

CONTENTS

Abbreviation	--	i
Road	--	01 - 06
1. Sectoral Background	--	01
2. Sectoral Performance	--	01
3. Current Services	--	02
4. Problems, Issues and Challenges	--	03
5. Development Programme	--	04
Transport	--	07 - 12
1. Sectoral Background	--	07
2. Sectoral Performance	--	08
3. Current Services	--	09
4. Problems, Issues and Challenges	--	10
5. Development Programme	--	11
Irrigation	--	13 - 17
1. Sectoral Background	--	13
2. Sectoral Performance	--	13
3. Current Services	--	14
4. Problems, Issues and Challenges	--	15
5. Development Programme	--	15
Water Supply	--	19 - 23
1. Sectoral Background	--	19
2. Sectoral Performance	--	19
3. Current Services	--	20
4. Problems, Issues and Challenges	--	21
5. Development Programme	--	22
Sanitation	--	25 - 27
1. Sectoral Background	--	25
2. Sectoral Performance	--	25
3. Current Services	--	25
4. Problems, Issues and Challenges	--	26
5. Development Programme	--	27

Electricity	--	29 - 31
1. Sectoral Background	--	29
2. Sectoral Performance	--	29
3. Current Services	--	29
4. Problems, Issues and Challenges	--	30
5. Development Programme	--	30
Telecommunication	--	33 - 34
1. Sectoral Background	--	33
2. Sectoral Performance	--	33
3. Current Services	--	33
4. Problems, Issues and Challenges	--	34
5. Development Programme	--	34
Housing	--	35 - 36
1. Sectoral Background	--	35
2. Sectoral Performance	--	35
3. Current Services	--	35
4. Problems, Issues and Challenges	--	36
5. Development Programme	--	36
Postal Service	--	37 - 38
1. Sectoral Background	--	37
2. Sectoral Performance	--	37
3. Current Services	--	37
4. Problems, Issues and Challenges	--	38
5. Development Programme	--	38
Urban Development	--	39 - 41
1. Sectoral Background	--	39
2. Sectoral Performance	--	39
3. Current Services	--	39
4. Problems, Issues and Challenges	--	40
5. Development Programme	--	41

List of Abbreviations

CGR	Ceylon Government Railway (Sri Lanka Railways)
EP	Eastern Province
Mn	Million
MW	Mega Watts
MDG	Millennium Development Goal
NGO	Non Government Organization
NWS & DB	National Water Supply & Drainage Board
UDA	Urban Development Authority

ROADS

1. Sectoral Background

1.1 Introduction

Well developed service is a pre-requisite for any development activity. Since the mass transport system of Railway provides very limited service the roads take the major share for development and become the main mode of transport in Sri Lanka. At present about 95% of the demand of transportation is met through the road with Island wide road network of nearly 116 862 Km.

1.2 Historical Brief

Major Portion of the existing road network was constructed during the colonial period. During the ancient period people used cart tracks and foot paths. These cart tracks and foot paths were developed as gravel and macadam roads.

There are approximately 1450 Km of road network of one type or the other per thousand sq Km of land area in Sri Lanka which appear to be adequate given the current level of development and resource constraints. However the road density in Western province is 910 km per 1000 sq. km of land. The comparable road density in India 650 Km and in case of Bangladesh it is 280 Km per 1000 sq Km.

2. Sector Performance

The quality of life of the people and economic growth are very closely associated with travelling and transportation. A good network of road promotes marketing and people likely to get a reasonable price for their products and easy access to social infrastructure like schools and Hospitals. That provides high quality of life and contributes to the growth of economy.

The growth of the road based transport and the increasing popularity of the private vehicle for usage have been the most significant change as the growth of road networks of primary roads almost 1.2% has been far behind the rate of growth of vehicles of 6.9% (2000 – 2005 period). The greater part of the existing road network was constructed well over 60 years ago and its alignment and geometric designs were more suited to the vehicle fleet of that period. The road network was neither designed to carry present volume of traffic nor the weight of vehicles now imposed in the system. As a result the inter and intra travel time increased more than 20%. The situation in Eastern Province is still bad! The road density in Eastern Province is only 0.91 Km per sq Km of land compared to National average of 1.45 Km per sq Km of land. The two and a half decade conflict had a negative impact on the condition of the roads in Eastern Province.

The maintenance of roads was totally neglected during this period and the movements of heavy armed vehicles have caused damages to the road surface. As a result almost all roads in Eastern Province were found in dilapidated condition.

However, all A & B class of roads in Eastern Province were improved and developed under the ongoing donor funded projects. But equal attention was not paid for the link roads. As such connectivity is still a problem in Eastern Province. The great potentiality of tourism development and revival of the livelihood of the resettled population of Eastern Province (in rural areas) are depending on the rehabilitation and development of the link and rural roads in Eastern Province. The need for new road to connect the agricultural areas of Batticaloa district (from Punanai to Veeramunai) has been identified to promote agricultural activities in EP to benefit farmers of Batticaloa district.

3. Current Services

3.1 Service delivery activities

Eastern Province has 619.2 Km of A class roads, 523.8 Km of B class roads, 1098.2 Km of C & D class roads and about 7,000 Km of local roads (Local roads are not inventoried properly) A & B class of roads come under the preview of Road Development Authority, C & D class roads come under Provincial Council and Local roads come under the jurisdiction of local authorities and few state agencies. Generally all A & B class roads in Eastern Province are improved and developed under the ongoing or completed donor funded program. But the link and local roads are found in dilapidated condition.

3.2 Status of Services Provided

The ongoing programs for Provincial & local roads

In the year 2008 and 2009 99.5 Km of C& D class of roads were improved with 19.5 Km of local roads.

The ongoing World Bank assisted Projects (20m \$) will improve 54 Km of C & D class roads while the ADB funded project (32.5m \$) shall improve 152.4 Km of C & D class of roads.

The Japanese assistance JICA program provided 4,500 million rupees to improve local roads of length 315 Km in Eastern Province (concrete roads).

Thus, ongoing projects will address only 18% of C & D class roads and 4.5% of local roads. Since, small percentage of C & D class of roads and local roads were improved in the previous years, major portion of C & D class roads and local roads still look for funding.

3.3 Gaps and deficiencies in present services

The resettlement of the displaced people was accelerated and very soon all IDPS will be resettled in their villages. These people shall undergo hardships due to

- Almost all link roads and local roads are going to be in dilapidated condition.
- Low average speed of vehicles on internal roads (the average speed is 10-15 Km/hr only on these damaged roads).
- Excessive travel time.
- Poor access to places between cultural interest and tourism interest places.
- Reluctance from travel operators to ply their vehicles on rural roads due to excessive maintenance and operating cost of vehicles.

3.4 Thrust areas

Hence, the thrust areas are going to be

- Improve link roads in EP to enhance connectivity.
- Improve local & rural roads to have better connectivity.
- Use of appropriate techniques for improvement of road network in EP.
- Develop connectivity across existing water crossing in EP.
- Develop of new roads to connect potential areas.

4. Problem Issues and Challenges

Eastern Province is different from other provinces as majority of people in Eastern Province live in rural areas with confirmed poverty. Poverty is highly associated with that of the transport facilities. Weak infrastructure facilities, especially roads, prevent investment in rural areas. Thus the people in rural areas deprive a better quality of life but live with excess travel time and less connectivity.

There is reluctance among transport operators to ply their vehicles on damaged rural roads because of high operational cost (break down of vehicles) at the same time majority of rural population are going to be resettles and they won't be having capacity to pay for transport. The rural populations are deprived of the access to the benefits of urban development due to less connectivity. Lack of connectivity across water crossing (where ferry services are available) in EP keep the rural population away from benefits of Urban development in EP.

4.1 Challenges

- The dilapidated link and rural roads results in increase in vehicle operating cost, excess travel time, traffic congestion and less connectivity with other provinces.
- Bad roads fail to attract the investors.

- Insufficient funds for routine and periodic maintenance.
- Lack of co-ordination among Central & Provincial authorities in developing road networks in Eastern Province.
- Concrete roads demand less maintenance but the initial investment is very high - appropriate technology is needed to satisfy all road users especially rural population who are the majority in Eastern Province.

5. Development Program

5.1 Development Goal

Roads to offer convenient and comfortable riding qualities and eased connectivity for development

5.2 Thrust Areas

Five thrust areas will enable achieve the goal.

- I. Improve link roads.
- II. Improve local roads
- III. Use of appropriate technology for effective usage of available resources.
Strategic actions and activities:
 - The road construction involves in embankment construction, sub base construction and base construction with surfacing. Hence, all link roads and selected rural roads to be constructed up to sub base level and primed at residential areas, to avoid dust, and improved with SBST for high volume traffic.
 - Thereafter, the roads shall be further prioritized and taken for base course with surfacing using Asphalt or DBST.
 - However all rural roads in the province to be re-graveled graded and compacted to have motor able surfaces (short term).
 - Roads liable to go under water to be provided with concrete surface.
- IV. Develop connectivity across existing water crossing in EP.

Strategy actions and activities:

- Construction of causeway cum bridge across the existing water crossings.
 - i. Manmunai
 - ii. Kurukkal madam Ampalanthurai
 - iii. MandoorKurumanveli
- V. Develop new roads to connect potential areas in EP.

Strategic actions and activities:

- A new road from Punanai to Veeramuani in Batticaloa district for about 90km shall connect all potential agricultural areas.

Eased mode of transport (roads) and better connectivity will enhance the quality of life in rural areas and benefits the resettles' in villages with increased productivity with revival of livelihood and move towards a sustainable development using available resources in Eastern Province.

5.3 Outputs

Thrust Area: Improve link roads for better connectivity. Improve local roads

Trincomalee District

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Rs. in Mn)
Improvement to all local roads.	All local roads to be made motorable with re gravelling and compaction.	Less travel time (Average speed goes beyond 30 Km/hr). Travel time reduces by about 20%	2	Respective local authorities Provincial Council and State agencies like Irrigation	700
Improvement to prioritized link and local roads to improve connectivity.	All link roads to be raised up to sub base and surfacing.	Less travel time and more vehicles on the roads. Vehicle volume may increase up to 3000 and travel time comes down by about 20%	3	Provincial Council.	200 Km of link roads costs 2, 200
Development of roads to carry all modes of transport vehicles.	Prioritized link roads improved with surfacing.	Enhanced volume of traffic with development activities. Vehicle operational cost comes down by about 20% and accident rate by about 15%	5	Provincial Council.	70 Km of link roads costs 2000.

Batticaloa District

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Improvement to all local roads.	All local roads to be made motor able with re gravelling and compaction.	Less travel time (Average speed goes beyond 30 Km/hr). Travel time reduces by about 20%	2	Respective local authorities Provincial Council and State agencies like Irrigation	700
Improvement to prioritized link and local roads to improve connectivity.	All link roads to be raised up to sub base and surfacing.	Less travel time and more vehicles on the roads. Vehicle volume may increase up to 3000 and travel time comes down by about 20%	3	Provincial Council.	200 Km of link roads costs 2, 200

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Development of roads to carry all mode of transport vehicles.	Prioritized link roads improved with surfacing.	Enhanced volume of traffic with development activities Vehicle operational cost comes down by about 20% and accident rate by about 15%	5	Provincial Council.	70 Km of link roads costs 2000

Ampara District

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Improvement to all local roads.	All local roads to be made motorable with re gravelling and compaction.	Less travel time (Average speed goes beyond 30 Km/hr). Travel time reduces by about 20%	2	Respective local authorities Provincial Council and State agencies like Irrigation	700
Improvement to prioritized link and local roads to improve connectivity.	All link roads to be raised up to sub base and surfacing.	Less travel time and more vehicles on the roads. Vehicle volume may increase up to 3000 and travel time comes down by about 20%	3	Provincial Council.	200 Km of link roads costs 2, 200
Development of roads to carry all modes of transport vehicles.	Prioritized link roads improved with surfacing.	Enhanced volume of traffic with development activities. Vehicle operational cost comes down by about 20% and accident rate by about 15%	5	Provincial Council.	70 Km of link roads costs 2000

Thrust Area: Development of connectivity across existing water crossing (Mandoor - 800 mtr; Ampalanthurai - 800 mtr, Manmunai - 400 mtr)

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Construction of causeway cum bridge across water crossing in EP	Better connectivity for the rural population	Less travel time people spend half a day at ferry crossing	3	Provincial council	2400

Thrust Area: Develop new roads in EP

Output	Contribution to Thrust Area	Measure of Performance/Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Construction of new road to connect Punanai to Veeramunai in EP	Connectivity is cased in agricultural areas of EP	Travel time for farmers production less by 10 -15 %	2	Provincial council	2300

TRANSPORT

1. Sectoral Background

1.1 Introduction

Transport consists of

- Land Transport
- Sea Transport
- Air Transport

The land transport has sub sectors of

- Road Transport
- Rail Transport

1.2 Historical Brief

1.2.1 Land Transport – Road Transport.

Before the introduction of motor vehicles on the roads people used bullock carts for their transport and travelling. The cart tracks were improved to paved roads and carts were replaced with motor vehicles and today traffic congestion was felt during peak hours in all towns and cities of Sri Lanka. The increasing use of private vehicles was the significant change. Unplanned activities have put the rate of growth of vehicles about 7% per annum well above the rate of growth of road networks 1.2% (during 2000 – 2005).

1.2.2 Railway

Railway is a mass transport system. The railway was introduced by the British in 1845 in order to transport export commodities to Colombo Harbour. Railway line was extended to other towns and cities (total 1640 Km) and Eastern Province line from Gal Oya to Trincomalee and Batticaloa are part of same.

1.2.3 Sea Transport

Sea Transport is in operation for a longer period in Sri Lanka. In the Eastern Province large barges operating with wind velocity were found operational during the past. The second largest Natural harbor in the world- Trincomalee was the Naval headquarters for East Asia of Royal Navy during the Second World War. But the resources of this harbor were not exploited by successive governments of Sri Lanka after Independence.

1.2.4 Air Transport

Sri Lanka is a small country and has an International Airport at Colombo (another international airport is under construction in the south). Out of thirteen domestic airports 03 of them are found in Eastern Province. However all three domestic airports were closed for public use during the conflict period and an attempt was made to reopen China bay at Trincomalee for public use.

2. Sector Performance

2.1 Road Transport

At present bus travel accounts for 73% of total land passenger transport. But the state and private sector carry the lion share. While the private sector continues its operation in economic routes, the state sector operates services in remote areas and along uneconomical bus routes as a social obligation. Freight transport in this country is mainly by road and is in the hands of private sector. Trucking accounts for 95% of total freight transport and reminder is transport by rail and coastal services.

2.2 Railway

Though Railway has 1640 Km of tracks the railway services are underutilized as the numbers of trains that run on these lines are very limited. In Eastern Province, there are two services which are operational to Trincomalee and Batticaloa.

The connectivity or link services to the Railway station are poorly organized with the train service and as a result the people prefer the road than railway. The railways are an important part of transport infrastructure and they have much higher fuel efficiency than trucks in terms of fuel consumption per tone or passenger kilometers. For movement of bulk commodities trucks cannot compete with railway.

2.3 Sea Transport

Since no development works were carried out in Trincomalee harbor after independence its facilities were not exploited fully. Private sectors like Prima Ceylon and Tokyo Cement have use of the resources in the harbor with the construction of their own jetty. Though a New Ashraff jetty was constructed in the harbour it is underutilized at present.

2.4 Air Transport

The available 03 Nos. airports at Ampara, Batticaloa and China Bay were closed for public use during the conflict period and they were used only for military purpose. But these domestic airports have provided emergency ambulance services for the sick. At present only lighter aircrafts are using China bay airports. In order to engage large aircrafts the runway is inadequate. However, extension is not possible for runway as it is aligned with the huge silos of Prima mill.

3. Current Services

3.1 Road Transport

Though 90% Sri Lankans use public transport services such as buses, train and three wheelers 10% own private vehicles which occupy most of the space on roads and create congestion for travelling. More than 16, 000 private buses and 5, 500 state buses are operating on roads. However, in the Eastern Province state sector provides most of the services to remote which are mostly uneconomical. Almost all freight transport is in the hands of the private sector. The lack of connectivity between trains services and buses discourages people to opt the mass transport (trains).

In Eastern Province state sector (bus) provides most of the services to remote villages as a service as these routes are uneconomical. After rehabilitation of the damaged link and local roads the situation may improve and there will be competition between private and state sector. The state sector needs more buses in Eastern Province to provide effective services to rural area in order to facilitate economic activities of rural population.

The thrust area will be additional fleet of buses state sector for Eastern Province.

3.2 Railway

Railway provides very limited services as such Eastern Province line runs not more than 03 services. Eastern line from Gal Oya to Trincomalee and Batticaloa are single line and rails supported in wooden sleepers'. Since the tracks are weak speed restrictions are imposed and trains travel at an average speed of 24 Km/hr only.

The Railway needs replacement of rails and steeper's on Eastern line in order to avoid speed restrictions.

At the same time railway needs refurbishment of coaches and railway stations in order to attract more passengers for rail transport. The thrust area will be rehabilitation of Eastern railway line and refurbishment of stations.

3.3 Sea Transport

Trincomalee and Olivil are the Harbour available in Eastern Province. Valaichennai and Godbay are fisheries Harbours in Trincomalee. In Trincomalee;

- I. Midstream cargo handling facilities available.
- II. New Ashraff jetty has cargo handling facilities.

And the same jetty used to transport Jaffna passengers by ship during the closure of A9 road. Apart from these private organizations like Prima Ceylon Ltd, Tokyo cement Co and Petroleum jetty is available for exclusive of their use. The 103 oil tanks farm available for bunkering purpose.

Presently, Sri Lanka has more trade with East Asian countries. Hence, Trincomalee port is more favorable. In order to meet such demand Trincomalee port to be developed as a commercial port. At the same time luxury passenger liners from Trincomalee will attract more tourists. The thrust area will be to development of Trincomaleeharbour as a commercial port.

Oluvil port: It is under construction.

3.4 Airport

Eastern Province has a very good climatic condition to have air services. Out of the three domestic airports actions was taken to open China bay for public use.Improvement to the 03 Nos airports, to handle internal flights. The thrust area will be improvement to runway taxiway and terminal facilities.

4. Problem Issues and Challenges

4.1 Road Transport

State sector in the Eastern Province need more buses to provide services to unpopular routes (rural areas). At the same time both private and state sector lack ancillary services like a well-equipped workshop with adequate spaces in order to put all available buses on service.

4.2 Rail Transport

Railway rehabilitation needs huge investment. The investment is justifiable provided railway runs more services in the Eastern line. Public acceptance is important in order to have more services. Faster trains with more facilities with stations and coaches will attract the passengers.

4.3 Sea Transport

Though the potentiality is there for TrincomaleeHarbour to become a commercial port in Indian Ocean it lack the facilities. The TrincomaleeHarbour development activities can be phased amount to suit the investment plan. However, TrincomaleeHarbour may meet challenges from Indian Harbour in the Eastern Coast but the locality of Trincomaleeharbour is central and it is an advantage.

4.4 Air Transport

The high investment is to rehabilitate the runway taxi way, terminal and control tower etc at the domestic air ports. since rapid development in the Eastern Province and promotion of tourism activities in Eastern Province will bring more customers for internal flight.

5. Development Program

5.1 Development Goal

A steady and sustainable transport facility, for rural population to expend economic activities in Eastern Province. (Thrust areas are identified for each mode of transport)

5.2 Thrust Areas

Road Transport

- I. Enhance fleet of buses for state sector and establish well equipped ancillary facilities like workshop with adequate spares to put all buses in service.
- II. Private sector to be provided to have access for soft loan facilities to go for semi luxury or luxury services for intercity passengers.

5.3 Outputs

5.3.1 Road Transport

Thrust Area: Enhance fleet of buses for state sector with well equipped workshop.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
200 Nos new buses.	More frequency and new services to rural areas of Eastern Province.	Per capita income increase by minimum 10%	1	Eastern Transport Board.	Enhance the fleet of buses 100
Well equipped workshop.	Available buses in service all the time.	Board income will increase up to 10-20%	1	-do-	Provide well equipped workshop 100
Repairs of 280 Nos. unserviceable buses.	All rural roads are covered.	Per capita income of population Enhanced by more than 10%	1	-do-	Repair unserviceable buses 250

5.3.2 Railway Transport

Thrust Area: Improve railway tracks and station and Refurbish coaches with toilets and seats and extend tracks up to Pothuvil

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Rehabilitation of tracks and station from Gal Oya to Trincomalee Batticaloa.	More train services.	More train passengers up to 10%	2	CGR	Repair the trucks (Eastern) 3000
Refurbished interior of coaches.	More passengers for railway.	Increase in no of passengers up to 10-20%	2	CGR	Improve the toilet & seat facilities in coach. 500
Extension of tracks up to Pothuvil	Care for farmers, fishermen & tourists	More tourist arrived at Arygambe-20%	5	CGR	19.6

5.3.3 Sea Transport

Thrust Area: Developing Trincomalee port to cater for bulk and break bulk cargo as well as maritime related industrial activity with the construction of another berth with a draught of 15 meters with cranes to handle container cargo.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Trincomalee port as bulk and break bulk cargo port (commercial).	More ships arrive in Trincomalee Harbour.	More cargo handling up to 10%	2	Ports Authority.	Establish harbor facilities for ships. 30000
Trincomalee port as a commercial hub in Indian Ocean.	More trade with Asia East & far cast countries.	Maximum cargo handling increase up to 10-15%	2	-do-	With draft 40000

5.3.4 Air Transport

Thrust Area: The three local airports in Eastern Province will be developed for the need of domestic air travel as well as the domestic demands of Agriculture industry and tourism. This will involve public private partnership.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Improved runway Taxi way and terminals for 03 Nos local airports.	Avoid time delay.	More air passenger in the East up to 10-15%	3	Aviation authority.	Commissioning internal flights. 1500

IRRIGATION

1. Sectoral Background

1.1 Introduction

The current policy in the Irrigation Sector consists of the two components

- (a) Development of New Water Resources.
- (b) Rehabilitation and Improvement of existing reservoirs and schemes.

The high incidence of rural poverty in the Eastern Province is associated with low productivity due to low rainfall poor support services and poorly performing and incomplete irrigation infrastructure.

1.2 Historical Brief

Some of the ancient irrigation schemes in Sri Lanka had well advanced techniques and some of them are still surprising the modern techno crafts. The Kings who have ruled Sri Lanka have given importance for irrigation and as a result many irrigation tanks were constructed by them. Apart from major and medium irrigation schemes, the thousands of minor irrigation tanks were constructed in the past and all these tanks have helped the farmers to lead a quality life. After Independence there was a change in the life style and people has encroached the catchment areas of many tanks and insufficient funds for maintenance has been detrimental for these minor tanks.

2. Sector Performance

In the Eastern Province Irrigation development plan will play a critical role in the development of agriculture and will be a key driving force of the agriculture development plan of the province. There are 82 nos. medium and major tanks and more than 1040 minor tanks are found in EP. The development of irrigation sector in Eastern Province is helping farmers to have a high standard living. The projects like urgent rehabilitation of irrigation system, needs strengthening of farmers organization and farmers. But due to lack maintenance the wastage of water is found to be more and water management techniques are not followed by many in most of the schemes.

Program for stabilizing of dry zone rainfall highland agriculture by the provision of open shallow dug wells (Agro Wells) for conjunctive use of ground water is a source of irrigation to promote year round crop production in Eastern Province and is the need today. Since many minor irrigation tanks were abandoned and not in serviceable state, their contribution to stabilize ground water table is missing in Eastern Province.

3. Current Services.

There are 82 Nos medium and major tanks and more than 1040 Nos Minor Tanks are found in Eastern Province. The existing schemes in Eastern Province in need of modernization and introduction of water management techniques which can be achieved only with the cooperation of farmer organizations but the rehabilitation and improvement of minor tanks are more useful as they serve multipurpose such as

- Irrigation for the Command Area.
- Water for Live stocks.
- Facilitate to stabilize ground water table.

The salt water exclusion structures serves to prevent salinity into the land. But many of them were found in damaged condition and needs rehabilitation. The high land cultivation was found to be risky and lift irrigation will facilitate them

3.1 Gaps and Deficiencies in present services provided.

The wastage of irrigable water from tanks is a critical issue and the productivity can be enhanced by following effective water management techniques.

The minor tanks have been identified as multipurpose. Hence rehabilitation of the abandoned minor tanks will have an impact on the productivity of the province.

The high land cultivation needs lift irrigation facilities. The rehabilitation of the salt water exclusion structures can help to preserve the land.

3.2 Thrust Areas.

Hence the Thrust areas in Irrigation are as follows:

- Introduction of effective water management.
- Rehabilitation of minor tanks
- Lift irrigation using wind mills as Eastern Province has favorable wind potential.
- Rehabilitation of salt water exclusion structures.

4. Problems, Issues and Challenges

The provision made in the budget for the maintenance of the irrigation schemes has been reported as inadequate and the 25 years conflict situation in Eastern Province (which has prevented effective maintenance of the schemes) were reasons for low productivity with the schemes in Eastern Province.

The minor tanks which were generally located in remote areas were affected the most and many of them are not functioning at present. The attempts made in the past to enhance the capacity of the farmers organization were not successful. The former organization is still in need of training to improve their capacity to involve for maintenance and water management.

The challenges faced by the irrigation sector are as follows:

- Stagnant or low growth in productivity
- Inadequate water availability.
- Lack of water management.
- Poor investment for operation and maintenance.
- Lack of farmer participation in management.
- Abandoned minor tanks failed to stabilize the ground water table.
- Damaged salt water exclusion structures fail to prevent salt water intrusion.

5. Development Programme

5.1 Development Goal

To provide irrigation for the emerging demand for water, from the agricultural and non-agricultural sectors.(A pro rata of 1500 US\$ per acre is considered for investment for tank improvement and construction and concrete lining was considered only for main channel to deliver water fast and other branch & distributing channels were not recommended to facilitate recharging the ground water table in these areas)

5.2 Thrust Areas

- Improve Minor Tanks in EP.
- Rehabilitate of damaged salt water exclusion structures.
- Lift irrigation to high land using wind mills.
- Introduce Water Management Techniques
- Improve head works and downstream structures of major & medium tanks.
- Develop new tanks in potential areas.
- Improve drainage schemes as water resources

5.3 Outputs

Thrust Area: Introduce Water Management Techniques

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Awareness Creation and Training in Water Management including improvement for system	Effective use of Available Water.	More Production about 10% increase.	2	Irrigation Department. (Central&provincial east) Agrarian Services Department.	50

Thrust Area: Improve Minor Tanks in EP.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Rehabilitation or reconstruction of Abandoned Minor tanks 200 per District.	Availability of More water for Irrigation And Cattle feeding.	More agricultural Production about 12% And water Found In Agro Wells for all seasons.	3	Irrigation Department. (Provincial) Agrarian Services Department.	3000

The minor tanks rehabilitation program can minimize 68% run off to sea in future. The availability of water will promote productivity and enhanced the quality of life of farmer population in Eastern Province.

Thrust Area: Rehabilitate of damaged salt water exclusion structures.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Rehabilitation and construction of salt water exclusion structures.	Prevent salinity intrusion.	Land preservation from salinity 5% increases in production in coastal area.	2	Irrigation. (Provincial east)	1,200

Thrust Area: Lift irrigation to high land using wind mills.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Lift irrigation to selected high land.	More lands brought under cultivation.	More production of commercial crops about 10% increase in production.	2	Irrigation department. (Central& provincial east)	300

Thrust Area: Improve head works and downstream structures of major & medium tanks.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Rehabilitation of head works of 45 tanks and downstream structures of 45 tanks.	Availability of irrigation for effective cultivation.	Cropping intensity increases from average 1.25 to 1.50.	2	Central irrigation department provincial Irrigation department.	8500

(aprorata of 1500 US\$ per acre were recommended and used)

Thrust Area: Develop new tanks in potential areas.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Construction of Peraru reservoir	3000 Ac new land under cultivation.	Employment for 1200 farmer families in Kuchchaveli.	4	Central irrigation department	2000
construction of Konesarreservoir	1000 Ac new land	500 farmer families benefiter.	3	- do -	1000

(aprorata of 1500 US\$ per acre were recommended and used)

Thrust Areas: Improve drainage schemes as water resources

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Improved drainage schemes as water resources	Recycling of drainage water	More production with the schemes an increase of about 5%	1	Irrigation department (Central & provincial east)	200

WATER SUPPLY

1. Sector Background

1.1 Introduction

The National Policy is to provide access to safe drinking water for all over the medium term. Access to water supply and sanitation facilities are regarded as one of the basic rights of the people in the country. Access to safe drinking water supply and sanitation are among the indicators of MDG No 7. The target is access to sufficient and safe drinking water to 85% of the population in Sri Lanka by 2010 and to 100% by 2015. At the same time, providing piped water supply to 100% of the urban population by 2011. The prevailing water supply service in Eastern Province which is about 32% is far away from these targets.

1.2 Historical Brief

In the past especially during the ancient time the rivers, ponds, tanks and open wells were the source of supply for the people. At that time the ground water table was kept stable with the presence of minor tanks. At the same time the water sheds were not polluted with excessive use of chemicals and entry of waste water as at present. Water supply to urban areas including the suburb was extracted from the nearby rivers provided they are perennial. But water supply for domestic and industrial purpose from existing Irrigation systems to the farmers and other residents in and around the schemes are also possible Ex. Kantalai and Unnichcha schemes in Eastern Province.

2. Sector Performance

With the pace of ongoing large scale infrastructure projects and rapid urbanization in Sri Lanka the regional economic activities are expected to grow. Provision of water supply and sanitation facilities is a prerequisite for keeping these development activities sustainable.

Improvement of living standard and poverty reduction in the targeted areas which could be achieved in the long run through mitigations of water borne diseases which in turn could lead to enhancement of livelihood activities as well as through improvement of quality of life in the target areas. It is noted that the total investment in this sector is increasing in during the last decade.

In terms of MDG goal, the percentage households with access of safe drinking water should increase to 86% by 2015. Compared with this benchmark the year 1990 Sri Lanka was able to increase this indicator from 74.1% to 84.7% in 2006. However, at present only 32% of the households of the country are covered by piped water supply, which is expected to rise to 45% in 2015. In the Eastern Province, about 39% of the households in Ampara district 38% of households in Trincomalee district and only 10% of households in Batticaloa district are connected to piped water supply. In the Eastern Province, more than 60% of the population lives in rural areas and they depend in well water for their use everyday. During the conflict, many of the wells were destroyed and the rural population of Eastern Province is deprived of safe drinking water.

3. Current Services

3.1 Service Delivery Activities

In the Eastern Province, urban areas are getting pipe water only for few hours a day. Where as the rural population meet their water need from the open wells. In many resettlement areas (generally rural areas of Eastern Province) the existing wells were damaged during the conflict period and bowser supply is continuing in these areas.

3.2 Gaps and deficiencies in present service provided

The urban areas (towns) in Eastern Province are not provided with 24 hrs supply. The reason is the source of supply. Kantalai tank is the source of supply for Trincomalee. Because of the protest from kantalai farmers the demand for Trincomalee (about 8 Million gallons per day) is not extracted. Instead, only 5.5 Million gallons are extracted. Hence, perennial source of supply has to be selected for water supply schemes. Similarly, the rural population depends on ground water whereas ground water table is not steady in Eastern Province and during drought period it is almost dry. The rehabilitation of the minor tanks in Eastern Province will have an impact on this system and the presence of minor tanks will enhance the ground water table steady for all seasons.

For urban population in Trincomalee and Batticaloa the following perennial rivers to be tapped for water supply.

Mahaweli River which falls in Trincomalee Bay is a source for Trincomalee and Verugalaru (a tributary of Mahaveli) is a probable source for Batticaloa.

3.3 Thrust areas

- I. The losses due to leakages, non revenue supply and illegal Tapping which accounts for 40% loss.
- II. For rural areas rehabilitation of minor tanks in Eastern Province- The rehabilitation of abandoned minor tanks which will maintain a steady ground water table.
- III. For urban areas the pipe borne water from perennial rivers- The perennial rivers of Mahaveli for Trincomalee and VerugalAru for Batticaloa.
- IV. For coastal Areas small pumping schemes are more effective.

4. Problem issues and challenges

- Reducing regional disparities in terms of services coverage and quality of water supply and sanitation through rational allocation of resources across regions.
- Minimizing non revenue water through technical procedure and system updates to 15% losses per annum.
- Provision of water supply facilities to rural areas where cost recovering of large-scale schemes is not favourable compared to town area.
- Improving the quality of service including round the clock supply water quality and pressure are the main challenges in existing schemes.
- Improving quality of service and operation and maintenance of village level community managed schemes and ensuring sustainability.
- Augmentation of existing low performing schemes to meet emerging demands and improving quality of service.
- Ensuring efficiency in service delivery through improving accountability technical and financial management capacities of the service provider.
- The local authorities are expected to contribute to the service of providing drinking water but most of them do not have required technical and financial capacities.
- Water supply authorities to work with Irrigation department for extraction of water from existing schemes and to enhance ground water table by rehabilitating minor tanks in Eastern Province.

The Thrust areas are

1. Minimize wastage of water.
2. Water supply from perennial source.
3. Stabilizing ground water table.

5. Sector Development Goals

5.1 Development Goal

To provide access to safe drinking water with a yard connection for all.

5.2 Thrust Areas

- I. Minimize leakages and non-revenue connection. Using streamlined procedures with the help of law enforcing authorities.
- II. Stabilize ground water table in rural areas with reconstruction of abandoned minor tanks in the Province.
- III. Rehabilitate minor tanks cross cutting with (Irrigation sub sector).
- IV. Provide common wells for rural area (open or tube)
- V. Provide common wells in rural areas.
- VI. Develop water supply from perennial source (rivers) for Trincomalee and Batticaloa districts.
- VII. Develop rural water supply (pumping schemes) from neighboring sources for coastal community.
- VIII. Develop Minor Water Supply Schemes using ground water from wells.

5.3 Outputs

Thrust Area: Minimize leakages and non-revenue connection. Using streamlined procedures with the help of law enforcing authorities

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Supply for leakages and legal action for non-revenue supply.	Wastage by leaks to be kept to minimum and enhanced revenue collection.	Enhanced supply of existing scheme more time issue supply for 12-18 hours a day.	1	NWSDB or Local Authority.	More allocation for maintenance 250

Thrust Area: Provide common wells for rural area (open or tube)
Provide common wells in rural areas.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
100 nos. Common wells constructed (open & tube)	Safe water supply for rural population	Less water Bourne diseases for rural population	2	Local authority	270

Thrust Area: Develop water supply from perennial source (rivers) for Trincomalee and Batticaloa districts.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Urban water supply from perennial river Mahaveli and VerugalAru.	Adequate extraction to meet the demand.	24 hrs supply to urban area and rural areas of districts.	2	NWSDB	500

Thrust Area: Develop Minor Water Supply Schemes using ground water from wells.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Minor water supply schemes from wells for coastal area.	Water supply for rural population in coastal area.	Rural population especially women have more time to involve in production. Availability of time enhances by 15% or more.	2	NWSDB	1500

SANITATION

1. Sectoral Background

Water supply and sanitation are recognized as MDG goals (7) though Sri Lanka was faring well in achieving targets of water supply, sanitation was lacking behind the target.

The national sanitation scenario has no impact on Eastern Province condition as it is emerging after 25 years war situation. Majority of the population (60%) live in rural areas of Eastern Province and these people were displaced number of times during the conflict period with the displacements and continued war situation the sanitation facilities (Toilets) of these IDPS were other damaged or dozed by security reasons. As a result many of the IDPS were taken for resettlement without proper toilet facilities. About 50 Nos diseases like diarrhea, Hepatitis have been identified as human excreta related which are responsible for nearly 80% of sickness in developing country like Sri Lanka. For most of these diseases an improvement in excreta disposal system is only one of several measures required for their contract. It is essential that people of all ages use the improved toilets and keep them clean.

2. Sectoral Performance

The objective is the provision of sanitation services to the population of the country includes providing access to adequate sanitation to 75% of the population by 2011 & to 100% by 2025. Hence, adequate sanitation standards should require the adoption of the std septic tanks for domestic sewage and full scale treatment process for larger institutional and urban situations.

But the situation in Eastern Province is so far away from these standards and a properly formulated and a realistic plan has to be implemented to reach them. In the urban area because of lack of space sanitation needs the conversion of the present water sealed pit toilets to std 03 chamber septic tanks. It is also necessary that the local authority (who is in charge of sanitation facilities) to equip themselves with gully suckers for employing toilet pits.

3. Current Services

In the Eastern Province the majority of the people live in rural areas. The scenario in the towns is different from the rural areas and villages. During the conflict situation these people had some facilities for excreta disposal. But all were destroyed with their displacements due to war situations. Now many of the re-settlers get only a temporary shelter for resettlement but no toilets. Hence, they use the nearby bushes to answer their call of nature. It is of high risk for women than men because they wait till dusk and move for bushes and face threats from insects in the dark.

3.1 Gaps and deficiencies

More than 132, 000 families got displaced and almost all of them are in need of toilets. Individual toilets will cost a big sum. However, common toilets also will not be possible because in villages and rural areas people occupy large extent of land. Hence, common toilets may not answer their issue like for people in urban areas.

The government and humanitarian agencies can formulate a common strategy of low cost toilets to overcome the crisis with a water sealed platform with squatting pan is ideal to allow the people to choose any type of enclosure to suit their capacity.

3.2 Thrust Area

If the people to share a toilet minimum of 50, 000 toilets are needed to improve their sanitary condition. Meantime some NGOS have already provided toilets for some resettles'. Hence, 20, 000 low cost toilets may address the sanitation issue in rural areas in all three districts.

4. Problems issues and challenges

The government resettlement package didn't include a toilet whereas the NGOS program (which is generally to supplement government effort) included toilets for re-settlers. Hence, sanitation programs may be considered as a public partnership project. In order to reduce the burden a platform over a soakage pit with squatting pan is considered as low cost so that enclosure can come from the beneficiary.

The Challenges are:

- Reducing required disparities in terms of service coverage and quality of sanitation through National allocation of resources across regions.
- Provision of sanitation facilities to remote rural areas where cost recovering of large scale schemes are not feasible compared with urban area.
- Developing appropriate financial mechanism to meet emerging demands in sanitation.
- Provision of sanitation facilities in rural areas in a sustainable manner.
- Local authorities will be supported to build and operate common one at selected sites.

5. Sector Development Goal

5.1 Development Goal

To provide access to adequate sanitation, for rural population in the Eastern Province.

5.2 Thrust Area

I. Provide low cost water sealed toilets to rural population.

5.3 Outputs

Thrust Area: Provide low cost water sealed toilets to rural population.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
20, 000 low cost toilet units constructed with enclosure contribution from beneficiary in Eastern Province.	Improvement of sanitary condition with excreta disposal system.	Less water borne diseases in rural areas by 20-25% .	2	Local authorities or NGOS.	500

ELECTRICITY

1. Sectoral Background

“Electricity for comfortable living” An uninterrupted and efficient electricity supply will be available upon demand for every household in the country through National grid or off grid (alternative source of energy) Power generation transmission and distributions are the monopoly of Ceylon Electricity Board in Sri Lanka.

It is the policy of the government to provide efficient and reliable power and energy supply in order to support the proposed socio economic development program in the country. The two primary sources of energy for generation of power in Sri Lanka are,

- I. Hydro
- II. Thermal

The other alternative sources of energy are

- I. Solar
- II. Wind
- III. Biomass or gas

2. Sectoral Performance

Averages of 80% of the households are connected to grid, or off grid supply in Sri Lanka. But the electrification level in Eastern Province (which is about 70%).

2.1 Low voltage frequent interruption and high system losses in Eastern Province

Low voltage and frequent interruption are very common in Eastern Province. Since lines were drawn far away from the generation point the system losses are very high (about 28%in Eastern Province)

The proposed coal power plant in Trincomalee 500 MW using coal fuel may commission after 2013. The low voltage and system losses can be minimized after same.

3. Current Services

The average household electrification for Sri Lanka is about 80% But Eastern Province registers 70.4% for Trincomalee 59.4% for Ampara and 56.2% for Batticaloa.

Apart from grid supply the remote places of rural sector has facilities of solar home system offered by RERED project.

3.1 Renewable energy sources

The Tokyo Cement Co operates a 10MW Dendro plant using paddy husk as the fuel and selling excess to Ceylon Electricity Board. Eastern Province has a very good favourable climate to grow Glycerdia plant (fuel wood) for Dendro plants.

Eastern Province has very favorable wind force for power generation as per map provided by US AID.

Cost of Bio mass generation is cheaper than solar power and wind power generation. Hence, the Thrust area is

1. Minimizing system losses.
2. Generation of power using renewable energy sources.

4. Problem issues and challenges

The annual increment demand for Sri Lanka is 200 MW. There is no program in the agenda except coal power plant in Trincomalee and Nuracholai. Hence, the potentiality is high for generation using renewable energy sources.

Transmission and distribution losses are high and system modernization can reduce it to 12% by 2016.

Illegal tapping is severe in Eastern Province about 40% losses and early remedy to be sought to arrest same.

5. Development Program

5.1 Development Goal

An uninterrupted reliable and efficient electricity supply will be available upon demand.

5.2 Thrust Areas

- I. Reduce transmission losses to minimum.
- II. Generate power using renewable energy sources.
- III. Generate power using conventional way in EP (grid or off grid)

5.3 Outputs

Thrust Area: Reduce transmission losses to minimum.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Augmentation of system and substation with modern equipments.	More reliable power.	Less voltage drops and interruption losses reduce to 12-15%.	2	Ceylon Electricity Board.	Modernization of system costs 1500

Thrust Area: Generate power using renewable energy sources

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Dentro power generation plants 10 MW capacity plants minimum of 10 Nos.	Reliable power for development.	Less system loss and reliable power without voltage drops. Losses comes down to 15%.	3	Private Sector.	2.0
wind power turbine with wind mill capacity 5 MW minimum of 10 units.	-do-	-do-	-do-	-do-	1.62

Thrust Area: Generate power using conventional way in EP (grid or off grid)

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Conventional power on EP.	Less transmission & distribution losses as source of generation is close by.	Less system losses in the order of 15% and stability of voltage of supply.	3	Private Sector and CEB	1500

TELECOMMUNICATION

1. Sectoral Background

The modern telecommunication infrastructure is an essential requirement for rapid economic and social development of a country. This sector in Sri Lanka has shown a remarkable progress during the last few years in terms of capacity and services. The liberalization of the telecommunications industry with wireless local loop as well as cellular operators has resulted in the introduction of new technologies management system and training facilities to the sector. As a result wide varieties of services are introduced ranging from plain ordinary telephone to internet Broad band services and integrated digital network.

2. Sectoral Performance

Telecommunication is a sector that is advancing rapidly all over the world. Though Sri Lanka is achieving a rapid growth the situation in Eastern Province has failed to capture the opportunity. The rural areas of Eastern Province are to be developed of these facilities. The Eastern Province Council has plans to introduce the e-governance. If so, telecommunication facilities with modern facilities should reach rural areas early. The following interventions are recommended for Eastern Province.

- To provide telecommunication facilities for rural areas of the region.
- To provide telephone connection to a level equal to 1000 population by the year 2011- 2012.
- To provide high quality telecommunication facilities according to the quality standards set by the Telecommunication Regulatory commission.
- To reduce connection charges and tariff to regional parity level.

3. Current Services

According to Telecommunication Regulatory Commission all telephone operators (fixed as well as mobile) are available in the East. Telecommunications facilities reduce costs and increase efficiency and effectiveness of communication. The present investment climate is ideal for the expansion of telecommunications in Eastern Province.

3.1 Gaps and deficiencies

The benefit of rapid growth of telecommunication has not reached the rural sector of Eastern Province. In the absence of telecommunication facilities the younger generation feels that they lost the quality of life and prepare to move towards urban areas.

3.2 Thrust Area

The thrust area is the extension of telecommunication facilities to remote places of the Eastern Province.

4. Problems issues and challenges

Development of Telecommunication facilities in the Eastern Province needs adequate Engineers and Technicians Qualified Technician and Engineers in Eastern Province.

Challenges

- Sharing of infrastructure facilities among operators.
- Developing an appropriate frequency allocation policy.
- Creating an effective quality of service management mechanism to take facilities to rural areas of Eastern Province.

5. Development Program

5.1 Development Goal

To provide efficient and reliable information and communication system in order to support the socio economic development in Eastern Province

5.2 Thrust Area

- I. Promote telecommunication facilities to rural areas.

5.3 Outputs

Thrust Area: Promote telecommunication facilities to rural areas.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Extension of modern telecommunication facilities as mail internet and broadband to rural areas of Eastern Province.	Modern communication facilities reach rural sector.	Effective communication avoid role of middle man in marketing. Connectivity increases by 20-25%.	2	Respective telecommunication operators.	300 (Private sector)

HOUSING

1. Sectoral Background

The housing policy is to provide decent and affordable housing for all citizens. A shortage of affordable houses in the vicinity of rapidly urbanizing areas is one of the most critical problems. Generally a mismatch between what a family has and what it could take to have is also expressed in terms of housing stress which is constantly changing with family income increase followed by living standard. Therefore, the problem of housing needs to be understood and analyzed within a broader context taking into account of socio economic backgrounds of family and their fast changing needs and aspirations. A large number of housing units in the country are substandard requiring sustainable physical improvement, adequate public utility services and amenities. This is the National scenario. But the Eastern Province situation is different. In the Eastern Province the urban situation is somewhat similar to National scenario but the rural situation is entirely different as thousands of resettled families are looking for a stable shelter to recommence their living style.

2. Sectoral Performance

Provision of a decent and affordable housing to all is the policy of the government. But many of them are living in substandard housing. The situation in Eastern Province is a mismatch to National scenario. Thousands of displaced families in rural areas have gone back for resettlement and eagerly awaiting to get a stable house. In the case of Tsunami victim the damaged houses were replaced with a new house or repaired house. In the case of conflict affected families they still wait for their chances without proper shelter.

The temporary shelter provided for the resettled families will not serve for more than 02 years. Within this period their economic condition will not improve. Hence, they can't go for a house instead they look forward for a housing assistance. In the Eastern Province there are 49000 widows. These single headed families who look forward for suitable assistance in the form of permanent housing.

3. Current Services

In the Eastern Province several families were affected as a result of the 25 years conflict situation and 2004 Tsunami. In both occasions people have lost their shelters. Many agencies have come to assist Tsunami victims. But, in case of conflict families it is not so.

The World Bank has provided funds for shelter for the conflict affected families. Here the grant has increased up to 325, 000 per housing unit. According to NEHRP (who is managing World Bank housing fund) the program offers only 22, 298 houses. According to NEHRP 132, 852 Nos. conflict affected families in Eastern Province are housing forward for assistance. Hence, (132, 852-22,

298) =110, 554No families are in need of the housing assistance. The NHDA also offer housing under various program NHDA has provision for 1808 Nos. houses in Eastern Province. Therefore, the number of families are still looking for housing assistance in 108, 746. The Thrust area is 108, 748 Nos. permanent shelter for the resettled families in the East.

4. Problem issues and challenges

Though various programs assist the affected people of t east with houses the assistance is not uniform and it varies from 100,000 to 325, and 000. The resettled families are generally providing a temporary shelter which can survive for a period of 02 years. Within the 2 years period the economic condition will not improve because of contracts faced by them with revival of livelihood activities. Hence, government and all humanitarians agencies to work together to provide a reasonable shelter for these 108,748 conflict families and 49,000 single headed families.

Challenges

- Providing decent and affordable housing facilities to people in close proximity to their working place is imperative.
- Government is able to provide support only to the poorest.
- There is a group identified as handless. These families to be provided with hand also as they lost all belonging during displacements.

5. Sector Development Goal

5.1 Development Goal

Decent and affordable houses for all citizens in Sri Lanka

5.2 Thrust Area

Construct 157,748 Nos permanent shelters for affected families in Eastern Province.

5.3 Outputs

Thrust Area: Construct 157,748 Nos permanent shelters for affected families in Eastern Province.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
157748 Nos core houses for victims in Eastern Province.	Permanent shelter for all affected families.	Confidence building on the mind of affected families results in more per capita income up to 15%.	3	Housing authority. (Central & Housing dept. provincial).	78,874

POSTAL SERVICE

1. Sectoral Background

The Postal services is the most basic and common means utilized for communication and delivery of goods. It has also become an important medium of communication for the business community. In the ancient time communication was done with the help of pigeons and later with messengers who travel by horses from place to place. With the civilization and introduction of modern techniques letters written on paper were taken all over the world by Air Planes, ships, train and buses. Today communication was made so easy with e-mail facilities. However, certain documents and messages are still carried by postal services for want of authentication.

2. Sector Performances

The postal network in Sri Lanka is one of the largest networks of service delivery system in the country. It consists 641 Post Offices, 3,412 Sub Post Offices, 463 Agency Post Officers, 156 Rural Post Offices and 65 Estate Agency Post Offices. In the Eastern Province 56 Post Offices, 218 Sub Post Offices and 15 Agency Post Offices are serving the people.

Over 75% of the country's mail is generated by commercial organizations who expect a reliable and high quality service. However, the Postal Department with little investment incurring substantial loss every year and operate with inefficiencies and lack of customers and commercial orientation. As a result customers have moved away from postal services to other service providers.

3. Current Services

The communication market as a whole of progressing much faster than the postal market. Hence it is important for postal services to capture the advances in communication market. Modernized services with telephone and computer based communication facilities have to be introduced with postal services. The international speed post operates only in Colombo and not extended to province like Eastern Province.

Modern Technology in communication – The advanced modern communication techniques to be introduced with postal department, in order to compete with private agencies.

4. Problems, Issues and Challenges.

Postal Department has very little investment and lack of modern facilities which are available in communication market.

- Unsatisfactory quality of services – Little investment.
- Poor organizational structure.
- Low induction of technology.
- Uneconomical postal network and services.

5. Development Programme

5.1 Development Goal

To transferring the postal services into an effective, efficient and high quality service provider.

5.2 Thrust Area

- I. Promote modern system with Postal Department

5.3 Outputs

Thrust Area:Promote modern system with Postal Department.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Modern Electronic Information System in Post offices in EP	Faster And Efficient Delivery system With Postal Services.	Fast Delivery of Services enhanced services improvement by 20%.	1	Postal Department	200

Parcel Post – Acceptance of parcel post in provincial level to be facilitated with the help of parceling unit in Post Offices as customers undergo problems to produce goods before parceling to respective Post Masters.

URBAN DEVELOPMENT

1. Sectoral Background

The pace of urbanization of our country has accelerated during the past few decades. Cities and towns have been regarded as engines of regional development. There is a shift in the economy which was based on agriculture (rural) in the past to move towards industry in urban areas. Apart from the interventions a specific set of initiatives is needed to develop urban areas in systematic and meaningful way.

So that, the urban development will lead to socio economic development in the country. In line with developing national growth centers several regional growth centers and secondary towns which will serve as service hubs for surrounding villages have been identified. Applications of principles of land use and spatial planning in developing existing and future urban centers of the country has been given high priority.

In the Eastern Province more people live in rural areas than urban areas. Since the scope for employment opportunities in rural areas is somewhat limited, as such, there is a tendency for more rapid migration of rural population to urban centers. This situation can be contained with the creation of new sub urban townships in the vicinity of existing cities as satellite counter magnets to reduce movements. These satellite townships need inputs from the private sectors.

2. Sectoral Performances

Unplanned urban expansion became a severe constraint in attempt to develop both urban economics and the functional efficiencies of cities and towns. The neglect of systematic urban planning and design has resulted in the extensive presence of slums and shanties. It has also led to other adverse effects including overcrowding environmental pollution, pressure on infrastructure and amenities.

The cities and town in Eastern Province are not planned areas and as a result these centers failed to offer a comfortable and quality living for the people.

3. Current Services

Urban development is to create an aesthetically pleasing environmentally suitable and functioning efficient urban system.

Planning and designing of cities shall be guided by a 4L concept as follows:

- A livable city with a healthy and clean urban environment, fresh air, clean water, proper sanitation and a well maintained network of public amenities will be provided to residents.

- A livable city with colour and character where people can enjoy a good social life with recreational and entertainment facilities.
- A livable city which supports and facilitate economic activities providing ample employment for residents with an adequate tax base to upkeep and improve its amenities.
- A livable city with clean and green city scaping aesthetically bulk with a unique blend of historical and modern structures contributing towards a comfortable and enriching lifestyle.

The following towns were identified to promote as satellite town to ease burden on existing unplanned cities of the province & to enhance the production to contribute more for GDP.

Trincomalee District - Pulmoddai, Kantale, Thampalagamam, Kinniya&Muttur

Batticaloa District - Kattankudy, Eravur-Chenkalady, Valaichenai, Kaluvanchikudy&Vaharai

Ampara District - Kalmunai, Samanthurai, Oluvil – Ninthavur, Pothuvil&Thirukkivil

Thrust Areas:Planned Urban Developments – To confirm to the 4L concepts with public and private partnerships to fulfill the ambitions of the rural populations & create planned satellite towns as identified in districts.

4. Problems, Issues and Challenges

It was found that most of the services and facilities available in the existing urban centers were not up to the standards. Since Local Government is local service provider, all intervention in urban development should be arranged in such a way that they will support to activities of the Local Government Authorities.

Challenges:

- Promoting innovative financing strategies such as PPP and pre sale in Urban Development projects.
- Arresting haphazard urbanization in and around major towns through regulatory measures ad hearing of physical plans.
- Providing recovery infrastructures for newly established urban and sub urban settlement.
- Ensuring the urbanization process supports the enhancement of private sector activities.

5. Development Programme.

5.1 Development Goal

To create an aesthetically pleasing environmentally sustainable and functioning efficient urban system.

5.2 Thrust Area

- I. Promote planned urbanization concepts.

5.3 Outputs

Thrust Area: Promote planned urbanization concepts.

Output	Contribution to Thrust Area	Measure of Performance/ Indicators	Timing During Plan Period (Year)	Implementation Agency	Investment (Mn)
Satellite Townships at identified Centers in the District. (refer list)	Ease the Burden of Existing Cities.	Less migration Towards towns And Cities. Quality of life enhanced with more per capita income 10-15%.	3	U.D.A.And Local Authorities.	Private Public Involvement About 1000