

COUNTRY PRESENTATION

SRI LANKA



**Ministry of Transport &
Ministry of Environment Sri Lanka**

Fifth Regional EST Forum

23-25 August 2010, Bangkok, Thailand



**His Excellency the President of
Peoples Republic of Sri Lanka**

Mahinda Rajapaksa





Minister of Transport

Hon. Kumara Welgama



Minister of Environment

Hon. Anura Priyadarshana Yapa

Distinguish guests, Ladies & Gentlemen's....



I am happy to make this presentation as the deputy minister of transport of Sri Lanka at this 5th regional EST forum in Bangkok Thailand 2010



By Deputy Minister of Transport

Hon Rohana Dissanayake

Agenda

- ✓ Country in Brief
- ✓ Overview of Transport & Logistics in Sri Lanka
- ✓ Challenges in Transport
- ✓ EST initiatives
- ✓ Progress in EST
- ✓ Future Plans
- ✓ Suggestions for Discussion



My presentation is lined up as given this slide. I will start with an overview of the country and then move on to share focused aspects related to transportation. Some vital statistics will be shared which will provide the delegates a chance to compare with yours.

Then my speech moves on to touch on the Environmentally Sustainable Transport Initiatives adopted by Sri Lanka. This will not be limited to transportation but will address other relevant areas too. This will be followed by the progress made in each of these initiatives.

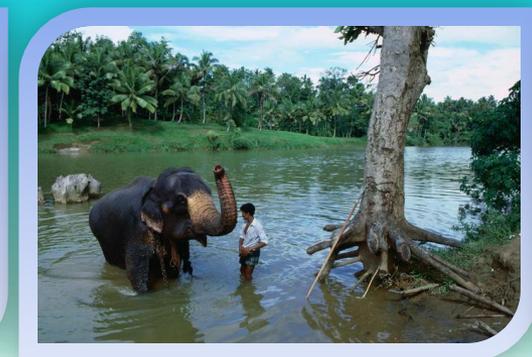
Next is on Future plans related to EST

I will wind up my presentation with few suggestions for deliberation and if suitable to adopt in the region. I hope these suggestions will create some interest for further evaluation and action.

Country in Brief



- Sri Lanka is an island, at the southern tip of India between 6° and 10° north and 80° and 82° east.
- The country is separated from India by the Palk Straits, 32km wide at its narrowest.
- Measures 432 km north to south & 224 km east to west, covering a total area of 65,610 sq.km.
- Total Population – 20Mn (Approx)
- Liberated the country in 2009 from a 30 year long war with a group of terrorists.



Length and breath of the land suggests that Sri Lanka is a small island. However, considering the population of 20million it cannot be considered as a small country anymore.

The country was liberated from the clutches of a ruthless group of terrorists last year. This is the most significant achievement as far as the country is concerned and I think we have set an example for the entire world by defeating a group of terrorists who continuously evaded the approach for a negotiated settlement.

As I speak, there is a massive reconstruction programme is underway to reconstruct the war affected areas concentrated in the Northern and Eastern provinces.

We were able to resettle about 250,000 people in record short period of time.

As mentioned earlier, subsequent elections held in the country gave a resounding victory to the government led by president HE Mahinda Rajapaksa.

So the formula is right for the country to take off the development programme. We have a detail action plan named “Mahinda Chintana” Idiri Dekma to take the country forward.



Overview of the Transport & Logistics Sector

- Value of Turnover- 15% of GDP – Rs 500 Bn (USD 4.4Bn)
- Proportion of Jobs – 1.5 million (85% informal)
- People Moved– 10 Mn trips daily (99% on land)
- Total Road Network 116,862Km
- Vehicles : Bicycles - 3 million
 - Motorized Vehicles 2.5 million
 - Buses 25,000
- Deaths : 1 in 50 deaths due to road accidents
- Pollution: estimated 5,000 pre mature deaths per annum
- Cost of Accidents : estimated Rs 30 billion per annum (USD 260Mn)
- Cost of Congestion: estimated Rs 35 billion per annum (USD 304Mn)
- Cost of Lost Time in Public Transport: estimated Rs 20 billion per annum (USD 174Mn)

Road Transportation

- Road Sector is the backbone of the transport sector in the country since it plays a significant role in all the development activities.

Total road network	116,862 km
National roads	11,671 km
Provincial road	16,532 km
Rural road	64,659 km
Other	24,000 km

- Road transport accounts for 94% of the total of the passenger transportation and 98% of the movement of goods.
- Total contribution of road sector to the GPD 1.99% in 2007.
- Authority to carry out road responsibilities has been developed by the GOSL from national level to provincial and local levels.
- Key challenges of the road network at every level is poor quality resulted mainly due to inadequate maintenance.

Transport Modal Shares Sri Lanka (2007)



Mode	Vehicle km Operated		Passenger km Carried		Ton km Carried	
	km (mn.)	%	Passenger Km(mn.)	%	Ton km(mn.)	%
Bus	1,326	6.9	46,396	61.0		
Railways	8	0.0	4,767	6.3	134.8	2.0
Private Vehicles	11,972	62.6	18,536	24.4		
Para-Transit	2,123	11.1	4,492	5.9		
Goods/Land Vehicles	3,678	19.2	1,839	2.4	6,436	97.5
Water Transport	3	0.0	0.0		32	0.5
Total	19,109	100.0	76,031	100.0	6,603	100.0

Public transport is the main source of transport for average Sri Lankans. Though it operates only 7% of total Kilo meters traveled, it accounts for more than 60% of passenger Kilo meters. From the EST point of view this is a good situation to be.

However, the challenge is the fast eroding share of public transport. Since the quality of public transport is deteriorating, people shift towards private transport modes. We have taken several measures to arrest this situation and my future slides will address that.

Challenges in Transport



- **Urbanization –Colombo and Main Cities are getting congested**
- **Public Transport is not improving in line with the demands.**
- **Deep Rooted Beliefs of people Eg. Owning a vehicle is a dream for every average Sri Lankan.**
- **Lack of proper standards in vehicle maintenance.**
- **Promoting disciplined use of roads**
- **Complex Administrative Structure – Transport is a Decentralized Function according to 13th Constitutional Amendment.**



Like most other countries in Asia, Sri Lanka is also grappling with these common challenges that hinder the advancements in EST efforts.

Urbanization around Colombo and key cities is the biggest problem. Most of the economic activities are taking place in and around Colombo and hence traffic jams, illegal constructions along roads is a common site.

Public transport has not improved in line with the increasing demand patterns. This has been the case for many years and turning it around in short time is very challenging.

As the individuals economic situation strengthens, they aspire to own a vehicle on their own. Those who own 2-wheel want to own 4-wheels. Small car to big cars. This is the case I believe in other countries. Whilst peoples aspirations are that I would like to know how other countries manage this in a pragmatic manner.

EST (Environmentally Sustainable Transport) Initiatives -Operational



- VET –Compulsory for all vehicles from 3rd year license renewal onwards
- Gradual elimination of two-stroke engines.
- School Bus Service (Sisu Seriya)
- Park & Ride (CityLiner)
- Car Pooling (www.ntc.gov.lk/carpool)
- Expanding Rail Network
 - Matara to Kataramaga, Coast Line Upgrade etc..
 - Reconstruction of Northern and Eastern Rail Roads destroyed by the war
 - Improvements to signaling, level crossings etc



EST (Environmentally Sustainable Transport)

Initiatives – Policy Level

- National Environmental Action Plan 2008-2012
- Covers two strategies related to Environmentally Sustainable Transport
 - Strategy 1: Reduce emissions from vehicles through improved quality vehicles and improved public transport
 - Strategy 2: Ensure proper management for road system to minimize air pollution.
- National Transport Policy (Draft)



Ladies and gentlemen, my country has taken many measures to combat the environment pollution as a result of transport. Let me brief you on some of these measures.

As a strategy of improving the quality of ambient air in Sri Lanka, Vehicle Emission Testing program was officially commenced on 17th of November, 2008 as a Pilot Project in western province which is now expanded to the rest of the country.

This certificate is made compulsory by tying it up with the annual renewal of the revenue license.

Central Environmental Authority issued Environmental clearance certificates for 200 Vehicle emission testing centers island wide after joint inspections with a representative from Department of Motor Traffic.

Since 2009 Sri Lanka has banned importing 2-stroke engines. There are about 400,000 3wheelers used as taxis in the country. However, due to high emission levels we are allowing only 4stroke engines now. From 2011 onwards even the import of spare parts of 2stroke engines will be stopped.

Govt Policy is Free Education for All. Complemented by free uniforms and text books 10% fare for school children on School Buses. We carry 60,000 students daily using 800 buses. This means at least 6000 trips avoided in private vehicles.

Park and Ride concept is also being piloted for about one year now. Slowly and steadily, its usage is improving.

We have been able to avoid 60 to 70 private vehicles from the Galle Road, a road which is highly congested. This needs to be continued and promoted to make this project a financially sustainable.

We just launched Car Pooling concept with the participation of top ten companies in Sri Lanka. Its gaining ground at the moment and I will be able to report the progress at the next forum in 2011.

Railway is the hardest hit as far as the transport is concerned due to the war. More than 200Km of railway track and stations have been used for the war against government forces. Steel wood and metal of the rail track has been completely removed to build bunkers. Stations have been bombarded and number of bridges destroyed.



EST (Environmentally Sustainable Transport) Initiatives -Operational

- Flyover Bridges in key towns around Colombo city
- Exploiting waterways around Colombo City for Boat Transport
- Improve Cargo Transportation through Train
- Noise Level Measuring of Public Transport Buses
- Promoting Non-motorised modes among school children in the Eastern province.
- “Vehicle free day” at Matale, Central Province



To minimise the road congestion in key cities government has built several flyover bridges in cities around Colombo city. Sri Lanka created history in building a pre-fabricated overhead bridge couple of years back. These bridges have reduced the congestion around main cities

Up until early this year there had been no water transport as a regular mode of travel. With the support of Navy the canals are being utilised to ease the congestion in the city and also to reduce the travel time in many cases. This also demonstrates how the govt utilises its military for the development of the country in a post war era.

Other Policies/Initiatives



Contributing Towards EST

- Govt. Information Centre (1919)
- Rigorous promotion of use of ICT and process re-engineering both in Govt. and private organizations.
 - Seat Booking
- Very High Import Duties on Private Vehicles & Low duty on Public Transport Vehicles
- Research on Nano Technology (SLINTEC)
- Flexi hours of work.



Whilst there are many such measures directly aimed at EST there are other actions and policies that help the country in EST

HE Mahinda Rajapaksha's govt has taken ICT very seriously and we are very proud of the progress made in this sphere of development. Sri Lanka named 2009 as the "Year of ICT and English" to highlight the national importance of this. We use ICT as a productivity improvement tool in govt institutions.

With the Govt Information Centre which could be reached via a short code dialing from anywhere in the country (1919) you can get any information related to govt services. This service is available in all three languages considering the ethnic diversity of the country.

Sri Lanka has imposed very high duties for private vehicles. For example for diesel cars the duty is high as 300% until June this year. We had to reduce this to support the economic growth of the country but still the taxes remain very high.

In terms of Nano technology research Sri Lanka is well ahead of many comparable countries. Govt. with the support from the private sector has setup an institution called SLINTEC to promote the advancements using Nano technology. Through Nano technology, We believe that we will be able to make a breakthrough in making vehicles more fuel efficient.



Future Plans

- BRT (Bus Rapid Transit)
- Electric Trains
- Fuel Efficient Engines/ Re-fleeting
- Electronic Road Pricing (Under Study)
- New Technology Introduction
- Research on Alternate Fuel
- Container Transport via Rail
- Upgrade bus terminals



BRT is being planned in 3 routes around Colombo. Pre-feasibility study has been completed and Ministry of Transport with the support from NTC is planning to take it to the next phase and a feasibility study of the project is due.

Electricity generation in the country is mostly through hydro power which does not pollute the environment at all. Sri Lanka is planning to upgrade the train engines to electric powered in the near future. Currently entire fleet of trains are diesel powered.

Private bus industry is largely owned by individuals. They always try to settle for a older bus and keep repairing it. These old buses are not fuel efficient. Encouraging them to use modern engines which are efficient on fuel needs some type of encouragement. Hence govt is giving a subsidy for bus owners who replace their buses which are 15 years old.

In order to control road usage, we have seen some countries using electronic road pricing effectively. Sri Lanka is also exploring the possibilities of adopting this method. However, before implementing, many aspects should be considered looking at all the stakeholders.

In order to improve the quality of public transport, we have started to deploy new technology. For example railway seat booking via phone, GPS based location tracking, Issue of electronic ticketing, Integrated ticketing are now in the pipeline to be implemented.

Hydrocarbon fuel is the number one cause for environment pollution. We are exploring alternate fuels such as Bio Diesel, Hydrogen.

BUS PASSENGER TERMINAL

@ BASTIAN MAWATHA

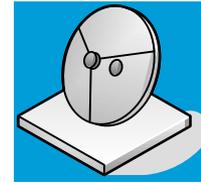


A Future Bus..(New Technology Perspective)

•Facilitate communication between many devices and Operations Centre



GPRS

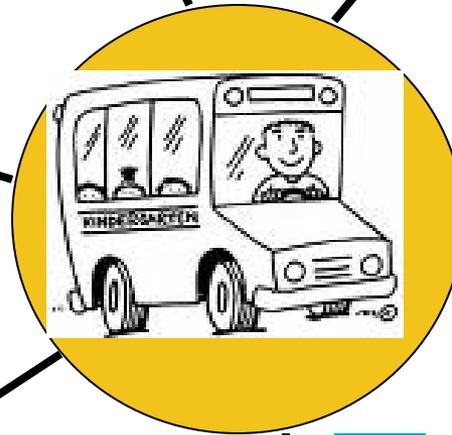


GPS

- Location/map Info
- Time Table Compliance
- Route Compliance
- Real-time Schedules
- Automatic Log Sheets

- Issue tickets
- Receive fare revisions automatically
- Send ticket sales data to owner/bank/NTC

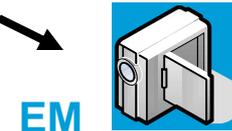
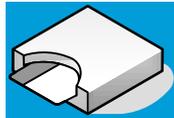
Ticket Machine



CCTV

- Investigate public complains immediately
- Random Monitoring of buses
- Remote Quality Checking of Buses
- Trace passenger/crew misbehaviors

Smart Card Reader



EM Controller/s

- Measure Speed, Fuel, AC etc and other mechanical conditions
- Door controls
- Immobilize buses that do not comply warnings.

- Pay for tickets using pre-paid cards
- Reload cards
- Recognize Drivers/Conductors to run the bus



Video/Audio Systems

- In-bus entertainment
- Announcements
- Advertising

This slide is in support of our technology introduction in public transport. These technologies will help improve the quality and implementation will obviously be in phases. As a result of this quality improvement, our aim is to make public transport a mode of choice which is deteriorating at the moment. Fuel economy can also be improved with the use of such technologies by tracing the journey and speed of travel.



Suggestions to Enhance EST

- **Practical Approaches to Promote “Clean Fuel” Vehicles for developing countries such as Sri Lanka**



- **Optimize Vehicle Maintenance**
 - Enhance technical education/skills of technicians
 - Registration and minimum standards for garages

Motor giants have made steady progress in introducing vehicles that does not use hydrocarbons. However, the cost of these vehicles are much higher than their counterparts using hydrocarbon fuel.

So there should be some concentrated effort to popularise these vehicles even in developing countries.

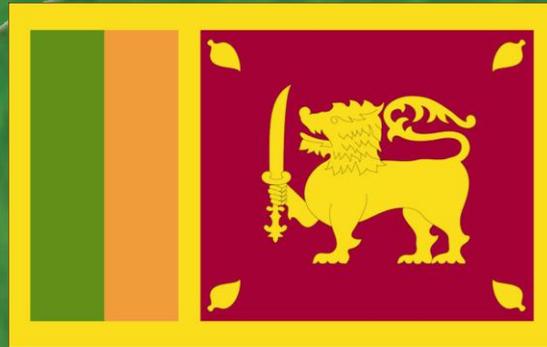
Vehicle maintenance practices in developing countries is not formalised. As the engines get older, their hazardous emission levels also increase and only way to arrest this situation is to maintain the vehicles in good condition.

However, the way-side garages that operate with minimum level of facilities and skills do not match with the need. Hence I propose that proper standards and minimum level of facilities and skills be defined so that the vehicle owners get a better quality job done. However, this should not be an excessive burden to the vehicle owner.

Sri Lanka is fully committed to EST.

As a country our competitive proposition lies with the beauty of the nature and we need to preserve that for generations ahead.

Therefore, as country we will wholeheartedly support initiatives related to EST to keep the beauty of our country and the whole world.



Thank You
“Ayubowan”

