

Sri Lanka

1. Transport and relevant national level policies

In Sri Lanka, transport policies and initiatives are designed to promote sustainability, enhance mobility, and improve infrastructure while addressing environmental concerns. Key national-level policies and frameworks related to transport include:

1. National Policy on Transport : This overarching policy aims to develop a safe, efficient, and sustainable transport system that supports economic growth and improves the quality of life for all citizens. It focuses on integrating various modes of transport, enhancing infrastructure, and promoting public transport.

2. Sustainable Sri Lanka 2030 Vision :This strategic framework outlines the country's commitment to achieving sustainable development goals (SDGs) by 2030. It encompasses policies aimed at fostering sustainable transport through the promotion of electric vehicles, the enhancement of public transport systems, and infrastructure development for non-motorized transport.

3. National Road Master Plan (2021-2030): This plan outlines strategic interventions for maintaining and expanding Sri Lanka's Road infrastructure. It emphasizes developing road networks that accommodate various transport modes, ensuring safety, and minimizing environmental impacts.

4. Climate Prosperity Plan : This action plan is part of Sri Lanka's commitment to addressing climate change and focuses on creating a resilient transport sector. It promotes electric mobility, renewable energy integration into transport systems, and measures to reduce greenhouse gas emissions from the transport sector.

5. Nationally Determined Contributions (NDCs) and its Implementation plan: As part of the Paris Agreement, Sri Lanka's NDCs highlight the country's commitment to reducing its carbon footprint. The transport sector is a critical component of these commitments, with targets set for enhancing public transport, increasing the share of electric vehicles, and improving energy efficiency.

6. National Physical Planning Policy: This policy supports cohesive urban planning that integrates transport infrastructure with city development. It aims to promote public transport use and develop pedestrian and cycling pathways, fostering a multi-modal transport ecosystem.

7. Carbon Net zero 2050 Roadmap and Strategic Plan

Sri Lanka's Carbon Net Zero 2050 Roadmap and Strategic Plan represents a significant commitment to addressing climate change and moving toward a sustainable, low-carbon future. Through a comprehensive approach that incorporates legislation, sectoral strategies, and public engagement, the roadmap aims to align national priorities with international climate commitments while fostering resilience and sustainability.

8. Sri Lanka's Green Growth Strategy/ Sri Lanka Country planning framework 2021-2025

This represents a comprehensive approach to transitioning the country towards a sustainable, low-carbon economy while promoting economic growth, social equity, and environmental protection. This strategy is aligned with global sustainable development goals, particularly the aims articulated in the Paris Agreement on climate change and the 2030 Agenda for Sustainable Development.

Overall, these policies reflect Sri Lanka's dedication to developing a robust, sustainable transport system that aligns with national development goals and contributes positively to environmental conservation. However, Due to difficult financial situation faced by Sri Lanka, many of the investment plans formulated earlier are now being reevaluated for readjustments to reflect current investment constrains country face today. Accordingly National Road master plan 2021-2030, National physical planning policy & the plan 2027-2050, public investment plan 2021 are being in the process of being revisited and would be updated accordingly. Similarly national transport policy has been revised to facilitate Sustainable mobility in line with Aichi declaration 2030 for passenger and freight transportation and promotion of fuel efficiency and electric mobility to achieve NDCs targets.

While Sri Lanka faces challenges related to traffic congestion, pollution, and infrastructure needs, the country is taking progressive steps towards aligning its transport policies with sustainable development goals, including the Aichi Targets. Ongoing assessments, stakeholder engagement, and commitment to international agreements will be crucial for further enhancing the alignment and effectiveness of these transport-related policies.

For the latest updates and specific details, it would be beneficial to consult official government documents or reports from relevant Sri Lankan Ministries or departments involved in transportation and environmental management.

| Title of Policy Document | Publication Year | Status | Goal 1c | Goal 3 | Goal 5 |
|--|------------------|--------|---------|--------|--------|
| Vehicle Ordinance | 1961 | ✓ | ✓ | | |
| National Action Plan for Haritha Lanka Programme | 2009 | ✓ | ✓ | ✓ | ✓ |
| Clean Air 2025 - Action plan for Air Quality Management | 2016 | ✓ | ✓ | ✓ | ✓ |
| First Nationally Determined Contributions | 2016 | | ✓ | ✓ | ✓ |
| National Adaptation Plan for Climate change Impacts in Sri Lanka | 2016 | ✓ | ✓ | | |
| National Civil Aviation Policy for Sri Lanka | 2016 | ✓ | ✓ | ✓ | |
| National transport Policy of Sri Lanka | 2017 | ✓ | ✓ | ✓ | ✓ |

| Title of Policy Document | Publication Year | Status | Goal 1c | Goal 3 | Goal 5 |
|--|------------------|--------|---------|--------|--------|
| Public Investment Program 2021 | 2017 | ? | ✓ | ✓ | ✓ |
| The National Export Strategy (NES) of Sri Lanka | 2018 | ✓ | ✓ | | ✓ |
| National Physical Planning Policy & The Plan — 2017-2050 | 2019 | ? | ✓ | | |
| Sustainable Sri Lanka 2030 Vision and Strategic Path | 2019 | ? | ✓ | ✓ | ✓ |
| National Road Master Plan 2021-30 | 2021 | ? | ✓ | ✓ | ✓ |
| Updated Nationally Determined Contributions and its implementation plan | 2021 | | ✓ | ✓ | ✓ |
| Climate Prosperity Plan | 2022 | ✓ | ✓ | | ✓ |
| Sri Lanka National Hydrogen Roadmap | 2023 | ✓ | ✓ | | |
| Carbon Net zero 2050 Roadmap and Strategic Plan | 2023 | | ✓ | ✓ | |
| Sri Lanka's Green Growth Strategy/Sri Lanka Country planning framework 2021-2025 | | | | ✓ | |

Note: "?" Uncertain.

2. Policy Targets

| Target (Text) | Target Year | Title of Policy Document | Status | Goal 1c | Goal 3 | Goal 5 |
|---|-------------|--|--------|---------|--------|--------|
| An allocation of 5 per cent of all transport sector capital investment should be allocated for transport safety improvements from 2020 | >2020 | Sustainable Sri Lanka 2030 Vision and Strategic Path | ? | | ✓ | |
| By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city. | 2025 | Sustainable Sri Lanka 2030 Vision and Strategic Path | ? | ✓ | | ✓ |
| By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including | 2025 | Sustainable Sri Lanka 2030 Vision and Strategic Path | ? | ✓ | | ✓ |

| Target (Text) | Target Year | Title of Policy Document | Status | Goal 1c | Goal 3 | Goal 5 |
|---|-------------|--|--------|---------|--------|--------|
| a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city. | | | | | | |
| By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city. | 2025 | Sustainable Sri Lanka 2030 Vision and Strategic Path | ? | ✓ | | ✓ |
| Economy-wide: 75% of new jobs supported by reskilling and training for industries of the future | 2030 | Climate Prosperity Plan | ? | ✓ | | |
| Share of non-motorized transportation increases to 20% of all road trips. | 2030 | Climate Prosperity Plan | ? | ✓ | | ✓ |
| Share of non-motorized transportation increases to 30% of all road trips. | 2035 | Climate Prosperity Plan | ? | ✓ | | ✓ |
| 50% of new road vehicles are electric or hybrid 50% of public transportation, including suburban railway, is electrified including through retrofitting. | 2030 | Climate Prosperity Plan | ? | ✓ | | |
| 90-100% of new road vehicles are electric or hybrid 100% of public transportation, including suburban railway, is electrified including through retrofitting. | 2035 | Climate Prosperity Plan | ? | ✓ | | |
| 50% of public transportation, including suburban railway, is electrified including through retrofitting. | 2030 | Climate Prosperity Plan | ? | ✓ | | |
| 100% of public transportation, including suburban railway, is electrified including through retrofitting. | 2035 | Climate Prosperity Plan | ? | ✓ | | |
| this electrified railway is proposed to be extended up to Kurunegala before 2030 | 2030 | National Physical Planning Policy & The Plan — 2017-2050 | ? | ✓ | | |
| Sri Lanka renewable energy production exceeds 100% of domestic power needs by 2040 | 2040 | Climate Prosperity Plan | ? | ✓ | | |
| achieving at least 50 per cent use of renewable energy for transport by 2030 | 2030 | Sustainable Sri Lanka 2030 Vision and Strategic Path | ? | ✓ | | |

| Target (Text) | Target Year | Title of Policy Document | Status | Goal 1c | Goal 3 | Goal 5 |
|--|-------------|---|--------|---------|--------|--------|
| To achieve 70% renewable energy in electricity generation by 2030 | 2030 | Updated Nationally Determined Contributions | ✓ | ✓ | | |
| 5km of bike lanes integrated into relevant roads in 10 key urban locations | 2025 | Climate Prosperity Plan | x | ✓ | | ✓ |
| 50% of relevant roads include bike lane | 2030 | Climate Prosperity Plan | ? | ✓ | | ✓ |
| 90-100% of relevant roads include bike lane. | 2035 | Climate Prosperity Plan | ? | ✓ | | ✓ |
| NDCs for Mitigation intends to reduce the GHG emissions against BAU scenario by 20% in the energy sector (4% unconditionally and 16% conditionally) and by 10% in other sectors (transport, industry, forests and waste) by 3% unconditionally and 7% conditionally by 2030. | 2030 | First Nationally Determined Contributions | ? | ✓ | | |
| reduce greenhouse emissions by 14.5% for the period of 2021-2030 from Power BAU scenario (electricity generation), Transport, Industry, Waste, Forestry, and Agriculture | 2030 | Updated Nationally Determined Contributions | ? | ✓ | | |
| Clean technologies are leveraged to digitize or provide new digital support to 90-100% of the economy across all sectors. | 2035 | Climate Prosperity Plan | ? | ✓ | | |
| Economy-wide: 75% of new jobs supported by reskilling and training for industries of the future Clean technologies are leveraged to digitize or provide new digital support to 75% of the economy across all sectors | 2030 | Climate Prosperity Plan | ? | ✓ | | |
| Reduce unproductive vehicles by 25% in 2025 unconditionally. This could be increased by 50% with conditions. | 2025 | First Nationally Determined Contributions | X | ✓ | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

Note "X" will not be achieved.

3. Programs and Projects

| Project/ Program name | Approval Year | Status | Goal 1c | Goal 3 | Goal 5 |
|---|---------------|--------|---------|--------|--------|
| Second Integrated Road Investment Program-Tranche 4 | 2023 | ? | | ✓ | |
| Second Integrated Road Investment Program-Tranche 3 | 2021 | ? | | ✓ | |
| Kandy Multimodal Transport Terminal Development Project | 2020 | ✓ | ✓ | ✓ | |
| | | | | | |
| | | | | | |
| | | | | | |