



## MEDIA RELEASE

# MRT PROJECT CONTINUES MOMENTUM AS CONSTRUCTION OF BANDAR TUN HUSSEIN ONN TO TAMAN MESRA VIADUCT BEGINS

*MTD to begin work on V7 Viaduct work package in August 2012*

**Kuala Lumpur, 27 June 2012:** Construction on the MRT V7 viaduct work package worth RM499.98 million for the MRT Sungai Buloh – Kajang (SBK) line will be carried out by MTD Construction Sdn. Bhd. beginning 7 August 2012.

The V7 package, which is a Bumiputera-exclusive work package, was awarded to MTD Construction Sdn. Bhd. in May 2012. The Company will be entrusted with the task of constructing the MRT viaduct guideway and other associated works from Bandar Tun Hussein Onn to Taman Mesra and is estimated to be completed in Q2 2016.

Encik Amir Mahmood Razak, Director of Strategic Communications and Public Relations, MRT Corp, said, “Work on the MRT project is progressing well so far with RM13.8 billion worth of work packages already awarded. Following the commencement of work on V1, V4, V5 & V6, we are pleased to announce that work on V7 will get underway very soon, bringing us closer towards realizing the 1<sup>st</sup> MRT line for Klang Valley residents by June 2017. I am sure that MTD Construction Sdn. Bhd. will bring all its resources to bear in delivering V7 within costs and on time.”

This package is part of the exclusive Bumiputera package that makes up 43% of the total value of the MRT project. The Government has previously announced that qualified Bumiputra contractors with the relevant track record and financial capability will be given the opportunity to participate in the exclusively-bumiputera tenders after being pre-qualified. This is in line with the Government’s objective in upskilling the local contractors and building a pool of experienced local contractors to support the future expansion of rail-based transportation in the country.

“The viaduct works stretches approximately 3.83km and will be the alignment for two MRT stations, namely the stations near Balakong and near Taman Koperasi. The works will start after the Batu 11 Toll Plaza of the Grand Saga Highway near Bandar Tun Hussein Onn, and ends after the SILK Highway at Sungai Balak Interchange,” added Encik Amir.

“We are pleased to be part of the country’s biggest infrastructure project and with our track record in the construction of highway and bridges, we are confident that the project will be completed within the time and cost. We also hope to provide an opportunity to other bumiputra contractors to assist us in delivering this line,” said Encik Shukor Mohamed, Executive Director of MTD Construction Sdn Bhd.



“It is also our responsibility to keep the public informed about the project and assure that their daily lives will not be disrupted by the project. An efficient Traffic Management Team and a 24-hour Emergency Response Team will be present to allay any concerns of the public. We will also have a 24-hour hotline available to the public,” added Encik Shukor.

Out of the eight viaduct work packages offered by MRT Corp, five have been awarded thus far. The remaining packages, V2 (Kota Damansara – Dataran Sunway), V3 (Dataran Sunway – Section 16) and V8 (Taman Mesra – Kajang), are expected to be awarded in Q2 and Q3 2012.

A total of 85 work packages were tendered out by MRT Corp since the MRT project. 31 have been awarded while 23 work packages are currently being evaluated and 31 are yet to be called. To view the full list of the tender procurement schedule and targeted works completion dates, please visit [www.mymrt.com.my](http://www.mymrt.com.my).

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#### **About the MRT Project**

*MRT 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 comprise 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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