

# Workshop on Air Quality and Environmentally Sustainable Transport

Date : 28<sup>th</sup> April 2011

Time : 8.30a.m. to 5.00p.m

**“Issues & challenges of operating public transport in Sri Lanka “**

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# ISSUE 1

## FRAGMENTED STRUCTURE OF DECISION MAKING

- Various transport agencies ( MOT, Provincial Ministries, Provincial Passenger Transport Authorities NTC, SLR, SLTB, DMT etc )
- Tendency to tackle problems in isolation
- Insufficient consideration for an integrated multimodal approach in planning

- Inadequately coordinated efforts to address issues in
  - Rail – to – port and Road – to – port linkages,
  - Feeder Bus – to – Rail services,
  - Single ticketing system for road and rail transport,
  - Road / rail freight services
  - Impeded rational allocation for resources and formulating consistent transport policies

# **CHALLENGE 1**

**AN INSTITUTIONAL MECHANISM TO  
ENSURE EFFICIENT TRANSPORT  
PLANNING AND COORDINATION IN  
PRESENT  
SOCIO- POLITICAL ENVIRONMENT**

## **ISSUE 2**

# **GOVERNMENT ROLE IN PUBLIC TRANSPORT**

## Table 1 : MODAL SHARE

Private Buses	42.3%
SLTB	18.7%
SLR	6.3 %
Para transit	5.9%
Goods and land vehicles	2.4%
Private vehicles	24.4%

( Source : National Transport Commission )

## Table 2 : Sri Lanka Railways – Operating Performance

	2008	2009	2010
Operating Kms(M)	8.9	8.8	9.7
Passenger Kms ( mn)	4.7	4.6	4.3
Operating loss (Rs mn)	4393	4768	3173

Source : Central Bank Reports

❖ Rs 1300 mn fuel bills unsettled



## Table 3 : Sri Lanka Transport Board

	2008	2009	2010
Operating Km (mn)	313	333	341
Passenger Km (mn)	15080	15131	16274
Operating loss (Rs mn)	6261	8026	8416

( Source : Central Bank Reports )

Has the public sector been successful as a public transport operator ?

# Government main responsibilities in transport

- Planning
- Policy and strategy formulation
- Safety and environment regulations
- Supervision and monitoring of transport operators.

## Challenge 2

Reducing the role of public sector in direct provision of transport by focusing government efforts on managing competition and regulation.

## Issue 3

# CAPACITY AND ASSET MAINTENANCE

# Road Transport

- Rising traffic
- Registration of new vehicles has increased 3 fold
- Uncontrolled roadside development
- Traffic mix of motorized and non-motorized traffic creating congestion, low speed and high Fuel Consumption.
- Road safety
  - 33,094 reported accidents in 2009
  - 2,264 fatal accidents
  - impact on economy \$ mn 100
- Roadworthiness of SLTB fleet.
- Priority given for BRT?

## Rail Transport :

- Rail infrastructure ( tracks and signaling systems ) deteriorated causing delays loosing traffic.
- Aging rolling stock fleet reducing quantity and quality of services.
- Uneconomical management of lands and buildings.

## **Challenge 3**

**Need for innovative financial schemes to  
enhance capacity in strategic transport  
corridors**



## **Issue 4**

# **Sectoral Resource Allocation**

## Rd transport Vs RL transport

Table 4 : Capital Budget for Highways and Railways 2009 – 2013

	2009	2010	2011	2012	2013
Highways (Rs.Bn)	82.5	83.3	100.5	110.1	100.1
Railways (Rs.Bn)	13.1	22.2	24.2	50.8	40.8

( Source : MOT and MOH )

❖ Railway gets more capital allocation than its modal share but a significant change in resource allocation policy cannot be seen until 2012.

Under the present circumstances railway sector is threatened by the rapid growth of Highways sector

# Future investment within Railway sector

( a ) Identified future investments mainly based on the need of connectivity.

- Matara – Kataragama, Beliatta – Hambantota, Medawachchiya – Thalaimanar, Omanthai – KKS, Kurunegala – Habarana, Kelani valley extention, Trincomalee – Medawachchiya, Eastern Railway Line etc.

(b) Priority for LRT and MRT ?

## Challenge 4

Rational Resource allocation for Railway sector and traffic demand based allocation within Railway sector.

## Issue 5

Sustainable organizational model for Public Sector Transport operators.

# Public Sector Transport Operating Agencies

- Unable to reform
- Under paid & demotivated human resources
- High cost structure
- Poor service quality
- Declining traffic
- Inadequate cost recovery
- Insufficient resources for modernization

- **For Sri Lanka Railways**

(1) Be competitive in passenger and freight transportation

( 2 ) Focus on suburban passenger services in areas where highest cost recovery could be achieved

( 3 ) Establish a business unit to manage land and other commercial assets.

## **For SLTB**

- (1) Identify and maintain a sustainable and productive cadre
- (2) Profit based approach for depot management



## Challenge 5

Current institutional and governance constraints impeding efficient delivery of transport infrastructure and services .

Thank you

