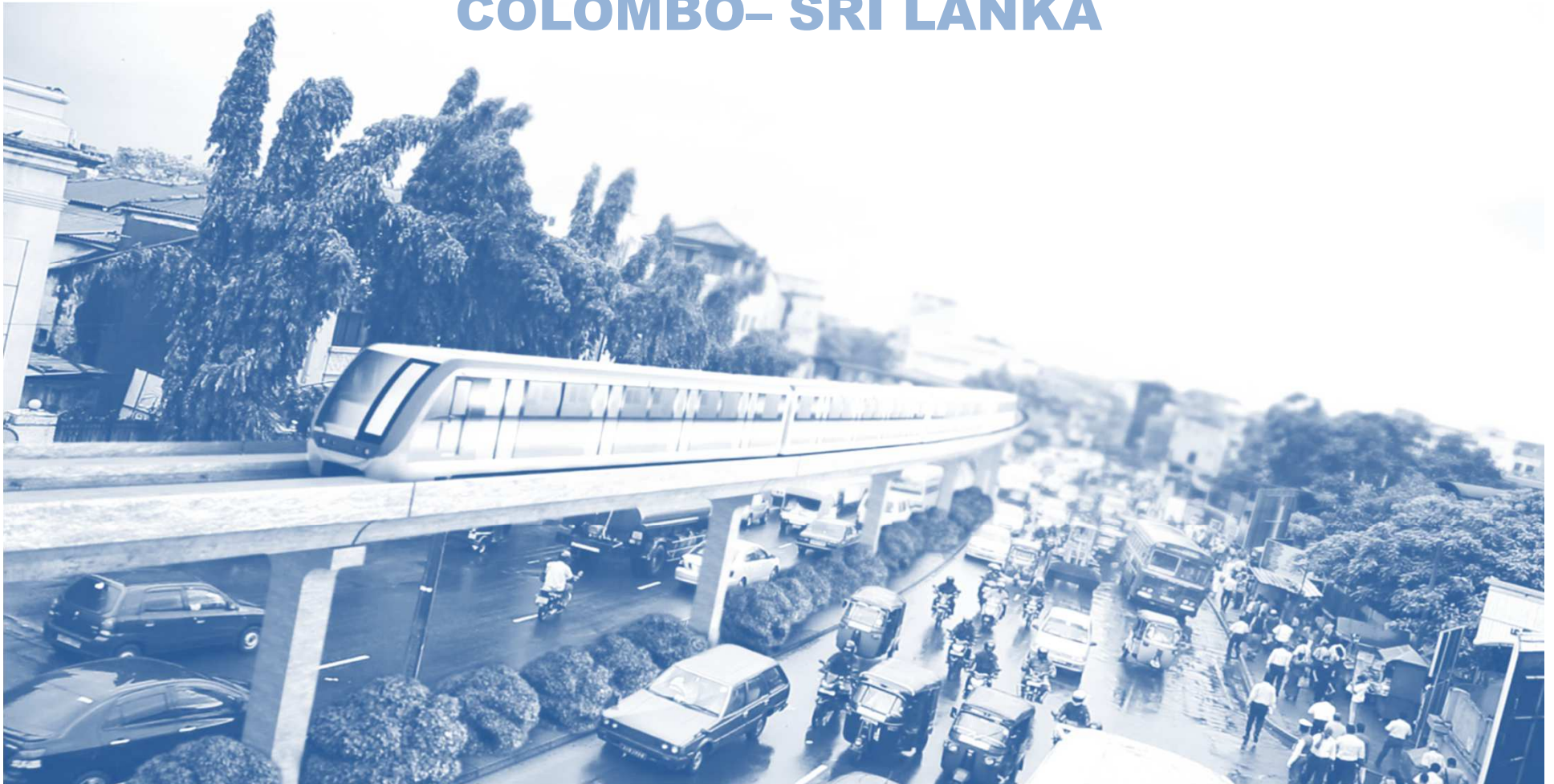




Light Rail Transit Project – JICA
Ministry of Megapolis and Western Development

INTRODUCTION TO LIGHT RAIL TRANSIT PROJECT COLOMBO– SRI LANKA



CONTENT

- ❖ **LIGHT RAIL TRANSIT FOR COLOMBO IN A NUT SHELL**
- ❖ **PROPOSED LRT NETWORK**
- ❖ **FIANCING FOR THE LRT PROJECT**
- ❖ **LIGHT RAIL TRANSIT PROJECT FINANCED BY JICA**
- ❖ **ISSUES, CONSTRAINTS AND CHALLENGES**
 - **Social**
 - **Environmental**
 - **Technical**
 - **Legal**



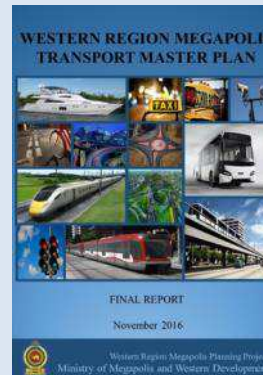
LIGHT RAIL TRANSIT FOR COLOMBO

CURRENT STATUS OF COLOMBO



- 10 Million Passenger Daily Trips within CMR
- 1.9 million Daily Passengers Entering the CMC limits each Day.
- Average Travel Speed in CMR 17km/h
- Average Travel Speed within CMC 12km/h
- With Population Increase the Need of Travel is going to Increase

MEGAPOLIS TRANSPORT MASTER PLAN



- The Western Region Megapolis Transport Master Plan was developed encompassing all aspects of transportation to provide a framework for urban transport development in Western Region up to 2035 while giving high priority to improve public transportation in the Western Region

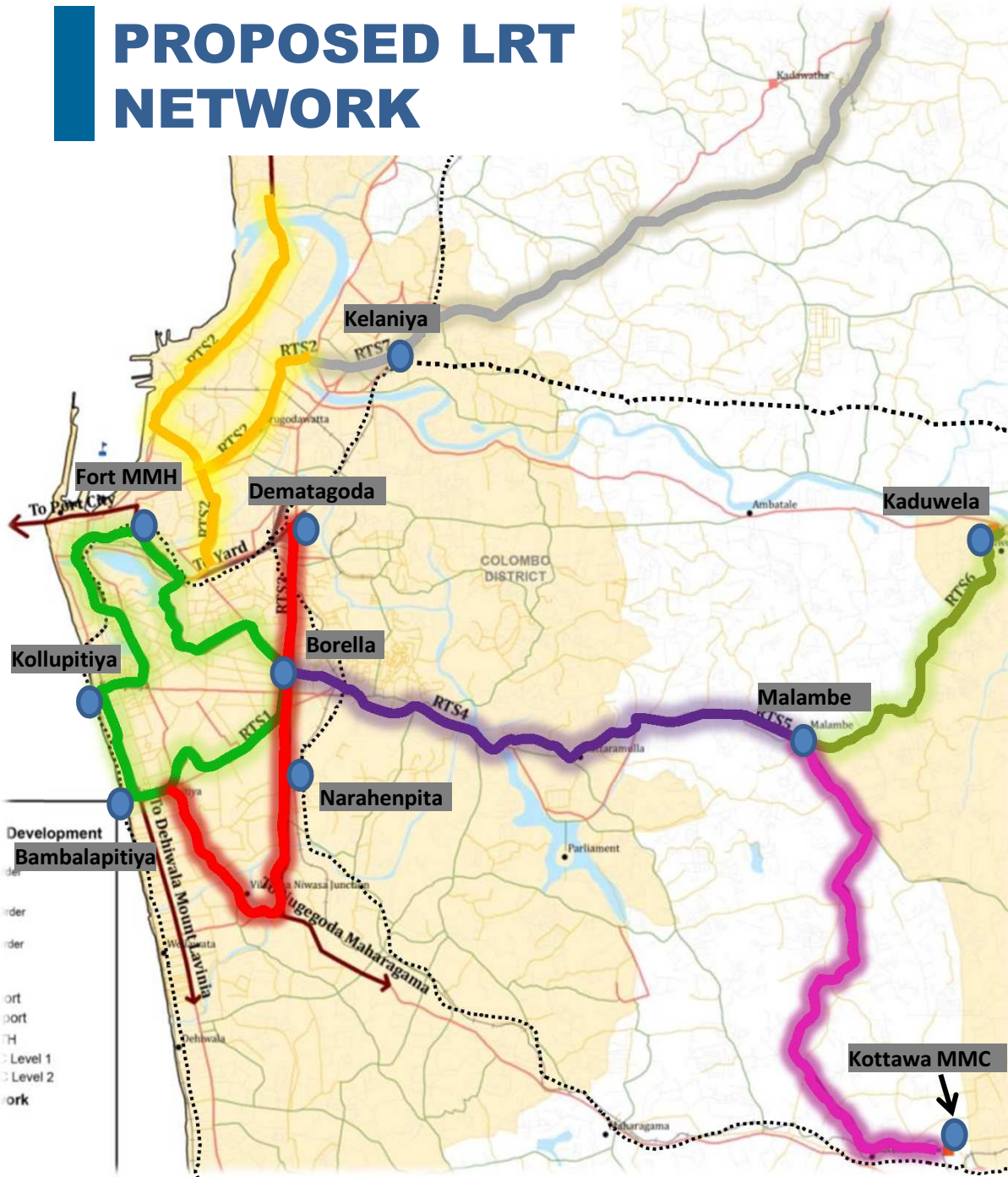
INTRODUCTION OF LRT



- One of the key public transport improvements identified in the Megapolis Transport Master is the introduction of a LRT system as a new mode of public transport in the CBD and extended to the out of CBD of the Western Region



PROPOSED LRT NETWORK



Elevated RTS – Line 1 (Green)

Fort –Kollupitiya-Bambalapitiya- Borella-Union Place-
Maradana (15km)

Elevated RTS – Line 2 (Orange)

Fort- Maradana- Mattakkuliya/Peliyagoda (11.5km)

Elevated RTS – Line 3 (Red)

Dematagoda-Borella-Kirulapone-Havelock City-
Bambalapitiya (10km)

Elevated or at grade RTS – Line 4 (Purple)

Borella – Battaramulla (10Km)

Elevated or at grade RTS – Line 5 (Pink)

Battaramulla – Kottawa via Malabe (9.6km)

Elevated or at grade RTS – Line 6 (Olive)

Malabe – Kaduwela (6km)

Elevated or at grade RTS – Line 7 (Ash)

Peliyagoda – Kadawatha (13km)

FINANCING FOR THE LRT PROJECT



JICA Loan

- In July 2016 Government of Sri Lanka in principal decided to seek ODA financing from JICA for the implementation of RTS 1 and RTS 4.
- In September 2016, JICA decided to examine the Feasibility of the Malambe – Kollupitiya section for the consideration of the project as a candidate for Japanese ODA loan

- In December 2016 Government decided to initiate the procurement process to implement the RTS lines, excluded under JICA financing, on BOT/PPP Basis

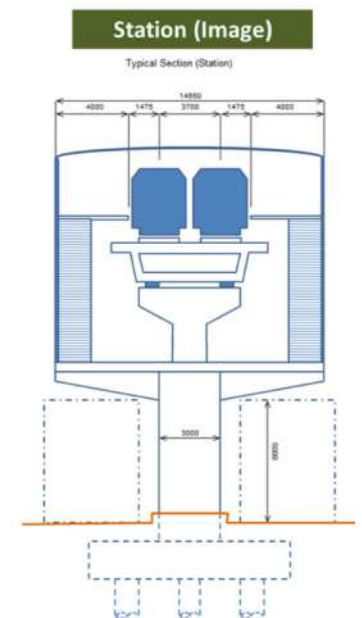
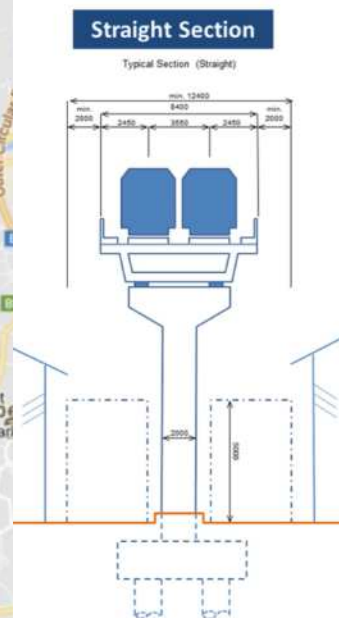
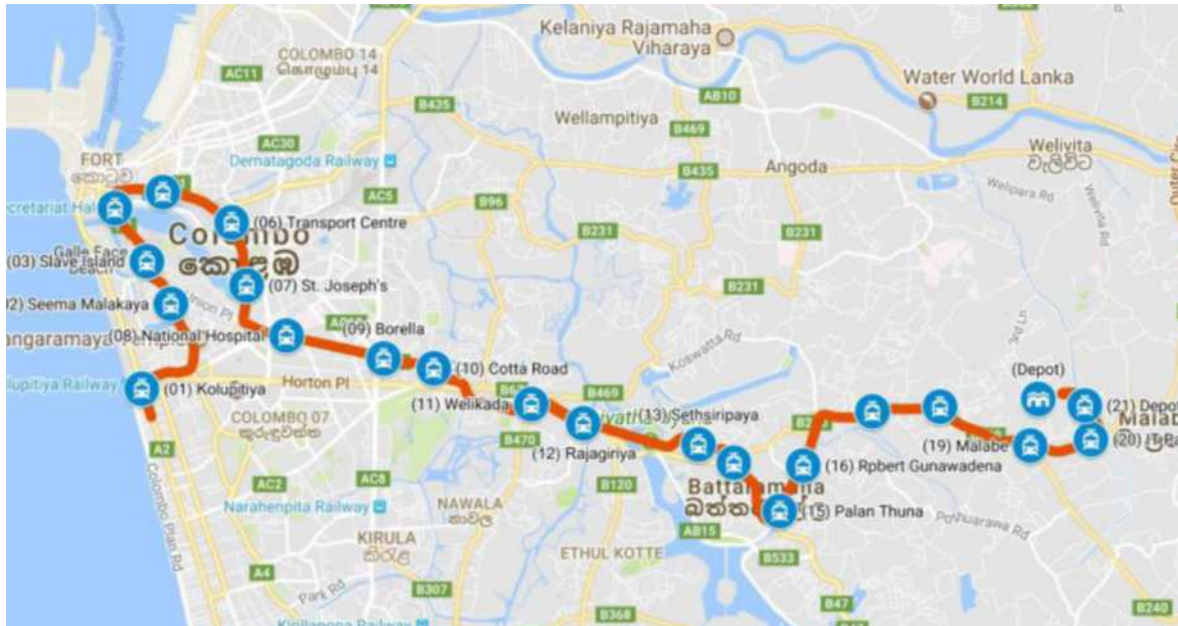


Public Private Partnership



LIGHT RAIL TRANSIT PROJECT FINANCED BY JICA

MALAMBE - KOLLUPITIYA

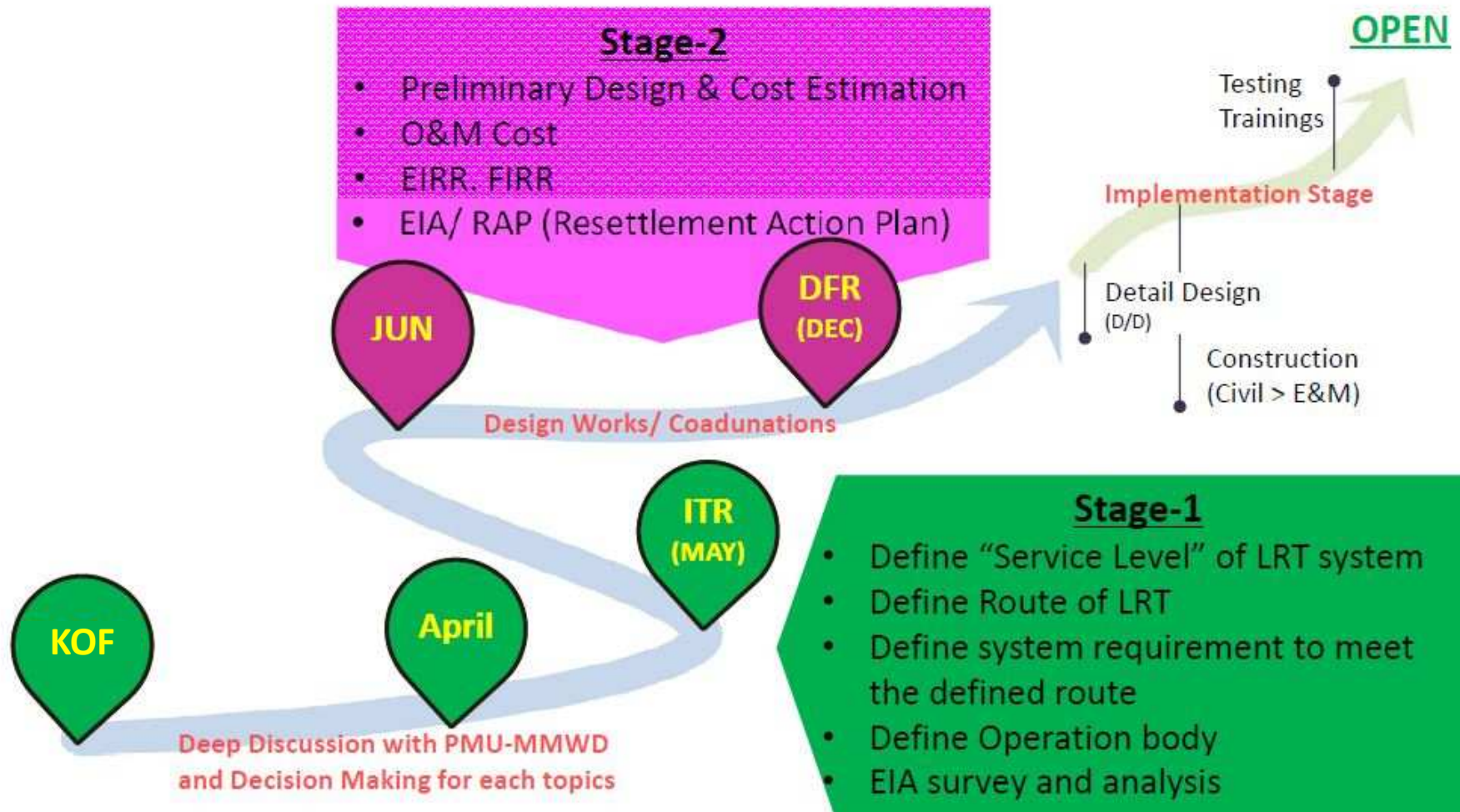


- Type- Fully Elevated
- Route Length -21 km
- Number of Stations – 21
- Depot Location- Malambe
- Traction Type– Third Rail
- Gauge – 1.435m (Standard gauge)



ROAD MAP TOWARDS OPENING OF LRT MALAMBE - KOLLUPITIYA

KOF – Kick Off Meeting
ITR – Interim Report
DFR – Detailed Feasibility Report



ISSUES, CONSTRAINTS AND CHALLENGES

MALAMBE - KOLLUPITIYA

Social, Land Acquisition and Resettlement

- ❖ Objections of the public demanding for higher compensations.
- ❖ Loss for the business crowd due to the change in business locations.
- ❖ Dealing with the traffic during construction.
- ❖ Limited lands available for resettlement of the vulnerable group currently dwelling in the city limits .

Legal

- ❖ No act or regulations available for Light Rail Transit system
- ❖ It is necessary to form a separate entity for operation and maintenance of the LRT system

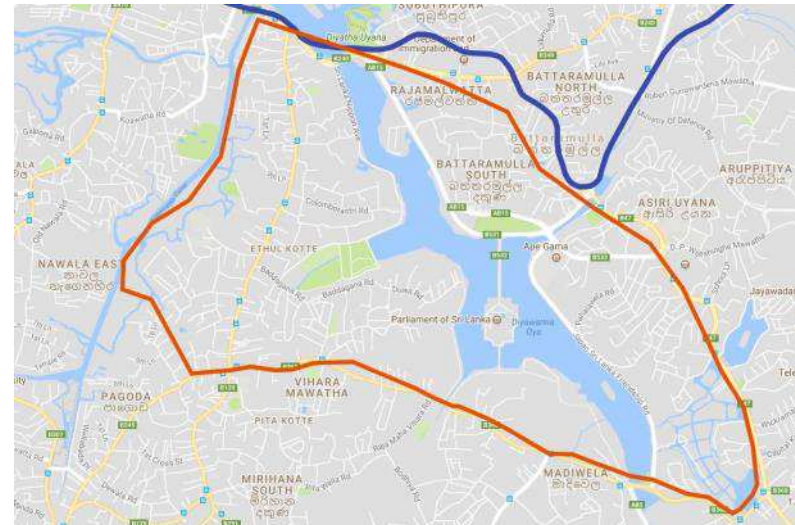
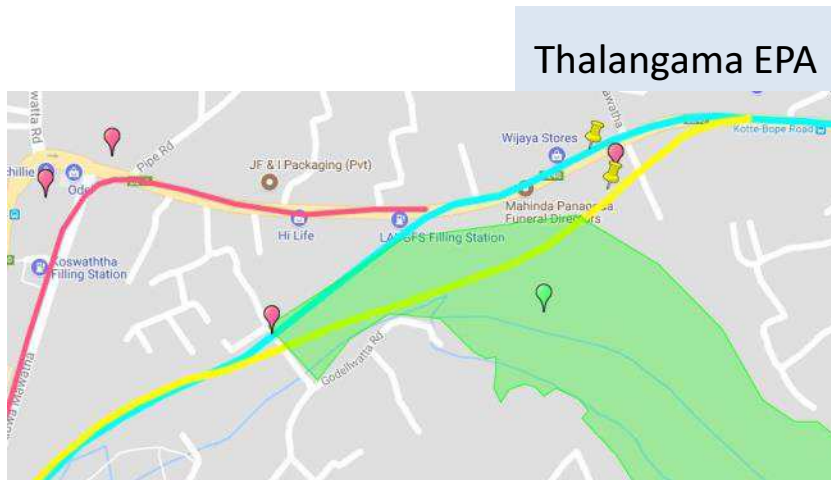


ISSUES, CONSTRAINTS AND CHALLENGES

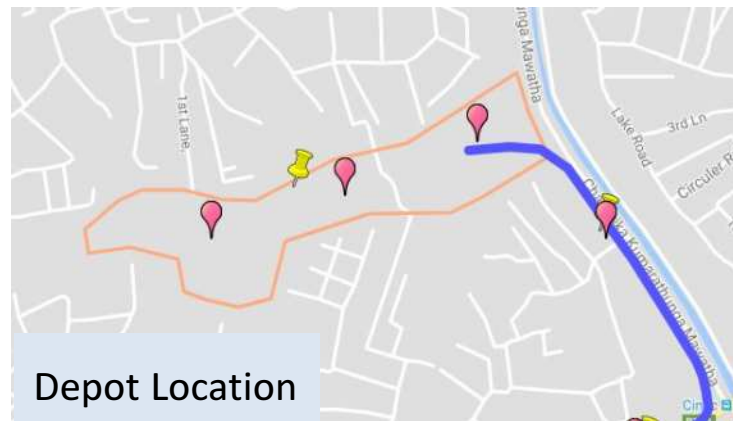
MALAMBE - KOLLUPITIYA

Environmental

- Trace along the protected areas



- Depot location at low lying area



ISSUES, CONSTRAINTS AND CHALLENGES

MALAMBE - KOLLUPITIYA

Technical

- ❖ No experienced hands available in the country
- ❖ Shortage of man power
- ❖ Utility diversion
 - Colombo is an unplanned city
 - Records of utility plans are not updated
- ❖ Poor coordination
- ❖ Contribution of the stakeholders



THANK YOU!

