

MEDIA RELEASE

BREAKTHROUGH OF VARIABLE DENSITY TUNNEL BORING MACHINE IN CHERAS

Tunnels between Pasar Rakyat Station and southern end of the MRT Sungai Buloh-Kajang Line underground alignment completed.

Kuala Lumpur, 24 April 2014: The Klang Valley MRT Project witnessed another tunnel boring machine (TBM) breakthrough today with the Maluri 2 Tunnel Boring Machine (TBM) emerging from underground at the Maluri Portal in Cheras.

With this breakthrough, the twin tunnels of the MRT Sungai Buloh-Kajang Line tunnel between Pasar Rakyat Station and the Maluri Portal – a distance of about 2.4km - has been completed. Maluri Portal is the southern end of the 9.5km underground portion of the line.

Today's TBM breakthrough is the fifth for the Klang Valley MRT Sungai Buloh-Kajang Line (SBK Line), and the third for a Variable Density TBM for the Project.

MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid said today's breakthrough was another indication that tunnelling works for the MRT Project is progressing well.

"Progress for tunnelling and underground stations works now stands at more than 50%," he said.

Datuk Azhar said MRT Corp and its Underground Works Contractor MMC Gamuda KVMRT (T)Sdn Bhd were happy that tunnelling has so far not brought about any major incidences.

"With the Variable Density TBM which was specially designed for tunnel in the Klang Valley, we are able to overcome many challenges," he added.

The Variable Density TBM was specially designed to enable safer tunnelling through the Kuala Lumpur Limestone formation. It is also designed to handle excavation through the transition between the Kuala Lumpur Limestone geological formation, which is found in the eastern part of Kuala Lumpur, and the Kenny Hill Formation beneath the western part of Kuala Lumpur.



Maluri 2 TBM was launched from the Cochrane Launch Shaft on 9 November 2013 and excavated the tunnel through limestone formation beneath Jalan Peel and Jalan Cheras towards the Maluri Portal which is located beside Sungai Kerayong in Cheras. The distance of the tunnel excavated by Maluri 2 TBM is about 1km.

Earlier this month, the same location saw the breakthrough of Maluri 1 TBM on 9 April 2014. The "elder twin" of Maluri 2, Maluri 1 was launched from the Cochrane Launch Shaft on 5 October 2013 and excavated the parallel tunnel between Cochrane and the Maluri Portal.

The other breakthroughs were by Semantan 1 and Semantan 2 TBMs at KL Sentral on 24 December 2013 and 16 January 2014, and by Cochrane 2 TBM at the Pasar Rakyat Station site on 9 January 2014.

To date, the MRT Sungai Buloh-Kajang Line twin tunnels have been completed between the Semantan Portal and KL Sentral MRT Station, and between Pasar Rakyat Station and Maluri Portal (which covers the Pasar Rakyat Station-Cochrane Station, Cochrane Station-Maluri MRT Station, and Maluri Station-Maluri Portal sections).

Tunnelling from Pasar Rakyat Station to Bukit Bintang Station, and from KL Sentral MRT Station to Pasar Seni MRT Station is in progress.

Progress for the Underground Works of the MRT Sungai Buloh-Kajang Line as at the end of March is 57%.

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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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