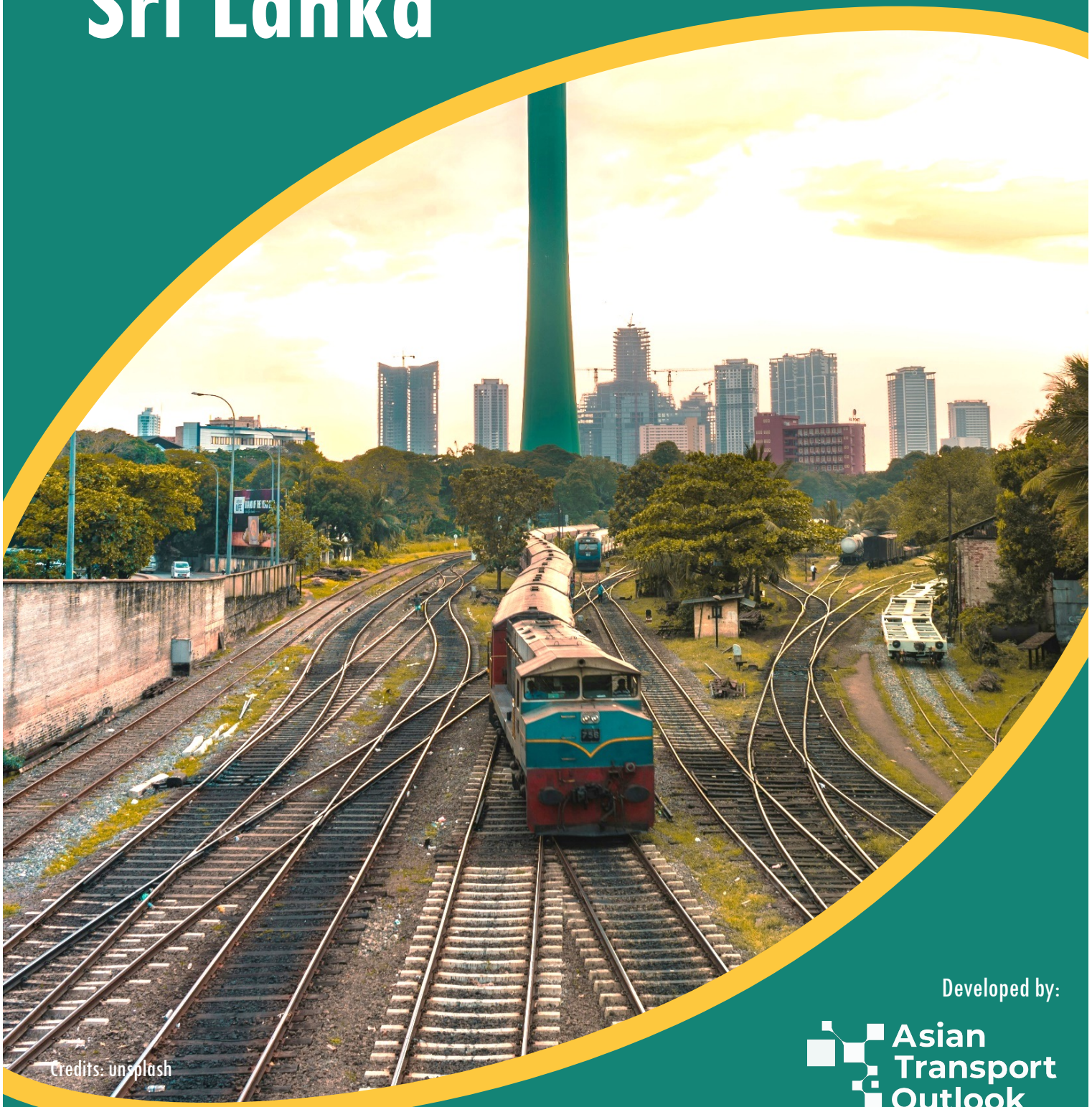
Transport and Climate Profile

Sri Lanka



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Introduction to the profiles: These "Transport and Climate Profiles" are part of the research work entitled "Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific" which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through https://asiantransportoutlook.com/analytical-outputs/ndc-analysis and https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under "Data Insights", individual components at the intersection of transport and climate change are detailed. Similarly, the "Policy Insights" section outlines various policy documents, measures, and targets.

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Transport and Climate Profile: Sri Lanka

2024

The publication is available at https://asiantransportoutlook.com/analyticaloutputs/countryprofiles/

Contents

Executive Summary

Sri Lanka, an upper-middle-income South Asian economy, is experiencing a complex interplay between its transport sector and climate change.

CO2 Emissions: A Mixed Picture

- In 2023, Sri Lanka's transport sector emitted 9.4 million tonnes of CO2, accounting for 46% of the country's total emissions. While this sector's emissions growth has stagnated since 2015, following a period of rapid expansion (8% annually between 1990-2000), the COVID-19 pandemic triggered a notable decrease of 2% annually between 2019-2023. This outperforms the Asia-Pacific average growth of 1% during the same period. The road sector dominates Sri Lanka's transport emissions, contributing 96% in 2022 and representing 37% of the total economy-wide emissions. This reliance on road transport surpasses the Asia-Pacific average, where the road sector's share is 89%. Sri Lanka's transport sector CO2 emissions intensity has decreased to 29.6 gCO2 per USD in 2023, showcasing an improvement compared to both its 2015 and 2000 levels.

Energy Consumption: Challenges and Opportunities

- Sri Lanka's transport sector consumed 137,991 terajoules of energy in 2021, primarily from oil products. The reliance on fossil fuels is a challenge, contributing to greenhouse gas emissions and energy security concerns. However, there are opportunities for improvement. The country's transport energy intensity with GDP has decreased since 2000, indicating greater efficiency. Moreover, the government allocated substantial fossil fuel subsidies between 2010 and 2022, which could be redirected towards promoting cleaner energy sources and electric mobility.

Adaptation and Resilience: A Pressing Need

- Sri Lanka faces significant risks from climate change impacts on its transport infrastructure. Potential average annual losses are estimated at 24.07 million USD, primarily affecting roads and railways. The country's vulnerability is underscored by its 38th-place ranking in the 2023 National Road Vulnerability Index. Addressing these risks requires investments in resilient infrastructure and adaptation measures.

Vehicle Fleet: Electrification Gains Momentum

- Sri Lanka's vehicle fleet has grown rapidly, reaching 8.37 million vehicles in 2022. While this growth has facilitated mobility, it has also contributed to emissions and congestion. However, there's a positive trend towards electrification. Electric vehicle imports have surged since 2017, reaching 21% of total road vehicle imports in 2023. This shift is supported by a growing E-mobility Readiness Index score, indicating improved access to technology, supportive policies, clean energy, and financial instruments.

Urban Transport: Expanding Public Transit Access

- Sri Lanka's urban transport system faces challenges in providing convenient access to public transport for the majority of its population. While there have been efforts to expand transit networks, more investments and innovative solutions are needed to improve connectivity and reduce reliance on private vehicles.

Investments: Shifting Priorities

- Official development assistance (ODA) in the transport sector has declined between 2010-2015 and 2016-2022. However, there's a growing emphasis on public-private partnerships (PPPs), particularly in waterborne transport. This shift could leverage private sector expertise and resources to accelerate infrastructure development and modernization.

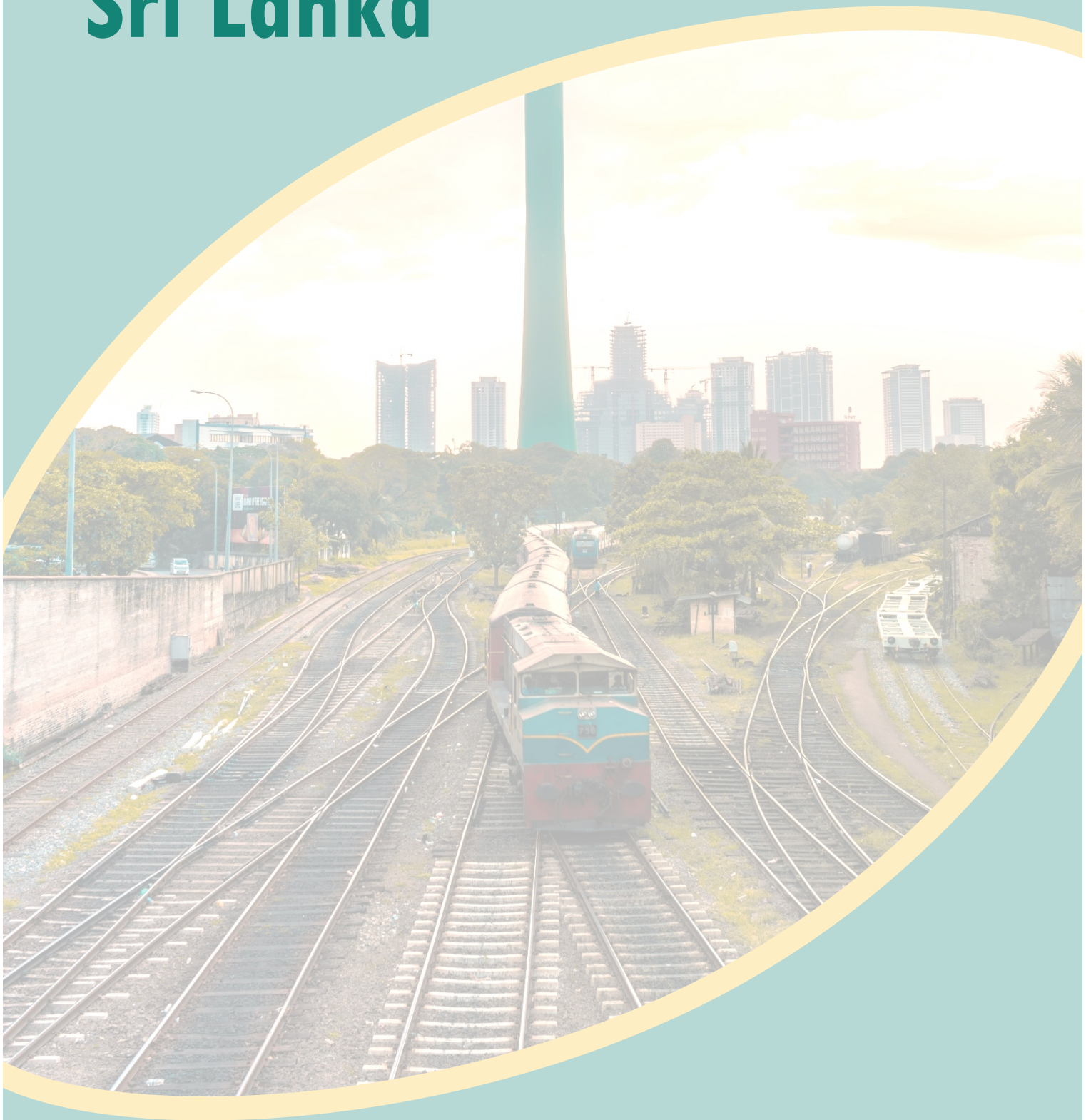
Policy: Ambitious Targets and Implementation Gaps

- Sri Lanka's climate policy landscape is undergoing a significant transformation, with a clear emphasis on mitigating greenhouse gas emissions and adapting to the impacts of climate change. The updated Nationally Determined Contributions (NDC) reflect this commitment, setting ambitious targets for emissions reduction in crucial sectors like transport and energy. However, a critical challenge is ensuring greater coherence between these NDC targets and the broader spectrum of transport policies. While 19 policy documents address climate change mitigation and adaptation, gaps remain in aligning these measures with the NDC's overarching goals. Notably, the absence of a Long-Term Strategy (LTS) for economy-wide or transport-specific emissions reduction underscores the need for a comprehensive roadmap towards carbon neutrality.
- Current policy measures prioritize road infrastructure expansion, active mobility, and public transport improvements. However, only a quarter of these measures are directly linked to the NDC or LTS, and adaptation and resilience considerations remain underemphasized. To address these disparities, Sri Lanka must strengthen policy coherence by integrating NDC targets into broader transport planning frameworks. Prioritizing measures that enhance both mitigation and adaptation efforts is essential for achieving sustainable and climate-resilient transport systems.
- Focusing on key policy documents, such as the National Transport Policy and National Road Master Plan, can streamline policy implementation and resource allocation. By bridging existing policy gaps, aligning measures with NDC targets, and emphasizing adaptation strategies, Sri Lanka can unlock the full potential of its policy landscape to achieve a low-carbon and climate-resilient future. However, implementation gaps and challenges in resource mobilization remain key hurdles to achieving the desired outcomes.

Sri Lanka's transport sector is at a crossroads. Significant challenges remain while progress has been made in reducing emissions and promoting electric mobility. The country could prioritize public transport, clean energy, and climate-resilient infrastructure investments to achieve a sustainable and resilient transport system. Policy coherence, effective implementation, and international cooperation are also crucial for navigating the complex landscape of transport and climate change in Sri Lanka.

Data Insights

Sri Lanka



Sri Lanka

Transport and Climate Profile

Population (2024)
21.9 million (1)

Subregion
South Asia

Income class
Upper middle income

Urban population
19%

Rural population
81% (1)

Gross domestic product (GDP PPP, 2023)
318.55 billion USD

GDP per capita (PPP, 2023)
14,550 USD (1,2)

Below 18 y.o.
29%

Above 60 y.o.
18% (1)

(2)

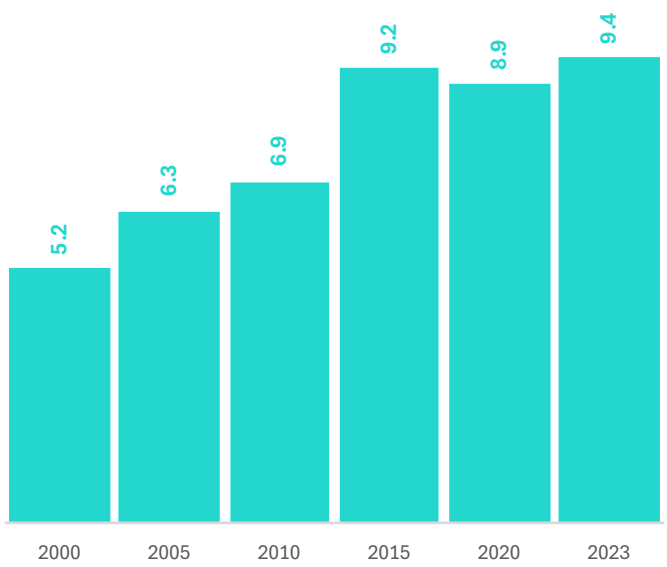
Domestic consumption per capita, tonnes (2024)
4.2 tonnes (3)

Population density
354 persons per sqkm (1,2)

Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes (4)



In 2010, transport contributed 51% of total fossil CO2 emissions. By 2023, transport contributed 46%.

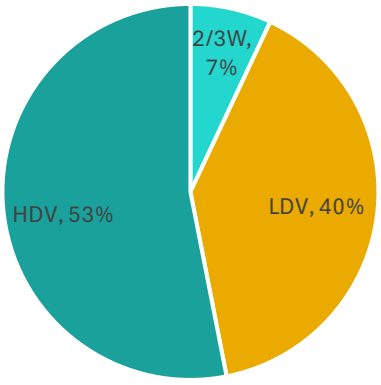
Share of transport CO2 emissions by mode (2022) (4)

Road	Rail
95.6%	**0.9%**
Navigation	**Aviation**
3.3%	**0.2%**

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 93% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 96%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022) (5)

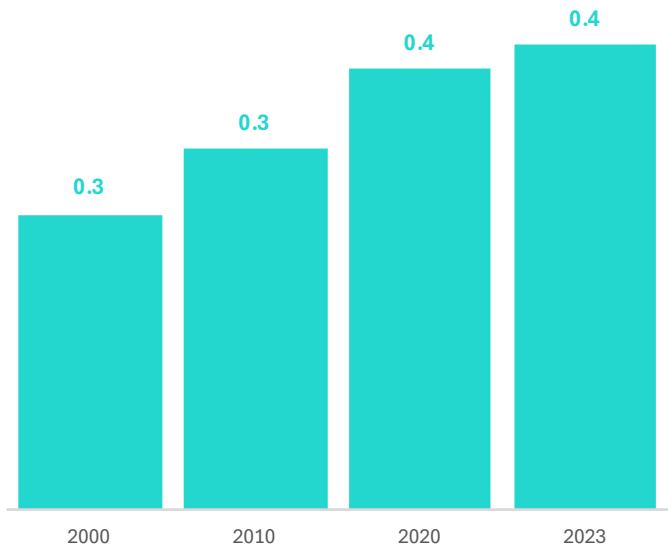


Transport CO2 emissions intensity (2023)

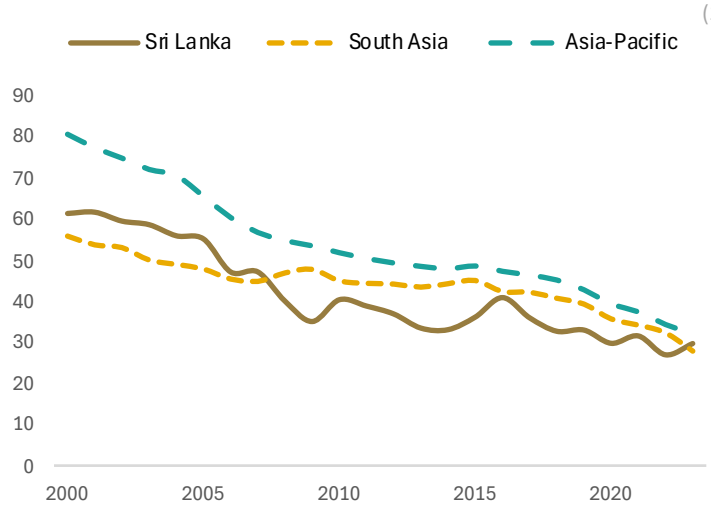
30 gCO2 per USD (2,4)

Asia-Pacific average is 32 gCO2 per USD

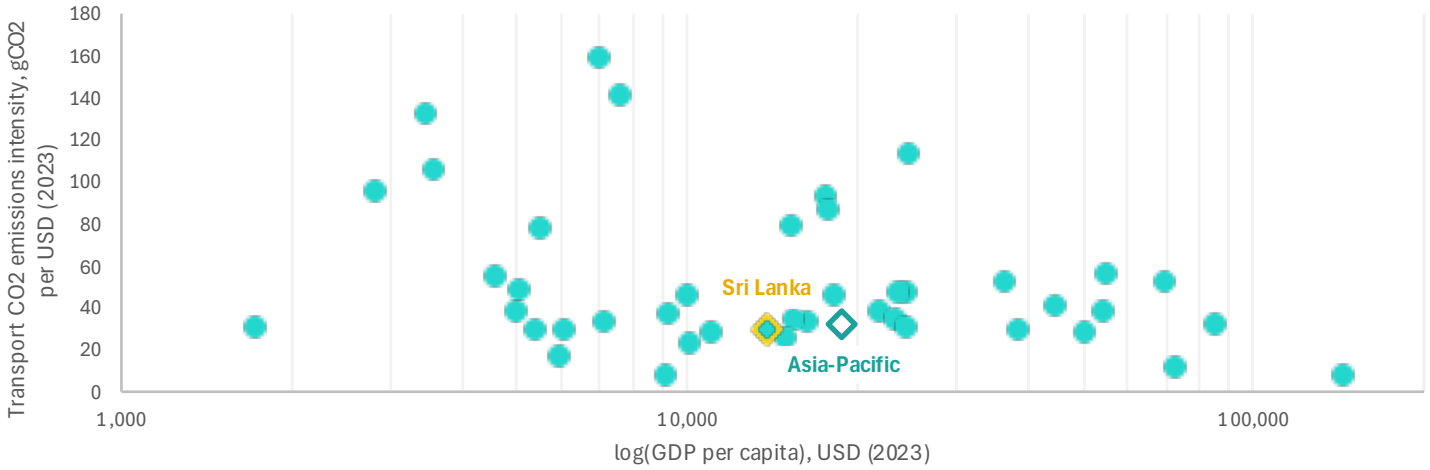
Transport fossil CO2 emissions per capita, tonnes (1,4)



Transport CO2 emissions intensity trend, gCO2 per USD (2,4)

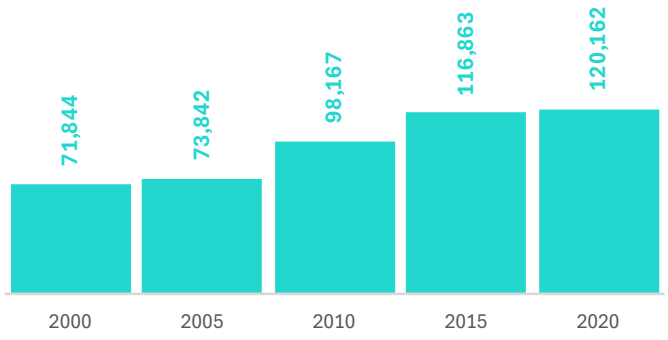


Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD (2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ (6)

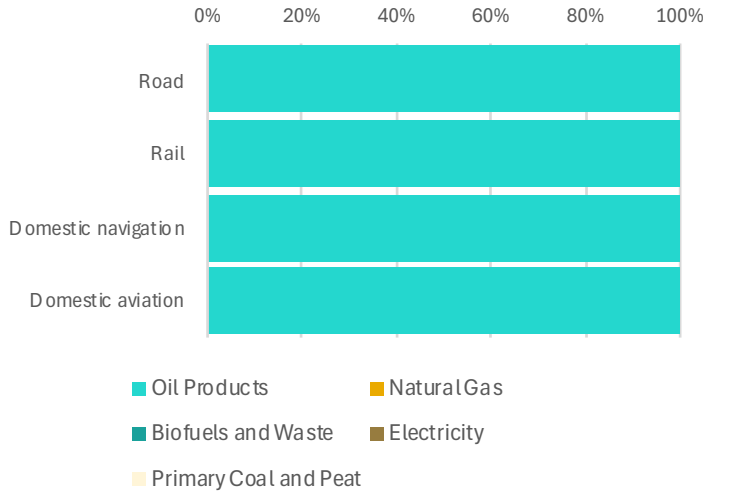


Share of transport energy consumption by mode (2021) (6)

Road	Rail
96.5%	0.6%
| Navigation	| Aviation
2.1%	0.8%

Navigation and aviation only includes domestic transportation

Share of transport energy consumption by source (2021) (6)

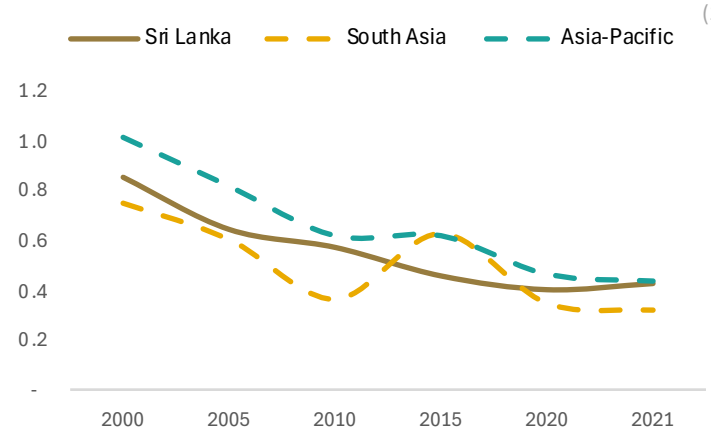


Transport energy intensity (2021) (2,6)

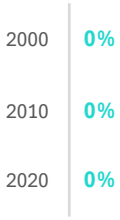
0.4 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

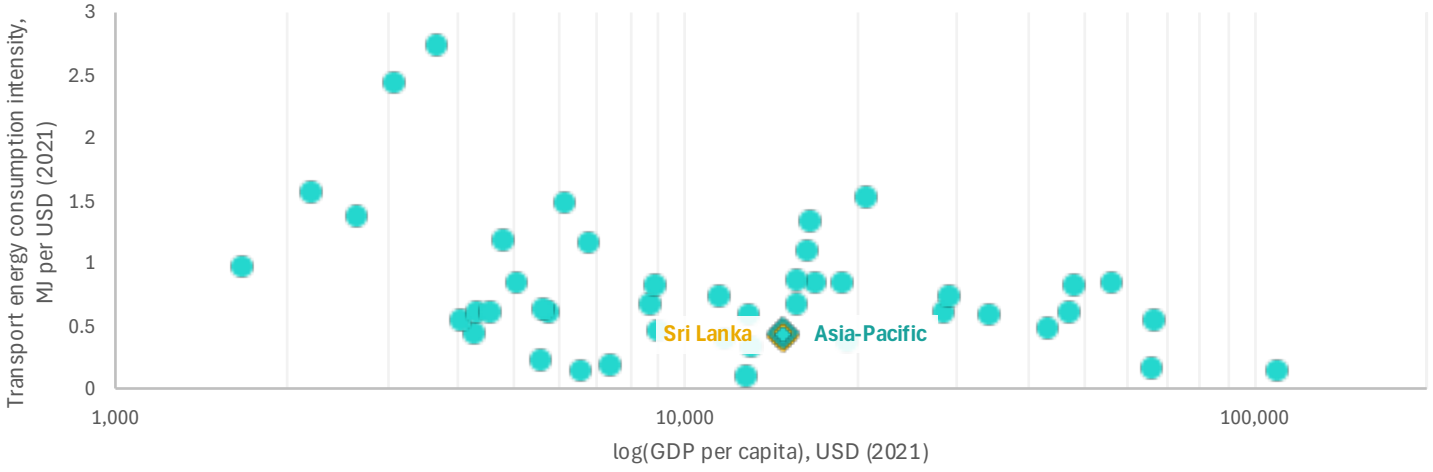
Transport energy intensity trend, MJ per USD (2,6)



Share of transport in renewable energy consumption (6)

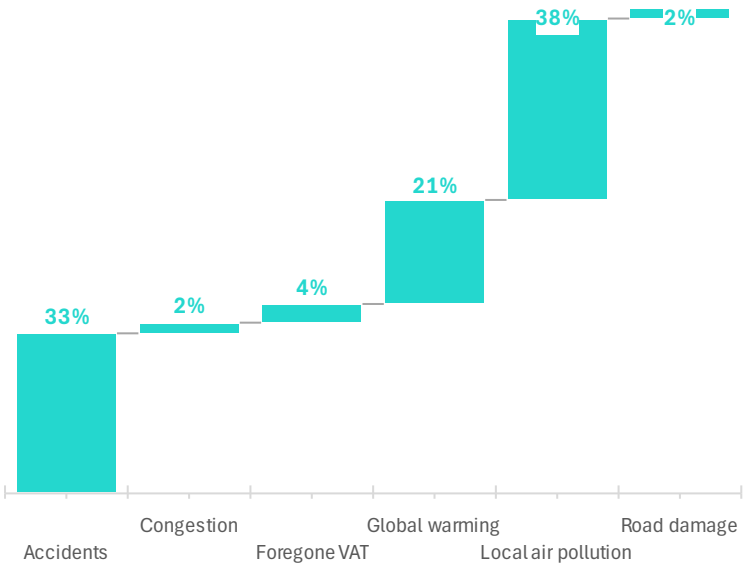


Transport energy intensity in Asia-Pacific, MJ per USD (2,6)



Transport fossil fuel subsidies, cumulative (2010-2022)
1.35 billion USD (7)
0.2% of Asia-Pacific total

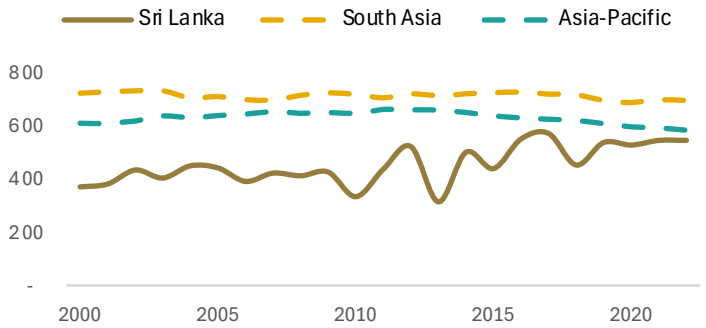
Estimated externalities due to fossil fuel subsidies (8)



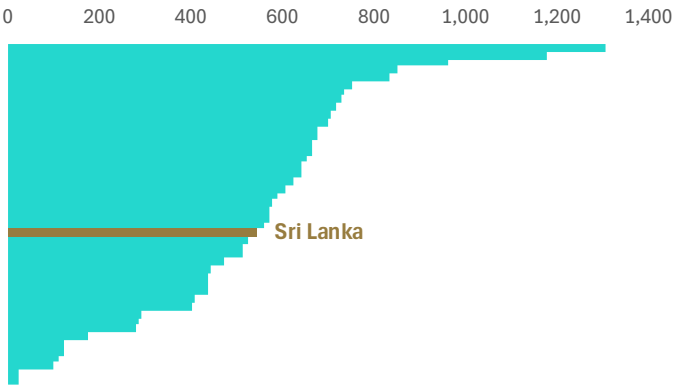
Data includes all sectors and all fuel types

Grid emission factor (2022)
543 gCO2 per kWh (9)

Grid emission factor trend, gCO2 per kWh (9)



Grid emission factors in Asia-Pacific, gCO2 per kWh (9)



III. Adaptation and Resilience

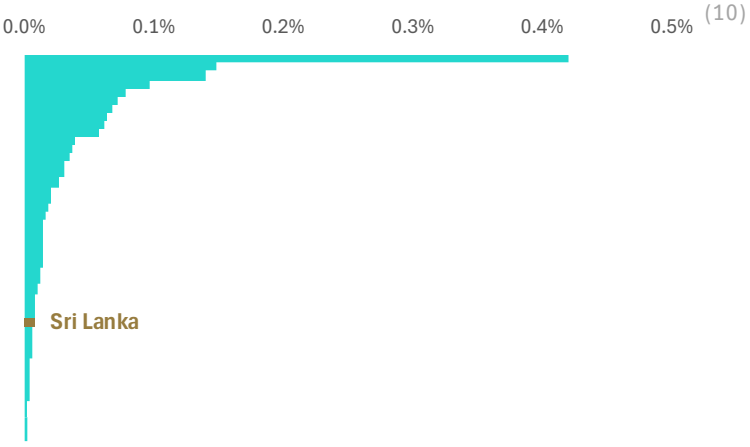
Average annual losses to transport infrastructure due to hazards (2023)
24 million USD (10)

Road	Rail
52%	**35%**
Ports	Airports
8%	**5%**

National road vulnerability index ranking (2023)
38th out of 208 countries (11)

Share of population in low elevated coastal zones (2018)
3% (12)

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023) (10)

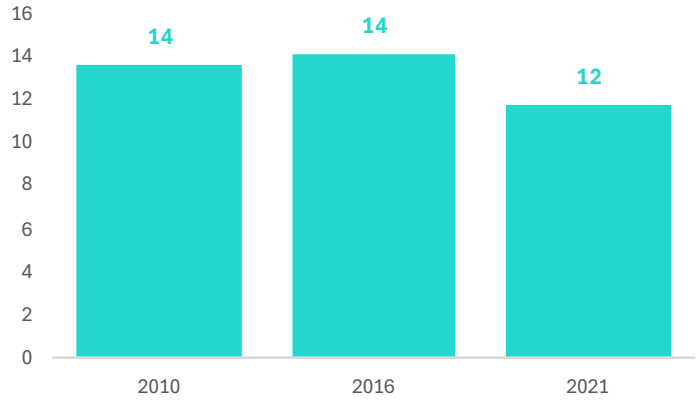


IV. Other Externalities

Road crash fatalities (2021)

2.5 thousand deaths (13)

Road crash fatality rate per 100 thousand population (13)



Asia-Pacific average is 16 fatalities per 100 thousand population

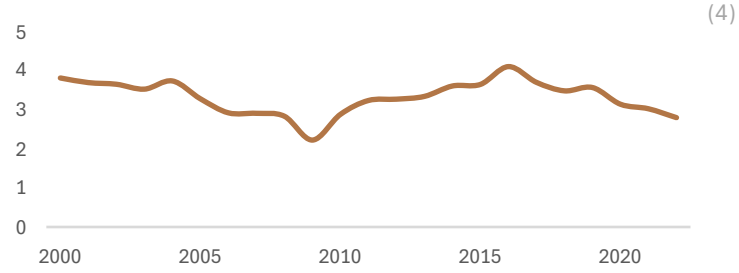
Rural access index (2023)

97% (14)

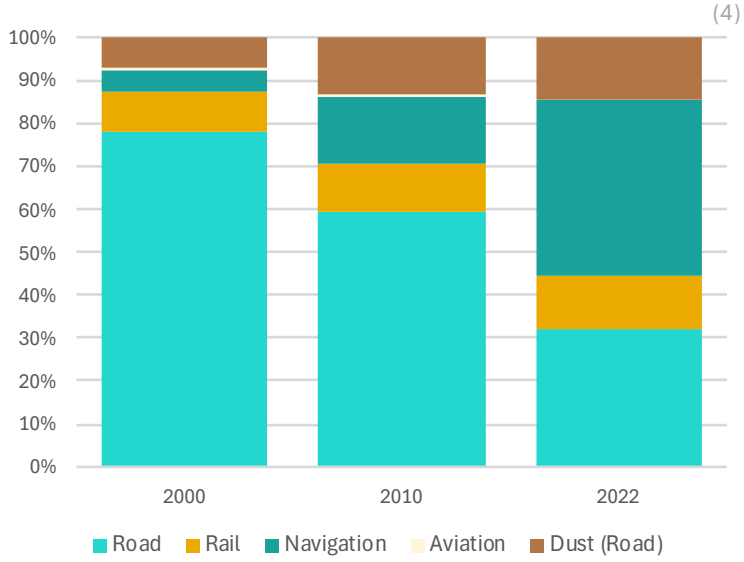
Rural population without access to all-season roads (2023)

0.4 million (14)

Transport PM 2.5 emissions trend, thousand tonnes (4)



Transport PM 2.5 emissions share by source (4)



V. Vehicle Fleet

Road vehicles (2022)

8.4 million vehicles (15)

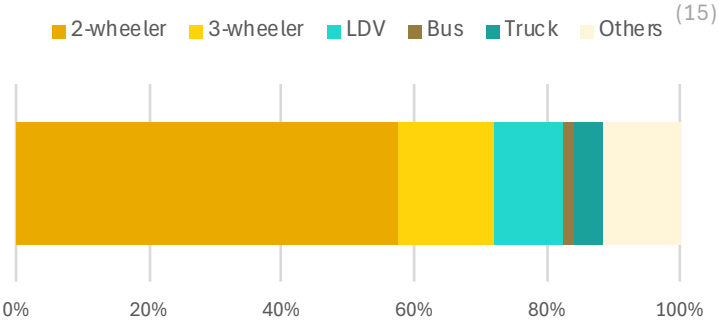
Road vehicle motorization rate (2022)

384 vehicles per thousand population (1,15)

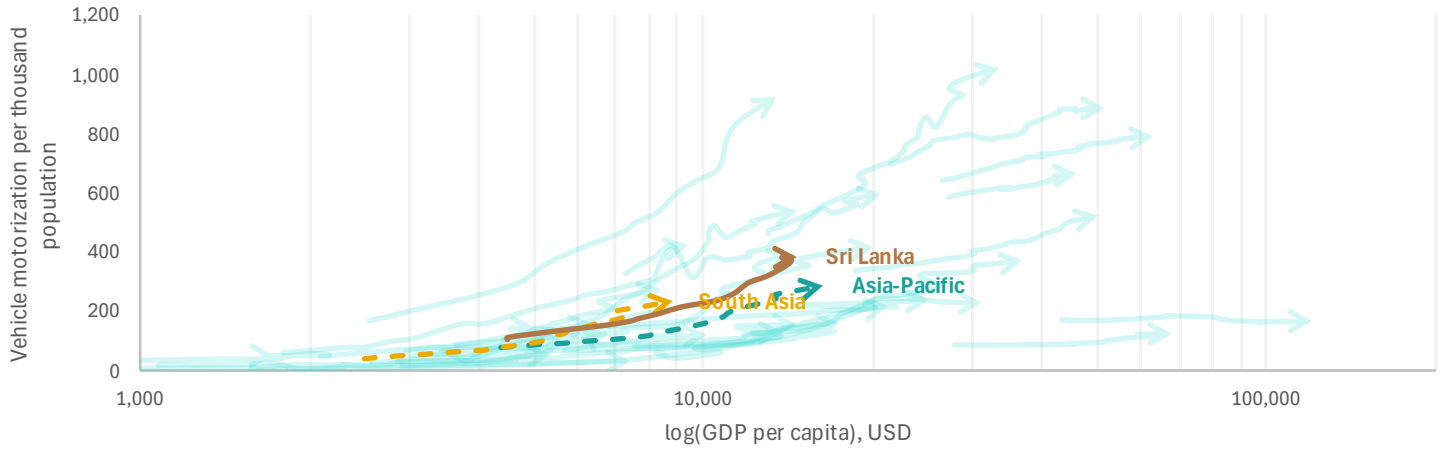
Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

In 2000, Sri Lanka had 104 vehicles per thousand population. By 2022, this has increased to 384 compared with Asia-Pacific average of 577 in 2022.

Share of vehicles by type (15)



Vehicle motorization per thousand population in Asia-Pacific (2000-2022)

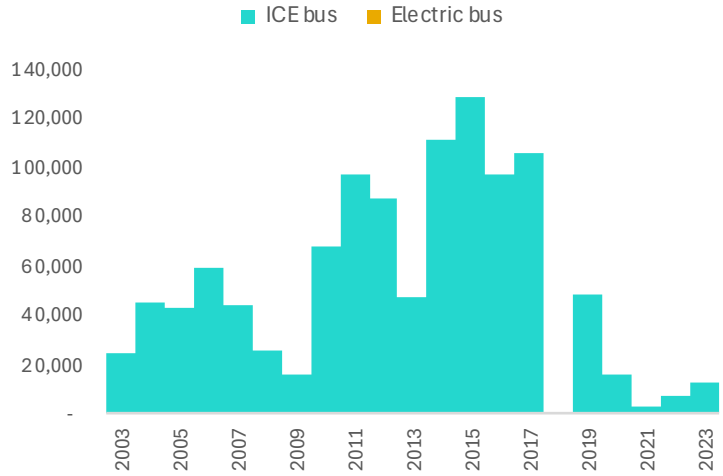


Bus import value (2015-2023)

416.8 million USD (16)

Bus vehicle production, units (17)

Bus import value, thousand USD (16)



E-mobility Readiness Index (2024) (18)

Technology & Market	Policy
13/25	**15/25**
Energy	**Financial**
21/25	**15/25**

Overall

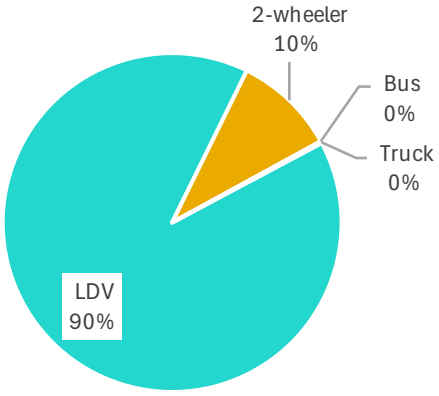
64/100

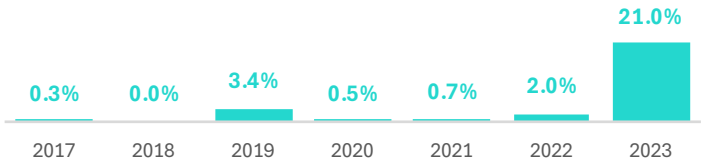
Electric road vehicle import value (2017-2023)

63.4 million USD (16)

Electric road vehicle share in total road vehicle import value trend (16)

Electric road vehicle import share by type (2017-2023) (16)





VI. Urban Transport

Urban rapid transit length (2021)

| BRT

None

| LRT

None (19)

| Metro

None (19)

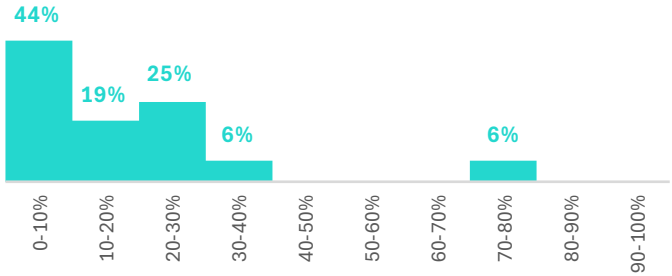
Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021) (1,19)

Urban rapid transit ratio (2021)

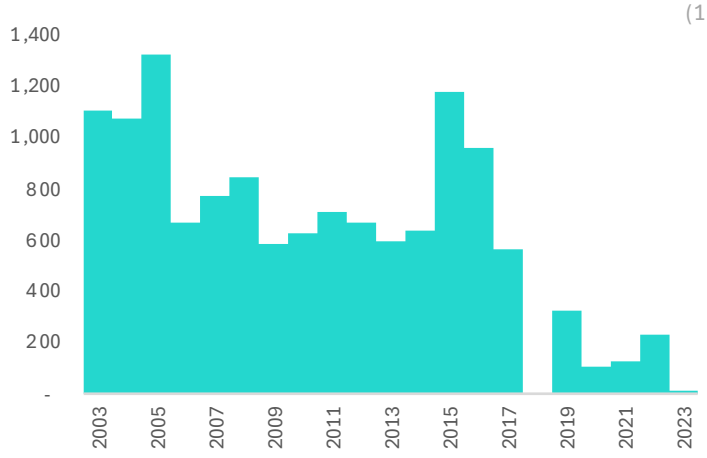
NA (1,19)

Urban rapid transit ratio, kilometers per million urban population (2000-2021)

Share of cities by level of access to public transport (out of 16 cities) (20)



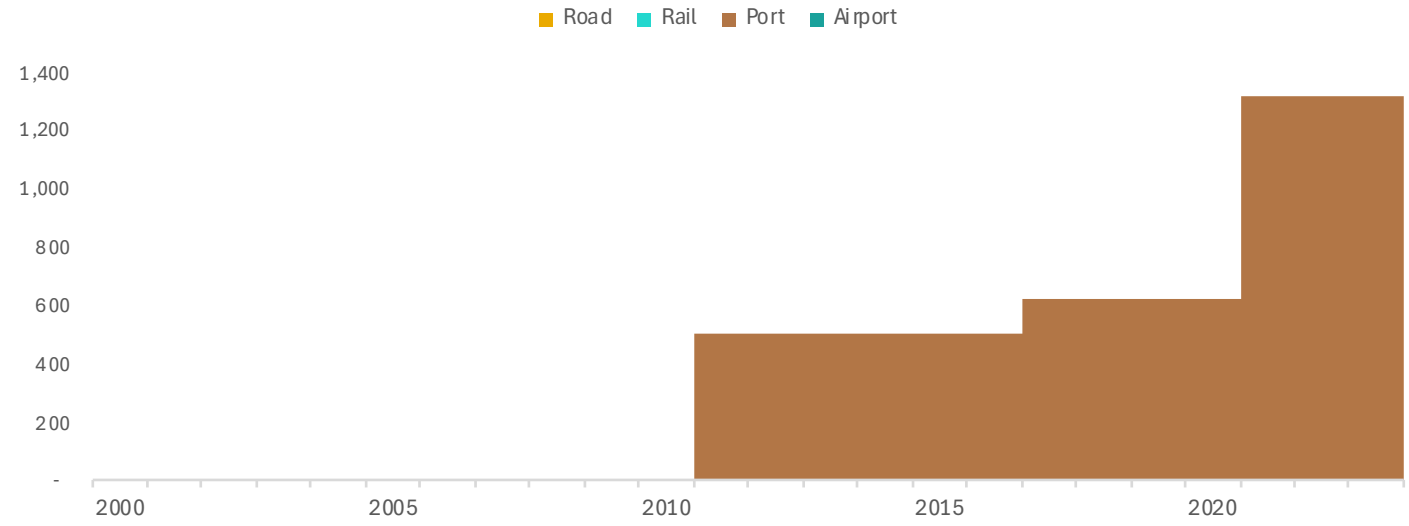
Bicycle import value, thousand USD (16)



VII. Transport Investments

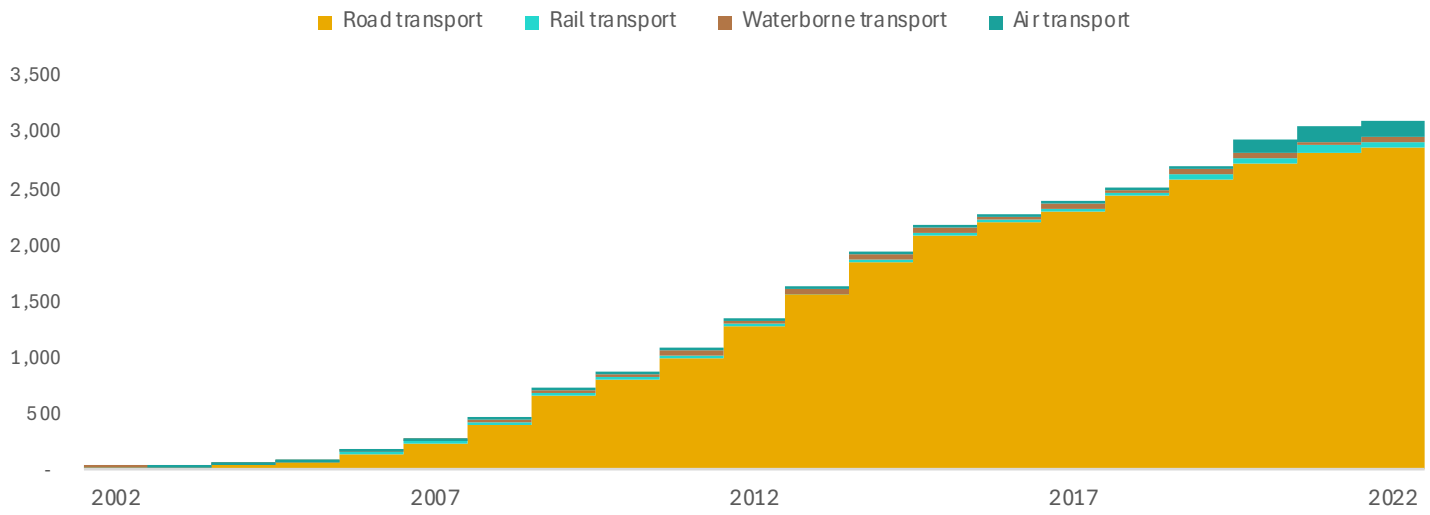
Public-private partnership investments in the transport sector, million USD

(21)



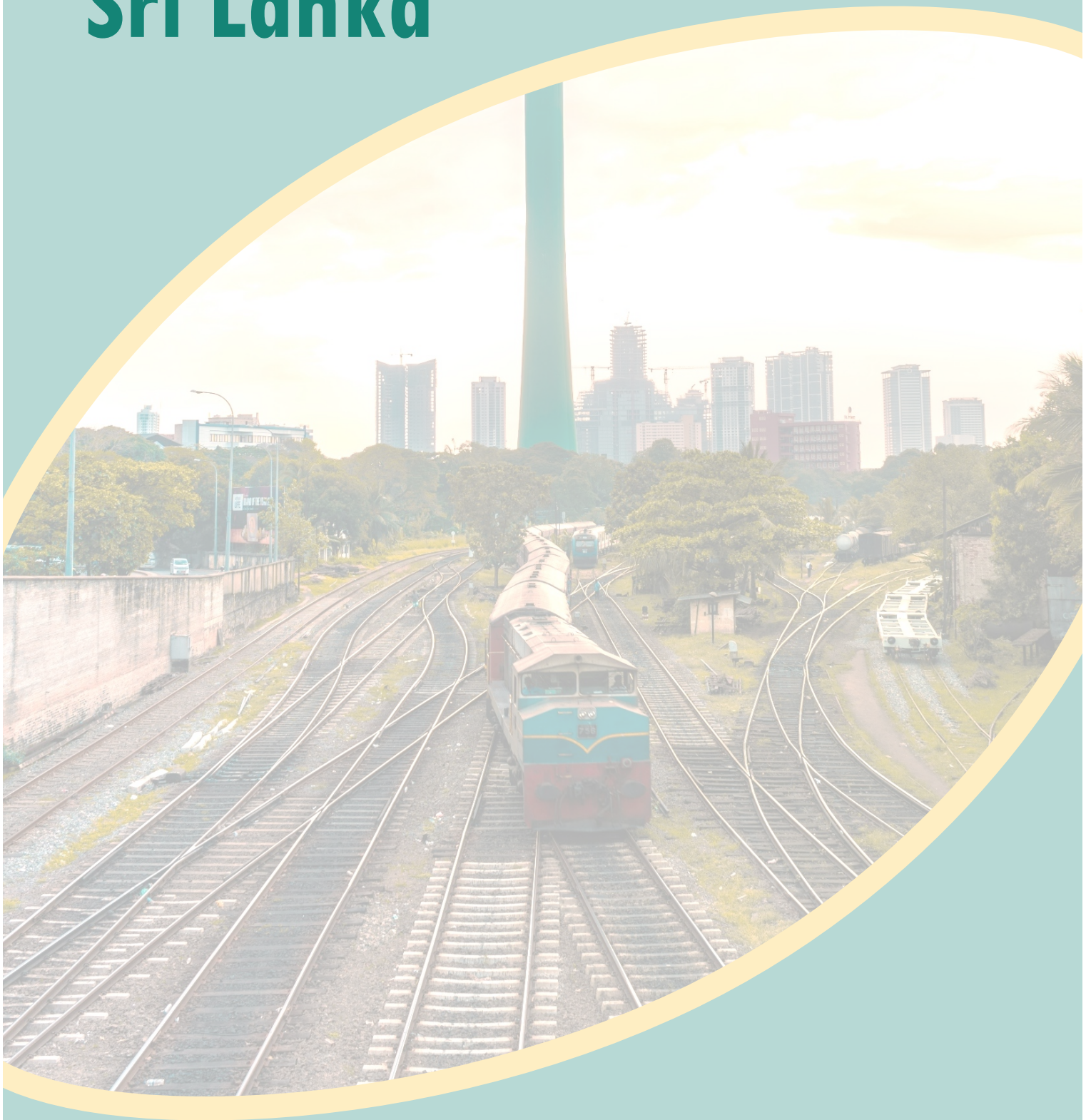
Official development assistance in the transport sector, million USD

(22)



Policy Insights

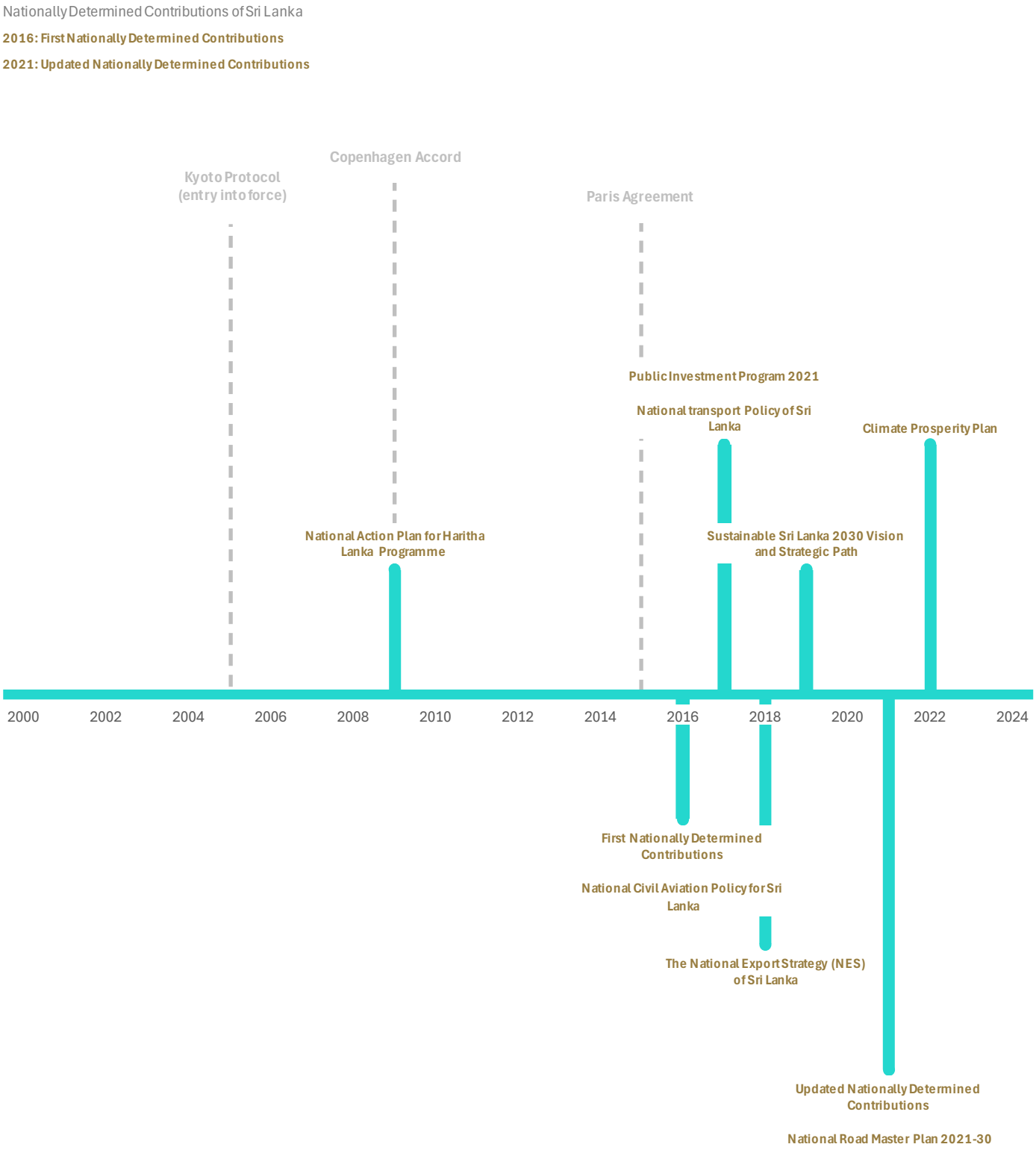
Sri Lanka



VIII. Transport and Climate Policy Documents

Transport-related policy documents in Sri Lanka

Selection made based on the number of climate change mitigation and adaptation policy measures



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

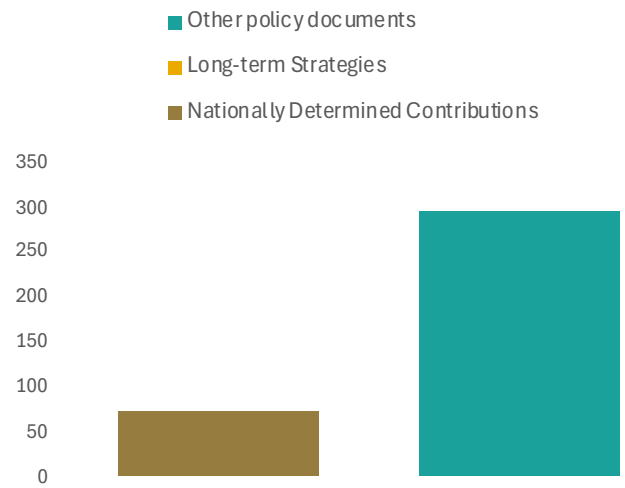
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
Updated Nationally Determined Contributions (adopted in 2021)	Mitigation measures	Yes	Yes	Yes	Yes	Yes
	Mitigation targets	Yes	Yes	Yes	Yes	
	Adaptation measures	Yes	Yes	Yes	Yes	Yes
	Adaptation targets					

Long-term Strategies

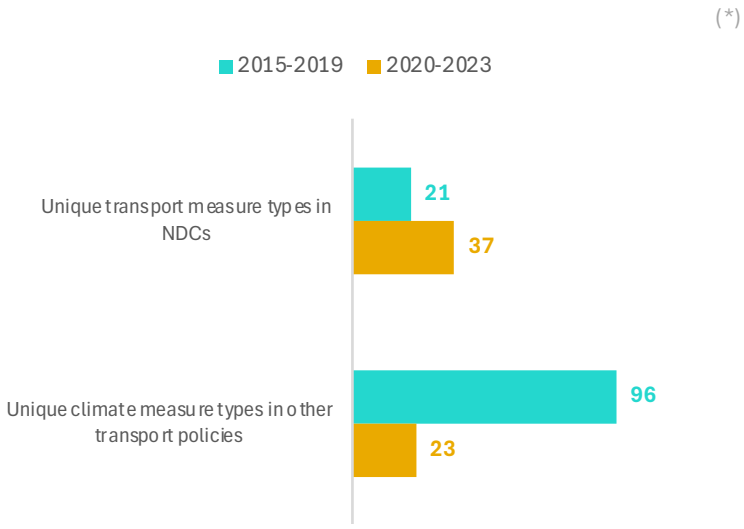
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
None	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source



Integration of climate ambition, unique number of policy measures in NDCs and other transport policies (*)

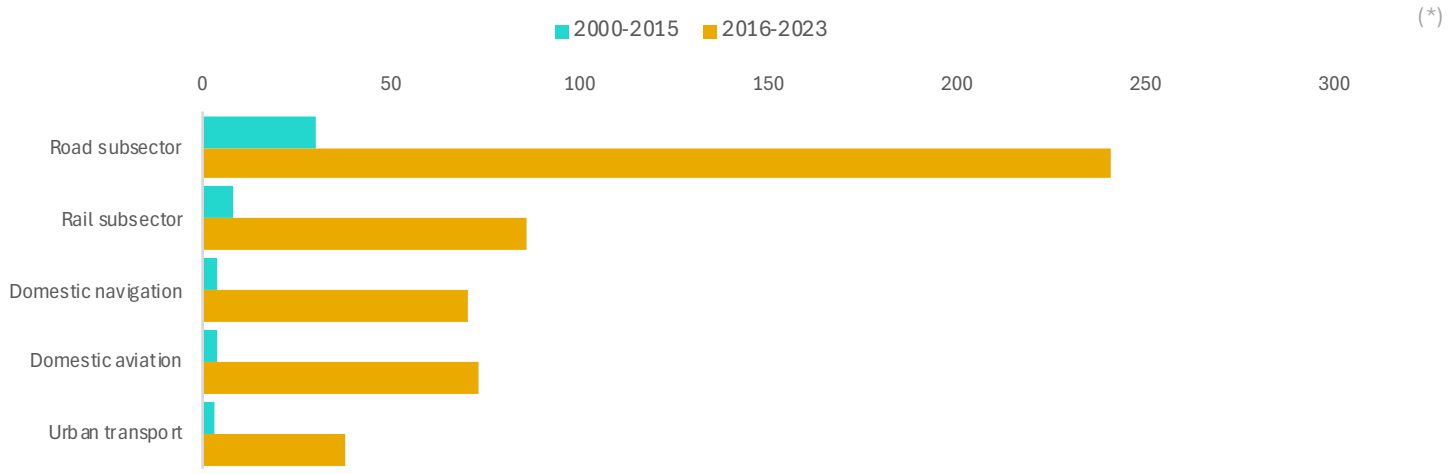


XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)

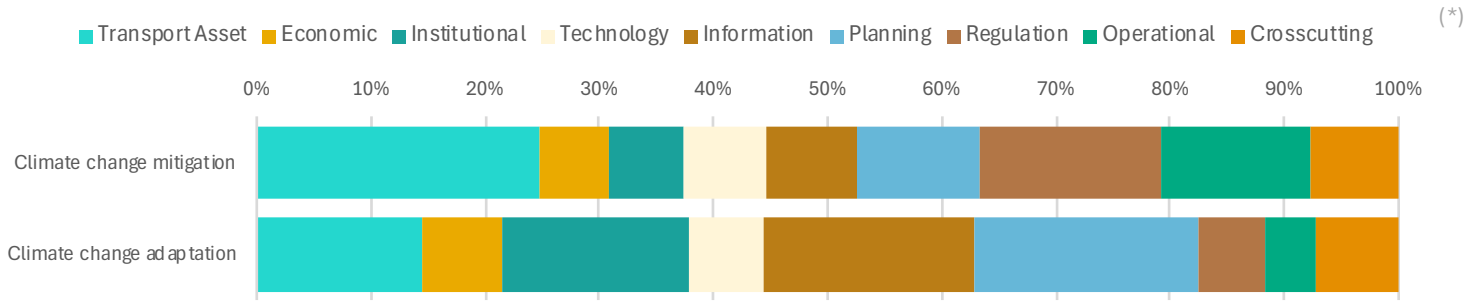
(*)

Number of climate change policy measures by subsectors



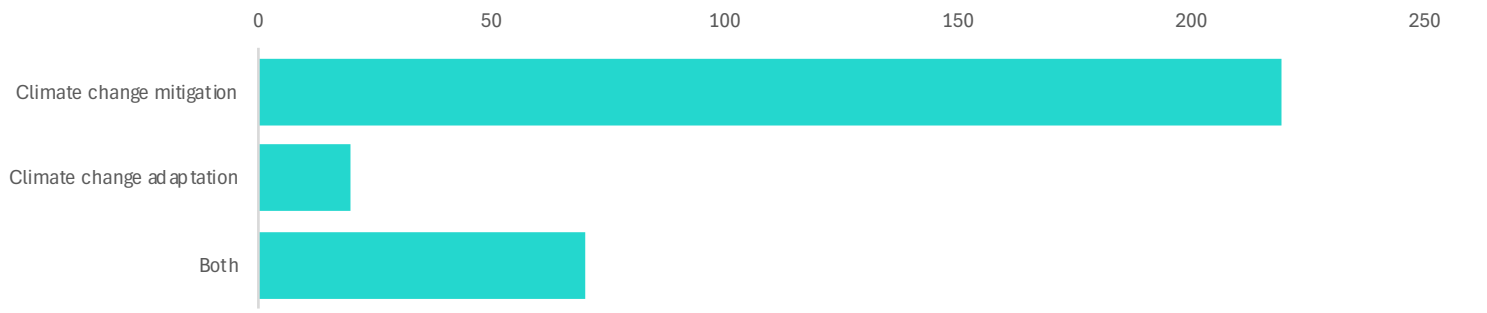
Number of climate change policy measures by passenger vs. freight

Transport-related climate change policy measures by framework



Number of climate change mitigation vs. climate change adaptation policy measures

(*)



Climate change mitigation top 10 typology, number of policy measures

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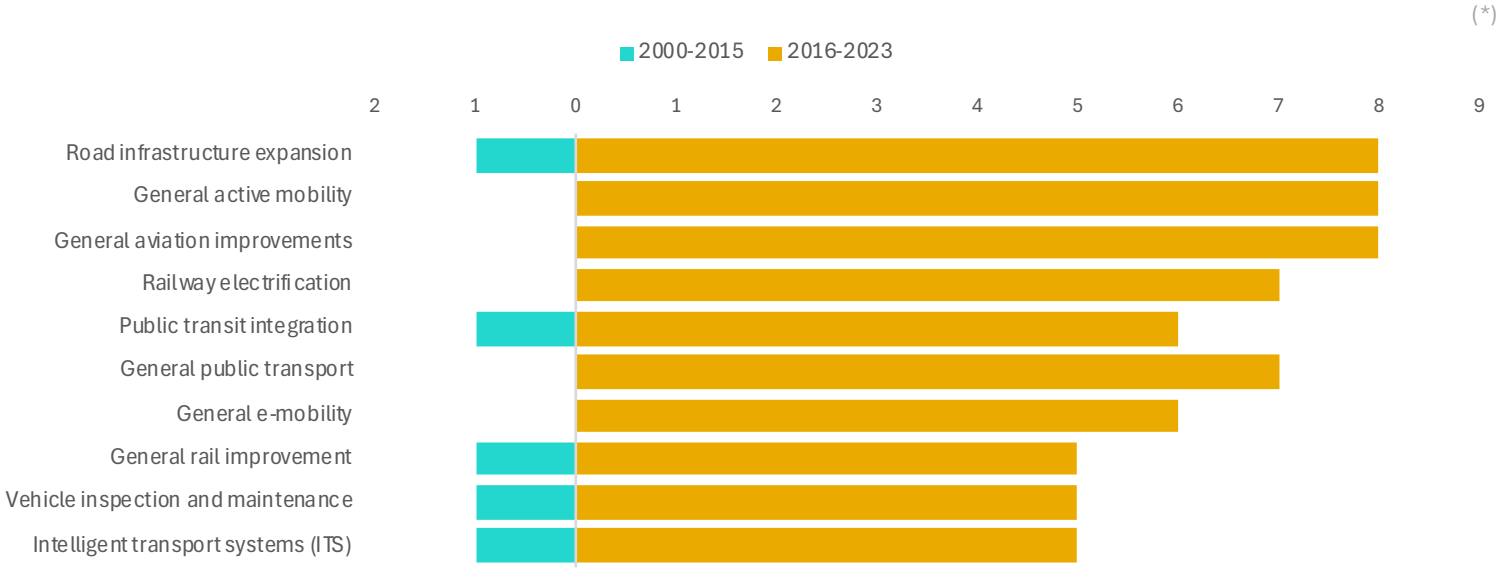

Climate change adaptation top 5 typology, number of policy measures

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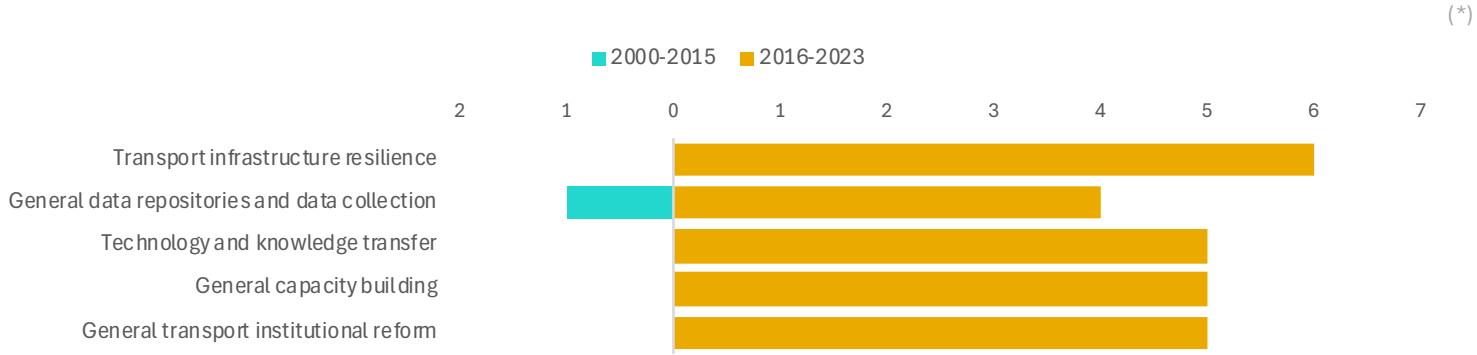

XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Sri Lanka

Document	Year published	Target	Target year
Economy-wide emissions			
First Nationally Determined Contributions	2016	NDCs for Mitigation intends to reduce the GHG emissions against BAU scenario by 20% in the energy sector (4% unconditionally and 16% conditionally) and by 10% in other sectors (transport, industry, forests and waste) by 3% unconditionally and 7% conditionally by 2030.	2030
Updated Nationally Determined Contributions	2021	reduce greenhouse emissions by 14.5% for the period of 2021-2030 from Power (electricity generation), Transport, Industry, Waste, Forestry, and Agriculture	2030
Net zero, carbon neutrality, and other long-term climate action			
Updated Nationally Determined Contributions	2021	Sri Lanka expects to achieve its Carbon Neutrality by 2050	2050
Transport GHG emission			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Sri Lanka which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Renewable energy			
Updated Nationally Determined Contributions	**2021**	**To achieve 70% renewable energy in electricity generation by 2030**	**2030**
Climate Prosperity Plan	2022	Sri Lanka renewable energy production exceeds 100% of domestic power needs by 2040	2040
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	achieving at least 50 per cent use of renewable energy for transport by 2030	2030
Vehicle scrappage scheme			
First Nationally Determined Contributions	**2016**	**Reduce unproductive vehicles by 25% in 2025 unconditionally. This could be increased by 50% with conditions.**	**2025**
Budget/ identification of road safety projects			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	An allocation of 5 per cent of all transport sector capital investment should be allocated for transport safety improvements from 2020	>2020
Development of active transport plan/ policy			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city.	2025
Development of public transport plan/ policy			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city.	2025
Development of transport plan/ policy			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	By 2025, each city with over a 100,000 day time population will have a transport and traffic plan that will ensure adequate walkability, cycling and access by public transport modes including a multi-modal transport terminal, while controlling traffic volumes and on-street and even off-street parking to levels that are sustainable for the physical and cultural character of the city.	2025
Employment in transport, communication, and storage			
Climate Prosperity Plan	2022	Economy-wide: 75% of new jobs supported by reskilling and training for industries of the future	2030
General active mobility			
Climate Prosperity Plan	2022	Share of non-motorized transportation increases to 20% of all road trips.	2030
Climate Prosperity Plan	2022	Share of non-motorized transportation increases to 30% of all road trips.	2035

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Sri Lanka which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General e-mobility			
Climate Prosperity Plan	2022	50% of new road vehicles are electric or hybrid 50% of public transportation, including suburban railway, is electrified including through retrofitting.	2030
Climate Prosperity Plan	2022	90-100% of new road vehicles are electric or hybrid 100% of public transportation, including suburban railway, is electrified including through retrofitting.	2035
National road safety strategy			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	prioritizing steps to improve road safety and achieve the vision zero goal by 2030	2030
Railway electrification			
Climate Prosperity Plan	2022	50% of public transportation, including suburban railway, is electrified including through retrofitting.	2030
Climate Prosperity Plan	2022	100% of public transportation, including suburban railway, is electrified including through retrofitting.	2035
National Physical Planning Policy & The Plan — 2017-2050	2019	this electrified railway is proposed to be extended up to Kurunegala before 2030	2030
Road space repurpose to allow access for other modes			
Climate Prosperity Plan	2022	5km of bike lanes integrated into relevant roads in 10 key urban locations	2025
Climate Prosperity Plan	2022	50% of relevant roads include bike lane	2030
Climate Prosperity Plan	2022	90-100% of relevant roads include bike lane.	2035
Technology and knowledge transfer			
Climate Prosperity Plan	2022	Clean technologies are leveraged to digitize or provide new digital support to 90-100% of the economy across all sectors.	2035
Climate Prosperity Plan	2022	Economy-wide: 75% of new jobs supported by reskilling and training for industries of the future Clean technologies are leveraged to digitize or provide new digital support to 75% of the economy across all sectors	2030
Vehicle efficiency standards			
Climate Prosperity Plan	2022	Economy-wide: Promoting energy efficient equipment, technology and systems improvement to increase overall energy efficiency by 40%.	2030

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Access restriction by corridor/ road							
Updated Nationally Determined Contributions	**2021**	**Restrict the entry of individual modes of transport to sensitive areas and congested areas of major cities during peak hours through a levy**	**x**				**x**
Accreditation of vehicle inspection centers							
First Nationally Determined Contributions	**2016**	**Inspect and monitor vehicle emission testing centres**	**x**				
National Action Plan for Haritha Lanka Programme	2009	Execute the chassis - dynamometer test to issue emission certificates.	x				
Active transport infrastructure expansion							
Updated Nationally Determined Contributions	**2021**	**Improve the facilities for pedestrian walkways**	**x**				
Climate Prosperity Plan	2022	Non-motorized transport (NMT) scales to 30% of all vehicle trips by 2035, supported by 26,000 km of NMT infrastructure in the CPP scenario	x				
National Action Plan for Haritha Lanka Programme	2009	Establish guidelines and standards for space provision for trees, pedestrian movement and cycle movement along roads in urban areas throughout Sri Lanka. Plan and establish public pedestrian movement networks where necessary.	x				x
National Road Master Plan 2021-30	2021	Segregation of motorized and non – motorized traffic	x				
National transport Policy of Sri Lanka	2017	Improve and expand non-motorized transport (NMT) systems to increase usage where appropriate.	x				
Adaptation-related education and training							
Updated Nationally Determined Contributions	**2021**	**Include sustainable built environment concepts into Architecture and Engineering curriculars**	**x**	**x**	**x**	**x**	
BRT							
Updated Nationally Determined Contributions	**2021**	**An initial feasibility assessment for the 'Nationally Appropriate Mitigation Actions (NAMA) on Bus Rapid Transport (BRT)' concept was completed in 2015/2016**	**x**				
Clean Air 2025 - Action plan for Air Quality Management	2016	Introduce Mass public transportation (BRT/MRT) systems	x				
National Action Plan for Haritha Lanka Programme	2009	Implement mass transit systems such as MRT/LRT, BRT including Premium BusService & one-way systems with centre-flow bus lanes in metropolitan regions.	x				
Development of climate change/ low carbon plan/ policy							

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Nationally Determined Contributions	2016	Sri Lanka has taken several positive steps by introducing national policies, strategies and actions in order to address climate change induced impacts, amongst which are the National Climate Change Policy of Sri Lanka, National Climate Change Adaptation Strategy for Sri Lanka in 2010, the Climate Change Vulnerability Profiles; Water, Health, Agriculture and Fisheries, Urban Development, Human Settlements and Economic Infrastructure in 2010, the Technology Needs Assessment and Technology Action Plans for Climate Change Adaptation and Mitigation in 2014, the National Action Plan for Haritha Lanka Programme in 2009 and Urban Transport Master Plan 2032 based on the National Transport Policy in 2009.	x	x	x	x	
Updated Nationally Determined Contributions	2021	In response to challenges posed by climate change, Sri Lanka has taken several steps by introducing national policies, strategies and actions such as the National Climate Change Policy of Sri Lanka (2012), National Climate Change Adaptation Strategy for Sri Lanka in 2010, the National Adaptation Plan (NAP) for climate change impacts in Sri Lanka (2016), Technology Needs Assessment and Technology Action Plans for Climate Change Adaptation and Mitigation (2014)					
Development of other transport-related plan/ policy							
First Nationally Determined Contributions	2016	Develop Urban Transport Master Plans (UTMP) to improve the transport system in line with the Megapolis Plan that is currently being finalized, and integrated into key urban areas of the country,	x	x	x	x	x
First Nationally Determined Contributions	2016	Sri Lanka has taken several positive steps by introducing national policies, strategies and actions in order to address climate change induced impacts, amongst which are the National Climate Change Policy of Sri Lanka, National Climate Change Adaptation Strategy for Sri Lanka in 2010, the Climate Change Vulnerability Profiles; Water, Health, Agriculture and Fisheries, Urban Development, Human Settlements and Economic Infrastructure in 2010, the Technology Needs Assessment and Technology Action Plans for Climate Change Adaptation and Mitigation in 2014, the National Action Plan for Haritha Lanka Programme in 2009 and Urban Transport Master Plan 2032 based on the National Transport Policy in 2009.	x	x	x	x	
Development of transport adaptation/ emergency/ disaster plan/ policy							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Nationally Determined Contributions	**2016**	**Sri Lanka has taken several positive steps by introducing national policies, strategies and actions in order to address climate change induced impacts, amongst which are the National Climate Change Policy of Sri Lanka, National Climate Change Adaptation Strategy for Sri Lanka in 2010, the Climate Change Vulnerability Profiles; Water, Health, Agriculture and Fisheries, Urban Development, Human Settlements and Economic Infrastructure in 2010, the Technology Needs Assessment and Technology Action Plans for Climate Change Adaptation and Mitigation in 2014, the National Action Plan for Haritha Lanka Programme in 2009 and Urban Transport Master Plan 2032 based on the National Transport Policy in 2009. Further, National Adaptation Plan (NAP) for Climate Change Impacts in Sri Lanka has been developed**	x	x	x	x	
Updated Nationally Determined Contributions	**2021**	**Develop a Comprehensive Risk Management Framework**					
Updated Nationally Determined Contributions	**2021**	**In response to challenges posed by climate change, Sri Lanka has taken several steps by introducing national policies, strategies and actions such as the National Climate Change Policy of Sri Lanka (2012), National Climate Change Adaptation Strategy for Sri Lanka in 2010, the National Adaptation Plan (NAP) for climate change impacts in Sri Lanka (2016), Technology Needs Assessment and Technology Action Plans for Climate Change Adaptation and Mitigation (2014)**					
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Assess vulnerable and hazard prone areas/roads and prepare maps Identify vulnerable areas for climate-induced disaster risks on energy, transportation and industrial facilities and prepare maps Identify critically vulnerable energy, transportation and industrial facilities in vulnerable areas to inundation	x	x	x	x	
National transport Policy of Sri Lanka	2017	Identify alternatives for any emergency situation (evacuation or diversion)					
Development of transport plan/ policy							
First Nationally Determined Contributions	**2016**	**NAMA on Transportation is being prepared**	x	x	x	x	
Updated Nationally Determined Contributions	**2021**	**Introduce new national policy or make amendments to relevant existing policies to promote environmentally sustainable transport modes including electric mobility and hybrid vehicles**	x				
Disaster notification/ early warning system							
Updated Nationally Determined Contributions	**2021**	**Strengthen the existing weather and climate forecasting system**					
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Establish an early warning and hazard communication systems for commuters and drivers (Focus: mobile phones, navigation systems, radio channels) Establish an early warning system of disasters to energy, transport and industry managers	x				
Ecodriving							

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Updated Nationally Determined Contributions	**2021**	**Introduce programmes to change driver behaviours**	**x**				
Clean Air 2025 - Action plan for Air Quality Management	2016	promotion of driving habits	x				
Emissions trading and carbon pricing							
Updated Nationally Determined Contributions	**2021**	**Introduce fuel-based carbon tax**	**x**				
EV charging infrastructure							
Updated Nationally Determined Contributions	**2021**	**Facilitate supportive infrastructure developments such as charging stations, battery swapping & replacements**	**x**				
Fiscal incentives for EVs and components							
Updated Nationally Determined Contributions	**2021**	**Increase tax concessions for electric & hybrid vehicles Tax & Duty concessions for batteries used for electric and hybrid vehicles after introducing a specific HS code**	**x**				
Freight transport shifting to rail or inland waterways (IWT)							
Updated Nationally Determined Contributions	**2021**	**Switch back to rail from road transport**	**x**	**x**			
Clean Air 2025 - Action plan for Air Quality Management	2016	Use train for freight transport		x			
Fuel quality							
First Nationally Determined Contributions	**2016**	**Introduce 95 octane petrol.**	**x**				
National transport Policy of Sri Lanka	2017	Evaluate contribution to emission levels and fuel efficiencies in all transport interventions.	x				
General active mobility							
Updated Nationally Determined Contributions	**2021**	**Promote the use of bicycles**	**x**				
Climate Prosperity Plan	2022	Promotion of non-motorized transportation in key urban centers	x				x
National Road Master Plan 2021-30	2021	Clear walking zone: Obstruction free with no utility ducts, utility poles, electric, water or telecom boxes, trees, signage etc. Minimum clearance height of 2.4m. Raised foot walk or provision of fence. Walking zone width Minimum width of 2m Pedestrian flyovers, Pedestrian underpasses, Pelican crossings	x				

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National transport Policy of Sri Lanka	2017	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. Promote a shift to sustainable modes - especially walking, cycling and public transport - with more innovative approaches and better design of systems	x				
Public Investment Program 2021	2017	Promote non – motorized transport modes in urban areas	x				x
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Walkability will be ensured to increase healthy living and reducing non-communicable diseases.	x				
General aviation improvements							
First Nationally Determined Contributions	**2016**	**Identify the current profile of GHG emissions from Sri Lankan operators (Sri Lankan Airline and FITS Aviation) in international operations and domestic operators Forecast the BAU future emissions from the above operators**				x	

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Civil Aviation Policy for Sri Lanka	2016	Towards the realization of this goal, the GoSL will commit to fair competitiveness and equal and open access in entering into air services arrangements with other States on the basis of reciprocity with a view to harnessing the economic, trade, commerce, tourism, religious and social benefits that flow from opening of new international aviation markets and/or expanding existing international aviation markets resulting in wider accessibility and connectivity. GoSL will be open and flexible in the exchange of commercial traffic rights with bilateral or multilateral partner States underscoring the reciprocal and apparent benefits to Sri Lanka. a. Potential for accessing new tourist markets and/or expanding existing international aviation markets that generate tourist/business traffic to/from Sri Lanka; b. Creation of new city pairs with which Sri Lanka has no existing direct air links; c. Promotion of BIA as a hub airport while developing other local airports based on market demand; d. Attracting and/or retention of reputed international carriers to Sri Lanka; e. Reciprocal enhancement of traffic rights and/or commercial opportunities for carriers of Sri Lanka; f. Promotion of international aviation system based on competition among airlines in the marketplace with minimum governmental interference and economic regulation; g. Expansion of international air services opportunities recognising that efficient and competitive international air services enhance trade, promote the welfare of consumers and job creation and economic growth of the country; h. Making it possible for airlines to offer the travelling public a variety of service options at the lowest prices that are not discriminatory and do not represent abuse of a dominant position, and encouraging individual airlines to develop and implement innovative and competitive prices; i. Ensuring the highest degree of safety and security in international air services whilst being mindful of the grave concerns about the acts or threats against the security of aircraft, which jeopardize the safety of persons or property and adversely affecting the operation of air services that undermine public confidence in the safety of civil aviation Every effort will be made to negotiate for expanded network opportunities and improve market access for designated carriers of Sri Lanka to international aviation markets in accordance with the requirements of such carriers and/or future interests of the country. : Traffic capacity / frequency available to Sri Lanka's designated airlines engaged in international air transportation in terms of the applicable Air Services arrangements will be maintained well ahead of foreseeable demand to enable the respective airlines to plan for the long term growth of Sri Lanka’s aviation market. The GoSL will promote the “Principal Place of Business (PPOB)” criteria as advocated by ICAO, in place of the substantial ownership and effective control principle in the designation of airlines to operate agreed international air services. Charter operations by both local and foreign airlines will be encouraged and supported with relaxation of economic regulations but with no compromise on safety, security and environmental considerations which will be maintained in accordance with applicable guidelines of Civil Aviation Authority of Sri Lanka (CAASL). Foreign Airlines operating into and out of Sri Lanka will be permitted to operate to Sri Lanka Airlines will be permitted to employ expatriate management/technical workers based on sufficient justification and in accordance with applicable guidelines. To this end, private sector				x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Physical Planning Policy & The Plan — 2017-2050	2019	plans are already underway for the expansion of landing facilities, passenger terminals and cargo handling facilities				x	
National transport Policy of Sri Lanka	2017	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.				x	
Public Investment Program 2021	2017	Continuation of development of facilities in international airports especially at BIA in line with international standards to cater to the increasing passenger demand Enhancing the efficiency and expand the air navigation services to flights provided by Sri Lanka Development of business models to attract private investments for possible areas · Facilitation for the expansion of Maintenance, Repair, Overhaul (MRO) in aviation in Sri Lanka Enhancing aviation safety and security to suit with international best practices · Facilitating the promotion of air cargo industry to provide satisfied services to distant markets of global value chain in an expeditious and reliable manner				x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	domestic air transport will be provided open access by 2018. (a) develop domestic aviation, (b) improve international air travel and (c) improve export facilitation and port development				x	
The National Export Strategy (NES) of Sri Lanka	2018	Increased capacities of ports and airports to provide value added services through MCC, LCL destuffing, e-commerce and commercial hub activities			x	x	
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads				x	x
General capacity building							
First Nationally Determined Contributions	**2016**	**Capacity development**	**x**	**x**	**x**	**x**	
National Civil Aviation Policy for Sri Lanka	2016	The CAASL's technical competency and operational capability which is vital for it to be an effective safety regulator will be ensured by providing requisite financial resources and necessary administrative flexibility. The CAASL's capacity to plan and act strategically in response to growth and changes in the global aviation industry will be reinforced with adequate administrative arrangements. In this context, the GoSL will join hands with the ICAO in promoting Next Generation Aviation Professional (NGAP) Programme in Sri Lanka whereby future human resources are identified and appropriate training provided in an ongoing basis.				x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National transport Policy of Sri Lanka	2017	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	x	x	x	x	
Public Investment Program 2021	2017	Provide training and skills development to public transport service providers and operators to maintain minimum customer standards to make public transport more disciplined, reliable andclean Coordinate with vocationaltraining institutesto revise their curricula to suit with modern technology in the transport sector Use the maritime training institutions in the country to train new labour force and retrain unskilled and semi-skilled workers to suit the new skills required for present and future demand that arises locally and internationally Development of trained, qualified, experienced and skilled aviation workforce in the country	x		x	x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	stipulate the educational and skill requirements for different grades of human resources required for such functions. It will also take into consideration the professional inputs for high end planning and modern operational features. Requirements for higher management positions including positions on Boards to possess suitable sector specializations will also be introduced The Government will also assign the transport sector budget for human resource development and research & development initiatives starting from 2020	x	x	x	x	
General e-mobility							
First Nationally Determined Contributions	**2016**	**Introduce electrified three - wheelers to reduce emissions, Introduce electrified boat service, Introduce electric buses, Introduce other electrified vehicles such as cars**	**x**		**x**		
Updated Nationally Determined Contributions	**2021**	**Promoting E-mobility Significant investments are lined up to upgrade passenger transport systems including the long ailing railway and expressway network, introduce modern conveyance systems in congested urban centres and promote more hybrid and electric vehicles among private users.**	**x**	**x**			**x**
Climate Prosperity Plan	2022	Promotion of electric mobility and hybrid vehicles.					
Public Investment Program 2021	2017	Encourage the use of electric vehicles and vehicles with high fuel efficiency (e.g. hybrid systems)	x				
General infrastructure improvements							
Updated Nationally Determined Contributions	**2021**	**Improve road architecture (road designs, road signs, signaling, signage, etc.)**	**x**				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Civil Aviation Policy for Sri Lanka	2016	Construction of Heli-pads at selected locations in major cities and by the side of Highways and Expressways will be promoted, to facilitate efficient transfers of needy passengers including medical evacuation Construction of private airstrips, heliports and helipads will be permitted and encouraged subject to conformity with published requirements by the CAASL. Civil aviation security measures and requirements will be integrated into the architectural design and construction of new facilities and alterations to existing facilities at airports and aerodromes.				x	
National Road Master Plan 2021-30	2021	Smaller Kerb turning radius Traffic calming: roundabouts, kerb build-outs, speed humps, raised tables, entry treatments, speed cushions, modified intersections improving bottlenecks and improving road geometry so that higher design speeds can be achieved PRIORITIZATION OF RAILWAY LEVEL CROSSINGS AT “A” & “B” CLASS ROADS	x				
Public Investment Program 2021	2017	Removing bottlenecks by introducing appropriate solutions such as construction of overtaking lanes, reconstruction of weak and narrow bridges, improvement of junctions. o Providing by-pass roads to congested city areas Introducing engineering measures in road construction in order to minimize road accidents. Modernization of key railway stations converting them into functional, recreational, meeting, greeting and eating places, with malls and shops needed to provide consumers with a total travel experience	x	x			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	In rural areas, the road frontages and infrastructure should be designed and maintained in such a manner that the quality of the existing physical environment of the residents and users will be protected and improved The processes will be broadened to include the full investigation of all alternative transport infrastructure, technologies, modes and designs to ensure that the alternatives which are least harmful to the natural environment are given the highest consideration	x	x	x	x	
General inland waterways (IWT) improvement							
First Nationally Determined Contributions	**2016**	**Introduce a canal transport system**			x		
Updated Nationally Determined Contributions	**2021**	**Introduce canal-based water transport using diesel or grid electricity-powered boat service for selected canal routes**			x		
National transport Policy of Sri Lanka	2017	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.	x		x		
General international conventions							
Updated Nationally Determined Contributions	**2021**	**Ratify Annex VI of MARPOL convention to enforce provisions in Sri Lanka**			x		

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Civil Aviation Policy for Sri Lanka	2016	In the fulfilment of its international obligations, the GoSL will also take steps to accede to International Conventions and Instruments as deemed applicable and necessary, including the Montreal Convention (1999) and Cape Town Convention (Aircraft Protocol).				x	
General parking measures							
Updated Nationally Determined Contributions	**2021**	**Improve parking management**	**x**				
Clean Air 2025 - Action plan for Air Quality Management	2016	Introduce regulation, market based instruments, guidelines for public parking and improve facilities for public parking proper efcient trafc planning system	x				
National Action Plan for Haritha Lanka Programme	2009	Introduce congestion road pricing and providing parking facilities surrounding Colombo for low occupancy vehicles.	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	bring regulations for the removal or restriction of on-street parking on national roads in urban areas	x				x
General public transport							
Updated Nationally Determined Contributions	**2021**	**Improve public road transport for reliability, affordability, accessibility, availability, comfort and safety**	**x**				
National Physical Planning Policy & The Plan — 2017-2050	2019	state-of the-art passenger services for the improvement of public transportation buses and the waiting facilities must provide the required comfort, and smart services such as e-ticketing and information display . In order to comply with the permitted emission levels and for a sustainable conservation of the environment the minimization of the use of private vehicles and the promotion of the public transportation shall be the policy in future developments	x				
National Road Master Plan 2021-30	2021	Parallel to the appearance of improved public transport alternatives, policies should be adopted that require private vehicle users to compensate for road usage during peak traffic in urban areas.	x				x
National transport Policy of Sri Lanka	2017	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 Provision for quick adjustments for demand variations (peak-off peak) should be considered 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. Fares should be attractive and affordable and should not discourage transfers.	x				x

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Public Investment Program 2021	2017	Introduction of new single transport e-ticket system with multiple modes of purchasing tickets to passengers Introduction of modern technology to railway for train operation, property management, stock management, communication, real time information and financial management. Introduction of comfortable city bus service based in Colombo and the suburbs Introduction of the smart card to bus transportation Development of business models to enhance private sector participation in public transport provision as well as other related services	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	set up appropriate public transport solutions for filling all such service gaps by 2030 by ensuring the financial sustainability through suitable reimbursement schemes for public transport services that require subsidy for improving infrastructure and vehicles with special features. Making Bus Transport the Backbone of Mobility: o (a) regulate excessive on-road competition, (b) improved bus operations management of both SLTB and by consolidating the private sector operators, (c) modernize buses, terminals, ticketing systems, information systems and other supporting infrastructure, and (d) creating strong regulatory institutions that can ensure the continuous delivery of high quality bus transport services by 2020.	x				
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads	x	x	x		x
General rail improvement							
First Nationally Determined Contributions	**2016**	**Purchase new rolling stock for Sri Lanka Railway, Rehabilitate the Kelani Valley railway line. Transport of heavy loads by railway**		**x**			
Updated Nationally Determined Contributions	**2021**	**Improve railway transport for reliability, affordability, accessibility, availability, comfort and safety**		**x**			
Clean Air 2025 - Action plan for Air Quality Management	2016	Improve quality and efciency of railway transport system		x			
National Action Plan for Haritha Lanka Programme	2009	Improve railway system to facilitate passenger and freight transport		x			
National Physical Planning Policy & The Plan — 2017-2050	2019	In the proposed Development Corridors, the railway shall be given priority because it is the most economically viable and environmentally sustainable inter-city mode for both passenger and goods transportation. modernization of the facilities in railway stations with comfortable facilities, better waiting areas, smart environments in them, etc, while, the modernization of the services in for commuters such as e-ticketing, on-line reservation, personalized services, train tracking possibilities, etc.		x			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Sri Lanka

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Pursue the systematic development of the national railway network to position it as a competitive modern-day transport option by the year 2030 for both passenger and freight transport Strategically focus into competitive niche areas for rail transport such as (b) long-distance express passenger and (c) bulk and long-distance freight transport markets. expanding railway network to cover the entire island as an alternate mode of transport to serve the long term mobility requirements including a new rail access to Kandy extendable to Uva and Eastern Province as well as to Sabaragamuwa, (b) improving reliability and speed of travel through electrification and other infrastructure improvements		x			
General shipping improvement							
First Nationally Determined Contributions	**2016**	**Implement international laws and regulations on maritime safety & security related to climate change, Maintain international standards related to climate change in maritime transportation.**			x		
Updated Nationally Determined Contributions	**2021**	**Study the impact of shipping on GHG emissions (coastal traffic and ports) depending on evidence-based information and introduce measures to address the issues Promote sea transportation Include climate change measures in maritime policy making**			x		
National transport Policy of Sri Lanka	2017	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.			x		
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	improve export facilitation and port development			x		
General transport demand management							
Updated Nationally Determined Contributions	**2021**	**Avoid the need to travel**	**x**	**x**	**x**	**x**	
National transport Policy of Sri Lanka	2017	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. 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.	x				
Public Investment Program 2021	2017	Private sector participation in road maintenance and operations.	x				
General transport institutional reform							
First Nationally Determined Contributions	**2016**	**Establishment of a separate unit for the implementation of NDCs**					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Civil Aviation Policy for Sri Lanka	2016	A Joint Civil-Military Coordination Committee will be established with a view to facilitating a harmonious working environment, where unimpeded civil aviation operations will take place in close coordination and cooperation with the military. In view of the foregoing a National Air Transport Facilitation Committee is established comprising of the Heads of Organization of the agencies involved to help airports improve their terminal flows and processes by providing a set of recommendations, guidelines and best practices, together with measuring and benchmarking opportunities provided through the Airport Service Quality (ASQ) programmes.				x	
National Road Master Plan 2021-30	2021	institutionalizing of Asset management in RDA	x				
National transport Policy of Sri Lanka	2017	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.	x	x	x	x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	setting up a strong institution that would manage such infrastructure on a national level improve management of transport enterprises by preventing interference in non-policy matters and in annual assessment of performances of top managers from the end of 2018	x	x	x	x	
Intelligent transport systems (ITS)							
First Nationally Determined Contributions	**2016**	**Introduce an Intelligent Transport System (ITS) based bus management system,**	**x**				
Updated Nationally Determined Contributions	**2021**	**Introduce intelligent transport management systems**	**x**				
National Action Plan for Haritha Lanka Programme	2009	Introduce integrated traffic signaling systems for core areas of the cities	x				
National Physical Planning Policy & The Plan — 2017-2050	2019	electronic ticketing	x	x			
National transport Policy of Sri Lanka	2017	Facilitate para-transit service providers to deliver services to less demand areas and last mile connectivity with the help of ICT tools. Use intelligent transport systems tools to improve efficiencies in traffic management and transport operations.	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	(c) modernize customer services through electronic ticketing, air conditioning, improved stations, integrated access by buses and three wheelers, park and ride facilities etc., providing real time information to passenger for trip planning and decision making	x	x			
Intermodality measures							
Updated Nationally Determined Contributions	**2021**	**Integrate transport modes**	**x**	**x**	**x**	**x**	

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National Civil Aviation Policy for Sri Lanka	2016	In the development of airports, the need for integrating such facilities with other modes of transport such as rail, road and sea (multi- modal transport) to provide seamless travel will be given high importance and due priority The GoSL will promote multi modal transportation wherever possible to enable the growth of the industry and the national economy. The airport infrastructure will be integrated with other modes of transport such as, rail, road and sea ports where possible.	x	x	x	x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	integrating multi modal transport networks in order to make the supply chain management efficient in terms of eliminating delays, wastage and lost economic opportunities Inter-regional and inter-city transport facilities will be developed to provide users with choices of modes as well as convenient inter-modal integration at multimodal transport terminals. development of multi-modal transport terminals including park and ride facilities in cities and town areas,	x	x	x	x	x
The National Export Strategy (NES) of Sri Lanka	2018	The NES also recommends provision of adequate facilities – such as warehouses, bonded logistics centres, common user facilities and improved rail connections between ports and airports		x	x	x	
Measures to improve rural-urban connectivity							
Updated Nationally Determined Contributions	**2021**	**Development of provincial and rural road infrastructure for improved mobility**	**x**				
National Road Master Plan 2021-30	2021	Investment in rural transport improvements	x				
Public Investment Program 2021	2017	Introduce new bus services especially in rural areas where there are no such services currently	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	study of the supply chain management of different rural products including agriculture, fisheries and small industries,					
Public transit integration							
First Nationally Determined Contributions	**2016**	**Introduce park & ride system, Establish bus depots next to railway stations**	**x**	**x**			
Updated Nationally Determined Contributions	**2021**	**Improve last mile connectivity Develop park and ride infrastructure developments combined with Corden based pricing mechanism**	**x**				
National Action Plan for Haritha Lanka Programme	2009	Enhance linkages between rail and road. Introduce Park & ride systems	x	x			
National Physical Planning Policy & The Plan — 2017-2050	2019	investment program in reorganizing modeintegration and systematizing the operations	x				
National transport Policy of Sri Lanka	2017	integration of different public transport systems. In urban environments, ensure increase in connectivity and integration with other transport modes. Plan public transport networks to minimize transfers. Prioritize services that are complementing each other and discourage competing services.	x				x

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Public Investment Program 2021	2017	Establish multi-model connectivity to ensure that the entire journey is safe and comfortable	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Inter-regional and inter-city transport facilities will be developed to provide users with choices of modes as well as convenient inter-modal integration at multimodal transport terminals.	x				
Rail infrastructure expansion							
Updated Nationally Determined Contributions	**2021**	**Introduce rail-based transport system with inland container depots Develop new railway lines and expansion of existing railway network**		**x**			
Updated Nationally Determined Contributions	**2021**	**Significant investments are lined up to upgrade passenger transport systems including the long ailing railway and expressway network, introduce modern conveyance systems in congested urban centres and promote more hybrid and electric vehicles among private users.**		**x**			**x**
National Physical Planning Policy & The Plan — 2017-2050	2019	adding lines between Colombo and Ragama, Colombo and Homagama, Colombo and Moratuwa, etc.		x			
Public Investment Program 2021	2017	Expand railway tracks to new destinations with high potential demand and improve the capacity of existing railway lines to enhance train frequency by adding new trains, increasing speed and safety		x			
Railway electrification							
First Nationally Determined Contributions	**2016**	**Electrification of the railway system from Veyangoda to Panadura,**		**x**			
Updated Nationally Determined Contributions	**2021**	**Electrification of railway lines**		**x**			
Public Investment Program 2021	2017	Electrification of Railway – Priority will be given to mainline, Kelani Valley (KV) line, Coastal line and Puttalam line		x			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	electrified rail transport should be completed with a possible extension up to Kurunegala by 2025		x			
Road infrastructure expansion							
First Nationally Determined Contributions	**2016**	**Establish highways**	**x**				
Updated Nationally Determined Contributions	**2021**	**Expansion of expressway network**	**x**				
Updated Nationally Determined Contributions	**2021**	**Significant investments are lined up to upgrade passenger transport systems including the long ailing railway and expressway network, introduce modern conveyance systems in congested urban centres and promote more hybrid and electric vehicles among private users.**	**x**				**x**
Clean Air 2025 - Action plan for Air Quality Management	2016	Construction of yovers & underground tunnels to reduce trafc congestions	x				
National Action Plan for Haritha Lanka Programme	2009	Construct flyovers in selected locations.	x				

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National Road Master Plan 2021-30	2021	increasing the road capacities by road widening	x				
Public Investment Program 2021	2017	Identification of connectivity requirement of international gateways, industrial areas, provinces etc. Carrying out feasibility studies and prioritization of provincial and rural roads to be completed based on the requirements Widening of roads as necessary by increasing the number of lanes. Construction of flyovers after doing a thorough study on the requirement.	x				
Public Investment Program 2021	2017	Completion of ongoing expressway construction projects including, Port Access Elevated Expressway, Central Expressway and First Section of Ruwanpura Expressway on time.	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	including measures for consultation with stakeholder communities whenever new roads are planned	x				
Road-side vehicle technical checks							
First Nationally Determined Contributions	**2016**	**Improve vehicle emission testing programme, and spot testing for all vehicles, Introduce a heavy smoke vehicles spotter programme Introduce a road side vehicle emission testing programme**	**x**				
Ship efficiency improvements							
Updated Nationally Determined Contributions	**2021**	**Introduce energy efficiency measures and fuel quality improvement programmes to coastal shipping and fishing boats and vessels**			**x**		
Traffic management							
First Nationally Determined Contributions	**2016**	**Introduce Centralized Traffic Management Systems (CTMS)**	**x**				
Updated Nationally Determined Contributions	**2021**	**Improve traffic and traffic light management**	**x**				
National Road Master Plan 2021-30	2021	Traffic Information System will store the traffic location details, their spatial coordinates, traffic count data and summarized information. The summarized traffic data will be provided to RIS and PMS systems from this system.	x				
Public Investment Program 2021	2017	Implement a modern traffic management system in urban areas especially in Colombo city/Greater Colombo coupled with modern technology.	x				x
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Intervene in managing future motorization and in particular the traffic levels in urban areas	x				x
Transport infrastructure resilience							
First Nationally Determined Contributions	**2016**	**Promote climate resilient building designing and alternative materials for construction.**	**x**	**x**	**x**	**x**	
Updated Nationally Determined Contributions	**2021**	**Design and maintain infrastructure giving due consideration to the runoff system/drainage and flooding**	**x**				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Identification of climate resilient improvements in - Transport planning - Infrastructure development - Implementation of plans Develop guidelines for improve the resilience of transportation system for extreme weather situations	x	x	x	x	
National transport Policy of Sri Lanka	2017	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)	x	x	x	x	
Public Investment Program 2021	2017	Introduce engineering measures to withstand impacts of climate change	x	x	x	x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	resilience to disasters,	x	x	x	x	
Travel time improvement							
Updated Nationally Determined Contributions	**2021**	**Reduce commuting distances and travel time**	**x**	**x**	**x**	**x**	
National transport Policy of Sri Lanka	2017	Reduce transportation cost and travel time through better traffic and demand management mechanisms with the coordination of all stakeholders. Integrate land use and transport planning to correct spatial imbalances so that demand for transport is minimized or trip lengths are reduced.	x				
Urban passenger rail infrastructure improvement							
Updated Nationally Determined Contributions	**2021**	**Introduce Light Rail Transport in Colombo city**		**x**			**x**
Updated Nationally Determined Contributions	**2021**	**Significant investments are lined up to upgrade passenger transport systems including the long ailing railway and expressway network, introduce modern conveyance systems in congested urban centres and promote more hybrid and electric vehicles among private users.**		**x**			**x**
Clean Air 2025 - Action plan for Air Quality Management	2016	Introduce Mass public transportation (BRT/MRT) systems		x			x
National Action Plan for Haritha Lanka Programme	2009	Implement mass transit systems such as MRT/LRT, BRT including Premium BusService & one-way systems with centre-flow bus lanes in metropolitan regions.	x	x			x
Public Investment Program 2021	2017	Establishment of a Metro Rail System Preferably Light Rail Transit (LRT) system connecting satellite cities surrounding Colombo Encourage private sector/ local authorities/ public institutions to provide park and ride facilities especially surrounding key railway stations and surrounding cities to Colombo		x			x
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Strategically focus into competitive niche areas for rail transport such as (a) urban passenger,		x			x
Vehicle air pollution emission standards							

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Updated Nationally Determined Contributions	**2021**	**Sri Lanka adopts Euro 4 emission standards and continues with the vehicle emission testing programme**	**x**				
National Action Plan for Haritha Lanka Programme	2009	Update appropriately the stipulated vehicle emission levels.	x				
Adaptation transport laws, regulations and programmes							
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Create awareness on climate risks in transportation to commuters, drivers and transport operators	x				
Air traffic management							
National Civil Aviation Policy for Sri Lanka	2016	Subject to airport space, safety and security constraints, and also environmental concerns, airlines shall have the freedom to self-handle where permitted or to select from available Ground Handling service providers. Recognizing that Sri Lanka's air Space is an invaluable public asset which has immense potential for socio economic growth, the effective and efficient management and use of air space for civil aviation purposes will be ensured with due regard to national security and safety. The GoSL supports the implementation of international best practices in Air Traffic Management within Sri Lanka's airspace to provide a safe and efficient service, in line with the Global Air Navigation Plan of ICAO which is supplemented by Aviation System Block Upgrade (ASBU). This will be achieved by developing a coordinated national air traffic management programme with the CAASL, AASL, designated national airlines and SLAF, having due regard to the safety of the traveling public, the needs of the air space users , optimization of economic gain for the country and national defence requirements. Provision of Air Traffic Control Service at all airports where civil flights operate to, shall be made by Air Traffic Controllers holding appropriate Air Traffic Control (ATC) Licenses issued by Director General of the CAASL.				x	
Asphalt mix resurfacing							
National Road Master Plan 2021-30	2021	resurfacing	x				
Automated enforcement of speed limits							
Public Investment Program 2021	2017	Introduce modern technological initiatives to minimize the aggressive/ negligent driving and speeding that contribute 82 percent and 8 percent respectively for accidents in Sri Lanka	x				
Biofuels							
National Action Plan for Haritha Lanka Programme	2009	Introduce alternative fuels to the market including bio-fuels.					
Bus fleet renewal							
Public Investment Program 2021	2017	Facilitation for replacement of the existing bus fleet with modern environmental friendly buses (green transport)	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Climate-resilient design standards							
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Promote climate proof infrastructure and building design practices - identify design improvements for transport, energy and industry sector - Develop guidelines - Create awareness among planners, builders and operators of facilities - Develop and conduct training programs	x				
Convention on Road Traffic 1949							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							
National Civil Aviation Policy for Sri Lanka	2016	State Aviation Safety Coordination Platform will be established with participation from all relevant State aviation regulatory and administrative organizations.				x	
Customs Convention on the Temporary Importation of Private Road Vehicles 1954							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Data modelling improvements							
National Action Plan for Haritha Lanka Programme	2009	Commission a project to identify a suitable air quality model for Sri Lanka incorporating relevant emission inventory data and meteorological data					
Define roles and accountabilities across agencies							
National Civil Aviation Policy for Sri Lanka	2016	Regulation of all matters inclusive of determination of all fees and charges levied at domestic airports used for civil aviation which includes water aerodromes and heliports/helipads will be vested in the CAASL. The designated Place Holder organization responsible for the development, implementation and maintenance of State Aviation Safety Programme will be the CAASL and it will be provided with necessary human and financial resources for the effective implementation of the State Aviation Safety Programme in commensuration with the size and complexity of the local aviation industry				x	
National transport Policy of Sri Lanka	2017	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.	x	x	x	x	

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Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	The Department of National Planning will ascertain from 2018 that feasibility studies for transport projects are independently assessed, the cost benefit ensured, the financial implications well understood, its external impacts fully mitigated, local value addition and technology development maximized, and award of contracts are through the calling of competitive bids. The proposal for such funding from concept stage will require the identification of other transport alternatives and relevant institutions will also be invited to submit alternate proposals. The relevant ministries will also submit to the Ministry of Policy Implementation annual proposals for continuing amendment of legislation, to further align the functions and powers to achieve the wider objectives of the UN sustainable development goals and the remedies set out within this policy. The ministries handling the function of transport will be required to amend the relevant legislation and present to Parliament before the end of 2018.	x	x	x	x	
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Partial	x				
Development density or intensiveness							
National transport Policy of Sri Lanka	2017	Integrate land use and transport planning to correct spatial imbalances so that demand for transport is minimized or trip lengths are reduced.	x				
Development of air pollution plan/ policy							
National Action Plan for Haritha Lanka Programme	2009	Prepare a road map for cleaner fuels in Sri Lanka. Formulate fiscal policy to encourage cleaner fuels. Improve the quality of fossil fuels such as diesel which are already in use. Develop a system to test quality of fuel through independent verification.	x				
Development of aviation plan/policy							
National Civil Aviation Policy for Sri Lanka	2016	Every airport used for civil aviation will be required to develop a Master Plan which will outline development strategies and options for its optimum use including the land use planning in the lands adjoining the airport. A State Aviation Safety Programme will thus be developed in line with international standards and industry best practices and implemented as a measure of fulfilling the State's obligation for effective safety oversight of aviation activities of Sri Lanka. To be in readiness for unforeseen aviation security contingencies, an Airport Security Contingency Plan will be developed with agencies responsible for national security and regularly updated.				x	
National Civil Aviation Policy for Sri Lanka	2016	The 'National Civil Aviation Policy for Sri Lanka' was developed in consultation with public and private stakeholders in the industry.				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Development of logistics plan/policy							
The National Export Strategy (NES) of Sri Lanka	2018	A key focus of the Strategy is on reforming the logistics ecosystem by adjusting key regulations such as the Sri Lanka Port Authority Act, Electronic Transactions Act and Commercial Hub Regulations in order to increase the sophistication and quality of services Streamline regulatory and institutional reforms to improve Sri Lanka's attractiveness as a logistics hub servicing Asia.			x		
Development of rail plan/ policy							
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads		x			x
Development of road plan/ policy							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Develop a 10-year national road development strategic plan before end of 2018 as part of the aforementioned national multi modal transport development strategy	x				
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads	x				x
Development of shipping/ maritime/ inland water transport (IWT) plan/ policy							
Public Investment Program 2021	2017	According to the already prepared National PortsMaster Plan (NPMP), port infrastructure will be developed. To meet the current and future demand individual master plans will bedeveloped.			x		
The National Export Strategy (NES) of Sri Lanka	2018	Ensure development of the following new regulations: • Develop new maritime anti-trust laws in line with international best practices to establish Sri Lanka as a maritime nation. • Draft an umbrella law defining the whole NQI and institutions' interactions, including conformity assessment.			x		
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads			x		x

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Disaster monitoring and risk assessment for transport infrastructure							
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Assess the impacts of climate change impacts on transport systems and road infrastructure	x				
Employment in transport, communication, and storage							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	formalize such employment and to create decent work conditions including automation of unsafe and risky activities to ensure occupational safety for all employees in the transport sector by 2030	x	x	x	x	
Express lanes/ public transport priority							
National Action Plan for Haritha Lanka Programme	2009	Implement mass transit systems such as MRT/LRT, BRT including Premium BusService & one-way systems with centre-flow bus lanes in metropolitan regions.	x	x			
Public Investment Program 2021	2017	Introduction of priority lanes for public transportation.	x				
Freight rail infrastructure improvement							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Strategically focus into competitive niche areas for rail transport such as (c) bulk and long-distance freight transport markets.		x			
Fuel tax							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Discontinue differential pricing of fuel between different fuel types to better manage transport pricing, while maintaining affordability.	x	x	x	x	
General adaptation measures							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	complete mitigation of environmental impacts of road construction and operation,	x				
General alternative fuels							
National Action Plan for Haritha Lanka Programme	2009	Introduce alternative fuels to the market including bio-fuels.					
General commuter trip reduction							
National transport Policy of Sri Lanka	2017	Use ICT to avoid or reduce passenger & freight movements and promote safe and effective use of transport services.	x				
General data repositories and data collection							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Action Plan for Haritha Lanka Programme	2009	Strengthen and extend data collection system of CEA and Sustainable Energy Authority (SEA) by introducing electronic transfer of fuel consumption and emission data on a monthly basis. Summarize collected data quarterly and fill any identified gaps. Preparation and maintain emission inventory using above data.	x	x	x	x	
National Civil Aviation Policy for Sri Lanka	2016	The collection and dissemination of relevant data for research purposes consistent with national security will be promoted.				x	
National Road Master Plan 2021-30	2021	The road network information (such as roads, links and nodes), their physical attributes (length, width, material type, terrain etc), condition (paved surface condition) and pavement (strength and composition) etc. are stored in the RIS location referencing method(s) used together with other aspects of linear referencing such as storing maintaining and retrieving data for future use. Pavement Management System (PMS) Slope management system has the facility to include the following key data: 1. Topographic and geological data; 2. Hydraulic characteristic; 3. Vulnerable links; 4. Retaining walls; 5. Slope mitigation information; 6. Historical hazard information; 7. Historical maintenance information; 8. Process/Calculate Slope Score FMS stores road furniture inventory data, which includes information about assets owned by RDA within road reserve. BMS stores all the bridge inventory and the bridge maintenance programme for reconstruction, rehabilitation and repair.	x				
National transport Policy of Sri Lanka	2017	Develop and maintain transport related database with the participation of all stakeholders.	x	x	x	x	
Public Investment Program 2021	2017	Creating a database of road network to cover national, provincial and rural road network.	x				
General education and behavior change							
National Road Master Plan 2021-30	2021	educate them the benefit of setting up of the system and time, human resources and funding required for the setting up and the maintenance of the system Conducting of awareness programs to deliver the safety tips for pedestrians and drivers.	x				
Public Investment Program 2021	2017	Revise the existing traffic fine system and establish a mechanism that would make drivers more disciplined, obey traffic rules and comply with public safety standards Encourage vehicle insurance companies to introduce vehicle insurance policy that entails insurance premium based on driving behaviors (e.g.: pay as you drive which offer financial consequences for driving behavior) to control road accidents	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	supply chain information flow systems for producers and buyers					
General freight and logistics improvements							
Clean Air 2025 - Action plan for Air Quality Management	2016	Relocation of freight & container yards closer to express way entry points & railway	x	x			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Civil Aviation Policy for Sri Lanka	2016	The concept of Regulated Cargo Agent will be introduced so that cargo containerized at a Regulated Cargo Facility will no longer be subjected to security checks at the airports, minimizing the ground delays in handling them at the airports.				x	
Public Investment Program 2021	2017	Establish and upgrade freight handling infrastructure facilities by train in Colombo, Kankasanthurai and Trincomalee ports anddevelop a mechanism for freight transportation by train to the Hambantota Port Development of new business models to enhance freight transport by railways in consultation with relevant public and private agencies		x			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	efficient development of transport and logistics infrastructure, facilities and services that will promote domestic production and consumption through well located logistics centres and markets. facilitate the development of logistics centres, storage locations, value adding facilities, packing and handling etc., that would reduce waste and damage, and enable high quality products to reach markets reliably for a higher price, (development of a logistics corridor that would connect the international gateways for maritime and air transport using both road and railway networks within the country specifically between Colombo and Trincomalee, as well as Colombo and Hambantota.	x	x	x	x	
The National Export Strategy (NES) of Sri Lanka	2018	This objective will be achieved through a dual approach of increasing transhipment, MCC and commercial hub activities for international shipments, while simultaneously ensuring improved services for Sri Lanka's own transport and exports of goods.	x	x	x	x	
General IPT/ paratransit measures							
National transport Policy of Sri Lanka	2017	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.	x				
Public Investment Program 2021	2017	Proper regulation of para-transit vehicles to assure efficient and safeservices	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	incorporating the paratransit industry to supplement public transport and provide connections	x				
General land use							
National Civil Aviation Policy for Sri Lanka	2016	Proper land use planning will be carried out for effective use of the airport and its environs.				x	
National transport Policy of Sri Lanka	2017	Integrate land use and transport planning to correct spatial imbalances so that demand for transport is minimized or trip lengths are reduced.	x				
Public Investment Program 2021	2017	Integrate transport planning with land use development of the country	x	x	x	x	

XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Elevated road and rail structures will be discouraged in areas where they pose a threat to the heritage and aesthetic value and are likely to create negative urban spaces.	x	x			x
General transport asset management							
National Action Plan for Haritha Lanka Programme	2009	Introduce an effective road maintenance program in place of the existing programme	x				
National Physical Planning Policy & The Plan — 2017-2050	2019	upgrading of the existing inter-regional highway facilities	x				
Public Investment Program 2021	2017	Identification of provincial and rural roads to be upgraded to next level Improvement of the existing road network and identification of required improvements.	x				
General transport finance							
National Civil Aviation Policy for Sri Lanka	2016	A special fund will be set up to initiate, channel and facilitate local and foreign training for aviation related skills development projects and improvement and upgrading of training facilities in the private sector.				x	
Public Investment Program 2021	2017	Development of business models to enhance non-fare revenue of transport service providers	x	x	x	x	
General vehicle improvements							
National transport Policy of Sri Lanka	2017	Promote the use of energy efficient and less polluting vehicles with higher operation life	x				
High-speed rail (HSR)							
National Physical Planning Policy & The Plan — 2017-2050	2019	high speed train service		x			
Hydrogen							
SRI LANKA NATIONAL HYDROGEN ROADMAP	2023	Develop medium/ large-scale Green Hydrogen and increase penetration in Mobility sector and Ports, and initiate SAF in Aviation sector. Scale up the manufacturing of Hydrogen-fueled IC engines and Fuel Cell Heavy-duty trucks and long-distance buses Manufacture hydrogen-fueled IC engines and Fuel Cell Heavy-duty trucks and long-distance buses on a pilot basis.	x		x	x	
Local production, services, contracting etc.							
Public Investment Program 2021	2017	Manufacturing of railway passenger coaches domestically Repairing and upgrading the existing rolling stocks domestically Assembling buses domestically	x	x			
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	efficient development of transport and logistics infrastructure, facilities and services that will promote domestic production and consumption through well located logistics centres and markets.	x				
Logistics hub							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Action Plan for Haritha Lanka Programme	2009	Construct multimodal transport centers and internal container depots	x	x	x	x	
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	efficient development of transport and logistics infrastructure, facilities and services that will promote domestic production and consumption through well located logistics centres and markets.	x	x	x	x	
The National Export Strategy (NES) of Sri Lanka	2018	The NES also recommends provision of adequate facilities – such as warehouses, bonded logistics centres, common user facilities and improved rail connections between ports and airports		x	x	x	
Mobility-as-a-service (MAAS)							
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	electronic ticketing systems that can be used across different modes and operators,	x	x			
National speed law							
Global Status Report on Road Safety 2018	2018	Yes	x				
Vehicle Ordinance	1961	for limiting the weight and speed of vehicles, and for preventing or restricting the use of vehicles upon any bridge, road, or street, or in any place where such may be attended with danger to the public or may be likely to damage such bridge, road, or street	x				
Passenger and freight load limits							
Vehicle Ordinance	1961	for regulating the number of persons to be carried in vehicles, and for the periodical inspection of the condition of such vehciles, animals, harness, and machinery used for drawing or propelling the same for regulating the weight of goods to be carried in vehicles, the limit of the height and width to which they can be loaded, and the space to be allowed for animals carried therein, and the overall width of vehicles;	x				
Performance-based transport maintenance contracts							
Public Investment Program 2021	2017	Introduction of alternative funding mechanisms such as output and performance-based road maintenance.	x				
Port infrastructure improvements							

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Public Investment Program 2021	2017	The East Container Terminal (ECT), West Container Terminal (WCT) 1 and 2 and the North Port will be built to take capacity expansion forward. Other major ports including Trincomalee, Galle and Kankesanthurai will be developed to facilitate the regional demand. Bring in required changes and efficiencies to improve the business climate of theindustry and re-visit the processes and procedures involved in regulatory requirements. Facilitating industrial port development Development of yacht marina and passenger terminal facilities o Introduction of paperless trading to increase the efficiency with new technologies such as Port Community Systems. o Minimizing turnaround time of a ship with efficient equipment and technologies o Increase the handling capacity of ports by constructing dry port facilities in particular location. Some feasible locations have already been identified for this purpose namely Peliyagoda, Enderamulla, Veyangoda and Ratmalana. o Value addition is an important item in international trade. Cargo villages will be developed to facilitate the value addition for particularly transshipped items. Congestion due to port operation inside the port and the road network around the port will be minimized. Close relationships will be continued with road development agencies and Railway Department to improve the port- hinterland connectivity Private sector involvement in financing port and other infrastructure works is encouraged. For financing these facilities, sophisticated tools will be introduced and solid legal conditions will be ensured to be satisfied.			x		
Public Investment Program 2021	2017	Capacity increase of terminals and introduction of new technology for container handling of Colombo port will be continued.			x		
The National Export Strategy (NES) of Sri Lanka	2018	Increased capacities of ports and airports to provide value added services through MCC, LCL destuffing, e-commerce and commercial hub activities			x		
The National Export Strategy (NES) of Sri Lanka	2018	Previous sector development was mainly concentrated on hard infrastructure –driven by many government policies and support from international partners – including projects such as the Urban Transport Master Plan for Colombo Metropolitan Region and Suburbs, megaprojects like the development of the Mattala Rajapaksa International Airport and Hambantota Port, and national master plans for ports, railways and roads With other major commercial ports being expanded and developed, such as Hambantota for bulk and roll-on/roll-off cargo			x		x
Reference to finance mechanisms within country							
National Action Plan for Haritha Lanka Programme	2009	Formulate fiscal policy to encourage cleaner fuels.	x	x	x	x	
National Road Master Plan 2021-30	2021	Development of additional innovative financing mechanisms for road construction and maintenance management, which remains under funded, is prerequisite for sustainable development of the road transport sector.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National transport Policy of Sri Lanka	2017	Set up of effective pricing methodology and identify any subsidy needs to targeted areas/groups.	x	x	x	x	
Public Investment Program 2021	2017	Revise the existing traffic fine system and establish a mechanism that would make drivers more disciplined, obey traffic rules and comply with public safety standards	x				
Relocation from climate-risk areas							
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Develop contingency plans to gradual relocation and development of alternatives					
Renewable energy							
Climate Prosperity Plan	2022	Support the transition towards a RE-based, resilient mobility network, promoting sustainable lifestyles and sustainable mobility	x	x	x	x	
National transport Policy of Sri Lanka	2017	Promote renewable energy for transport.	x	x	x	x	
Reporting, transparency, feedback mechanism							
National Action Plan for Haritha Lanka Programme	2009	Establish an auditing mechanism to validate accuracy of emission data on a random basis Network the DS Divisions in order to facilitate information exchange on vehicle emissions.	x				
National Adaptation Plan for Climate change Impacts in Sri Lanka	2016	Assess the impacts of climate change impacts on transport systems and road infrastructure Assess the impacts of projected changes and extreme weather scenarios on transportation systems	x	x	x	x	
National Civil Aviation Policy for Sri Lanka	2016	The GoSL will ensure that there shall be a review mechanism to monitor the implementation of this policy document.				x	
National transport Policy of Sri Lanka	2017	Use evidence based enforcement strategies to maintain transparency.	x	x	x	x	
Public Investment Program 2021	2017	Transparency will be increased with fair and open bidding procedures and credible feasibility analyses. Promotion of international air services with other airlines and countries ensuring fair competitiveness, equal and open access	x	x	x	x	
Road charging and tolls							
National Action Plan for Haritha Lanka Programme	2009	Introduce congestion road pricing and providing parking facilities surrounding Colombo for low occupancy vehicles.	x				
National Road Master Plan 2021-30	2021	Parallel to the appearance of improved public transport alternatives, policies should be adopted that require private vehicle users to compensate for road usage during peak traffic in urban areas.	x				x
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Convert vehicle taxes at importation gradually to road user taxes and levied on the basis of charging for road space used and its competing economic value through road user charges levied electronically in urban areas where traffic levels need to be controlled.	x				x

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Road space repurpose to allow access for other modes							
National Action Plan for Haritha Lanka Programme	2009	Establish guidelines and standards for space provision for trees, pedestrian movement and cycle movement along roads in urban areas throughout Sri Lanka.	x				x
Routine transport asset maintenance							
National Road Master Plan 2021-30	2021	Routine Maintenance Management System (RMMS) stores the defects information of the culverts, drains, road marking, vegetation, speed breakers, median and others. The asset repair details such as maintenance and unit rates can be stored in this system.	x				
Speed limit on motorways <= 90 kph							
Global Status Report on Road Safety 2018	2018	100 km/h	x				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	70 km/h	x				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	50 km/h	x				
Stakeholder Involvement							
National Civil Aviation Policy for Sri Lanka	2016	Being a member State of ICAO, GOSL will honour and adhere to ICAO policies and guidelines on principles of non-discrimination, transparency, cost-relatedness and consultation with users in the determination of levies, fees and charges relating to civil aviation In the determination of charges, GoSL recognises the need to minimize costs of air travel and accordingly the views of the stakeholders who are likely to be affected will be sought and given due consideration. In the development of new airports or renovation or expansion of existing airports, the GoSL will ensure that systematic planning, designing, development, implementation, operation and maintenance will take place through close coordination and proper dialogue with Statutory Service Provider; Airport and Aviation Services (Sri Lanka) Limited (AASL) and all other parties concerned. the development of air cargo handling facilities and capabilities will be planned and integrated with the handling of sea cargo in coordination with Ports Authorities and other concerned stakeholders such as Sri Lanka Customs.				x	
National transport Policy of Sri Lanka	2017	Reduce transportation cost and travel time through better traffic and demand management mechanisms with the coordination of all stakeholders. Develop and maintain transport related database with the participation of all stakeholders.	x	x	x	x	

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Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	including measures for consultation with stakeholder communities whenever new roads are planned	x				
The National Export Strategy (NES) of Sri Lanka	2018	Establish institutional public and private coordination for effective trade policy, design, formulation and execution					
Technical standards for road infrastructure							
National Action Plan for Haritha Lanka Programme	2009	Introduce and encourage widespread use of international standards for road furniture.	x				
Technologies on transport asset management							
National Action Plan for Haritha Lanka Programme	2009	Introduce appropriate design and technology to reduce terrain effects in the construction of new roads and rehabilitation of existing roads.	x				
Technology and knowledge transfer							
National transport Policy of Sri Lanka	2017	Facilitate para-transit service providers to deliver services to less demand areas and last mile connectivity with the help of ICT tools. Incorporate ICT technologies for transport operations, communication and information gathering & dissemination where ever possible. Enhance research and development activities and dissemination of knowledge related to transport sector	x	x	x	x	
Public Investment Program 2021	2017	Using new technologies such as GPS and CCTV cameras to identify traffic offenses Knowledge sharing between advanced technologies Introduction of modern technology to railway for train operation, property management, stock management, communication, real time information and financial management Implement a modern traffic management system in urban areas especially in Colombo city/Greater Colombo coupled with modern technology. Modernize training facilities of railways and SLTB to train and absorb new technology to public transportation	x	x			x
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	formalize such employment and to create decent work conditions including automation of unsafe and risky activities to ensure occupational safety for all employees in the transport sector by 2030 setting up real time operations control centres for terminals and associated services	x	x	x	x	
Teleworking							
National transport Policy of Sri Lanka	2017	Use ICT to avoid or reduce passenger & freight movements and promote safe and effective use of transport services.	x				
Training of enforcement authorities							
National transport Policy of Sri Lanka	2017	Ensure adequate and effective enforcement of traffic rules for better compliance to laws and regulations.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Public Investment Program 2021	2017	Strengthen the institutions to assure the proper monitoring of implementing the rules and regulations relating to road safety.	x				
Transport asset management funding strategy							
Public Investment Program 2021	2017	Increased investments for road maintenance	x				
Transport asset management information system							
National Road Master Plan 2021-30	2021	Disaster Planning System (DPS) This system allows recording information related to natural disasters such as flooding, landslides and river/sea erosion etc.	x				
Public Investment Program 2021	2017	Introduction of modern technology to railway for train operation, property management, stock management, communication, real time information and financial management		x			
Transport law							
National Action Plan for Haritha Lanka Programme	2009	Introduce legislation to safeguard road users Enact the legislation to enable CEA and SEA to fulfill their obligations.	x				
National transport Policy of Sri Lanka	2017	Ensure adequate and effective enforcement of traffic rules for better compliance to laws and regulations.	x				
Public Investment Program 2021	2017	Using new technologies such as GPS and CCTV cameras to identify traffic offenses	x				
Vehicle efficiency standards							
National transport Policy of Sri Lanka	2017	Promote the use of energy efficient and less polluting vehicles with higher operation life	x				
Vehicle import inspections							
National Action Plan for Haritha Lanka Programme	2009	Ensure understanding by the authorities in the country of export of information required for importation of used vehicles to Sri Lanka. Introduce the requirement of a fuel efficiency certificate from the country of origin for used vehicles before shipment and prior to registration.	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Clean Air 2025 - Action plan for Air Quality Management	2016	Review of ongoing VET programme & develop guidelines to effect corrective measures	x				
National Action Plan for Haritha Lanka Programme	2009	Establish the Monitoring unit of DMT to implement control/ testing of vehicle emissions	x				
National transport Policy of Sri Lanka	2017	Monitor emission levels from individual vehicles	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Public Investment Program 2021	2017	Encourage vehicle insurance companies to introduce vehicle insurance policy that entails insurance premium based on driving behaviors (e.g.: pay as you drive which offer financial consequences for driving behavior) to control road accidents	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Vehicle manufacturing							
National Action Plan for Haritha Lanka Programme	2009	Enforce a requirement to obtain a certificate from the principal manufacturer on the date of manufacture of vehicles.	x				
The National Export Strategy (NES) of Sri Lanka	2018	• A full range of services for the full boat life cycle: assembling, refuelling, refit and repair services for various types of boats. • Expanding production of recreational boats for export to the EU market and emerging regional markets (Maldives, Singapore, Viet Nam, Kenya). • Production of new boat models for the fishing and boating industry			x		
Vehicle restrictions (import, age, access, sale, taxation)							
National Action Plan for Haritha Lanka Programme	2009	Ban importation of used heavy vehicles over two and a half years old and light vehicles over two years old.	x				
Vehicle taxes							
National Action Plan for Haritha Lanka Programme	2009	Reduce tax on hybrid vehicles and cleaner technologies	x				
Sustainable Sri Lanka 2030 Vision and Strategic Path	2019	Convert vehicle taxes at importation gradually to road user taxes and levied on the basis of charging for road space used and its competing economic value through road user charges levied electronically in urban areas where traffic levels need to be controlled.	x				

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