

MRT Corp: SSP Line to have improved features

by R KAMALAVACINI

THE ongoing Sungai Buloh-Serdang-Putrajaya (SSP) Line would have some state-of-the-art safety designs and improvements than its predecessor, the Sungai Buloh-Kajang (SBK) Line, said Mass Rapid Transit Corp Sdn Bhd (MRT Corp).

SSP Line project director Datuk Amiruddin Ma'aris said the construction of MRT Line 1 (MRT1) served as a lesson for the development of MRT2 and subsequently, MRT3.

"The trains for SSP Line will be equipped with a regenerative system, whereby excess energy from the train will be recycled back to the train.

"In MRT1, all of this energy will be dissipated as heat if it is not used, but in the case of SSP this excess energy will be captured, stored and reused," Amiruddin told *The Malaysian Reserve (TMR)* in an interview recently.

On safety aspects, Amiruddin said MRT Corp has introduced a safety passport system recognised by the Construction Industry Development Board that uses colour codes such as green, black and gold to organise the level of work ranging from labourers, supervisors and site managers.

"Every single worker at our site must be certified with certain level of safety passports before they can enter the site. Green for labourers, black for management, gold for high-ranked officers," he said, adding that workers have to undergo training to obtain the passports.

The SSP Line, he said, has several layers of inspection conducted by MRT Corp, its project delivery partner (PDP) for SSP, MMC-Gamuda KVMRT (T) Sdn Bhd and the contractors involved.

"For MRT1, we found that the provision to implement safety measures at site are not budgeted adequately when they put their tenders. So, to mitigate this, for SSP line tenders they (bidders) were required to list line by line the item so that we don't miss the pricing for safety items," added Amiruddin.

"We also have our own budget to implement additional measures where we



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feel required without asking the contractors. So, there is an additional 2.5% from the total contract value that we set aside to utilise in case of any additional safety measures or good practices at work site required."

The introduction of the key performance index (KPI) by MRT Corp for both its PDP and contractors has two main elements.

One, it is for the contract requirement to comply in safety deliverables and implementation, as well as KPI based on potential incidents that may happen during construction works.

"We monitor this on a monthly basis. If there are events — or rather, incidents, or accidents — occurring at site, the performance of the contractor with respect to that KPI will be monitored," he said.

SSP Line also addresses issues on multi-storey car parks that were not incorporated in the SBK Line previously.

"For the SBK Line, we encountered quite a number of interfacing issues between the designer and the contractors at site on the multi-storey carpark construction. So, based on this experience what we did for Line 2, the design is now being done together with the station — likewise for the implementation, as well as the monitoring of the project. The design is still with our PDP, the contractor will just need to build the car park," he said.

"The designs for SSP trains are at the preliminary stage. They were awarded a couple of months back. It is a Korean-made train and the delivery would be from some time in 2019 and onwards," Amiruddin said.