

MEDIA STATEMENT

MRT CORP REVEALS FINDINGS OF INVESTIGATION INTO VIADUCT DECK SPAN TOPPLING INCIDENT

Kuala Lumpur, 19 September 2014: Investigations into the incident at the MRT Project worksite on 18 August 2014 in which three workers died have identified the cause of the accident and a range of factors leading to the incident.

The report also found the personnel and organisations which may have responsibility for some of the factors which brought about the incident.

On 18 August 2014 at about 8.30pm, a viaduct deck span of the MRT elevated guideway weighing 350 tons toppled from its piers and fell onto the ground below. The incident occurred at the MRT Project worksite within Package V1 inside the former Rubber Research Institute of Malaysia site near Kota Damansara.

Three workers, Mohammad Alauddin Mollik, Mohammed Faruk Khan and Mohammad Elahi Hossain, all Bangladesh nationals, who were working on the viaduct deck span fell with the viaduct deck span and were crushed beneath it.

The investigation conducted by Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) and MMC Gamuda KVMRT (PDP) Sdn Bhd as Project Delivery Partner (PDP) found that the viaduct deck span had toppled due to the absence of shims to support the viaduct deck span in question when it was resting on temporary jacks on top of the pier which were placed too close together, coupled with parapets being installed on one side of the viaduct, which ultimately resulted in the viaduct deck span toppling.



Shims are metal boxes filled with grout which are placed on a pier head to support the viaduct while it is placed on temporary jacks during the construction process.

MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid said the report points to the fact that the lack of shims had resulted in the span having limited stability and therefore when parapets were installed on one side of the viaduct it ultimately resulted in the viaduct deck span toppling.

“The viaduct had not yet been installed with permanent bearings. It was still supported on temporary jacks. Without shims supporting the viaduct while on temporary jacks, the viaduct deck span was unstable and subsequently toppled when weight started building up on one side when the parapets were installed.

“Had shims been used, the viaduct deck span would not have toppled even with parapets being installed on one side,” he said.

The report also found that the following factors which resulted in circumstances causing the viaduct to topple:

- lack of method statement for erection of parapets on viaducts for single tracks
- insufficient supervision on site
- failure to identify risks and implement mitigation measures
- failure to provide a comprehensive inspection and test plan
- failure to communicate risks between various parties involved in the Works
- poor sub-contractor management

The report identified the personnel and the organisations in which they served that were responsible for carrying out the measures mentioned above properly. The organisations are:



- MMC Gamuda KVMRT (PDP) Sdn Bhd, the Project Delivery Partner of the Project, and their consultants
- Syarikat Muhibah Perniagaan dan Pembinaan Sdn Bhd, the main contractor for Package V1, and their contractors

Referring to the findings, Azhar said Sections 15, 16, 17, 18, 19, 52, 55 and 61 of the Occupational Safety and Health Act 1994 (OSHA) could be relevant in terms of action to be taken against those responsible.

Under Section 19 of the OSHA, anyone found guilty of an offence shall be liable to a fine not exceeding RM50,000.00 or imprisoned for a term not exceeding two years, or to both.

"Any legal action against those found responsible can only be taken by the Government based on the investigations carried out by the Department of Occupational Safety and Health (DOSH). I believe DOSH's findings from their investigation would be similar to our investigation findings," Azhar said.

Besides the action by DOSH, Azhar said MRT Corp will also be taking the steps, including:

- removing from the Project individuals found to have been responsible for the incident
- blacklisting contractors and consultants found responsible from future projects
- reviewing method statements and work process flows
- review effectiveness of the Safety, Health and Environment Enforcement Unit

Azhar said he will ensure that the above steps are implemented.

"I had mentioned immediately after the incident that I will personally ensure that no stone will be left unturned during the investigations. I want to get to the root of the problem so that the three lives lost will not be in vain. I also want to ensure that no further lives will be lost.



"Our report which contain the findings of the investigation into the incident brings closure to this issue" he said.

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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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