

MRT3 feasibility study nearing completion

The feasibility study is about assessing the most optimum line for MRT3, which will complement MRT1 and MRT2

by R KAMALAVACINI

THE feasibility study for the Mass Rapid Transit Line 3 (MRT3) or circle line is almost completed, said Mass Rapid Transit Corp Sdn Bhd (MRT Corp).

MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line director Datuk Amiruddin Ma'aris said the feasibility study is all about assessing the most optimum



Pic by Mahd Amin Naharul

MRT3 is expected to be integrated with the SBK Line 1 and SSP Line 2

line for MRT3, which will complement MRT1 and MRT2, apart from the aim of reducing travel time within the city centre.

"The feasibility study is all

about assessing the most optimum line for our MRT3. So, we have to look in terms of land, engineering constructability, land acquisition

and connectivity.

"Further details, such as the number of stations under this MRT3, are still being studied, and I think the feasibility study is nearing completion. After that we need to submit this study to SPAD (Land Public Transport Authority) and let them have a look at the plan before being presented to the Cabinet," he told *The Malaysian Reserve* in a recent interview.

"Under the urban rail development master plan, it has identified the corridor that needs to be served by public transport, such as MRT LRT (light rail transit), BRT (bus rapid transit) and so on. So, the corridor is a very general identification on where the line should pass. We are

now refining from the corridor level to the alignment level."

Amiruddin said the costing, as well as the stations requirements, will be identified soon after the engineering aspects of the circle line are sorted out.

He also indicated that for the circle line, the number of stations to be built may be fewer than the earlier MRT lines.

MRT3 is expected to cover Ampang Jaya, Kuala Lumpur City Centre, Jalan Bukit Bintang, Tun Razak Exchange, Bandar Malaysia, KL Ecocity, Pusat Bandar Damansara, Mont Kiara and Sentul.

It will be integrated with the Sungai Buloh-Kajang (SBK) Line 1 and SSP Line 2.

"The best we can do is to go

closest as can be, like in Ampang Park and Batu. From there, we provide the paid to paid-link. Hence, you don't have to buy another ticket, and the pass can also be used on buses," said Amiruddin.

Earlier in September this year, it was reported that the circle line is likely to be a wholly-underground operation, connecting major checkpoints in the Klang Valley region.

The feasibility study on MRT3 is expected to be released latest by March next year.

MRT3 could cost more than the first two rail lines if it would be a wholly-underground operation. MRT1 and MRT2 each costs RM23 billion and RM32 billion respectively.