

MEDIA RELEASE

MRT CORP'S RESPONSE TO ALLEGATIONS ON PROPOSED WALKWAY TUNNEL BETWEEN MUZIUM NEGARA AND KL SENTRAL

Kuala Lumpur, 19 March 2014: Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) would like to clarify recent allegations about the pedestrian walkway tunnel at the KL Sentral MRT station.

Firstly, we would like to state that MRT Corp's aim is to propose a design that will benefit commuters who will be transferring between MRT trains and the rail services in KL Sentral. To that end, we would like to categorically state that in our view, our proposed design for the link provides for the most convenient transfer between the MRT station in front of Muzium Negara and KL Sentral.

We understand that Malaysian Resources Corporation Berhad (MRCB) has also submitted a proposal to the government. While their proposal is estimated to cost only RM50 million, MRT Corp believes any walkway tunnel linking the two points must be one that is most convenient to use for commuters. We also assume that some passengers will be carrying travel bags as KL Sentral is the rail hub between the city to KLIA and the future KLIA2. The needs of these passengers must be considered as well.

Therefore, in MRT Corp's proposed design, there will only be two levels, with escalators and lifts providing commuting convenience between the two levels. For the rest of the walkway tunnel, commuter convenience is offered through the use of travellators. We estimate the average walking time to connect between the two ends will be eight minutes.

We would also like to respond to the irresponsible and malicious allegations made by an anonymous blog, mrtwatch.blog.com, between February 17 and March 14, 2014:

1. Allegation that the MRT tunnel between KL Sentral Station and Muzium Negara Station did not exist in the early planning of KVMRT Sungai Buloh – Kajang.

MRT Corp wishes to reiterate that the pedestrian walkway between the KL Sentral MRT Station and KL Sentral was always part of the original approved design of the MRT



Sungai Buloh-Kajang Line. It was a mandatory requirement by the Suruhanjaya Pengangkutan Awam Darat (SPAD) in the Railway Scheme.

2. Allegation that the proposed walkway tunnel is 100m long

The total distance of the walkway tunnel is 300 metres, and it will be fully air-conditioned. The walkway is part of the paid area, which means commuters will be able to change from one rail system to another without the need to walk through fare gates or buy new tickets.

This convenience is part of our efforts to make using the MRT service an appealing and convenient option for the rakyat.

3. Allegation that MMC Gamuda has been awarded the tender to build the tunnel walkway

The tunnel walkway has always been part of the original design of the railway scheme. Therefore, a tender was called in 2011 with five companies tendering.

However, in view of a proposal submitted by MRCB which said a similar link could be built at a cost of RM50 million, the MRT Project Exco headed by the Chief Secretary of the Government met, and decided to put the tender on hold during a meeting in February.

At the meeting, the MRT Exco has asked for a study to be carried out by SPAD within a month of the meeting to determine which of the two designs should be adopted by the MRT Project. Therefore, this tender exercise has been suspended pending a decision from the government.

4. Allegations that public safety will be put at risk due to the construction of the tunnel

As with any construction work, the design and plans for this tunnel walkway will have to be submitted for approval by the relevant authorities, such as the Malaysian Fire Services Department before work can begin. Prior to these submissions, in-depth studies were undertaken by our engineers.

The construction of the walkway tunnel requires a procedure called underpinning. Under this procedure, the weight of the road deck and a pedestrian bridge in KL



Sentral resting on selected columns is transferred to newly-constructed columns or structures.

While challenging, underpinning is a common engineering approach used worldwide. MRT Corp has also undertaken underpinning works at other locations under even more challenging conditions, such as for LRT piers at the Pasar Seni station. These were successfully carried out without any untoward incident.

We reiterate that safety at our worksites is something that we take very seriously, and we will not jeopardise public or worker safety in carrying out our work. It would be to our detriment if we did not design a walkway tunnel that was safe for public use.

5. Allegation that the walkway tunnel will cost RM800 million

It is very irresponsible for the blog and opposition Members of Parliament to mislead the public with the wrong cost estimations.

MRT Corp practices a very prudent approach to our operations, but at the same time, public safety and convenience for the rakyat must be achieved. Based on our estimations, the cost for this tunnel linkway will be around RM340 million. However, the actual cost will be determined by tender, which as we explained earlier, is now on hold.

MRT Corp is now awaiting the government's decision on the way forward, and will abide with it. We have always been transparent about our operations and we intend to continue to do so.

Once again, we maintain that MRT Corp's proposed design is one that will benefit the rakyat, allowing transfers between our station underneath Jalan Travers in front of Muzium Negara and KL Sentral to be done very conveniently.

We are building a world-class infrastructure, and in this particular case, one that will integrate with the city's urban rail hub. It is important that we design a linkway tunnel that will be welcomed by commuters, locals and foreign alike.

A competent design and the best evaluated tender will ensure that the work will not cause any problems to KL Sentral or surrounding buildings, or the multiple rail services operating there.

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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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