

GOVERNMENT NOTICE



MINISTRY OF TRANSPORTATION AND CIVIL AVIATION

NATIONAL TRANSPORT POLICY DRAFT

INVITING FOR PUBLIC VIEWS AND SUGGESTIONS

Background

An efficient and economic transport system is vital to sustain and enhance economic development and quality of life of the country. The transport sector contributes to the economic development in Sri Lanka in different manners such as networking the relationship between consumers and producers, improving the performance by reducing cost and time of travelling, increasing reliability and improving the productivity by increasing access to diverse group of inputs and broader market to output.

The Ministry of Transport and Civil Aviation is the main regulatory institution of the transport sector. Under the purview of the Ministry, there are a number of institutions involved in regulating and administrating overall transport sector.

The Department of Railways is functioning as the sole railway service provider of the country. Bus transportation is a devolved subject under the Constitution. However, the state owned buses are operated and regulated by the Sri Lanka Transport Board (SLTB) which functions under the Ministry. The regulation of private bus sector is a responsibility of both the National Transport Commission (NTC) and the Provincial Transport Authorities (PTAs). The NTC is under the purview of the Ministry and it regulates inter-provincial private bus transportation. The PTAs regulate intra-provincial private bus transportation and PTAs were established under the respective provincial councils. NTC is also responsible to advice the Government of Sri Lanka on the National Policy relating to passenger transportation by Omni buses and the

implementation of such policy and establish the required regulatory framework in order to ensure an efficient bus transportation service which meets the transport needs of the public.

The transport sector in Sri Lanka today has not been able to respond effectively to increasing and diversified transport demand, while the services are provided at high cost to the economy. Weak institutions, lack of a rational strategy framework, poor investment planning and the bureaucratic nature of decision making are largely responsible for the poor transport sector performance.

Due to above reasons, Sri Lanka Parliament Sectoral Oversight Committee on Transport and Communication has appointed an expert working committee for the amendment of existing Transport Policies approved by the Cabinet of Ministers on 27th November 1991 and in 2009. This expert committee consists with relevant stakeholders, agencies and expertise in the field of transport in Sri Lanka.

The committee has already prepared the draft National Transport Policy document. This National Transport Policy document is intended to policy goals, policy directives and policy principles for investment and development for the management and coordination of transport services.

Hence, the Committee is inviting views and suggestions from the general public, experts, professionals, institutions and organizations for the draft Transport Policy.

Written submissions are invited on the following proposed draft Transport Policy

Policy Rational

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 limitation 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.

Objectives

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.

Policy Principles

- 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.

Policy Goals

- 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.

Policy Directives

- 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 mitigating 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 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.
- Encouraged and facilitate the involvement of private sector in transport activities. Maximize the private sector investments and public – private partnership in transport systems development and service delivery.
- Enhance research and development activities and dissemination of knowledge related to transport sector.

Implementation

i. Strategies –

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

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 and Evaluation

All transport projects, programmes, operations and interventions should be systematically monitored 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.

Written submissions may be sent by the post or by hand addressed to the Secretary to the Ministry of Transport and Civil Aviation or the Chairman of the National Transport Commission as indicated below. Submissions may also be sent by e-mail or by fax on or before 28th February 2018.

Please mention proposals for the “Updating of a National Transport Policy” on the top left-hand corner of the envelope / cover page.

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Chairman

National Transport Commission

