

# Bina rel pintas kereta api kargo

Selepas setengah abad Malaysia mencapai kemerdekaan, industri kereta api mula menunjukkan perkembangan memberangsangkan. Pembinaan MRT dari Sungai Buloh ke Kajang dan penambahan landasan dan stesen bagi sistem LRT sedia ada serta penambahan set tren enam Komuter KTMB akan mengubah pola pergerakan penduduk Lembah Klang.

Begitu juga projek landasan berkembar Ipoh ke Padang Besar, Seremban ke Gemas dan Gemas ke Johor Bahru dan Gemas ke Tumpat kelak sudah tentu akan mencorak pembangunan menyeluruh masa hadapan industri kereta api di negara kita.

## Kesesakan di Lembah Klang

Lembah Klang adalah sebuah pusat perniagaan dan komersial utama negara. Pembangunan pesat di Lembah Klang menyebabkan kesesakan lalu lintas jalan raya dan lebuh raya yang kritikal. Jika diamati, pembinaan lebuh raya baru bertujuan meringankan kesesakan hanya bertahan lima hingga enam tahun saja apabila ia kembali sesak.

Keadaan sama sudah menunjukkan tanda akan berlaku ke atas perkhidmatan rel Lembah Klang terutama sekali perkhidmatan Komuter KTMB atas jajaran landasan berkembar generasi pertama Lembah Klang bermula dari Rawang ke Seremban dan Sentul ke Pelabuhan Klang.

Jajaran asal dan tradisi satu hala kereta api di Malaysia dari utara ke selatan yang dibina kerajaan era selepas Perang Dunia Kedua dan pemerintahan British merentasi pusat bandar Kuala Lumpur. Stesen utama sebelum terbinaanya KL Sentral adalah bangunan bersejarah berhampiran Masjid Negara.

Antarabandar ETS KTMB dan perkhidmatan rel kargo KTMB.

## Landasan berkembar

Jajaran asal ini adalah untuk perkhidmatan penumpang dan juga rel kargo. Jajaran ini juga dinaik taraf menjadi landasan berkembar pertama negara hampir 20 tahun lalu. Berikutnya jajaran Rawang ke Ipoh kini sudah naik taraf ke landasan berkembar, manakala Ipoh ke Padang Besar dan Seremban ke Gemas dijangka beroperasi suku pertama 2014.

Pelan Transformasi kerajaan berkenaan kegunaan pengangkutan awam di Lembah Klang dan seluruh negara menetapkan sasaran 40 peratus menjelang 2020. Model pengangkutan rel adalah paling berkesan untuk mencapai sasaran dan ini bermakna sistem perkhidmatan Komuter KTMB, ETS KTMB, RapidKL LRT, Monorel dan Klang Valley MRT perlu dirancang untuk menghadapi cabaran ini.

Daripada beberapa jenis perkhidmatan di atas hanya perkhidmatan Komuter KTMB dan ETS KTMB beroperasi di atas landasan 'mixed traffic' atau trafik bercampur di antara Komuter KTMB, Keretapi

**“Kaedah yang sama pada pendapat saya perlu dibangunkan kerajaan untuk sistem pengangkutan rel bagi memastikan landasan berkembar Lembah Klang dapat dioptimumkan oleh perkhidmatan Komuter dan ETS KTMB”**

Perkhidmatan rel kargo dengan kelajuan 90km/j dijangka akan bertambah dalam tempoh 10 tahun akan datang apabila keseluruhan projek landasan berkembar siap.

Di Eropah, Korea Selatan, Jepun dan Amerika Syarikat, kereta api kargo tidak merentasi stesen kereta api utama seperti Paddington, St Pancras, Waterloo di London, Gare Du Nord di Paris, Grand Central di New York dan Hongqiao di Shanghai. Perkhidmatan kargo dilencongkan daripada memasuki kawasan padat bandar raya London, Paris, New York dan Shanghai. Maka perkhidmatan rel seperti komuter dan kereta api peluru (bullet train) tidak tergugat kerana tidak perlu bersaing untuk mendapatkan laluan di landasan.

Hakikatnya di Malaysia sistem landasan berkembar beroperasi secara *pass through* maka perkhidmatan kereta api kargo dari utara ke selatan dan Pelabuhan Klang akan memasuki landasan berkembar Lembah Klang bermula di Rawang di utara membawa ke Pelabuhan Klang di barat dan Seremban di selatan dan tidak dapat tidak terpaksa merentasi hab utama kereta api negara di KL Sentral.

Kesesakan lalu lintas di Lebuh Raya Lembah Klang diatasi dengan pembinaan Lebuh Raya pintasan seperti Ekspres Lingkar Tengah (ELITE), Middle Ring Road 2 (MRR2), Guthrie Corridor Expressway (GCE) dan sebagainya, bertujuan melencongkan kenderaan terutama kenderaan berat daripada memasuki Pusat Perniagaan Daerah 'Central Business District' Kuala Lumpur.

Kaedah yang sama pada pendapat saya perlu dibangunkan kerajaan untuk sis-

## FORUM

Pembaca yang ingin menyuarakan pandangan berhubung isu semasa boleh menghantar sumbangan menerusi e-mel:

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tem pengangkutan rel bagi memastikan landasan berkembar Lembah Klang dapat dioptimumkan oleh perkhidmatan Komuter dan ETS KTMB dalam usaha mencapai sasaran 40 peratus penggunaan pengangkutan awam menjelang 2020.

## Lencong landasan pintasan

Apabila diamati secara kasar titik permulaan landasan pintasan ini pada pandangan saya harus bermula dari stesen Serendah kerana kawasan itu sudah agak jauh dari kawasan sesak tren berbanding jika bermula dari Rawang atau Sungai Buloh. Ia mungkin boleh dilencongkan ke arah barat merentasi kawasan kurang membangun ke Pelabuhan Klang dan seterusnya ke Seremban di selatan.

Terdapat jajaran lama dari stesen Subang Jaya ke lapangan Terbang Sultan Abd Aziz Shah di Subang. Dengan menaik taraf landasan sekarang ke landasan berkembar dan menyambung terus ke stesen Sungai Buloh, di sini terdapat dua peluang, pertama dapat menyediakan perkhidmatan rel terus dari KL Sentral ke Lapangan Terbang Subang dan kedua menyediakan rel pintasan untuk kereta api kargo dari utara ke Pelabuhan Klang.

**Normala Hashim**  
Kamunting, Perak

# Panel turns to Opposition

## Chinatown traders want close monitoring of land acquisition for MRT project

By **T.K. LETCHUMY TAMBOO**  
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AFTER failing to seek a dialogue and redress from the government over the construction of the mass rapid transit (MRT) project in Chinatown, the Preservation of Jalan Sultan Committee (PJSC) now turns to the Opposition for help.

PJSC co-chairman Stanley Yong said they would like the opposition MPs to play watchdog and monitor the progress of the land acquisition process at the area which they claimed was conducted in a non-transparent manner.

He said the committee have even started a campaign to highlight the hap-

azard and non-transparent manner in which the land acquisition was carried out by MRT Corp.

“We have also conducted various activities including a public consultation meeting and invited MRT Corp, Kuala Lumpur City Hall, the Prime Minister’s Department and Tourism Ministry. Regrettably, none of them turned up,” he said.

“This clearly demonstrates the non-compromising stand of the relevant authorities, denying the public the opportunity to voice out their grounds of objection on the project,” he said at a press conference at the Parliament lobby yesterday.

It was reported that the dispute over land acquisition began soon after landowners in the area were

informed in 2011 that the government would acquire their lands for the building of underground MRT tunnels.

Critics questioned the need for compulsory acquisition of both surface and underground land as the National Land Code 1965 was amended in 1990 to allow underground land to be acquired without affecting surface rights.

Unhappy landowners had mounted a high-profile campaign marked by many protests, signature drives and claims that the government was conducting a “land grab” in order to defray project costs.

Yong said despite the setbacks, the committee would continue their struggle to preserve the city’s historic

and cultural heritage.

“Currently, the demolishing works to bring down the buildings are ongoing. Historical buildings such as the Klang bus station, Plaza Warisan and Uda Ocean have already been torn down. What is left is a piece of vacant land to be converted into modern structures.

“This is why we would like to request opposition MPs to monitor the progress,” he said, adding that the committee also wants Prime Minister Datuk Seri Najib Razak to suspend the project and order MRT Corp to review the alignment.

The RM50 billion MRT project, meant to ease traffic congestion in the Klang Valley, is said to be Malaysia’s most expensive infrastructure project to date.

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