

COMPARISON STUDY OF RURAL BUS TRANSPORT SUBSIDY SCHEMES

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(06/8872)



MSc in Transportation
University of Moratuwa, Sri Lanka.
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Department of Civil Engineering

University of Moratuwa

Sri Lanka

September 2010

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S.D.Athukorala

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Thesis submitted in partial fulfillment of the requirement for the degree Master of
Transportation



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DECLARATION OF THE CANDIDATE

I declare that this is my own work and this thesis does not incorporate without acknowledgement any material previously submitted for a Degree or Diploma in any University or other institute of higher learning and to the best of my knowledge and belief it does not contain any material previously published or written by another person except where the acknowledgement is made in the text. .

.....

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S.D. Atukorala

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Date



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DECLARATION OF THE SUPERVISOR

I have supervised and accepted this thesis for the submission of the degree

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Signature of the supervisor

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Date

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ACKNOWLEDGEMENT

This thesis would not have been possible without the precious support of so many people. First and foremost, I am very grateful to my supervisor Prof. Amal S. Kumarage, Head, Department of Transport and Logistics, University of Moratuwa for his valuable guidance, advice, proper direction and encouragement in every stage to the completion of this study. Furthermore, I am indebted to Dr. Wasantha Kumara, Course coordinator, Department of Civil Engineering, University of Moratuwa for his support and ever-friendly nature during the study period.

In addition, I would like to thank Mr. M.A. Jeffry, Director General, of the National Transport Commission and Mr. Vipula Hewa Valimuni, Director Operation, National Transport Commission for providing such a great opportunity and general support during the last four years. I cannot forget the help, encouragement and support received from Mr. D. A. Siyabalapitiya and Mrs. Namali Siyabalapitiya for the study.

Finally, I wish to sincerely thank my husband for his constant support and encouragement in all my private and professional endeavors.

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ABSTRACT

Sri Lanka has a public transport system that dates back to the 1860s. Buses entered the service in 1907 and have become the most widely used mode of transport. The penetration level of buses is 1 bus per 1000 population. The per capita bus travel is approximately 12 km per day. These services cover urban, inter-urban as well as rural services. Rural services however have always been loss making. This is due to the fact that such areas have lower household incomes and are therefore unable to generate high volumes of travel and are also unable to pay higher fares for resulting lower vehicle occupancies.

Since over 70% of Sri Lanka's population resides in rural areas, successive governments have provided subsidise for such bus services. However many such rural routes have remained loss-making in spite of receiving grants for decades. This has resulted in the Government being unable to expand the rural bus services as it has not been possible to develop the revenues on such routes to ensure profitability and to move on to other routes. As a result, the reliability of such services has diminished and rural communities do not have appeared to have developed on account of the provision of subsidized bus services. This study is evaluated the rural route subsidy scheme initiated in 2005 and identify the short comes of existing system. And study subsidy schemes practice in other countries to provide sustainable transport service to the rural people. By studying that, it is going to identified what are the improvements we can do for the "Gamiseriya" scheme for provide better service to Sri Lankan rural communities.

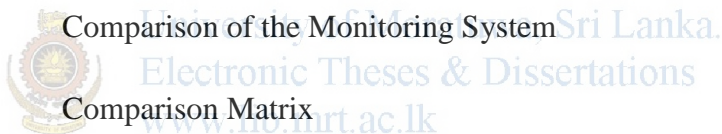
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LIST OF ABBRIVATION

NTC	National Transport Commission
CTB	Central Transport Board
RTBB	Regional Transport Board Buses
SLTB	Sri Lanka Transport Board
ITD	Idaho Transportation Department
FTA	Federal Transits Administration
U K	United Kingdom
US	United state
PHV	Private Hire Vehicle
CFIT	Commission of Integrated Transport
BSOG	Bus services Operators Grant
DfT	Department for Transport
ULSD	Ultra Low Sulphur Diesel
IFRTD	International forum for rural Transport and development



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