001 045	<p>Rs 10250 x 175 - 10775 x 200 - 11775 x 205 - 12595 x 230 - 13975 x 250 - 15225 x 260 - 17825 x 275 - 18925 x 300 - 19525 x 325 - 21150</p> <p>General Worker</p>
LIGHT RAIL DIVISION	
26 000 107	<p>Rs 110125</p> <p>Light Rail Commissioner</p>
26 091 102	<p>Rs 68000 x 1800 - 69800 x 2000 - 75800 x 2150 - 82250 x 3000 - 88250 x 3125 - 94500</p> <p>Deputy Light Rail Commissioner</p>
18 048 080	<p>Rs 22225 x 400 - 23425 x 525 - 26050 x 675 - 27400 x 825 - 35650 x 900 - 37450 x 950 - 42200 x 1300 - 46100 x 1575 - 49250</p> <p>Light Rail Inspector (Roster)</p>

