

## SECTION F

### TRANSPORT TRENDS SHOWN BY AVAILABLE STATISTICS

J. Diandas

(*Macan Markar and Co., Colombo*)

Previous attempts at presenting an overview of transport trends in Sri Lanka were published in *Economic Review*, Nov. 75, and *Energy in Sri Lanka SLAAS*, Jan. 80. The first of these was oriented towards an overview of transport activities and the second towards the energy intensity of different transport modes. The present study is aimed at a wider data base, up-dating to 1981 and including the relative importance of transport in GNP and of transport manpower in total employment.

Data was extracted from available published and unpublished sources from 1964 to 1981. Attempts to resolve conflicting statistics, especially as to the country's actual vehicle population have not yet been successful. Despite these, tentative findings are presented showing that travel by bus has increased considerably and continuously while travel by car has remained almost static and travel by rail has declined. Within the bus mode, travel by private bus has increased dramatically at the expense of travel by state-owned buses. However fare increases within the time frame were reflected by fall in travel showing an elasticity of about -3.

Other findings are that the movement of goods has increased with road transport increasing and rail transport declining significantly. Road accidents have increased alarmingly.

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#### References

1. Transport Statistics of Sri Lanka 1980 and 1981 editions.
2. Census Department. Socio Economic Surveys 69/70 and 80/81.
3. Police accident statistics.
4. Central Bank. Annual Reports.

### COST OF ROAD ACCIDENTS IN SRI LANKA

W. B. Selvanayagam

(*Ministry of Plan Implementation, Colombo 1*)

In the paper an attempt is made to evaluate the cost of road accidents in Sri Lanka. The calculations are based on estimates currently prevailing in Sri Lanka. The total measurable costs have been estimated on the basis of, (1) Costs of medical treatment; (2) Damage to property; (3) Loss of future output; (4) Administrative costs.

The costs of medical treatment are estimated on the basis of cost per day of an in-door patient and an out-door patient. Damage to property has been estimated on payments made by the Insurance Corporation. Loss of future output has been based on a number of averages, (average wage, average consumption, average duration of working life) and the values of consumption and production in the future have been discounted to give present day values. Other costs that arise as a result of road accidents include those associated with the administration of insurance, costs imposed by accidents on the police and the coroners.

In addition to the above, an input value is given for personal bereavement and suffering to arrive at the total costs of an accident.

Then the existing method of estimating the cost of road accidents in Sri Lanka is analysed and the shortcomings pointed out in the light of the true costs estimated earlier.

Finally an attempt is made to evaluate the cost of road accidents as against the cost of preventive measures which the State may adopt to save lives.