Readiness of SLTB for Transport Sector Modernization through E-Mobility

Eng. Lalith De Alwis
Chairman
## Present Status of SLTB Bus Fleet

<table>
<thead>
<tr>
<th>Age of the bus fleet</th>
<th>Number of buses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 01 years</td>
<td>500</td>
<td>6.68%</td>
</tr>
<tr>
<td>Less than 02 years</td>
<td>339</td>
<td>4.53%</td>
</tr>
<tr>
<td>Between 02 and 05 years</td>
<td>733</td>
<td>9.79%</td>
</tr>
<tr>
<td>Between 05 and 10 years</td>
<td>2238</td>
<td>29.90%</td>
</tr>
<tr>
<td>Between 10 and 12 years</td>
<td>276</td>
<td>3.69%</td>
</tr>
<tr>
<td>Between 12 and 15 years</td>
<td>1597</td>
<td>21.34%</td>
</tr>
<tr>
<td>Over 15 years</td>
<td>1289</td>
<td>17.22%</td>
</tr>
<tr>
<td>Dispose Buses from the Service</td>
<td>513</td>
<td>6.85%</td>
</tr>
<tr>
<td>Total</td>
<td>7485</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

49.1% buses are more than 10 years old
Modernization of SLTB Bus Fleet

• Present bus models are too old and not comply with bus specifications
• Need to add new buses as per modern specifications
• Plan to add new e-buses and diesel driven buses
• 1000 E-buses will be added by year 2030
• Cost of a E-bus restrict purchasing but looking for new business modalities
• Need institutional empowerment
Required sectors for empowerment for E-mobility

- Policy consistency
- Transfer of Technology
- Investment capacity
- Supply chain sustainability
- Battery use and disposal system
- Reliable energy supplies
- Subsidized resources use
- ICT solutions for fleet management
Life Cycle of E-Vehicle and SLTB Road Map

Manufacturing or Assembling → Import → E-Vehicle → Acquiring → Running & Maintenance

Acquiring → Use & Maintenance → Major Repairs → Disposal Parts

Disposal of Vehicle ← Use & Maintenance ← Major Repairs

Life Span

Supply Chain / Value Chain Management
Challenges for E-Bus Deployment

• Cost of E-Bus is very high when compare to Normal Buses
• MOM cost is the prime factor to decide bus fare
• Cost of Travel Time and Travel Cost is the prime factor for passenger demand management
• Passenger capacity and Load factor of buses decides profit or loss of bus operation in respective routes
• Total cost of Travelling depends on Cost of Vehicle /Cost of Energy & Cost of Management, Maintenance and Operation
Open the Gateway to E-Mobility

• Government policy Approval has been obtained by the Ministry of Environment Cabinet Paper No. 21/1182/321/01 “Promoting the use of Electric Vehicles in Sri Lanka” Approved the Proposal 12th July 2021

• Approval for Deployment of 50 E-buses out of the request for deployment 200 E-Buses by the Cabinet decision No. 23/067/608/022 on. 08th March 2023

• SLTB already agreed to adhere to the transport sector SDGs and NDCs under the signed treaties and agreements by GOSL
What We Need...?

• Aware about the policies – Policy Principles & Acts
• Aware about the Policy Instruments
  • Law
  • Regulations
  • Guideline etc..
• Aware about the related institutions and associated services
• Compliance with National / Global Requirements
Merits of Promoting Public E-Bus Passenger Transport Services

- Solve Energy Crisis due to the FOREX issue
- Reduce Traffic Congestion
- Reduce Air Pollution
- Reduce draining FOREX for Importation of spares
- Enhance Quality of air and relief stresses
- Enhance healthy living Environment
- Reduce Travel Cost
Your Positive Participation and Support to Improve Public Passenger Transport is Highly Appreciated

Thank You...!