

FROM THE EDITOR.....

It is often mentioned that air pollution and green house gas production in Sri Lanka are mainly attributable to vehicular emissions. On the other hand, under the present social and economic realities prevalent in the country, extensive travelling and transportation have become necessities. Within the two fold scenarios stated above, the best compromise could only be achieved by minimising the carbon footprint and the associated cost of each passenger-kilometre and kilogram-kilometre for transport.

It is technically well known that the minimum rolling resistance for land based vehicles has been held by rail bound vehicles. Coupled with this fact and economy of scale, no elaborate calculations are needed to prove that the lowest overall cost and pollution per unit, for land transportation could only be achieved through railways. Since the above statement stands true even for diesel powered trains, electrified railways would definitely be better.

In comparison to the size of the country, Sri Lanka had been a noted pioneer with claim for an extensive railways network in the world. However, transport developments of past few decades has been unable to direct the required attention to improve and popularize railways as the preferred mass transport, as is the case in almost all developed countries.

It is very heartening to see that the country liberated from terrorism is now paying some attention to railway development and popularizing. As Engineers committed to economy and sustainability, our fullest support should be for this endeavour.

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