



SUSTAINABLE TRANSPORT POLICIES IN SRI LANKA

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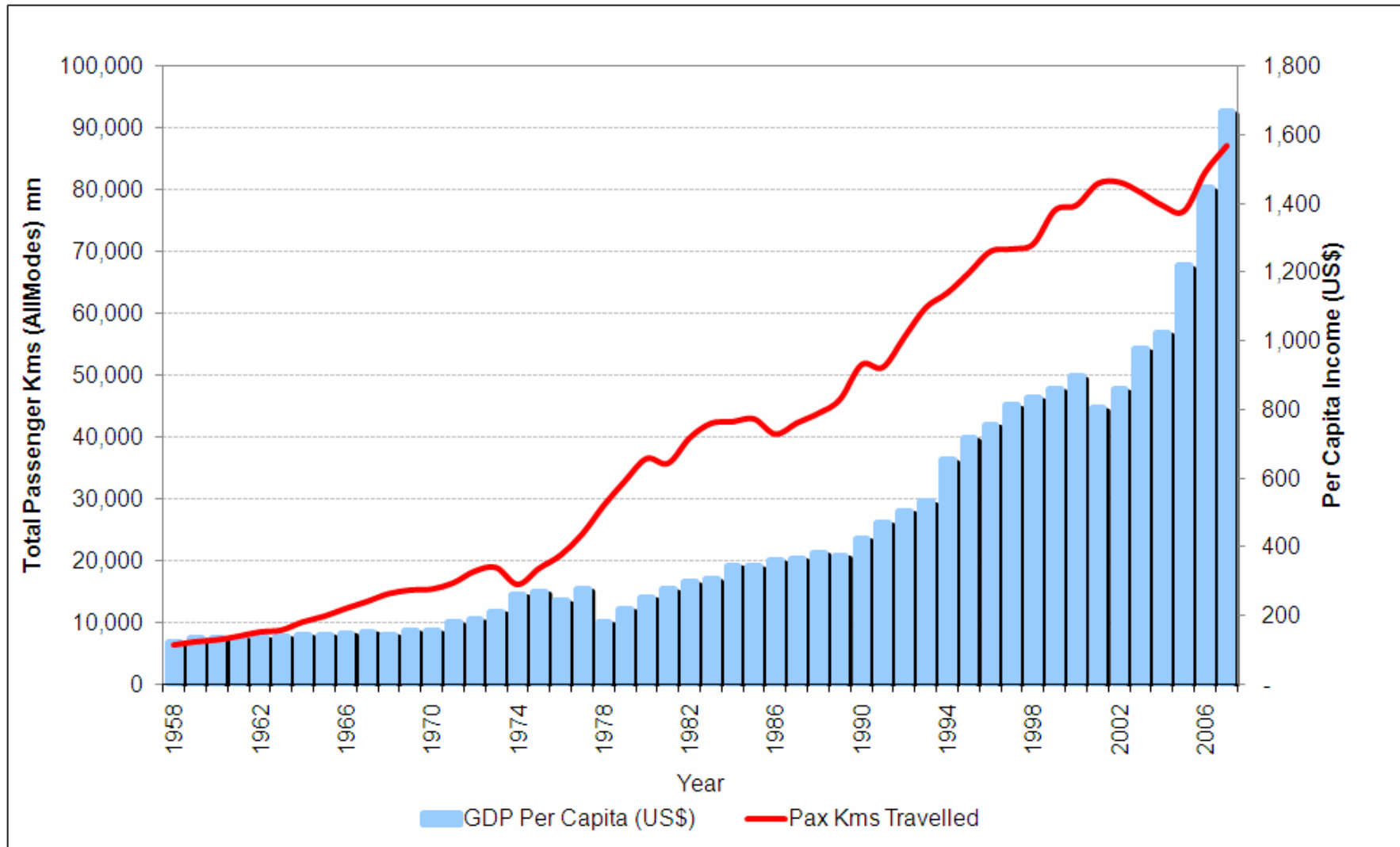
**WORKSHOP ON AIR QUALITY AND
ENVIRONMENTALLY SUSTAINABLE TRANSPORT**

**28TH APRIL 2011
COLOMBO**

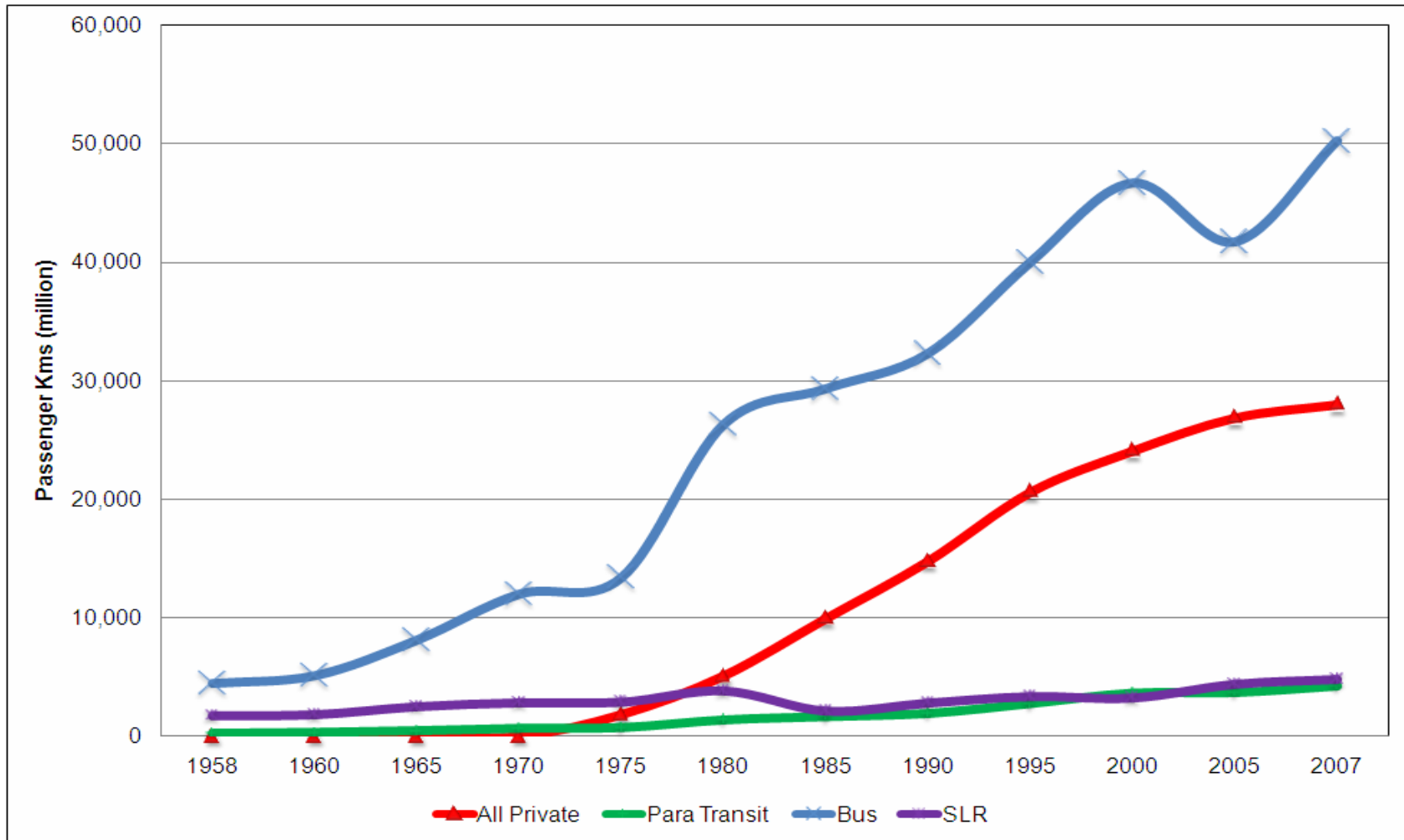
SECTOR

- **Value of Turnover- 15% of GDP – Rs 900 bn**
 - **Proportion of Jobs – 1.5 million (85% informal)**
 - **People Moved– 10 m trips daily (99% on land) – 80 bn pkm/yr**
 - **Vehicles : Bicycles - 3 million**
 - **Motorized Vehicles 3.2 million operational**
 - **Accident Deaths : 2,000 to 2,300 per annum (1 in 50 deaths)**
 - **Pollution: estimated 5,000 pre mature deaths**
 - **Cost of Accidents : Rs 30 billion/py**
 - **Cost of Congestion: Rs 35 billion/py**
 - **Cost of Lost Time in Public Transport: Rs 20 billion/py**
 - **Cost of Losses in Supply Chain: Rs 100 billion (??)**
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PASSENGER DEMAND AND PER CAPITA INCOME (1958-2007)

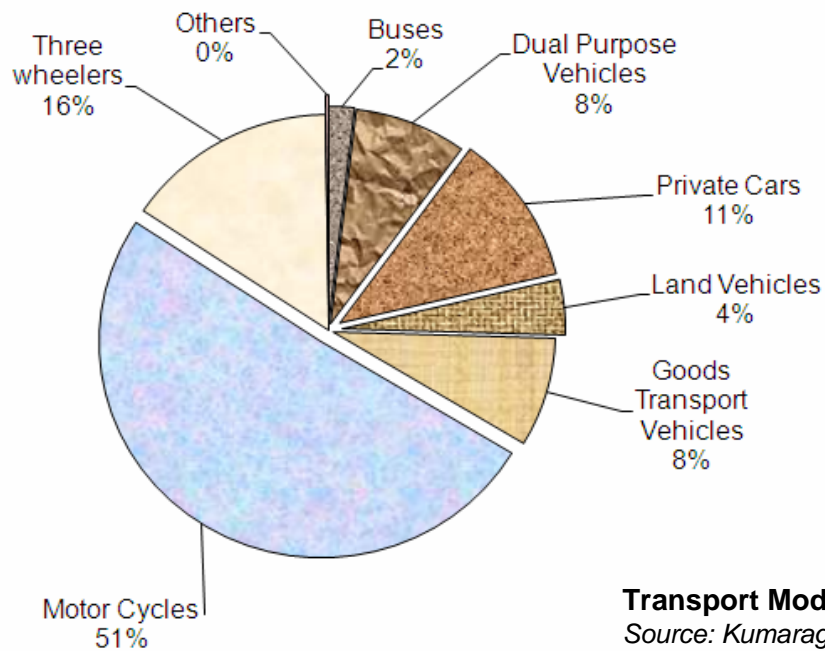


HOW THEY TRAVEL (1958-2007)



MODAL SHARES

	Vehicle km (mn.)	%	Passenger km (mn.)	%	Ton km (mn.)	%
Buses	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		
Trucks/Land Vehicles	3,678	19.2	1,839	2.4	6,436	97.5
Inland Water Transport	3	0.0		0.0	32	0.5
Total	19,109	100.0	76,031	100.0	6,603	100.0

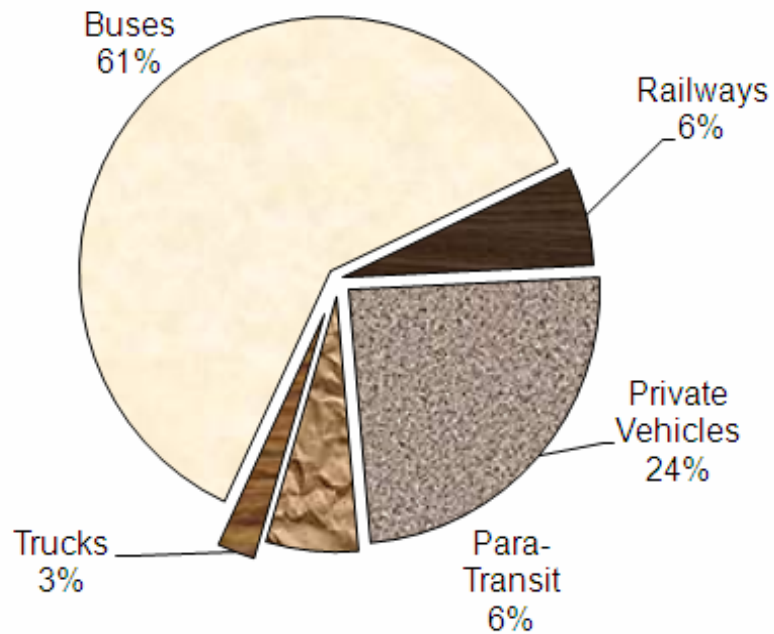


Transport Modal Shares (2007)

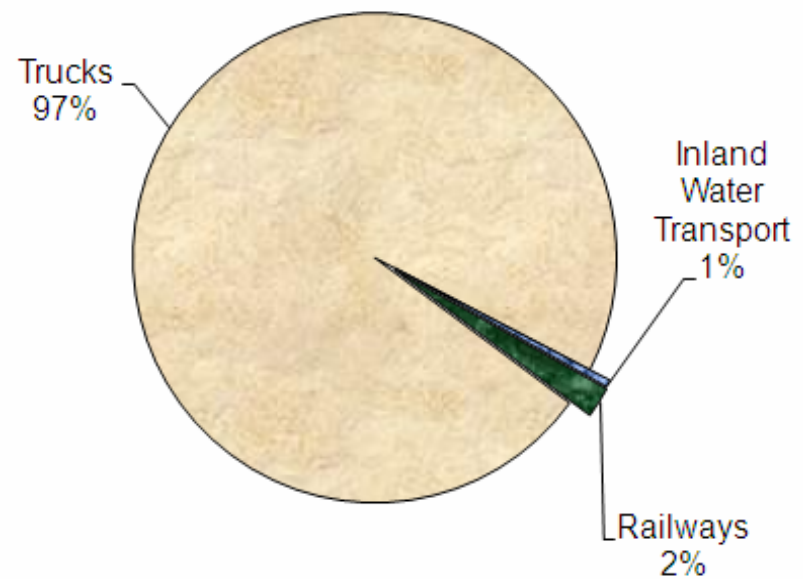
Source: Kumarage, A.S., National Atlas, Department of Surveys, Sri Lanka, 2008

Passenger and Freight Supply Market Shares (2007)

Passenger Modal Share



Freight Modal Share



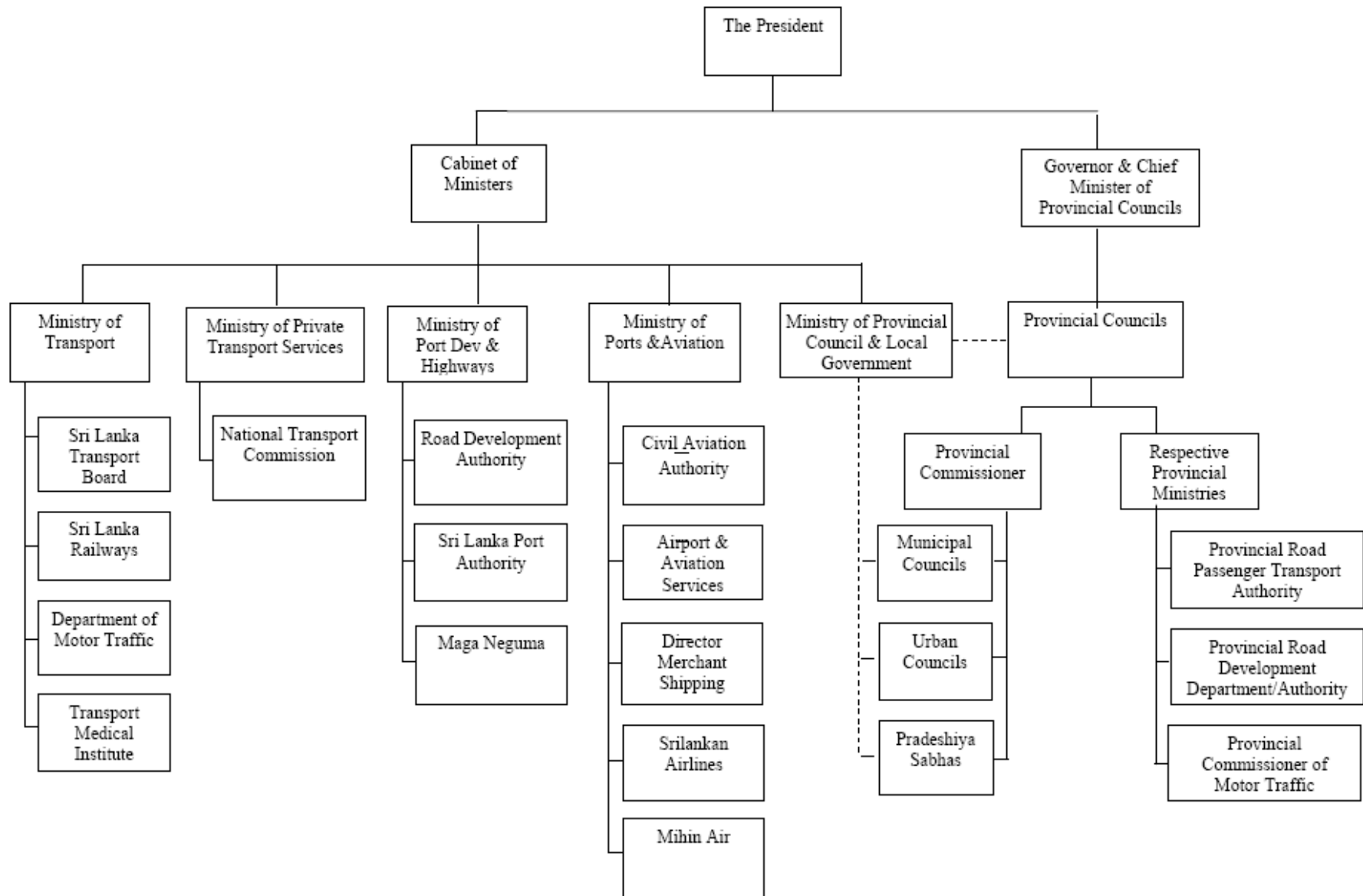
CONDITION OF ROAD SPEEDS

- Colombo and suburbs
 - 10 to 20 km/hr
- National Highways (Western Province)
 - 15 to 30 km/hr
- National Highways (Wet Zone & Upcountry)
 - 20 to 40 km/hr
- National Highways (Dry Zone)
 - 30 to 50 km/hr
- Provincial Roads
 - 15 to 45 km/hr
- Urban Roads
 - -10 to 30 km/hr

- Wet Zone refers to the more populous areas that include the Western, Southern, Sabaragamuwa Provinces as well as parts of North Western Province, while upcountry refers to Central Province and parts of Uva province.

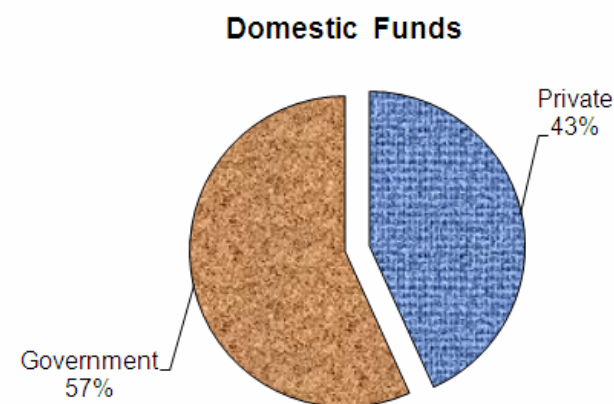
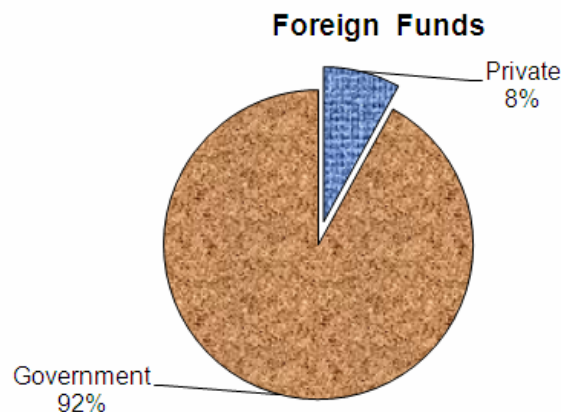
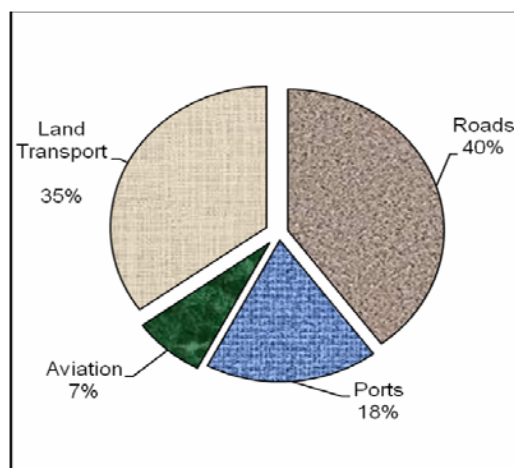


TRANSPORT ADMINISTRATIVE STRUCTURES



Transport Sector Investments: PIP 2011-2016

	2010	2011	2012	2013	2014	2015	TOTAL(2010-2015)		
							Government	Private	Total
Roads	108,200	118,800	122,100	129,100	133,300	137,000	736,300	12,200	748,500
% GDP	1.8%	1.7%	1.6%	1.5%	1.4%	1.3%			
Ports	32,400	38,200	53,000	64,500	70,500	77,000	190,100	145,500	335,600
% GDP	0.5%	0.6%	0.7%	0.7%	0.7%	0.7%			
Aviation	8,670	12,500	17,500	24,500	33,500	43,500	97,600	42,570	140,170
% GDP	0.1%	0.2%	0.2%	0.3%	0.3%	0.4%			
Land Transport	60,215	75,000	98,500	143,000	142,500	137,000	407,015	249,200	656,215
% GDP	1.0%	1.1%	1.3%	1.7%	1.5%	1.3%			
Total							Government	Private	
Foreign	117,321	143,300	164,600	201,000	202,000	203,000	948,721	82,500	1,031,221
Domestic	92,164	101,200	126,500	160,100	177,800	191,500	482,294	366,970	849,264
Total	209,485	244,500	291,100	361,100	379,800	394,500	1,431,015	449,470	1,880,485
GDP	6,081,559	6,853,651	7,710,357	8,660,272	9,712,828	10,878,368	49,897,035	49,897,035	
	3.4%	3.6%	3.8%	4.2%	3.9%	3.6%	2.9%	0.9%	




NATIONAL TRANSPORT POLICY

3.5.13 Environmental Principles

- The Government will pay particular attention to the alarming deterioration of the quality of our environment caused by transport activity. It will take steps to minimize the damage to the environment especially with respect to air quality, noise and impacts to the flora and fauna. It will therefore systematically upgrade to transport technologies that are less polluting and also work towards reducing excessive travel particularly through environmentally sensitive areas.
- The Government will also take all steps to encourage the patronage of modes which are environmentally less polluting. It will also take steps to gradually reduce the impact of such pollutants on passengers of public and para-transport, other road users and those in the vicinity of transport corridors.



3.5.14 Energy

- It is the priority of the Government to take steps to reduce the dependency on petroleum fuels for its mobility requirements. This would be in the form of actively promoting the use of less energy consuming modes of transport- with an emphasis on increasing the share of users on public transport, reduction of unnecessary travel, improved vehicle technology and better management of transport systems including that of the road network and public transport network.
 - The government will encourage through fiscal and non-fiscal measures, the conversion and adoption of vehicles from fossil fuels to alternative fuels that are less polluting.
 - The Government will re-structure the present tariffs regime in order to discourage the importation and use of energy inefficient vehicles.
 - The Government will also take measures to encourage the use of non-motorized modes of transport where appropriate.
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3.5.15 Use of Technology & Research for modernization

- The Government will encourage innovation and modernization of the transport sector, using modern technology to ensure greater passenger convenience, improved management and sustainable transport systems. This would include improvements to standards of vehicles, passenger terminals, safety and security systems, control systems that improve reliability etc.
- Special and urgent attention would be given to the development of ICT based solutions. Towards this end there would be an effort to support the research, development and adaptation of such technologies to the needs of the transport sector in Sri Lanka.



NATIONAL TRANSPORT POLICY

4.7 *Transport and the Environment*

- Transport has a number of well known negative impacts on the environment. This mostly takes the form of air pollution, noise pollution, visual pollution, impacts on eco system, impacts on human settlements and agriculture etc.
- Testing of emissions annually.
- Implement the Vehicle Emission Testing Program or Green Test requiring compulsory testing of all vehicles.
- Revise vehicle tax structures to encourage vehicle imports that are *less polluting*.
- Move away from 2 stroke technology for motor vehicles.
- All vehicles should comply with noise standards stipulated under the CEA Act and enforced under the provisions of the Motor Traffic Act.
- Adaptation of EURO II standard for both vehicles and fuels from 2010



POLICY INTERVENTIONS FOR SUSTAINABILITY

- Correct Multi Modal Mix
 - Rail > Road
 - Public > Private
 - Non-motorised > Motorized
- Integrating Land Use and Transport
 - Minimize need to travel
 - Traffic Restraints in Urban Areas
- Address SME Sector Management Issues
 - Buses
 - Trucks
 - Vans
 - Three wheelers



POLICY INTERVENTIONS

- Infrastructure
 - Safe Roads
 - Clean Roads
 - Cost effective roads
- Vehicles
 - Type
 - Legislation
 - Standards
- Fuel
 - Standards



Thank You

