

Evaluating Transport Infrastructure Investment Risks

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Building an adaptive, demand-supply optimized and service-oriented public transport network

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Current Context

- Transport Modernization & Improvement
 - Required for development of entire country
 - Required for accelerated development in WP –i.e. Megapolis
- Current Issues
 - A qualitatively lagging Public Transport Network Low Investment on Public Transport during war
 - Rapid Motorization post war
 - Pro Road Building Culture
 - An anti public transit mind set

Essential Measures of Success in Transport Infrastructure Projects

- Policy (Outcome) Success
- Financial (Operational) Success
- Durability (Sustainability) Success

Source: Allport, Brown, Glaister & Travers (2008),

Mitigating Risk in Megapolis Transport Projects

- Expert Planning/Soundness of Early Decision Making
 - ‘Siloed to Synergized’-to be Free of Mode Bias
 - Integrated Systems Benefit /Cost Assessment
- Independent (Honest) Evaluation
 - Economic Benefits >>> Costs of each investment (not baskets)
 - Driven by Benefits NOT Costs !!!!!
- Well Structured (Transparent) Financial Model & Procurement
 - Equitable Risk Sharing
 - Equitability of Benefits
 - Affordability
 - Impact on Livelihoods

Testing the Megapolis Public Transport Proposals...

- Short Term Projects that are to Commence in 6 Months (Since May 2016) and to be Completed within 1 Year (May 2017)
 - Feasibility Study for 7 lines of RTS (LRT?) -
 - *Feasibility Study for Railway Electrification (KTS-VYG)*
 - Implement IWT – 3 services
 - Restructure Public Bus Services –i.e.-8,000+ buses
 - New School Transport Service
- What is achieved in 2020 will determine the future

Recommendation for Success of Megapolis Proposals

- Be People Centred as Opposed to Technology Centred
- Build- base up/first – start with buses and trains
- Transport Infrastructure needs to be planned as a ‘System of Systems’
- Be Dollar Smart – push back high cost/high risk projects
- Integrate Top-down approach with Bottom-up feedback