

Compensation 'irrelevant'?

I READ that only less than 30 shoplots or buildings are affected under the Mass Rapid Transit (MRT) project. How does that translate to 3,000 families and 30,000 people?

I can understand the ratio of 1,000 customers per shoplot or business, but 100 families to one shoplot is mind boggling. Or is my math bad.

If the MRT is going to help the more than one million people populated along the rail network from Sungai Buloh to Kajang travel to work minus the jams and reduce traffic on the road, why can't these 30 owners sit down and find ways to cooperate?

Maybe they don't need it because each member of the family in their '100-strong family' has a car.

Or, what are they afraid of losing?

Culture? Recently, the government decided to officially gazette Petaling Street as a heritage area.

Business? These people have been assured that compensation will be provided during the time they vacate their premises. The quantum is something they have to discuss with the government and agree to - which they are already avoiding.

Losing their properties? I think the government has already agreed to allow the landowners to keep their properties on condition of alienating the underground for the tunnel; fair offer, considering these people will keep their titles and properties with some amendment to titles.

I don't recall people affected by past projects like the Putra LRT getting such considerations in the first place.

Apart from this group of people who oppose the project, why hasn't anyone approached laymen who depend on public transport to see if they need the MRT or not?

I sympathised with the affected Jalan Sultan and Petaling Street property owners in the beginning. I understood the need to preserve culture and heritage at these locations. But now, I don't think it's the heritage or culture anymore.

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