



Update on Fuel Economy Development in Sri Lanka

Regional Policy Dialogue on Fuel Economy in Asia &
2nd APEC Workshop on Policy Dialogue on Fuel Economy Platform

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Overview

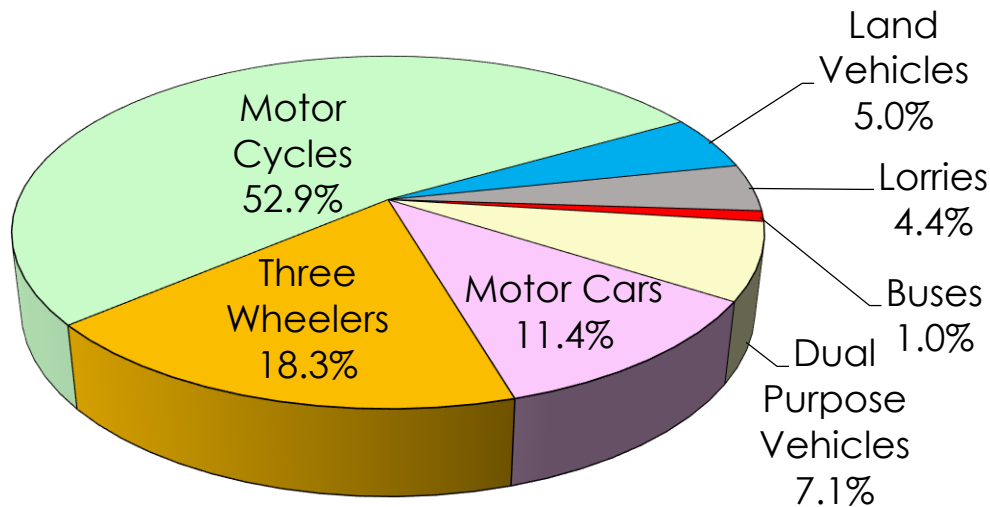
- I. Background
- II. The Management Strategy
- III. Action Plan
- IV. Fuel Economy Initiatives
- V. Concluding Remarks

Disclaimer

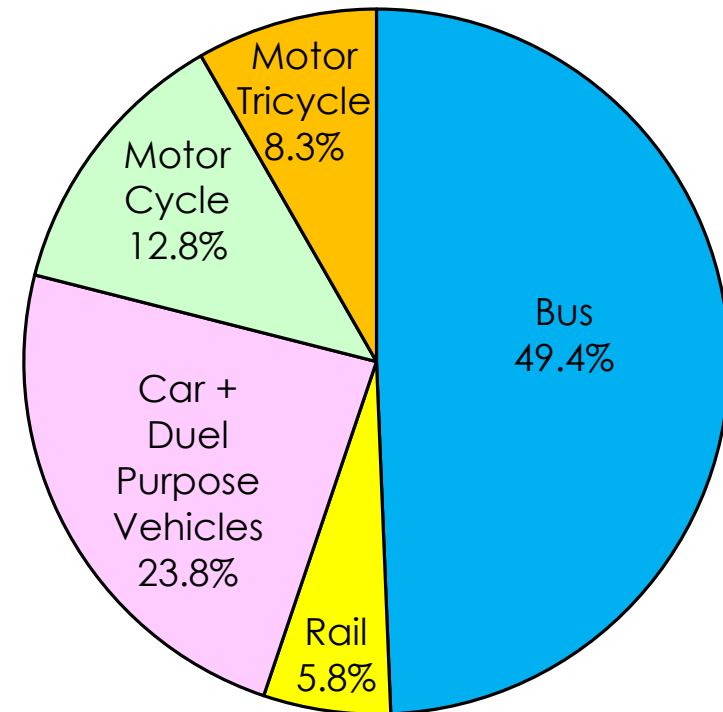
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Background

- Dominance of Ground vehicles



% No. of Vehicles

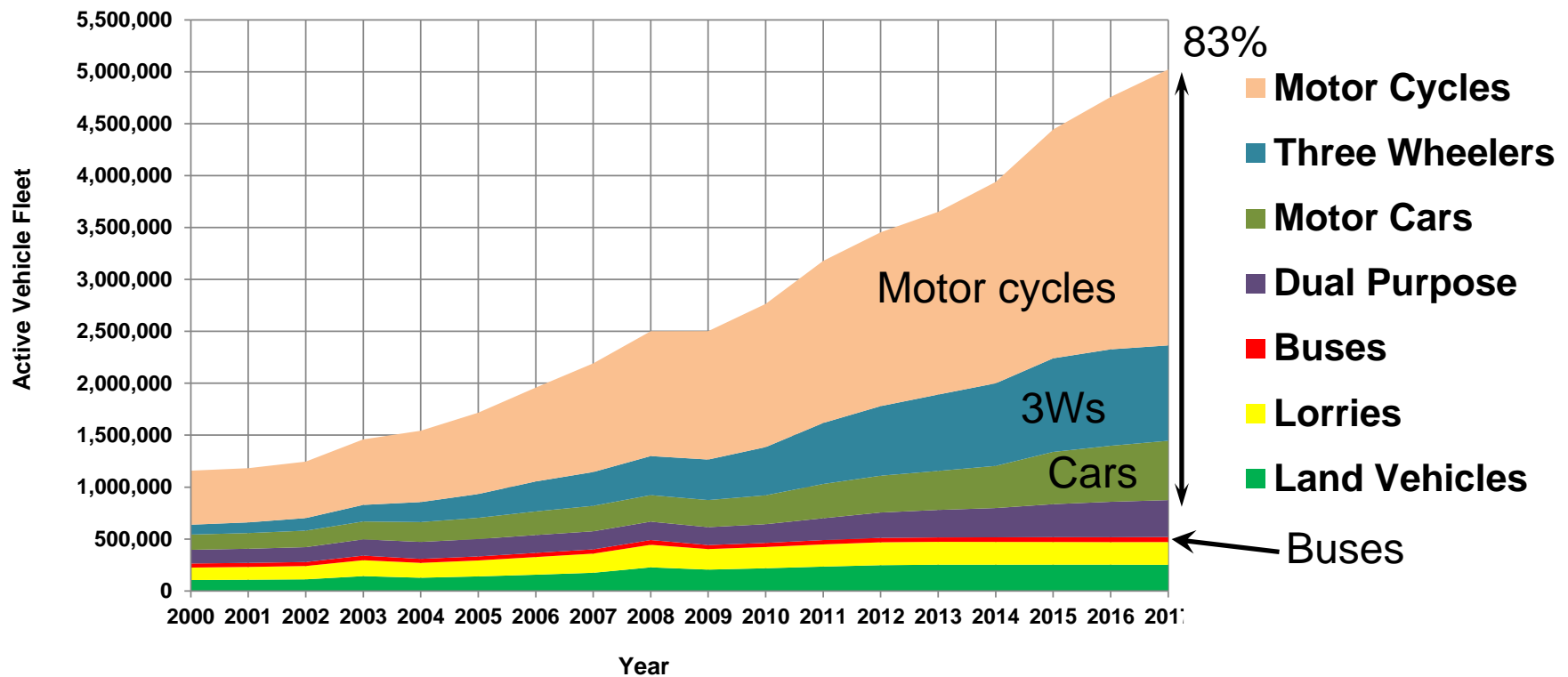


Modal share
(% of passenger km)

→ 1% buses contribute to 50% of the mobility.

Background

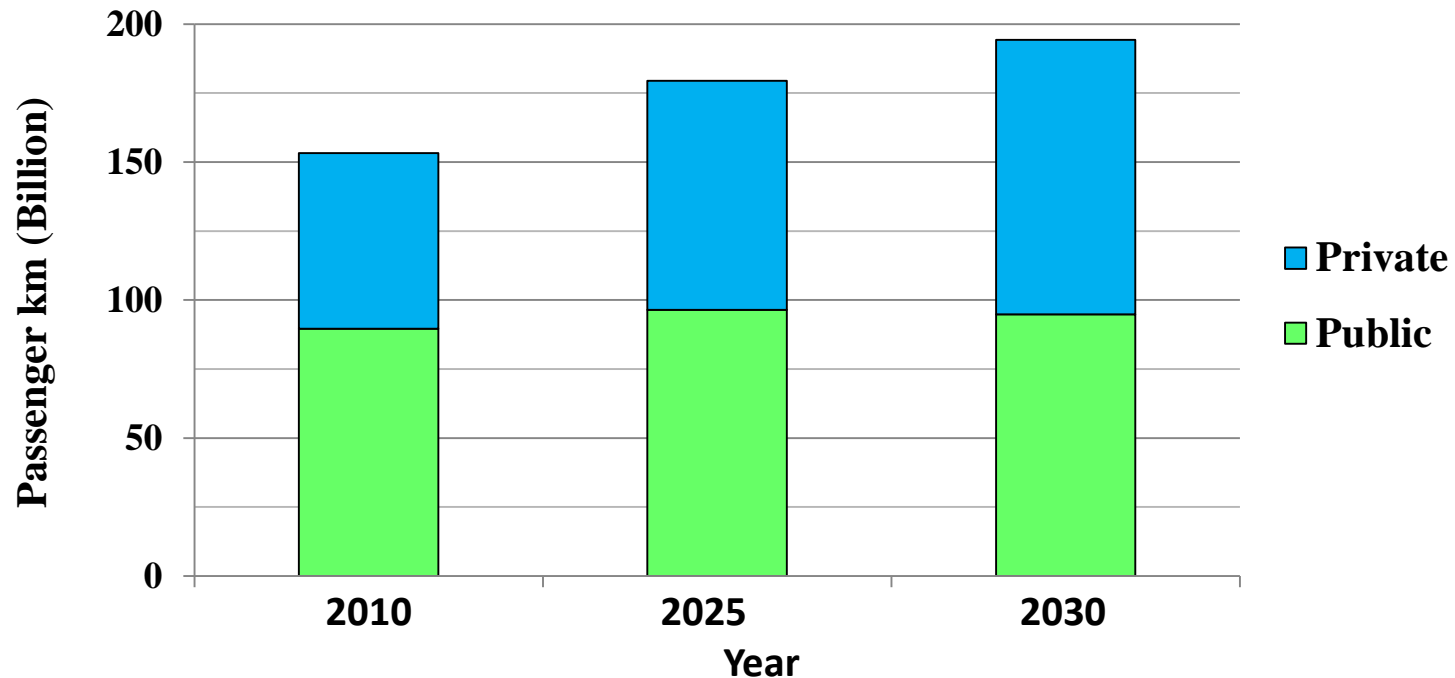
■ Dominance of Ground vehicles



- Accelerated growth of private vehicles (2W, 3W & Cars) – 83% .
- Heavy dependence of imported petroleum.

Background

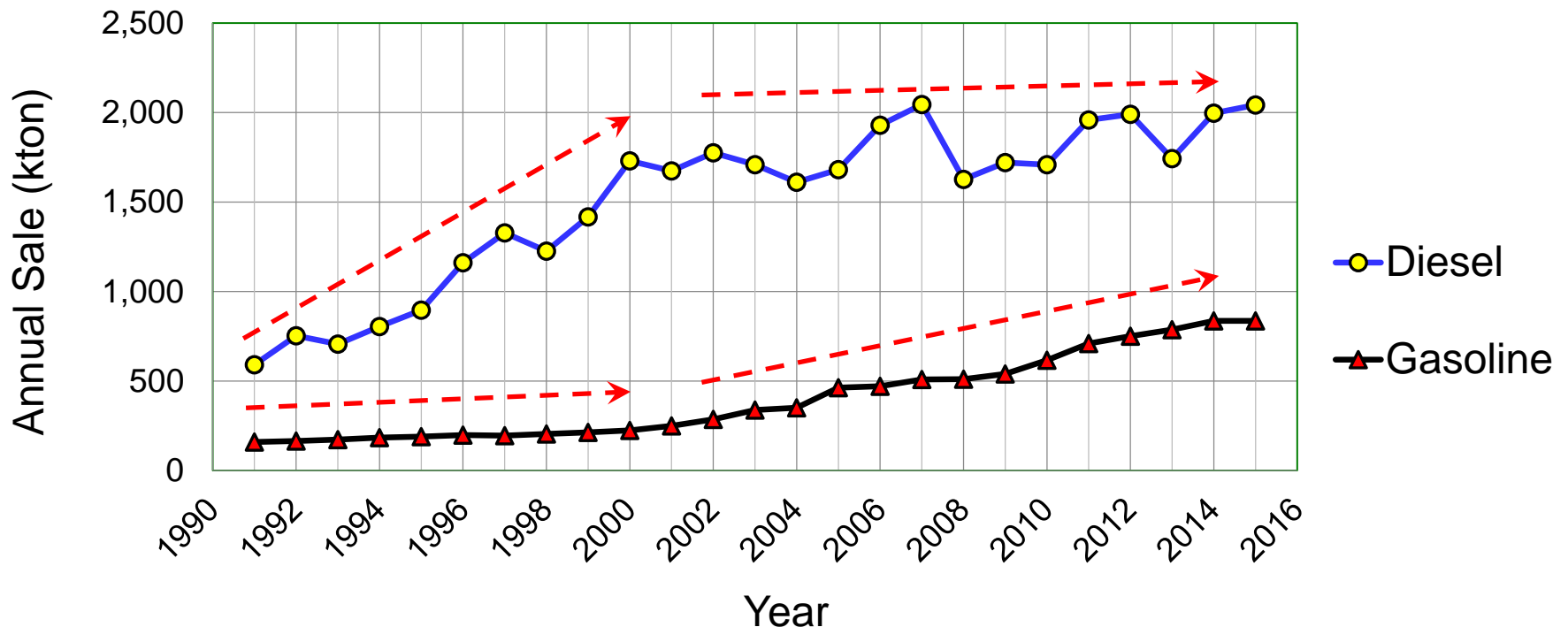
- The trend: If continues ...



- About 2.5% annual growth is expected during next 15 years
- Average travel speed expected to drop from 17 km/hr to 12 km/hr
- Contribution from public transport is predicted to decrease further.

Background

■ The Impact ...



→ Steady increase in fuel demand, thus importation, is affecting country's economy (among others) adversely.

The Management Strategy

- Main Elements:
 - ✓ Clean & efficient vehicle technologies;
 - ✓ Clean fuels;
 - ✓ Efficient operation - inspection & maintenance;
 - ✓ Traffic & demand management;
 - ✓ Awareness, education & capacity building.
- Planning & Implementation:
 - ✓ Implemented primarily under national AQM programme referred to as “*Clean Air Action Plan*”
 - ✓ Further reinforcement with the commitment through “*Nationally Determined Contribution*”.

Action Plan – The Progress

■ Clean Air Action Plan:

Programmes of Actions

✓ Vehicle Inspection & Maintenance;

VET Program

✓ Fuel reformulation, pricing and fleet mix;

✓ Emission Inventory, monitoring and mitigation;

✓ Standards;

AAQ; Source Emission; Fuel Quality; FE

✓ Institutional framework;

✓ Economic Instruments;

Tax concessions for Hybrid/EV;
Carbon Tax for ICE

✓ Transport Planning and Traffic Management.

AirMAC

Urban Transport Master Plan

MRV – NAMA/NDC

Fuel Quality Road Map

Fuel Economy Initiatives

- Background:
 - ✓ Conventionally FE aspects in vehicles has been considered within broader context of resource/energy efficiency and conservation;
 - ✓ Specific attention on FE was notably emerged with VET programme as a co-benefit;
 - ✓ More formal and structured consideration on FE is initiated with the GFEI programme;
 - Activity on development & implementation of FE Standards / Labelling has been incorporated into national energy/environment related programmes.

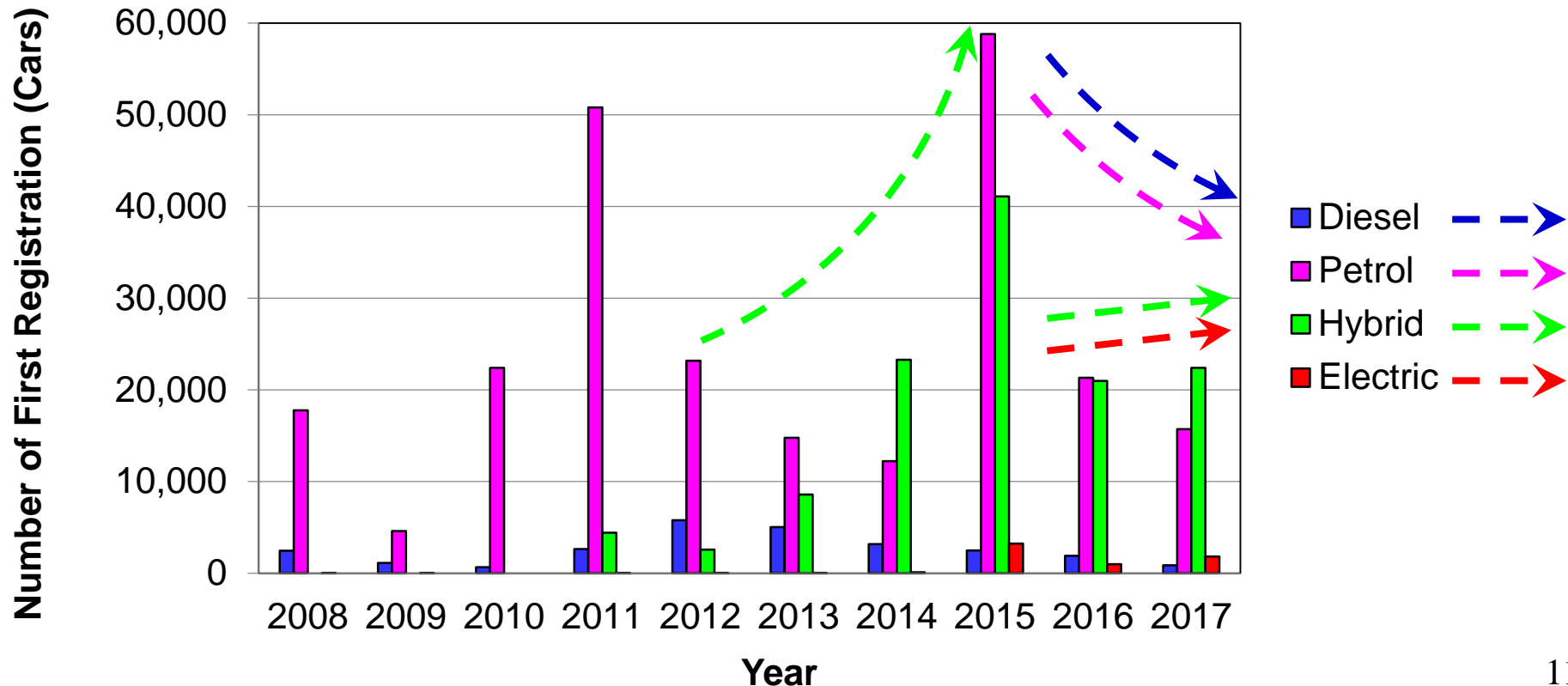
Fuel Economy Initiatives

- Progress: Key Activities
 - ✓ The baseline of FE of LDVs – 2015
 - ✓ The update of status of FE of LDVs is in progress
 - ✓ Development of FE standards / labelling programmes is initiated
 - Joint effort of SLSEA and SLSI, in collaboration with Ministry of Transport and Ministry of Environment.
 - As an activity under NDC in transport sector.
 - ✓ Other policy interventions:
 - Differential import tax systems
 - Carbon tax (to be enforced)
 - Euro 4 equivalent emission standards for importation.

Fuel Economy Initiatives

- Progress: Some Outcomes

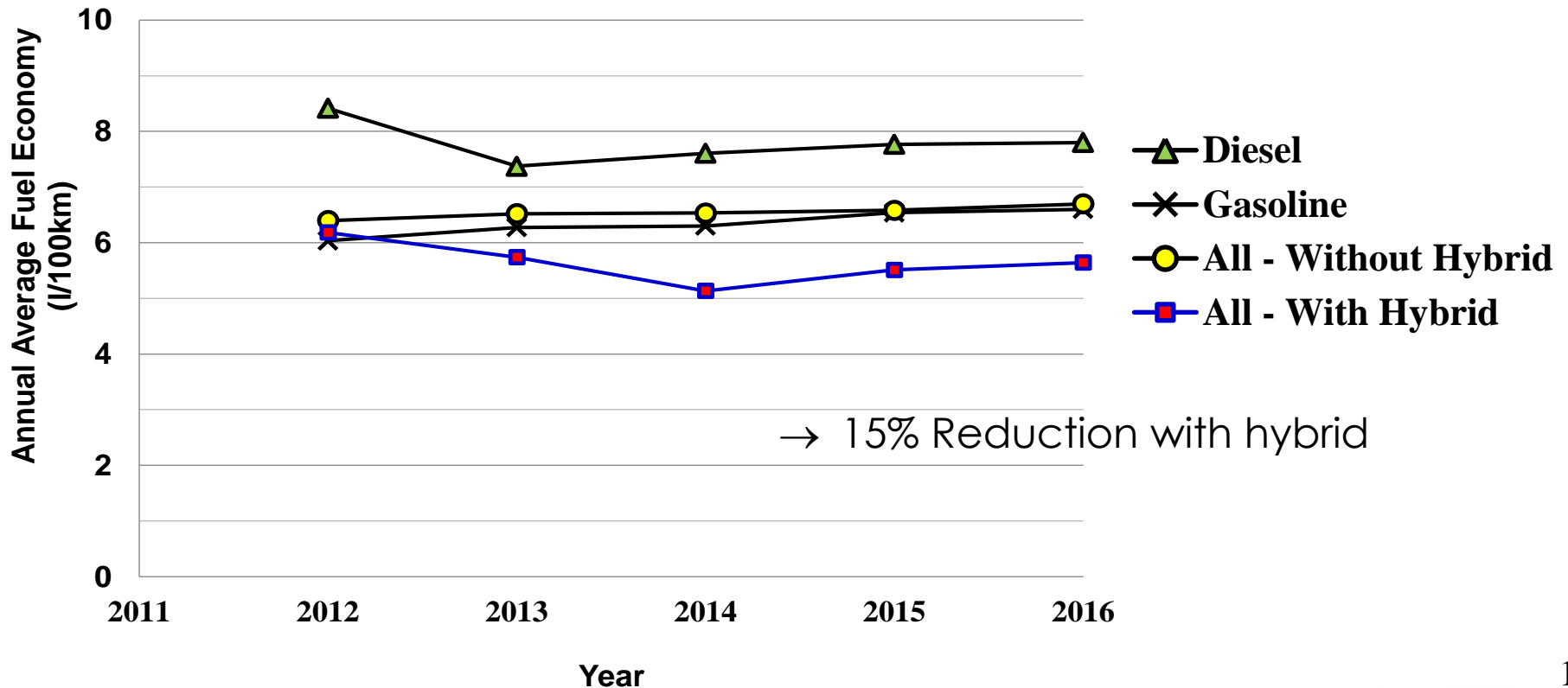
- ✓ Emergence of hybrid/electric vehicles



Fuel Economy Initiatives

■ Progress: Some Outcomes

✓ FE of LDVs



Concluding Remarks

- Challenges

- ✓ Data gaps

- Vehicle registration database is not fully computerized
 - No single source for FE data
 - FE values are from different test (driving) cycles
 - Some FE data does not refer to the test cycle

- ✓ Differences of FE values specified by the manufacturers and real-life performances

- Concerns on the FE values to be specified in FE labels.

- ✓ Lack of resources to check performance compliance:

- Particularly in case manufacturers themselves do type approval tests.

Thank You

Acknowledgements

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- ✓ Clean Air Sri Lanka
- ✓ Organizers of the FE Session and BAQ2018 Conference