



MEDIA RELEASE

APPROVED MRT ALIGNMENT CAUSES THE LEAST SOCIAL IMPACT

Kuala Lumpur, 25 September 2012: Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) would like to respond to statements made at SJK(C) Naam Kheung in Cheras, Kuala Lumpur today.

The MRT Sungai Buloh-Kajang alignment approved by the Government in June 2011 is the optimal alignment, after studying various options along the 51km alignment, including at Kampung Landasan, Cheras Batu 3 1/2, Kuala Lumpur. This means that it has been studied fully by experts and decided based on all factors including railway operations requirements.

MRT Corp understands that the alignment at this location, including the point where it surfaces from underground to become an elevated alignment, was the same as the proposed alignment which was displayed for public inspection between March and May 2011. MRT Corp also understands that this alignment was ultimately approved by the Government in June 2011 without any modifications.

This portion of the alignment in question is located between the underground Maluri station and elevated Bukit Ria station. Therefore, the alignment between the stations has to move from below surface level to above ground level. In meeting this need, a fair amount of space is required to build an exit portal, and to allow for a safe and gradual increment of height of the alignment.

If the alignment remained on Jalan Cheras, the gradient upwards would be very steep (about 5%) which is not safe for train operations. The loop towards Kg Landasan in front of the school allows for the slope to increase gradually en route to Bukit Ria (between 3.2% to 3.75%), adding about 400m to the distance and thus safer.

Note that an incline which is too steep will require more power when climbing up, and braking when going downhill is also riskier.

The suggestion to go in a straight line from Maluri to Bukit Ria will also result in the alignment passing through a very densely built-up area along Jalan Cheras. Building a portal along Jalan Cheras will result in many shop lots needing to be acquired and demolished. Jalan Cheras itself will also have to be realigned to meet this need. This is another reason why MRT alignment goes through the former squatter area of Kg Landasan, which is now an open area next to SJK(C) Naam Kheung.

With this alignment, compulsory acquisition of properties and demolition of buildings was minimised for the portal to be built. MRT Corp would like to reiterate that the current alignment does not involve the acquisition of any land belonging to SJK(C) Naam Kheung and the school can function as before. As such, this alignment causes the least social impact.

