

# MRT jobs worth RM19.8 bil awarded

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Some RM19.8 billion worth of work packages related to the Klang Valley Mass Rapid Transit (KVMRT) Sungai Buloh–Kajang line has been awarded to date, constituting 53 out of a total of 85 work packages that MRT Corp has tendered out.

With most of the bigger construction packages having been awarded, the remaining 32 packages – which involve smaller job scopes, such as the construction of park and ride facilities and deployment of systems – are expected to be dished out by year-end, according to MRT Corp's statement dated Nov 16.

So far, the big winners of the first line of the KVMRT network include MMC Corp Bhd, Gamuda Bhd, IJM Corp Bhd, Sunway Holdings Bhd, Mudajaya Group Bhd, Ahmad Zaki Resources Bhd (AZRB) and Gadang Holdings Bhd. The MMC–Gamuda joint venture (JV) was nominated as the project delivery partner for the KVMRT and also the main contractor for the underground works portion worth RM8.28 billion.

According to OSK Research's estimates, the amount of jobs awarded to public-listed companies, excluding contracts for station packages, came up to about RM14.88 billion.

Meanwhile, another RM4.816 billion was awarded to private contractors, including Syarikat Muhibbah Perniagaan & Pembinaan Sdn Bhd, which bagged the RM1.09 billion job to construct the Sungai Buloh–Kota Damansara viaduct gateway, and Apex Communications Sdn Bhd for the s7 station package worth RM105 million.

The single largest award in terms of value was the RM8.28 billion underground works awarded to the MMC–Gamuda JV.

Meanwhile, IJM Corp clinched RM1.2 billion worth of contracts, involving the construction of the Maluri–Plaza Phoenix viaduct gateway for RM974 million and the s5 station package for RM229 million.

Sunway Holdings was awarded a RM1.17 billion contract to construct the viaduct guideway for Section 17–Semantan. Gadang won the Kota Damansara–Dataran Sunway viaduct job worth RM863 million while Mudajaya landed the Dataran Sunway–Section 17 portion valued at RM816 million.

As for AZRB, it won the Plaza Phoenix–Bandar Tun Hussein viaduct gateway and the s6 station packages, which amounted to RM940

million. For the nearby Bandar Tun Hussein Onn–Taman Mesra link, the job will be taken on by MTD Construction Sdn Bhd, a unit of MTD Capital Bhd, for a contract value of RM500 million.

Meanwhile, UEM Construction Sdn Bhd, a unit of UEM Builders Bhd, received the Taman Mesra–Kajang viaduct job worth RM951 million and the s3 station package worth RM276 million.

Apart from the viaducts and station packages, the construction of the maintenance depots in Sungai Buloh (RM459 million) and Kajang (RM213 million) were dished out to TRC Synergy Bhd and TSR Capital Bhd respectively. Additionally, TSR was given the RM117 million contract to develop the Sungai Buloh car park.

Naim Holdings Bhd was the only non-peninsula company to win a piece of the KVMRT project, namely the s2 and s4 station packages totalling RM413 million.

Foreign companies that participated in the KVMRT project included Siemens AG and Bombardier Inc. Siemens AG–SMH Rail was awarded the RM1.365 billion job to supply 58 sets of four-car trains while Siemens AG–Hisniaga bagged the RM418 million contract for depot equipment and maintenance services.

Japanese firm Meidensha Corp received the RM459 million contract for power supply and distribution systems.

The first line of the KVMRT network will run from Sungai Buloh in the northwest of Kuala Lumpur to Kajang in the southeast of the Federal capital. The line will cover a distance of 51km, of which 9.5km will be underground. There will be 31 stations along the route and three provisional stations to be built for future development.

The line will serve a population of 1.2 million living in areas such as Sungai Buloh, Kota Damansara, Dataran Sunway, Bandar Utama, TTDI, Petaling Jaya's Section 16, Pusat Bandar Damansara, KL Sentral, Warisan Merdeka, Bukit Bintang, Pasar Rakyat, Cochrane, Maluri, Cheras and Kajang.

Based on the ridership forecast for 2017 to 2026, a total of 58 trains will be provided upon completion of the Sungai Buloh–Kajang line and a single train will have a maximum capacity of 1,200 passengers, equivalent to 12 buses or about 700 cars.

The expected ridership of the line is 442,000 passengers per day, with one train expected every 3.5 minutes during peak hours.