

Trucking Industry Perceptions of Congestion Problems and Potential Solutions to Container Transportation in Sri Lanka

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Abstract— *Inland Container transportation is coordinated and interacted between port terminals, Container Freight Stations, exporters, consignees, clearing agents, freight forwarders and primarily container transport companies.*

The key objectives of the study were to reveal the perception of container transportation industrialists with respect to road Congestion problems in Sri Lanka; and propose recommendations to improve the intermodal freight transportation. Therefore the factors that make an impact on road congestion namely, Road; Timing; Human; Vehicle; and Weather were examined.

It was revealed from the study that the congestion experienced by trucking companies is considerable thus congestion mitigation measures are needed especially in the urban areas. Better coordinating of traffic Signals and implementing effective system to attend emergency crews in clearing accidents should be implemented. Visibility in the system with respect to customs and other border management agencies in order to install electronic clearance stations at international border crossings would be essential. Further research on dedicating a single lane to truck traffic, having truck-only lanes on some surface streets; truck-only streets for access to ports, rail terminals, and airports; Eliminating some on-street parking during certain periods would be necessary prior implementation.

Keywords: Congestion, Containers, Transport, Trucking, Intermodal, Freight

I. INTRODUCTION

Efficient maritime transportation is heavily dependent on the smooth operation of land transportation. Swift modal transfers are key to successful inland operations. This paper focuses on inland Container Transportation that are coordinated and interacted between port terminals, Container Freight Stations, exporters, consignees,

clearing agents, freight forwarders and primarily container transport companies. The Government of Sri Lanka (GoSL) has embarked on a development agenda with the objective of converting the country to a Naval, Aviation, Commercial, Energy and Knowledge hub in Asia. Commercial Hub Regulation of Sri Lanka and the Free-Port Concept proposes the declaration of Colombo and Hambantota ports and Mattala Air Port as Free ports; declaration of Katunayake Exports Processing Zone (KEPZ) and Koggala EPZ as Bonded areas for the purpose of the Hub operation; and Mattala air port and Mirijjawila EPZ will be declared as Bonded areas. According to new developments that are based on the Commercial Hub Regulation No. 1 of 2013 a new enterprise which is engaged in business activities referred to Commercial Hub Regulation be subject to a synchronized operational procedure/s that shall be introduced by the Department of Customs, the Board of Investment of Sri Lanka and Sri Lanka Ports Authority in respect of or Free Port or the Bonded Area. (GoSL, 2013).

Accordingly, the inland transportation of containers needs to be very efficient and effective to face the future demand. Infrastructure is the necessary condition for efficient cargo handling operations and adequate infrastructure is needed to avoid congestion (Acciaro & Mckinnon, 2013). Ports will have to come up with viable alternatives to reduce the impact of congestion and relieve local communities from the negative externalities generated by increasing cargo flows. (Acciaro & Mckinnon, 2013). As consequent to containerization more trucking companies commneced operations increasing heavy and long vehicles on roads. As traffic volumes increase the congestion grows on highways and urban roadways.

Traffic Congestion particularly in and around ports is a serious problem for trucking companies and comes at a high cost. Traffic congestions in