

1. **Name of the Policy** (ප්‍රතිපත්තිය නම් කිරීම)

National transport Policy of Sri Lanka

2. **Effective date** (වලංගුවන දිනය)

(Date approved by the cabinet of ministers/ by the Parliament)

3. **Introduction** (හැඳින්වීම)

i. **Background** (පසුබිම)

Socio and Economic Context

Sri Lanka's population is around 20.97 million and the annual growth rate of the population is around 0.9 (2015). The urban sector population is 18.2 percent (2012) and the rural and estate sectors consists of 77.4 percent and 4.4 percent (2012) respectively. The majority of the population 28.5 percent (2015) is concentrated in the Western Province making a density of 1664 persons/km<sup>2</sup> Compared to the national average of 334 persons/km<sup>2</sup> (2015)

An average GDP growth rate of 6.43% was achieved during the period of 2010-2015. This growth had the effect of raising the per-capita GDP to a level of US \$ 3,924 in 2015.

Transport Sector Overview

In 2015, the transport sector contributed to around 10% of GDP and generated about 6% of employment. However, the sector is responsible for more than half of the greenhouse gas emissions in Sri Lanka. Further, it contributes to more than 16% of the import bill (vehicle and fuel) of the country. The following transport modes are available in Sri Lanka

Road Transportation: This is the dominant transport mode and it caters to around 93% of passenger transportation demand and 97% of the good transportation demand. Buses (45%) accounts for the major modal share followed by the private vehicles ( ). The railway, Para transit ( ) accounts for the remaining share.

Water Transportation: There are two major ports in Colombo and Hambantota which handles majority of exports and imports. The other ports like Galle, Trincomalee and Kankasanthurei handle limited cargo and others mostly they are used for fishing purposes. There is a little movement in passenger and freight within the country and it is mostly limited to fishing and tourism. But, a potential exists for passenger and goods transportation in inland water bodies.

Air Transportation: There are two international airports namely Katunayaka and Mattala of which 99% of operational activities related to international movements are in progress at Katunayaka airport. There are more than 13 regional airport strips scattered around the country.

There are a number of different ministries to look after different transport related subject areas as follows:

Institutional Structure of the Transport Sector under different ministries are as follows:

#### Ministry of Transport and Civil Aviation

- Department of Motor Traffic - 1951 Motor Traffic Act
- Department of Railways – Railway Ordinance .....
- Sri Lanka Transport Board - .....
- National Transport Commission - National Transport Commission Act No 37 of 1991
- National Transport Medical Institute - National Transport Medical Institute Act No 25 of 1997
- National Council for Road Safety - Motor Traffic (amendment) Act no 05 of 1998 and the Road Safety Fund regulations no.01 of 2004 laid down by the Gazette extraordinary No 1368/18 of the Democratic Socialist Republic of Sri Lanka of 24th November 2004
- Civil Aviation Authority of Sri Lanka - Civil Aviation Act No.34 of 2002

#### Ministry of Highways and Higher Education

- Road Development Authority

#### Ministry of Provincial Councils and Local Governments

- Provincial Ministries of which the Transport is assigned
- Provincial Road and Transport Authorities

#### Ministry of Ports and Shipping

- Sri Lanka Ports Authority - Sri Lanka Ports Authority Act, No. 15 of 1979

#### Ministry of

- Sri Lanka Police

#### Key Challenges in the Transport Sector –summary

- Reduction of traffic congestion especially in urban areas is the key issue in the sector. This is mainly due to poor traffic management, increase of use of private vehicles due to poor service delivery of public transport, undisciplined drivers, ineffective enforcement of regulations and deteriorated vehicles.
- Promoting public transport modes over private transport modes. At present there is a steady decline in public transport modal share. It is a challenge to provide reliable, equitable and sustainable public transport to all (including rural areas, estate, school children and differently abled)
- Reduction of incidence of accidents - The number of road accidents and loss of lives are significantly high. Around 7-8 persons die due to road accidents in the country.
- Improving inter-modal connectivity across all types of transport modes

- Managing the increasing trend in vehicle fleet in the country. Setting up a proper methodology to discard non-road worthy vehicles and vehicles with outdated technology.
- Arrest increase trends in vehicle emissions and fossil fuel usage for transport.
- Setting up of effective pricing and taxation methodology and diverting subsidies to targeted areas to manage vehicle fleet and promote public transport usage.
- Regulation of Para-transit and freight transport to assure efficiency and safety.
- Adoption of technology and Human Resources Development in the sector to achieve higher efficiency
- Apply of integrated land use planning strategies to minimize trips and trip lengths

#### Future of Transport Sector in Sri Lanka

The main thrust and the direction of present Sri Lankan economic strategy indicates the ‘Socially Competitive Market’ concept, under which economic advantages of competition to promote efficiency of use of resources are combined with actions to promote equity. The five goals of economic development are (1). Generate one million employment opportunities, (2). Enhancing income levels, (3). Development of rural economics, (4). Ensuring land ownership to estate, rural, middle class and government employees and (5). Creating wider and strong middle class. Further, Sri Lanka has already shown an enthusiastic commitment on “Sustainable Development Goals” (SDGs).

The transport requirements of general public and producers in the market will continue to change due to many factors such as well focused government development policy, international standards and trends in mobility and accessibility, rate of urbanization, rapid diversification of energy, technological innovations, human resource, and finance. Transport users will continue to demand improvements in transport services in terms of comfort, reliability, safety and affordability. These requirements and dynamism are needed to be managed properly to achieve required economic goals while reducing inefficiencies of the transport sector thereby upgrade the living standards of people and environment.

The transport policy stipulate will direct the sector to meet the present and future demand for passenger and goods transportation by ensuring quality, safety and affordability with the widest possible mode mix and technological innovations while giving due consideration on the environment. Further, the policy will direct key stakeholders and institutions involved in planning, financing, developing, implementing, maintaining and regulating transport infrastructure and services to prioritize investments for transport and to sector reforms that enable and facilitate achievement of the strategic objectives in the sector.

In this document, ‘National Transport’ is defined to mean all transportation facilities and organizations, including transport related infrastructure and asset management, service & operation, within the national boundaries of Sri Lanka. This policy documents replaces

the National Transport Policy approved by the Cabinet of Ministers on 27<sup>th</sup> November 1991 and in 2009.

**ii. Need for the Policy Revision (ප්‍රතිපත්තිය අවශ්‍යතාවය)**

The need of a sustainable transportation system and all the issues related to the movement of freight or passenger by any particular mode from origin to destination has long been important topics for the policy makers and the general public. This is particularly because transport has an impact on all economic activities of a society and influences the pattern of life of people, more importantly being the intermediary in the process of production, distribution channel and consumption. Hence, the need of adequate attention to the transport sector in formulating economic policies, has become a public debate ever since. There is a need for a country to be in line with the global trends in transport and keep up with the technological advances. This has pinpointed the responsibility of the government in providing the necessary policy directions in order to achieve the objective of an efficient transport system in Sri Lanka.

Since 2009, there have been significant shifts in global priorities especially emphasizing on sustainable development. Further, new transport technologies and operating mechanisms that contributes towards providing efficient service have been emerged. Country is at present focusing on more private sector involvements in infrastructure development and service provisions. Hence, it is timely to review existing transport policies to make them more relevant to present environment and to be in line with national and global priorities.

**iii. Policy Rational (ප්‍රතිපත්ති ?? )**

The present transport system in Sri Lanka needs significant improvements. This is evident from the prevailing inefficiencies that have contributed to excessive time, energy and resource usage, increasing trends in environmental degradation and reduction in safety standards.

Lack of effective integration of existing transport systems, inefficiencies in public transit, para transit and private vehicle operations and management, inadequate transport demand management interventions, capacity limitations in transport related infrastructure, lack of stakeholder capacity, un-coordinated land use development and lack of policy directives to encourage efficiency improvements are the main reasons for the present state.

**iv. Objectives (අරමුණු සහ සංයුතිය)**

This policy gives directions for the development of the transport sector in Sri Lanka. It is expected to achieve the following objectives:

Demonstrate the need of transport infrastructure and services to be efficient and be in line with the development goals of the national, provincial and rural level in Sri Lanka.

Provide necessary guidance to stakeholders in transportation sector to improve transport systems to achieve strategic objectives and priorities of the government

Guide on the necessary investment priorities for achieving the expected outcomes in the transportation sector and to achieve global trends in development targets.

Provide a platform to enhance the efficiency in long-term decision making regarding infrastructure improvement and service management in transportation sector.

#### 4. Policy Principles (ප්‍රතිපත්තිමය මූලධර්ම)

##### **Accessible Transport Systems**

Transport systems are designed to meet the basic transport needs of citizens and businesses and promote effective and efficient integration of all transport systems to complement each other using new technologies and related developments. Transport services should be easily accessible to all users.

##### **Energy Efficiency & Environmental Protection**

All modes of transportation should be guided towards an efficient and cost saving energy policy. Transport services to be provided in sustainable manner with minimum environmental disruptions.

##### **Increase Safety & Security**

Transport services to be safe, comfortable and reliable. Provide safe environment for women, children, elderly and differently able people in designing transport infrastructure

##### **Positive Contribution to Economy**

Improve the efficiency and quality of transport services at a reasonable cost that would adequately meet existing and potential demand for movement of passengers and goods that would support economic and social development. Maximize the private sector investment and public-private partnerships.

##### **Integration of land use and transport planning**

Integrate land use developments and transport systems developments so that travel distances are minimized and access to livelihoods, education, and other social needs of the population is improved with the help of new transport and non-transport interventions, new technologies and related strategies.

#### 5. Policy Goals (ප්‍රතිපත්ති ?? )

- Promote the efficient movement of people and goods in order to support sustainable economic development

- Promote social inclusion to allow equitable access to all
- Provide a safe transport system that minimizes damages, injuries and loss of lives
- Protect the environment sustainability and improve health

## 6. Policy Directives (ප්‍රතිපත්ති ප්‍රකාශය)

- Improve quality and reliability of public transport services and give priority to the use of public transport. Promote public transport systems that are safe, comfortable and can provide reliable service and can easily be provided with the priority for the passage. Give priority to services that will increase the public transport mode share from users shifting from private vehicles.
- Expand public transport network and increase frequency of services with possible integration of different public transport systems. In urban environments, ensure increase in connectivity and integration with other transport modes. Provision for quick adjustments for demand variations (peak-off peak) should be considered. Plan public transport networks to minimize transfers. Prioritize services that are complementing each other and discourage competing services. For rural areas provision for transporting goods in public transport vehicles should be accommodated.
- Improve accessibility, equity and affordability of public transport services. Improve access and minimize walking distances to stops and terminals. Vehicles should be easily accessible to all users irrespective of age, gender or ability. Fares should be attractive and affordable and should not discourage transfers.
- Recognize the role of para-transit service and facilitate providing last mile connectivity. Facilitate para-transit service providers to deliver services to less demand areas and last mile connectivity with the help of ICT tools.
- Improve and expand inland water transport, coastal shipping and domestic air transport where appropriate. Identify origins and destination where inland water, coastal shipping or domestic air can provide faster access at a reasonable cost or can divert road traffic to ease congestion.
- Improve and expand non-motorized transport (NMT) systems to increase usage where appropriate. Give priority for NMT improvements that provide access to public transport services. Provide connectivity and safe crossings and protection from inclement weather where possible. Provide information about the NMT routes and network.

- Use ICT to avoid or reduce passenger & freight movements and promote safe and effective use of transport services. Incorporate ICT technologies for transport operations, communication and information gathering & dissemination where ever possible. Develop and maintain transport related database with the participation of all stakeholders.
- Incorporate climate and disaster resilience in to development of transport systems and related infrastructure. Use disaster impact assessment to identify any adverse effects and incorporate mitigatory measures at the planning and design stages. Identify alternatives for any emergency situation (evacuation or diversion)
- Reduce transportation cost and travel time through better traffic and demand management mechanisms with the coordination of all stakeholders. Consider non-transport interventions for demand management. Use intelligent transport systems tools to improve efficiencies in traffic management and transport operations.
- Promote the use of energy efficient and less polluting vehicles with higher operation life. Consider energy efficiency for the entire trip/service. Monitor emission levels from individual vehicles. Promote renewable energy for transport. Evaluate contribution to emission levels and fuel efficiencies in all transport interventions.
- Ensure adequate and effective enforcement of traffic rules for better compliance to laws and regulations. Use evidence based enforcement strategies to maintain transparency.
- Ensure the transport needs of all, including children, women, sick, differently able and elderly are adequately addressed. Set up of effective pricing methodology and identify any subsidy needs to targeted areas/groups.
- Ensure transport safety to minimize accidents, injuries and loss of lives. Promote safety audits for infrastructure development and operation. Maintain a comprehensive up to date accident database with possible details on accident black spots, injury types and costs of damages.
- Facilitate capacity building for skills development to achieve efficient transport service delivery. Identify present skills development needs for all levels and provide training facilities for all stakeholders.
- Develop institutional capacity to enhance the efficiency of transport sector operations and management through human resources development and provision of state of the art tools and equipment.

- Integrate land use and transport planning to correct spatial imbalances so that demand for transport is minimized or trip lengths are reduced.
- Encourage and facilitate the involvement of private sector in transport activities. Maximize the private sector investments and public-private partnerships in transport systems development and service delivery.
- Enhance research and development activities and dissemination of knowledge related to transport sector.

#### 7. Improvements for Implementation (ප්‍රතිපත්තියේ භාවිතය හා සීමා කම්)

- Conflicting nature of other existing policies and regulations
- Decentralization of responsibilities of execution
- Lack of institutional capacities for implementation

#### 8. Implementation (ප්‍රතිපත්තිය ක්‍රියාත්මක කිරීම)

##### i. Strategies (උපාය මාර්ග)

Reduce overall need and demand for travel; Promote a shift to sustainable modes - especially walking, cycling and public transport - with more innovative approaches and better design of systems, Improve efficiency using efficient technology and also by raising occupancy and loading levels. Increase capacity only if the first three priorities have been fully implemented and environmental limits would not be exceeded.

##### ii. Responsibility (වගකීම හා අධිකාරිමය බලය)

Each stakeholder organization is responsible for developing implementation strategies, projects and programmes, identification of performance indicators and setting up targets to achieve in line with the National Transport Policy and other nationally & globally accepted policy directives. A national coordination committee will review implementation strategies for the compliance with the National Transport Policy.

##### iii. Monitoring & Evaluation (පසු විපරම හා ඇගයීම)

All transport projects, programmes, operations and interventions should be systematically monitor and expected outcomes are to be evaluated. Stakeholder organizations are collectively or individually responsible for the collection and maintenance of required information for monitoring and evaluation.