



MEDIA RELEASE

MRT CORP AWAITS COURT DECISION ON AMPANG PARK ISSUE

Current situation the result of owners rejecting offer of mutual agreement for coexistence

Kuala Lumpur, 8 May 2017: Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) wishes to correct allegations made by certain parties and non-governmental organisations with regard to the Ampang Park Shopping Centre issue which have been reported in the media recently.

MRT Corp Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah said the statements made recently had created confusion which may have resulted in people have the wrong understanding of the matter.

“First and foremost, the question regarding the acquisition of Ampang Park is currently before the courts. The Judicial Review was initiated by the owners of the strata lots themselves instead of responding to MRT Corp’s offer of a mutual agreement for coexistence.

“As the owners have decided to bring this matter before the courts, MRT Corp cannot proceed further but to wait for the courts to make their decision,” he said during a media conference at MRT Corp’s Corporate Headquarters today.

Najmuddin said MRT Corp had in 2015 met with the owners of Ampang Park Shopping Centre several times to find ways to resolve the issue.

During one of these sessions, MRT Corp had offered an alternative design where the location of the MRT station would be shifted slightly and the connection between the future MRT station and the existing LRT station would be achieved via an underground pedestrian linkway beneath the Ampang Park Shopping Centre.



“This option, which required the owners of all 253 strata lots to agree to, would have saved Ampang Park from being acquired and demolished. The 100% agreement requirement is a legal requirement,” he said.

Najmuddin said this option was rejected by the owners when they did not come back with any decision or alternative proposal by the agreed deadline.

“Instead, they decided to go to the court and file the Judicial Review. So now we wait for the court to decide on the matter,” he said, adding that MRT Corp will abide by any decision by the court.

The Judicial Review was filed on 8 January 2016 by 39 owners of strata lots challenging the Government’s decision to acquire the shopping centre.

On 30 June 2016, the High Court made a decision in favour of the Government by declaring the land acquisition process valid. The owners appealed against this decision to the Court of Appeal, which on 18 January 2017 rejected the appeal and agreed with the High Court’s decision in favour of the Government.

The owners again appealed against this decision and the matter is now pending leave by the Federal Court as to whether the latest appeal had sufficient grounds to be heard.

On the recent proposal by an NGO for MRT Corp to proceed with the alternative design which involved the construction of the underground pedestrian linkway, Najmuddin said MRT Corp would have been happy to adopt this design.

“However, one very important condition for this to work is the agreement by all strata lot owners of Ampang Park Shopping Centre. As mentioned earlier, this is a legal requirement as the pedestrian linkway requires the permanent surrender of common property and strengthening work has to be done to the structure of the shopping centre building,” he said.

The NGO also called for the realignment of the SSP Line and relocation of the Ampang Park MRT Station.

“A lot of studies had gone into choosing the alignment and station location, and the current alignment and station location is the most optimal. Other alignment and station location options would bring on greater negative technical, financial and social impacts,” he said.

Recapping on why the Ampang Park MRT Station was needed, Najmuddin said an underground MRT station had to be built at the current location of the Ampang Park Shopping Centre to enable seamless integration between the future MRT station and the existing Ampang Park LRT Station.



Without an MRT station at this location, there will not be any interchange between the MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line and the Kelana Jaya LRT Line. This will result in passengers on both lines not being able to transfer from one service to the other, hence limiting the connectivity of both lines.

The 52.2km SSP Line is expected to be completed by 2022 and will serve a corridor with a population of about 2 million people. It is projected to have a daily ridership of 529,000 passengers.

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