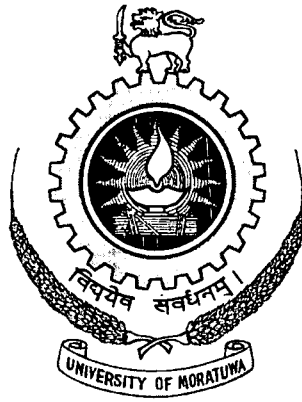


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THE STUDY OF THE FEASIBILITY OF WATER TRANSPORTATION IN COLOMBO METROPOLITAN REGION



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This thesis was submitted to the Department of Civil Engineering of the University of Moratuwa in partial fulfillment of the requirement for the Degree of Master of Science.

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DECLARATION

The work included in this thesis is part or whole, has not been submitted for any other academic qualification at any institution.



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A handwritten signature in black ink, appearing to read 'Dinath de Silva', written over a horizontal dashed line.

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UOM Verified Signature

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Prof. Amal S. Kumarage

ABSTRACT


The rich history of water-based transportation that existed in the past in the country has diminished over the years. The waterways that were used mainly for freight transportation are neglected and under utilized. Thus a transport infrastructure, which is readily available for use is an asset for the transport planners, searching for alternatives to ease the ever-increasing congestion on roads where mere expansion of infrastructure has become difficult.

The objective of this thesis was to investigate the technical and financial feasibility of a waterborne public transportation system on existing inland waterways in the Colombo Metropolitan Region. The research starts by first looking abroad, where inland water transports systems are more familiar concept to find on what capacity they operated. Secondary the study area was defined so that continuous waterway links can be formed. Data on physical parameters were gathered on which water way systems in the CMR were identified. A complete technical feasibility on five selected waterway systems were presented under which the two systems; Wellawatte – Kirillapone Canal and Biera Lake were identified as meeting the criterion defined for technical feasibility, out of which the former system was selected as the best route for a public transport system in CMR. Non-availability of demand estimation models and vehicle operating costs for boats deprived a complete assessment on financial feasibility.

The conclusion arrived is that it is technically feasible to make a connection over water, certainly in the in Wellawatte- Kirillapone link where the daily passenger movements are considerably high. Its financial feasibility depends on the estimation of demand and operational parameters for the ferry service, which require further research.

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CONTENTS

	Page
Abstract	iii
Acknowledgement	iv
Contents	vi
List of Figures	ix
List of Tables	xi
List of Appendix	xii
List of Abbreviations	xiii
Chapter 1 – INTRODUCTION	1
1.1 General	1
1.2 Scope of the study	4
1.2.1 Study area	5
1.2.2 Study Area Boundaries	7
1.3 Thesis Outline	9
Chapter 2 – LITERATURE REVIEW	10
2.1 General	10
2.2 Water Transport around the World	10
2.2.1 Bangladesh	10
2.2.2 China	11
2.2.3 India	12
2.2.4 Lao People’s Democratic Republic	12
2.2.5 Thailand	13
2.3 Historical Background of Canal System in CMR	14
2.3.1 Northern CMR	14
2.3.2 Central CMR	16
2.3.3 Southern CMR	17
2.4 Present Status of the Canal Network In CMR	18

Chapter 3 – METHODOLOGY OF STUDY	19
3.1 General	19
3.2 Technical Feasibility	20
3.3 Financial Feasibility	21
3.3.1 Demand Estimation	21
3.3.2 Modal Share on Waterway	21
3.3.2.1 Generalized Cost of Travel	22
3.3.2.2 Binary Logit Model	24
3.3.3 Parameter for Financial Feasibility	25
Chapter 4 – OBSERVATIONS & DATA COLLECTION	27
4.1 General	27
4.2 Physical Condition of Waterways	27
4.2.1 The Northern CMR	27
4.2.1.1 Kelani River	29
4.2.1.2 Hamilton Canal	29
4.2.1.3 Negambo Lagoon, Sri Lanka	30
4.2.1.4 Old Negambo Canal	30
4.2.1.5 Canal Between Maha Oya and Negambo Lagoon	31
4.2.2 The Central CMR	31
4.2.2.1 Beira Lake	33
4.2.2.2 Wellawatte – Kirillapone Canal	33
4.2.3 The Southern CMR	35
4.3 Travel Time Data	37
Chapter 5 – TECHNICAL FEASIBILITY	39
5.1 General	39
5.2 Identified Waterway Routes in CMR	39
5.2.1 Justification For Non Feasible Routes	40
5.2.1.1 Kelani River System	40
5.2.1.2 Hamilton Canal System	41
5.2.1.3 Bolgoda Lake System	44

5.2.2 Justification of Feasible Routes	46
5.2.2.1 Wellawatte – Kirillapone Canal	46
5.2.2.2 Colombo Beira Lake	51
5.3 Concluding Remarks	53
Chapter 6 – FINANCIAL FEASIBILITY	54
6.1 General	54
6.2 Modal Share Estimation Using Generalized Cost Function	54
6.2.1 Results of Modal Share on Public Transport	59
6.2.2 Modal Shift from Private Transport	60
6.3 Parameters For Financial Feasibility	61
Chapter 7 – EXTERNAL FACTORS FOR CONSIDERATION OF FEASIBILITY	62
7.1 General	62
7.2 Environmental Factors	62
7.3 Social Factors	63
7.4 Land Use	64
Chapter 8 – CONCLUSION	65
8.1 General	65
8.2 Technical Feasibility	67
8.3 Financial Feasibility	68
8.4 External Factors Considered for Feasibility	70
REFERENCES	71
APPENDIX	

LIST OF FIGURES

		Page
Fig. 1.1	Classification of Water Transport	3
Fig. 1.2	Scope of the Study	5
Fig. 1.3	Map of the Colombo Metropolitan Region	6
Fig. 1.4	Re – Defined Study Boundaries	8
Fig. 3.1	Graph of Revenue Vs Fare	26
Fig. 4.1	Map of Northern Colombo Metropolitan Region	28
Fig. 4.2	Map of Central Colombo Metropolitan Region	32
Fig. 4.3	Map of Southern Colombo Metropolitan Region	36
Fig. 5.1	Hamilton Canal System	43
Fig. 5.2	Map of Bolgoda Lake System	45
Fig. 5.3	Map of Wellawatte – Krillapone Canal System	46
Fig. 5.4	Map of Beira Lake System	51
Fig. 6.1	Sample Calculation of Modal Split	57
Fig. 6.2	Optimum VOC between Battaramulla and Wellawatte	61
Fig. A1.1	Hamilton Canal Meets the Kelani River	II
Fig. A1.2	Bridge at Negambo Town	II
Fig. A1.3	Parked Fishing Boats along Hamilton Canal	II
Fig. A1.4	Highway Bridge across Hamilton Canal	II
Fig. A1.5	Dutch Canal at Negambo End	II
Fig. A1.6	Silted Dutch Canal at Maha Oya End	II
Fig. A1.7	Typical section of Old Negambo Canal	II
Fig. A1.8	Sand Fill for CKE on Old Negambo Canal at Nedurupitiya	II
Fig. A1.9	Arial view of South West Beira	III
Fig. A1.10	Galle Face Beira Lake Passage to Eats Lake	III
Fig. A1.11	Narrow Passage of West Beira Lake	III
Fig. A1.12	Lake House Lock and the East Beira Lake	III
Fig. A1.13	South most end of East Beira Lake	III

Fig. A1.14	Sethsiripaya at Battaramulla at end of Kirillapone Canal	III
Fig. A1.15	St. Peters College on the Bank of Wellawatte Canal	III
Fig. A1.16	Wellawatte-Kirillapone Canal	III
Fig. A1.17	Fishermen around Bolgoda Lake	IV
Fig. A1.18	'Ja-Kotuwa' in Bolgoda Lake and Panadura Ganga	IV
Fig. A1.19	Sunbathing Water loving Avians	IV
Fig. A1.20	Ferry across Bolgoda River at Hirana Totupala	IV
Fig. A1.21	Keppu Ela Commences from Bolgoda Lake	IV
Fig. A1.22	Keppu Ela meets Kalu Ganga	IV
Fig. A1.23	Typical Section of Keppu Ela	IV
Fig. A1.24	Silted Aluth Ella	IV



LIST OF TABLES

	Page
Table 4.1 Minimum Clearances of Bridges across Hamilton Canal	30
Table 4.2 Minimum Vertical Clearances across Wellawatte – Kirillapone Canal.	34
Table 4.3 Travel on Waterways	37
Table 5.1 Road speeds & Passenger flows on Negambo Road corridor	41
Table 5.2 Travel Distance & Time between Victoria Bridge and Negambo Town	42
Table 5.3 Travel Distance Saving for Bus/(Car) Users transferring to Boat	47
Table 5.4 Speeds and Average Daily Traffic (ADT) of roads in Canal Corridor	48
Table 5.5 Travel Times for Public Transport Passengers	49
Table 5.6 Comparison of Travel Times by Canal and Road	50
Table 5.7 Travel Distance between Piers	52
Table 5.8 Travel Times between Piers	53
Table 5.6 Estimated β Values	49
Table 6.1 Estimated β Values	56
Table 6.2 Results of Modal Share on Bus/Boat Analysis	58
Table 6.3 Results of Modal Share on boat in Wellawatte Kirillapone Canal (Bus/Boat analysis)	59

LIST OF APPENDIX

		Page
Appendix 1	Photographs of Waterways in CMR	I
Appendix 2	Matrices of Modal Split between Bus and Boat	V
Appendix 3	Minimum Path between Nodal Points for Public Transport Users	XI
Appendix 4	Minimum Path between Nodal Points for Private Transport Users	XVII



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LIST OF ABBREVIATIONS

β	-	Mode independent parameter.
ADT	-	Annual Daily Traffic
CKE	-	Colombo Katunayake Expressway
CMC	-	Colombo Municipal Council
CMR	-	Colombo Metropolitan Region
CMRSP	-	Colombo Metropolitan Regional Structural Plan
D_T	-	Total Travel Distance
ESCAP	-	Economic & Social Commission for Asia and the Pacific
h	-	Headway
h_c	-	Headway of Canal service
h_b	-	Headway of Bus service
F_B	-	Fare in Bus
F_b	-	Fare in Boat
F_T	-	Total Far
GC_i	-	Generalized cost of travel by Mode i
GC_1	-	Generalized cost of travel by mode 1
GC_2	-	Generalized cost of travel by mode 2
LHI	-	Lanka Hydraulic Institute
n_B	-	Total number of bus links used in travel.
O-D	-	Origin Destination
P_1	-	The proportion of trips by mode 1
P_2	-	The proportion of trips by mode 2
SLLRDC	-	Sri Lanka Land Reclamation and Development Corporation
T_B	-	In Vehicle time in Bus
T_b	-	In Vehicle Time in Boat
T_T	-	Total in Vehicle Time
TT	-	Transfer Time
UDA	-	Urban Development Authority
VOT	-	Value of Time
VOC	-	Vehicle Operating Cost
VOC_{Demand}	-	The feasible vehicle operating Cost of boat
VOC_{Supply}	-	The supply vehicle operating Cost of boat
WT_T	-	Total Waiting Time