Mass Rapid Transit Corporation Sdn Bhd (902884V)
Tingkat 5, Menara I & P 1,
No. 46, Jalan Dungun, Bukit Damansara,
50490 Kuala Lumpur, Malaysia.
Tel: +60 3 2095 3030
Fax: +60 3 2095 2121

MEDIA RELEASE

MRT SUNGAI BULOH-KAJANG LINE PROJECT ON TRACK

Progressing at an advanced stage and ready for trial operations

Kuala Lumpur, 21 July 2016: The MRT Sungai Buloh – Kajang (SBK) Line is progressing well with key works have been completed as scheduled.

As at end of May 2016, the overall progress of the MRT SBK Line is at 86.25%.

Among the completed works are for the elevated guideways and trackwork on the viaduct section. All civil structural works for the elevated stations except for Kajang Station are complete.

As for the Underground section, all station structure works are complete, except for entrances and Vent structures above ground level and entrances.

For systems, all 24 trains required for Phase One of operations have been delivered to the Sungai Buloh MRT Depot. Currently all systems are undergoing testing on the Phase One section of the viaduct. The target date for trial operations is on 1 October 2016.

Track work has been completed for both guideways and tunnels, where track power is switched on at the Sungai Buloh Depot and Phase One of the viaduct.

Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) Director of Operations and Assets Management Mahmood Abdul Razak said with the progress achieved, he is confident that Phase One of the MRT SBK Line between Sungai Buloh Station and Semantan Station will be operational by December 2016.

The first phase of operations of the MRT SBK Line is expected to operational in December 2016, and the second phase by July 2017, where the entire line will become operational.

Following the formal appointment of Rapid Rail Sdn Bhd on 1 July 2016 as the operator of the Klang Valley MRT,with MRT Corp as the Project Owner, the two parties will be working together in ensuring that the MRT SBK Line will run smoothly throughout operations.

The MRT Handing Over and Operating Agreement, signed by both parties, spells out the operational requirements for the line, as well as spells out the obligations that Rapid Rail has with regards to maintenance of the rolling stock, systems and other assets.

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Under the agreement, Rapid Rail is appointed as the operator for a term of ten years, with an option of an extension of a further five years, meanwhile MRT Corp remains as the asset owner, which includes structures and trains. . The agreement was drawn up on the basis of Asset Lease terms with Rapid Rail leasing the asset from MRT Corp for an annual fee.

Rapid Rail will operate the MRT line and retain all fares collected, while MRT Corp will retain non-fare revenue, such as revenue from advertising and retail leasing. The fares will be set by the Suruhanjaya Pengangkutan Awam Darat (SPAD). Prasarana will also operate the feeder bus system that will provide first and last-mile connectivity to the MRT network.

Rapid Rail will also be responsible for maintaining the assets as per manufacturer's recommendations. However major refurbishing costs, such as mid-life refurbishment of assets will be borne by MRT Corp, the asset owner.

MRT Corp, as the project owner will design and build lines in expanding the MRT Project, while Rapid Rail will market and promote the services of the MRT, as well as handle customers relations including social media. However, MRT Corp will retain the MRT brand.

MRT Corp will set asset performance Key Performance Indicators (KPI) on Rapid Rail to ensure the assets perform at the highest level. The KPIs will also enable MRT Corp to optimise the asset's life cycle cost management. At the end of the lease, the assets would be returned to the asset owner in a fair condition. Among the factors that measures the operations KPI are timeliness, avaiability and reliability.

Mahmood added that that MRT Corp will oversee matters involving assets maintenance, including carrying out asset condition audits throughout the lease period.

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For media inquiries, please contact

Encik Leong Shen-Li — *012-3196602 /* ***leong.shen-li@mymrt.com.my***
MRT Corp

Cik Amalina Ghazali — *016-2154055 /* ***amalina.ghazali@mymrt.com.my***
MRT Corp