
1-2 August, 2018, New Delhi, India.

Sri Lanka - Country Presentation
Dry port Policies and Development

By:
J.M. Thilakaratna Banda
Additional Secretary- Planning
Ministry of Transport and Civil Aviation

1 August 2018
Transport Sector - An Overview

Road network: 116,000 kms. approximately
Road density: 1.74 km/sq.km
Total Railway network: 1450 km.

Main passenger transport modes: Buses & rail
Passenger transport share:
  - by buses - 61%
  - Railways - 6%

Freight transportation share:
  - by roads - 98%
  - by railways - 2%

Roads are full with traffic congestion as an average 250,000 vehicles are entering the Colombo city per day.
  - 15,000 buses,
  - 10,000 trucks
  - 225,000 private vehicles

Common Issues
As in other cities in Asia

- Traffic congestion in Urban areas and related issues.
- Rapid motorization
- Frequent Road Traffic Accidents
- Insufficient infrastructure facilities in transport and logistic sector.
- Issues in accessibility and mobility of transport for all
- Scare space for infrastructure development in the city areas
- Lack of integrity in transport plan and land use plan
- Insufficient railway coverage and old infrastructure
- Lack of intermodal connectivity
Why Sri Lanka recognizes the importance of Dry Port development?

- Increase capacity of the sea ports
- Improve ports and logistics infrastructure
- Align with international cooperation for development of transit corridors. Address issues as a sea lock country
- Closing infrastructure gaps for trade facilitation through inter modal integration
- Cross departmental coordination and cooperation in transport development
- Facilitation of cross boarder
- Potential emission reduction through modal shift of freight transportation
- Development of transport and logistic centers closer to proposed industrial Zones
- Relieve road congestion in sea port cities by developing rail based freight transportation and ICDs
- Promote PPP in transport and logistic industry
- Employment generation in the related industry
- Increase efficiency and minimize negative impacts to the logistic industry of the country
Sri Lanka: Current status

- Signed the agreement in 2014 for international cooperation
- Two dry ports identified and listed in the list of 240 dry ports of international importance.
- Completed a Study on ICD in Sri Lanka in 2012 under the ADB assistance
Basic findings of the study

- Handling of international cargo shipping is mainly concentrated at the Colombo port.

- 79% of the Container Carriers miss scheduled due to Traffic Congestion, Truck Driving Restrictions, road traffic accidents and other.

- Many negative impacts on urban mobility of Commercial center of the country due to container handling in the city area.
### Table 3.3 Multi-criteria scores for the 10 candidate sites (summary)

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Veyangoda</th>
<th>Ekala</th>
<th>Ja-Ela</th>
<th>Ragama (north)</th>
<th>Enderamulla</th>
<th>Peliyagoda</th>
<th>Telagapata</th>
<th>Mudun Ela</th>
<th>Sapugaskanda</th>
<th>Ratmalana</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEUs in catchment area (30 marks)</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>12</td>
<td>17</td>
<td>30</td>
<td>28</td>
<td>28</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Adequacy of land area (20 marks)</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Rail distance from port (10 marks)</td>
<td>10</td>
<td>6</td>
<td>6</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>External rail length (15 marks)</td>
<td>14</td>
<td>7</td>
<td>14</td>
<td>14</td>
<td>14</td>
<td>0</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>External resettlement costs (10 marks)</td>
<td>10</td>
<td>6</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>7</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>Environmental impact assessment (15 marks)</td>
<td>15</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>7</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td>Quality of onward access to road network (10)</td>
<td>3</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>8</td>
<td>10</td>
<td>9</td>
<td>8</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Quality of onward access to rail network (10)</td>
<td>7</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>10</td>
<td>0</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total score (out of 120)</strong></td>
<td><strong>70</strong></td>
<td><strong>50</strong></td>
<td><strong>57</strong></td>
<td><strong>60</strong></td>
<td><strong>88</strong></td>
<td><strong>59</strong></td>
<td><strong>84</strong></td>
<td><strong>67</strong></td>
<td><strong>39</strong></td>
<td><strong>75</strong></td>
</tr>
<tr>
<td><strong>Total as a percentage of full marks</strong></td>
<td><strong>58</strong></td>
<td><strong>42</strong></td>
<td><strong>47</strong></td>
<td><strong>50</strong></td>
<td><strong>73</strong></td>
<td><strong>49</strong></td>
<td><strong>70</strong></td>
<td><strong>56</strong></td>
<td><strong>33</strong></td>
<td><strong>63</strong></td>
</tr>
</tbody>
</table>
Sri Lanka: Potential ICD Locations

- Weyangoda: 35 km from Colombo
- Enderamulla: 12 km from Colombo
- Thelangapatha: 8 km from Colombo
- Rathmalana: 15 km from Colombo
Development Scenario at present against the ADB Study in 2012

ADB Study needs to be revisited

- The Construction of Expressways after 2012
- Planned Elevated Port Access Road
- Proposed Elevated urban Expressway
Port Access Elevated Road
ADB funded
New railway development in Sri Lanka

- **Section Length - 160 km**
  - Trains operate at 100 km/h
  - Reconstruction Project
  - Competed in 2015

- **Section Length - 110 km**
  - Trains operate at 100 km/h
  - Reconstruction Project
  - Completed in 2014

- **The Area under ADB Funded “Colombo Suburban Railway” Project**
  - Existing Speed - 80 km/h
  - Will be developed for 100 km/h; 105 km additional tracks will be laid to increase capacity
  - Electrification - 105 km

- **Section Length - 105 km**
  - Trains operate at 90 km/h
  - Rehabilitation Project
  - Competed in 2012

- **Section Length - 120 km**
  - Existing Speed - 50 km/h
  - Will be Rehabilitated for 100 km/h operation
  - This is in the procurement stage

- **Section Length - 40 km**
  - Existing Speed - 60 km/h
  - Will be Rehabilitated for 100 km/h operation
  - This is in the procurement stage

- **New Track Construction of 84 km**
  - This is in the Preliminary Design Stage

- **Proposed new Track Construction**
  - 30 km will be completed in November 2018
Major challenges

- **Fund limitation for construction of support infrastructure including rail, road, warehouses etc.**
- **Regulatory and institutional issues**
- **Lack of technical expertise and experiences locally available**
- **Long lasting procedures in land acquisition**
Thank you