Colombo Suburban Railway Project

Project Name: Colombo Suburban Railway Project

Project Number: 49111-003

Country: Sri Lanka

Project Status: Dropped / Terminated

Project Type / Modality of Assistance: Loan Technical Assistance

Source of Funding / Amount:
- Loan: Colombo Suburban Railway Electrification Project
  - Ordinary capital resources: US$ 600.00 million
  - TA: Colombo Suburban Railway Project
    - Technical Assistance Special Fund: US$ 1.00 million

Strategic Agendas: Inclusive economic growth

Drivers of Change: Governance and capacity development

Sector / Subsector: Transport - Transport policies and institutional development - Urban public transport

Gender Equity and Mainstreaming: Some gender elements

Description:
The Colombo Suburban Railway Project will support the modernization of the railway network in the Western Province of Sri Lanka. The project will initially focus on the 64 kilometers (km) Veyangoda- Colombo Fort- Panadura section. The project will improve the capacity and operating speed of the railway network in the Colombo Metropolitan Region (CMR) by modernizing and upgrading track, signaling and telecommunication infrastructure; and potentially electrifying the suburban railway lines, focusing initially on the 64 km Veyangoda- Colombo Fort- Panadura section. The project will also support procurement of fast and modern commuter trains and modernization of rolling stock maintenance facilities, and upgrade railway stations to provide improved intermodal connectivity with other modes of public transport and through park-and-ride facilities at selected stations. The project will increase the capacity and attractiveness of the railway system, thus increasing its market share and reducing road congestion by shifting passengers to rail transport. The project will be designed on a modular basis to allow future expansion, e.g. until the Puttalam Line and Colombo Airport or until Galle, Kandy and the Kelani Valley Line and Battaramulla, and connect to Colombo Port.

The project is in line with ADB’s Country Partnership Strategy 2012-2016, as it supports inclusive and sustainable economic growth by developing viable multimodal transport systems, including railways and the public transport system. The ensuing project will be processed as a project loan; the scope will be defined by the project preparatory technical assistance (PPTA) and project preparation including design and support for procurement and safeguards will be provided under a proposed technical assistance loan (TA loan).

The impact will be economic activities, the environment, and health of residents of CMR improved, aligned with the Government of Sri Lanka’s Strategic Plan for Transport Management in the CMR. The outcome will be improved transport capacity in the suburban railway network of Sri Lanka Railways (SLR). The outputs will be (i) 64 km of infrastructure upgraded and modernized; (ii) XXX new trains commissioned; and (iii) project implementation capacity strengthened.

The development of the railway network in Sri Lanka started in 1864. Currently ten railway network, which consists of around 1,500 route-km, is operated by the Department of SLR. Almost 90% of the railway network of the country is single track, with 126 km of double tracks, 14 km of three tracks and 3 km of four tracks with multiple lines located within the CMR. The network covers much of the CMR along four major corridors, namely Main Line, Coastal Line, Kelani Valley Line and Puttalam Line totaling to 230 km. Railway provides an important service during the peak period as it acts as a commuter service from the outer suburbs to central Colombo.

There are long distance trains and commuter trains operated in the CMR. Out of the four railway lines radiating from Colombo and serving the CMR, the Main Line and the Coastal Line are well patronized especially during peak periods. The Puttalam Line and the Kelani Valley Line are single track and not as attractive due to low train speeds and frequencies. The Colombo Fort to Maradana section has the highest passenger volume of 136,438 passengers per day, followed by the Maradana to Ragama section with 120,876 passengers per day. The train frequency between Maradana and Fort is 228 trains per day, transporting on average around 950 passengers per train followed by the Maradana to Ragama section, with 150 trains per day carrying on average around 750 passengers per train. The Coastal Line is also fully utilized with an average passenger volume of 800-1,100 per train.

On average over 110,000 passengers per direction enter the Colombo city by rail during a normal working day, which translates into around 13% of all passenger movements. Its contribution to freight transport is much less at around 3%. Due to a lack of track capacity in the urban railway network and lack of sufficient infrastructure at the two main railway stations in Colombo, the market share of the railway network is stagnant and trains often get delayed.

The low operating speed of the railway system is another reason for the stagnant ridership. The average speed on the Main Line is around 33 kilometers per hour (kph) while the speed on the coastal line is around 28 kph. Some sections on the Coast Line have very low speeds. Between Panadura and Ratmalana for example, the operating speed is around 18 kph while it is around 24 kph between Ratmalana and Fort. The operational speeds in these sections are even lower than that of the Kelani Valley line, which is around 25 kph.

Long delays also occur due to failures in the signaling system especially during rainy days, and the frequent failures of an outdated communication system. The poor track condition and lack of maintenance of the tracks also contribute to long delays. High loading level is another issue on the Main Line and the Coast Line especially during the peak period.

Impact:
- economic activities, the environment, and health of residents of Colombo Metropolitan Region improved (Strategic Plan for Transport Management in the Colombo Metropolitan Region, Sub Project A: Review and Improvement of the Master Plan, Ministry of Transport, Colombo, Sri Lanka, March 2015)
**Description of Outcome**
Transport capacity in the suburban railway network of Sri Lanka Railway improved

**Progress Toward Outcome**

<table>
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<th>Implementation Progress</th>
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<tr>
<th>Description of Project Outputs</th>
<th>Status of Implementation Progress (Outputs, Activities, and Issues)</th>
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<tbody>
<tr>
<td>1. Infrastructure upgraded and modernized</td>
<td>Geographical Location: Bambalapitya, Fort Station, Gampaha, Maradana, Moratuwa, Panadura, Ragama, Ratmalana North, Veyangoda</td>
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<td>2. New trains commissioned</td>
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<td>3. Project implementation capacity strengthened</td>
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**Safeguard Location**
Bambalapitya, Fort Station, Gampaha, Maradana, Moratuwa, Panadura, Ragama, Ratmalana North, Veyangoda

**Safeguard Categories**

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<td>Involuntary Resettlement</td>
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<td>Indigenous Peoples</td>
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**Summary of Environmental and Social Aspects**

**Environmental Aspects**
Studies to prepare this project will be undertaken by the TA loan. The tasks include (i) assessing the environmental and social safeguard impact of the project including assessing climate change risks, and (ii) preparing safeguard documentation for the project and review the safeguard categorization for the project. A poverty and social analysis will be prepared to assist in developing pro-poor design features, undertake stakeholder consultation and participation, and developing mitigation measures beyond safeguard requirement such as compliance with core labor standards and/or national labor laws and HIV/AIDS prevention program. The initial poverty and social assessment has been provided in Appendix 4 of the concept paper. The Environment Expert will prepare (i) an environmental categorization form and rapid environmental assessment checklist; and (ii) an initial environmental examination (IEE) in accordance with ADB’s Safeguard Policy Statement (2009) including climate change assessments. The scope of environmental due diligence will entail assessment of impacts due to (i) construction within the port, (ii) electrification of the 64 km Veyangoda-Colombo Fort-Panadura rail section (ii) rehabilitation of the railway links and rolling stock maintenance facilities, (iii) new rail link if any and (iv) the dry ports and connecting roads. The environmental considerations will require assessment of environmental improvement due to diversion of cargo from the roads near port. The environmental analysis shall also include analysis of alternatives for each of the sites of the dry ports considered in the study.

**Involuntary Resettlement**
Studies to prepare this project will be undertaken by the TA loan. The tasks include (i) assessing the environmental and social safeguard impact of the project including assessing climate change risks, and (ii) preparing safeguard documentation for the project and review the safeguard categorization for the project. A poverty and social analysis will be prepared to assist in developing pro-poor design features, undertake stakeholder consultation and participation, and developing mitigation measures beyond safeguard requirement such as compliance with core labor standards and/or national labor laws and HIV/AIDS prevention program. The initial poverty and social assessment has been provided in Appendix 4 of the concept paper. The Resettlement Expert will advise and collaborate with technical team during project selection and design to ensure resettlement impact is minimized or mitigated; (i) Prepare Involuntary Resettlement (IR) screening and impact categorization checklists, and (ii) Prepare Resettlement Plans (RPs) or other relevant safeguard planning documents such as land acquisition due diligence reports in accordance with government regulations, ADB Safeguard Policy Statement (2009) and other related policies such as the ADB Public Communications Policy (2011).

**Indigenous Peoples**
Studies to prepare this project will be undertaken by the TA loan. The tasks include (i) assessing the environmental and social safeguard impact of the project including assessing climate change risks, and (ii) preparing safeguard documentation for the project and review the safeguard categorization for the project. A poverty and social analysis will be prepared to assist in developing pro-poor design features, undertake stakeholder consultation and participation, and developing mitigation measures beyond safeguard requirement such as compliance with core labor standards and/or national labor laws and HIV/AIDS prevention program. The initial poverty and social assessment has been provided in Appendix 4 of the concept paper. The Social Development Expert will prepare (i) Poverty and Social Analysis (PSA) report in accordance with ADB’s Handbook on Poverty and Social Analysis: A Working Document (2012), (ii) Indigenous Peoples screening and impact categorization checklist, and (iii) Indigenous Peoples Plan (IPP), if required, in accordance with ADB Safeguard Policy Statement (2009) and other related policies such as the ADB Public Communications Policy (2011). The scope shall include assessing and exploring possible gender measures, labor standards, and HIV, trafficking, road safety and other social risks, as identified in the Initial Poverty and Social Assessment.

**Stakeholder Communication, Participation, and Consultation**

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<tr>
<td>Workshops, community mobilization, surveys and consultation conducted for origin/destination and rail use, ways to raise awareness on HIV/AIDS, human trafficking, child labor, environment and social safeguard issues. Poor and excluded affected persons impacted by land acquisition are consulted and surveyed. Additional assistance and provisions such as livelihood rehabilitation will be outlined in Resettlement Plan.</td>
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**Business Opportunities**

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<th>Consulting Services</th>
<th>Procurement</th>
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<td>A consulting firm will be recruited for the PPTA using the quality and cost-based selection method with full technical proposal and a quality to cost ratio of 90:10 due to the specialized technical requirements and the nature of this project as a multidisciplinary railway project. Individual consultants will be recruited, if required, to support SLR’s capacity in project management and safeguards implementation. All consultants will be selected in accordance with ADB’s Guidelines on the Use of Consultants (2013, as amended from time to time).</td>
<td>Procurement to be financed from the loan will be carried out in accordance with ADB’s Procurement Guidelines (2015, as amended from time to time). The contracts for civil works and procurement of goods estimated at more than $15 million and $2 million respectively, will be procured through international competitive bidding procedures. ADB standard bidding documents for large works with post qualification under the single-stage, two-envelope system will be adopted. Advance procurement action and retroactive financing for works, goods and consulting services is proposed to enhance project readiness.</td>
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**Responsible ADB Officer**
Johan Georget

**Responsible ADB Department**
South Asia Department

**Responsible ADB Division**
Transport and Communications Division, SARD

**Executing Agencies**
Sri Lanka Railways
Sri Lankan Railways, Colomba 10, Sri Lanka

**Timetable**

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<tr>
<td>11 Dec 2015</td>
<td>06 Mar 2020 to 17 Mar 2020</td>
<td>02 Jun 2020</td>
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