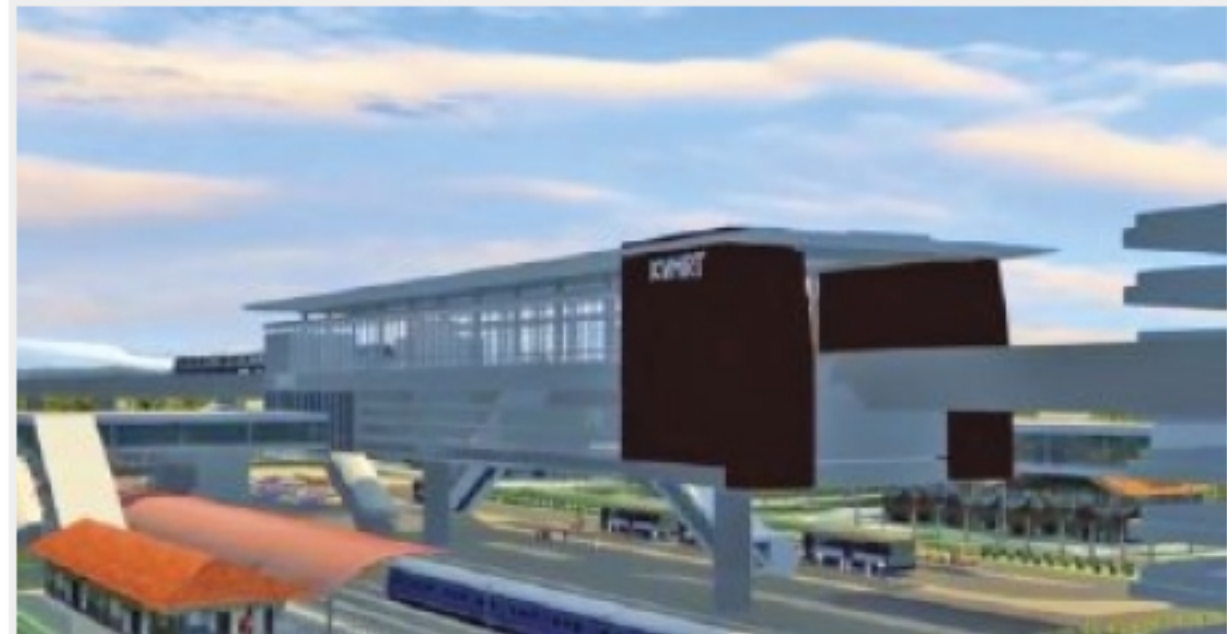


MRT Corp addresses public concern

By Datuk Azhar Abdul Hamid | 0 comments

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THE public has demonstrated strong support for the MRT as this is a project by the people, for the people. The My Rapid Transit (MRT) will form the backbone of the new sustainable transport system in the Klang Valley and was initiated by the Government as a Greater Kuala Lumpur National Key Economic Area initiative under the Economic Transformation Programme.



An artist impression of a MRT station.

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The planned construction period for the Sungai Buloh- Kajang MRT line is from this year to 2017, and when completed will provide a fast train service to 1.2 million people along the route. The line will enhance integration with existing KTM Komuter, LRT lines and feeder bus networks.

I am pleased that the MY Rapid Transit (MRT) project's Environmental Management Plan (EMP) has been given the seal of approval by the Department of Environment (DOE), exemplifying our commitment in adhering to stringent environmental regulations and mitigating environmental impacts from the country's largest infrastructure initiative.

The EMP was approved following the conditional endorsement given by the DOE to the Environmental Impact Assessment (EIA) report in early April.

The EIA report is a project planning tool to identify, predict, evaluate and communicate information about the impacts on the environment of the MRT initiative. Findings of the EIA ensure that potential environmental problems are identified and addressed at an early stage to avoid costly mistakes in project implementation.

The EMP specifically outlines all the mitigation measures that will be carried out during the construction and operation stage to address the public's concerns; namely noise, traffic congestion and air pollution. The implementation of these measures will be monitored closely by the DOE and Land Public Transport Commission (SPAD).

Recommended mitigation measures such as steps to minimise noise and vibration, ease traffic congestion and protect air quality will be put in place to give affected residents peace of mind as they carry on with their daily activities once the MRT construction starts.

To ensure acceptable sound emission limits, recommendations that were set out in the EMP include using bored and injection piles as well as other low-noise, low-impact piling methods during the construction stage, and only conducting construction work that has the potential to cause noise and disturbance to nearby communities from 8am to 7pm from Monday to Saturday.

MRT Corporation (MRT Corp) will also ensure that the noise level is controlled and will not exceed 65 decibels (dB) during the day and 60 dB in the evening, and that the noise generated by the trains will not surpass 75 dB when the MRT is operational. Implementing noise barriers is another effective way that can significantly help to control noise and vibration in a huge project like the MRT.

A Traffic Management Plan (TMP) is also one of the recommendations that will be developed to not only cope with road traffic disruptions but also prevent any untoward incidents during construction.

Other steps that will be taken to improve daily road situation includes maintaining maximum number of lanes on the major roads whenever possible, allowing dump trucks to use the road outside morning and evening peak hours, and providing sufficient warning signs and flag men at all work sites as well as adequate tow trucks and emergency response teams.

Appropriate measures will also be applied to reduce air pollution from construction work which will be monitored until the MRT begins its services. Steps like regular water spraying of sites to prevent dust, keeping construction access damp and having wheel washing facilities will be implemented to maintain acceptable air quality of the neighbourhood.

All these are in line with the Government's objective of providing an efficient and seamless transport experience for the long-term benefit of the rakyat.

MRT Corp is dedicated to guaranteeing the smooth and transparent implementation of the MRT project with strict adherence to the EMP.

It is important to note that the EMP is a living document that needs to be continuously updated as it monitors the effectiveness of the mitigation measures undertaken and failure to comply with the measures stated in the EMP will result in stringent enforcement by the DOE.

The writer is the CEO of MRT Corporation