

MEDIA RELEASE

MRT PROJECT CONSTRUCTION REACHES 55.21% PROGRESS

Works progressing according to programme

Kuala Lumpur, 26 November 2014: Construction of the MRT Sungai Buloh-Kajang Line has achieved good progress with completion at 55.21% as at 31 October 2014.

In announcing this, Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) Chief Executive Officer Datuk Wira Azhar Abdul Hamid said this level of progress was in accordance with the project construction programme.

"At this pace, we are confident that we can achieve our targets set at the very beginning of the project in 2011, which is for Phase One between Sungai Buloh and Semantan Stations to become operational by 31 December 2016, and the entire line to become operational by 31 July 2017," he said.

Azhar said this during a media briefing on the year-end progress of the MRT Sungai Buloh-Kajang Line at the MRT Project Information Centre at Damansara Utama today.

He went through in detail the progress for each section of the project, starting with the elevated section.

"We have completed 26km or 53% of our elevated guideway spans. Some sections have been handed over to our Trackwork Contractor to begin track installation," he said.

Piling had been completed in five out of the eight elevated work packages while pier construction work had been completed in two packages.

These achievements brought the elevated section to 45.56% progress, Azhar said.



Moving to the Underground Works Package, Azhar said progress for this package, which covered tunneling and underground station construction, had reached 70%.

"We have done tremendously well with our tunnel construction. As of now, all tunnelling for our 9.5km underground alignment has been completed except for 1.2km of tunnels between the Pudu Launch Shaft and Pasar Seni MRT Station.

"We should be completing all our tunnelling works by the end of the first quarter next year," he said.

For underground stations, Azhar said construction of permanent structures at all seven underground stations had begun.

"We have also finalised the architectural design for all the stations. We are very proud that we have managed to capture the essence of each location where our stations are located and translated that into the interior design of the stations," he said.

Touching on the System Works Packages next, Azhar said there had been many exciting developments since the last progress media briefing to the media in July.

"We are now assembling our first three trains in our contractor's train assembly plant in Rasa, Hulu Selangor. We will soon send these trains to the Sungai Buloh Depot for dynamic testing," he said.

He said trackworks was also progressing well. Track-laying in the Sungai Buloh Depot was almost completed while for the main line on the elevated guideway, track laying would be starting soon.

Azhar said he was also satisfied with the financial situation for the project. To date, 78 work packages with a total value of RM21.02 billion have been awarded with another seven work packages left to award.

"As mentioned earlier, we do not expect the total construction cost to go beyond RM23 billion when the remaining work package are awarded," he said.

He said funding for the project was good as DanaInfra Nasional Bhd had raised RM11.7 billion as of August through the sale of sukuk.

Azhar said he was happy that the level of variation orders for the project at this stage was less than 1% of the awarded contract value.



"I believe this level of variation orders is an extremely good achievement for a Government-funded project," he said.

END

About the MRT Project

The MRT is a new urban rail system for the Klang Valley.

The first MRT Line, the 51km Sungai Buloh-Kajang Line will comprise of 31 stations, and serve 1.2 million people along the route.

The MRT Sungai Buloh-Serdang-Putrajaya Line, the second MRT line to be built, was approved by the Government in February 2014. The proposed alignment is expected to go for public display in the first quarter of 2015 and the final alignment is targeted for approval in August 2015.

The Klang Valley MRT will integrate with the Klang Valley'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 Kuala Lumpur and its surrounding cities, while reducing the number of cars that enter the capital.



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