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## MEDIA RELEASE

# MRT CORP AWARDS RM3.474 BILLION WORTH OF CONTRACTS

*Last elevated guideway and electric train packages among those awarded for the Sg Buloh-Kajang Line*

**Kuala Lumpur, 14 September 2012:** Mass Rapid Transit Corporation (MRT Corp) today awarded five work packages for the Sungai Buloh – Kajang (SBK) MRT Line following the conclusion of the One Stop Procurement Committee (OSPC) meeting today. The meeting was chaired by the Prime Minister, YAB Dato' Sri Mohd Najib Tun Abdul Razak, in Putrajaya.

The packages, which are being awarded subject to the companies signing the acceptance of the Letters of Award, are for Viaduct Package V8 from Taman Mesra to Kajang; Electric Trains; Signaling and Train Control System; Power Supply and Distribution; and Depot Equipment and Maintenance Vehicles. The total amount awarded today is RM3.474 billion.

With the award of Package V8 to the government-linked company UEM Construction Sdn Bhd, all eight work packages for the construction of the viaduct guideway for the Sungai Buloh-Kajang MRT line have been awarded. A total of 12 companies had earlier prequalified to tender for Package V8. Of the 12, six submitted bids when the tender period closed in June this year.

MRT Corp CEO Dato' Azhar Abdul Hamid says he is pleased with today's awards because they were extremely significant packages as far as the project is concerned.

"With the award of Package Viaduct 8, all work packages for the construction of the Sungai Buloh-Kajang alignment, both elevated and underground, have been awarded. This is a very significant milestone for the project," he said.

Works for the Sungai Buloh-Kajang line is already visible in the city with the sites at varying stages of progress. MRT Corp has also sent out several traffic diversion announcements in the past two weeks to alert road users of road diversions at certain sites.

For the Electric Trains packages, six companies had pre-qualified for the tender. Three companies submitted bids when tenders closed in June. Four companies pre-qualified to tender for the Depot Equipment and Maintenance Vehicles Package. When tenders closed in June, bids were received from three companies. For the Signalling and Train Control System Package, all five companies which pre-qualified to tender, submitted bids when tenders closed in June. Similarly for the Power Supply and Distribution Package, all four companies which pre-qualified to tender, submitted bids.



Dato' Azhar Abdul Hamid points out that the award of the electric trains is very important for the project because the choice of trains for Malaysia's first MRT line has been the subject of great interest, not only to players in the railway industry but also members of the public at large.

"Our trains, which will be driverless, are where the system has the largest touch points with the public, so their interest is expected. Passengers need to be assured that the trains will offer comfort and reliability, and I am confident we will get this from Siemens," explains Dato' Azhar.

The MRT project, he says, opted for a driverless GoA 4 (UTO) or Grade of Automation 4 (Unattended Train Operation) system because it is safer by avoiding manual errors, more reliable and punctual in high frequency MRT services, and less vulnerable to shortages of drivers. He adds: "Driverless systems and their benefits have been proven throughout the world."

"I congratulate the winning bidders. I believe their successful selection is in the best interest of the public. More importantly, the fact should not be missed that the companies we have selected have strong track records and proven appropriate experience," he adds.

Dato' Azhar says Prime Minister YAB Dato' Sri Mohd Najib Tun Abdul Razak's direction for companies undertaking the MRT project was for them to be able to ensure quality in their delivery, to manage costs well and to ensure that the MRT as a product employs the latest technology and meets the expectations of future commuters when it is delivered in 2017.

He adds that as with the previous contract awards, the best evaluated tenders were selected after a comprehensive and vigorous evaluation process by the One-Stop Technical Committee (OSTC).

"The evaluation looks at various factors, including technical capability, financial strength and of course price. The key is finding a fit that will ensure the project gets the best technical input from a capable contractor, while maintaining costs within our expectation for the packages," explains Dato' Azhar.

He says as with all previous exercises, the award will be subject to the successful bidders signing the acceptance of the Letter of Award. He also remains confident that all main packages will be awarded by the end of the year.

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**SUMMARY OF WINNING BIDDERS, BUDGET ESTIMATE AND TENDER PRICES OF THE ONE-STOP PROCUREMENT COMMITTEE**

	<b>Works</b>	<b>Budget estimate (RM)</b>	<b>Winning Bidder</b>	<b>Tender Price (RM)</b>
1	<b>PACKAGE V8: CONSTRUCTION AND COMPLETION OF VIADUCT GUIDEWAY AND OTHER ASSOCIATED WORKS FROM TAMAN MESRA TO KAJANG STATION</b>	985 million	UEM CONSTRUCTION SDN BHD	951 million
2	<b>PACKAGE SBK-S-01: ELECTRIC TRAINS</b>	1.550 billion	SIEMENS AG-SIEMENS (M) SDN BHD-SMH RAIL SDN BHD CONSORTIUM	1.365 billion
3	<b>PACKAGE SBK-S-03: SIGNALLING AND TRAIN CONTROL SYSTEM</b>	556 million	BOMBARDIER (MALAYSIA) SDN BHD	281 million
4	<b>PACKAGE SBK-S-05: POWER SUPPLY AND DISTRIBUTION SYSTEM</b>	969 million	MEIDENSHA CORPORATION	459 million
5	<b>PACKAGE SBK-S-02: DEPOT EQUIPMENT AND MAINTENANCE VEHICLES</b>	423 million	SIEMENS AG-SIEMENS (M) SDN BHD-HISNIAGA SDN BHD CONSORTIUM	418 million

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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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