



MEDIA RELEASE

EFFECTIVE TRAFFIC MANAGEMENT PLAN TO ENSURE MINIMAL TRAFFIC DISRUPTION DURING MRT CONSTRUCTION

Kuala Lumpur, 25 May 2012: The implementation of the MY Rapid Transit (MRT) project will be supported by an efficient and effective Traffic Management Plan (TMP) to ensure traffic inconvenience to road users and the public is minimised during construction and that they are protected from any potential construction hazards.

The TMP, presented today by Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) and its Project Delivery Partner (PDP), MMC Gamuda KVMRT (PDP) Sdn Bhd, is a comprehensive plan managed by traffic experts based on government guidelines and designed to allow drivers and pedestrians to pass construction zones safely. All Work Packages Contractors (WPC) for the MRT project will be required to fully implement the plan.

“The design of the TMP will address three main public convenience concerns, namely, traffic congestion easing measures, providing easily accessible public information on road closures and diversions and road user and pedestrian safety measures at construction areas,” explained En. Amir Mahmood Razak, Director of Strategic Communications and Public Relations, MRT Corp.

Amir said, “Good TMP always starts with proper planning. It is our utmost priority to ensure that the project will be implemented on time without causing major disruptions to Klang Valley commuters. To ensure this, we have directed our PDP to fully enforce the implementation and compliance of the TMP with all WPCs.”

He cited the example of redevelopment works at the Klang Bus Stand area in downtown KL as an example; “When the works there go into full swing, there will actually be no road closures during the day. If at all we have to partially close lanes, it would be between 12.00am to 5.00am. This is to ensure that any risk is mitigated, and that business will go on as usual and uninterrupted in the area. The same will apply across our project sites,” added Amir.

Every plan will be designed based on the advice of consultants who specialise in TMP, Traffic Impact Assessment (TIA) and Road Safety Audit (RSA) studies.



Each TMP will include a Traffic Management Manager overseeing a Traffic Management Team (TMT) and an Emergency Response Team (ERT). Some of the key duties that will be carried out by the TMT include setting up, maintaining and removing diversions as well as responding to enquiries from members of the public. The ERT will manage traffic to ensure the safety of motorists and to minimise obstruction to traffic flow.

“Upon implementation, the TMP will be regularly monitored and maintained by dedicated TMT and ERT teams,” said En. Adil Putra Ahmad, MMC-Gamuda Project Management Department General Manager.

“For instance, pedestrian walkways will be rerouted for road widening to ensure pedestrians’ safety and to minimise traffic congestion that is usually caused by road closures. Construction sites will also be well lit should construction works be carried out during the evenings,” said Adil.

“Additionally, stringent traffic control at work sites will also be implemented. We will install advance warning traffic signages to notify road users of new lane arrangements, create buffer zones and have human traffic controllers to direct traffic near work zones to facilitate smoother traffic flow,” added Adil.

To learn more about the TMP, members of the public can visit www.kvmrt.com.my, send in a Tweet to MRT Corp’s Twitter account via @MRTMalaysia or contact the MRT hotline at 1 800 82 6868. The public also can visit the MRT information centres located at Kota Damansara, TTDI, KL Sentral, Kajang and Bandar Tun Hussein Onn.

ENDS

About the MRT Project

MRT is the acronym for MY Rapid Transit, which is a new rail transport system for the Klang Valley. It is part of the government’s Greater Kuala Lumpur/Klang Valley’s National Key Economic Area (NKEA), under the Economic Transformation Programme. The Sungai Buloh – Kajang (SBK) Line runs for 51kms, from the north-west town of Sg Buloh to the south-east city town of Kajang,. Upon completion, it will contain 31 stations, and serve 1.2 million people along the route. It will also have strategic integration with KL’s existing rail transport network, namely the LRT, Monorail and KTM Komuter, as well as intra and inter-city bus routes. The end result will be better connectivity for KL and its surrounding cities, while reducing the number of cars that enter the capital.

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