Facts & Figures of the Sungai Buloh-Kajang Line

**LENGTH**

- **51km**
- **9.5km**
- **41.5km**

**UNDERGROUND**

31 stations

**ELEVATED**

- **30 minutes**

*Estimated journey time from Kota Damansara to Bukit Bintang*

*Estimated ridership of over 400,000 passengers per day*

*Serves a catchment population of 1.2 million*

**Serves a catchment population of 1.2 million**

**Underground**

- **9.5km**

**Elevated**

- **41.5km**

**Stations**

- **31**

**Estimated journey time from Kota Damansara to Bukit Bintang**

**30 minutes**

**Serves a catchment population of 1.2 million**

**Estimated ridership of over 400,000 passengers per day**

**Mass Rapid Transit Corporation Sdn Bhd**

**Vision, Mission and Core Values**

**Chairman's Message**

**Chief Executive Officer's Message**

**Board of Directors**

**Management Team**

**Klang Valley MRT Project**

- **Project Overview**
- **MRT Sungai Buloh Kajang Line**
- **Project Structure**
- **Project Governance**

**Progress Report**

- **Construction**
- **Procurement**
- **Land**
- **Centralised Labour Quarters**
- **Stakeholder Relations**
- **Public Engagement**
- **Bumiputera Agenda**

**Statement of Accounts**

**Milestones**

**Contents**
MASS Rapid Transit Corporation Sdn Bhd (MRT Corp) is fully owned by the Minister of Finance Incorporated and was set up to be the developer and asset owner of the Mass Rapid Transit (MRT) project.

The company was set up in September 2011 and took over the ownership of the project in October 2011 from Syarikat Prasarana Negara Bhd.

MRT Corp’s responsibilities include monitoring and tracking the construction of all elevated structures, stations and depots of the MRT project. It also monitors underground works, which involves tunneling and construction of underground stations.

The company is also responsible for the contracts involved, the procurement process and dispute resolution, apart from ensuring the quality of delivery in terms of cost, scheduling, health, safety, security and environment requirements.

MRT Corp works hand-in-hand with other parties in the development of the project, which are MNC-Gamuda Ki/MRT (PDP) Sdn Bhd as its Project Delivery Partner (PDP), and the Suruhanjaya Pengangkutan Awam Darat (SPAD) as the supervising agency.
vision
To be recognized as an integral provider of urban rail transport solutions

mission
To engineer and deliver an effective, efficient and integrated mass rapid transit system; safely, on time and within cost

core values

OPENNESS
We have mutual respect for one another, appreciate differences and embrace changes under one leadership

TEAMWORK
We work together effectively to achieve shared goals

HONESTY
We uphold trust and integrity at all times

EXCELLENCE
We do the right things the right way, always

RESPONSIBILITY
We always act with sensitivity and stand accountable for all of our actions and outcomes
Chairman’s message

As Malaysia’s single largest infrastructure project, the Klang Valley MRT has truly captured the imagination of the people. The vision of seamless interconnectivity with the many train lines within the city, will soon become a reality. People from far ends of the Klang Valley will be able to make appointments in the city and have the certainty of making it on time, come rain or sunshine.

As a private company wholly owned by the Ministry of Finance, MRT Corp is not legally required to publish this report. However, for a project of this magnitude and one that will impact the lives of millions directly and indirectly, we believe transparency and openness are very important. We also wish to publish updates of our activities on an annual basis.

The company’s first financial year 2011/2012 is extremely significant in terms of project progress. Within a year of the official launch of the MRT Sungai Buloh-Kajang Line by the Prime Minister of Malaysia, YAB Dato’ Sri Mohd Najib Tun Abdul Razak, in July 2011, MRT Corp has awarded most of the major civil works and systems work packages. Financing has also been secured through DanaInfra Nasional Bhd, the special purpose vehicle set up by the Government to fund infrastructure projects like the MRT.

A project of this size is bound to face challenges. The team at MRT Corp is very aware of the concerns raised by some quarters, including those living close to the alignment. Rest assured that the team is working hard to overcome these issues and ensure that any downside impact is minimised.

The MRT will bring many benefits. At its very core, the MRT promises to get people to their destinations with greater efficiency, reliability and much less stress. But it will bring much more than that: its multiplier effect will be seen in construction, jobs generation, reducing pollution and in increased economic activities particularly along the alignment. The eventual winners will be the people, with Kuala Lumpur becoming even more liveable and Malaysia more competitive.

I would like to thank the MRT Corp management team and employees for the dedication and zeal towards delivering the MRT to the people of the Klang Valley. The ultimate reward will be the smile on people’s faces when they travel to the city centre becomes that much smoother by the beginning of 2017.

Thank you.

Tan Sri Sidek Hassan
Chairman
Welcome to the first Progress Report from MRT Corp.

MRT Corp’s first financial year which stretches from 1 October 2011 to 30 September 2012 was a very significant year in terms of progress for the Klang Valley MRT project. The company was set up by the Government to take over as owner and developer of Malaysia’s first MRT project from Syarikat Prasarana Negara Bhd in October 2011.

The first MRT line to be built, the MRT Sungai Buloh-Kajang Line, was approved by the Government in December 2010 and construction was officially launched in July 2011. Taking over a project that was already on-going, there was little choice for us in MRT Corp but to pick things up very quickly. We had joined the race midway and literally had to run at full speed from the very start.

Having a freshly set-up company take over a project that was in progress also made things more challenging. Basic but crucial structures needed to run a project, such as the projects, procurement and finance departments, had to be set up from scratch.

I am pleased to report at the end of the first year of MRT Corp’s existence, the team has managed to rise up to the many challenges which came our way and performed extremely well. Let me touch on a few areas briefly to underscore the progress achieved during the period under review.

Procurement: With a total of 85 work packages, the task of awarding contracts for the MRT Sungai Buloh-Kajang line was every bit as complex and challenging as the engineering and construction aspects of the project. The award of the first two main works packages, worth a total of RM 1.7 billion, was announced at the end of January 2012. Nine months later in September 2012, all nine viaduct packages and the underground works package had been awarded. Several major systems packages had also been awarded. At the end of the period under review, 48 out of a total of 85 work packages had been awarded.

Construction: With all civil works packages, including for underground works, awarded, construction work began in full swing. Work has begun at various locations along the elevated alignment of the MRT Sungai Buloh-Kajang Line. For the underground package, work has begun where future underground stations will be located. Some of these locations will double up as shafts where the 10 tunnel boring machines (TBMs) for the project will be launched or retrieved. Tunnelling works is expected to begin in May 2013.

Systems: As mentioned earlier, several major systems packages had been awarded at the end of the period under review. They included the closely watched electric trains package, signaling and train control, depot equipment and work trains, and power supply and distribution.

Building a massive project such as the MRT is not only about construction and engineering. The impact on the community is also a major component which needs careful handling. Proper engagement not only helps communities learn about how the MRT will benefit them but also helps MRT Corp gather feedback from the ground. As the project moves towards the construction phase, stakeholder engagement becomes critical. This is why MRT Corp has set up a dedicated department to handle such activities.

What I have just mentioned above is just a snapshot of what took place in our first year of operations. The pages that follow in this report will give more details and provide you with an update of the project.

I now have the pleasure of presenting our first Progress Report to you.

Thank you.

Dato’ Azhar Abdul Hamid
Chief Executive Officer
Tan Sri Sidek Hassan
Chairman

Dato’ Azhar Abdul Hamid
Member

Dato’ Sri Dr. Mohd Irwan
Member

Dato’ Dr. Rahamat Bivi Yusoff
Member

Dato’ Shahril Mohktar
Member

Datuk Che Mokhtar Che Ali
Member

Tan Sri Sidek Hassan, 61, is the former Chief Secretary to the Government of Malaysia, a position he held from 2006 to 2012.

Prior to assuming the most senior position in the Malaysian Civil Service, he had an extensive career of close to three decades with the Ministry of International Trade and Industry (MITI), during which time he held numerous positions including those of Secretary-General, Deputy Secretary-General (Trade), and Director of the Multilateral Relations Division. He served as Minister Counsellor of Economic Affairs at the Malaysian Trade Commissioner’s Office in Washington DC and in Sydney, apart from serving as Assistant Trade Commissioner at the Malaysian Embassy in Tokyo. He also served a four-year stint at the Implementation Coordination Unit (ICU) of the Prime Minister’s Department, where he was a Deputy Director in Total, Tan Sri Sidek served in the Administrative and Diplomatic Service of the Malaysian Civil Service for 38 years.

Tan Sri Sidek holds a Masters of Business Administration (MBA) from New Hampshire College, United States, and a Bachelor of Economics (Honours) in Public Administration from the University of Malaya. He also holds an Honorary Doctorate in Public Administration from Universiti Tan Abdul Razak and Honorary Doctorates in Management from Universiti Putra Malaysia and Universiti Tunku Abdul Rahman Malaysia. He is currently Chairman of Petronas and President of the International Islamic University of Malaysia.

Dato’ Azhar Abdul Hamid, 51, is currently Chief Executive Officer of MRT Corp.

Prior to taking up the position, he was Managing Director of Sime Darby Plantation Sdn Bhd. Concurrently, he was Divisional Director of the Plantations and Food Division of Sime Darby Bhd. Dato’ Azhar served as Managing Director at Tracton Malaysia Holdings Bhd and was appointed Group Chief Executive Officer of Perma International Holdings Bhd in 2001. Dato’ Azhar also served as Chairman of the Malaysian Palm Oil Association, board member of the Malaysian Palm Oil Board and the Malaysian Palm Oil Council.

He is a Chartered Accountant by profession. He is a Fellow of the Association of Chartered Accountants in the United Kingdom and member of the Malaysian Institute of Accountants. He is also shareholder and founder of Chelsea Capital Sdn Bhd, an investment holding and corporate advisory company focusing on the oil palm property and food sectors.

Dato’ Sri Dr. Mohd Irwan Serigar Abdullah, 55, is currently Secretary-General to the Treasury.

Prior to his appointment, he had held various positions in the Ministry of Finance including Deputy Secretary-General (Policy) and in the Economics and International Division from 2003 to 2008, he was the Under Secretary, Head of Multilateral Relations, Head of Economics Section, and Principal Assistant Secretary in the Economic Planning Unit of the Prime Minister’s Department from 1999 to 1987, Dato’ Sri Dr Mohd Irwan was the Senior Assistant Director in the Privatization Division and Senior Assistant Director in the Energy Division.

He holds a PhD in Economics from the International Islamic University of Malaysia, Masters of Science in Energy Management and Policy from the University of Pennsylvania, and a Bachelor in Population Studies (Honours) from the University of Malaya.


Dato’ Dr. Rahamat Bivi Yusoff, 55, is currently the Director-General of the Economic Planning Unit in the Prime Minister’s Department.

She has served the Government for 32 years, starting as Assistant Secretary (Tax Division) and then as Assistant Secretary (Contract and Supplies Division) in the Ministry of Finance. She was also the Project Officer in the National Institute of Public Administration, Assistant Director and subsequently Deputy Director in the Macroeconomic Section of the Economic Planning Unit in the Prime Minister’s Department, and Director of the Industrial Development Department of the Energy Commission.

She holds a Masters Degree in Economics from the University of Western Michigan, and a Doctorate in Economics from the Australian National University. She is a Bachelor of Social Science (Economics) (Hons) from Universiti Sains Malaysia, and a Diploma in Public Administration from the National Institute of Public Administration.

She also currently sits on the boards of various government agencies including Felida, Johor Corporation and the Malaysia Thailand Joint Authority.

Dato’ Shahril Mohktar, 40, is currently Group Managing Director of Syirlax Prasaranaya Negara Berhad.

Before being appointed to the position, he was Chief Operating Office of Suruhanjaya Pengangkutan Awam Darat (SPAD). Prior to that, he was attached to RapidKL, as its General Manager of Corporate Planning. He was seconded as an Advisor to the Economic Planning Unit in the Prime Minister’s Department where he was involved in the drafting of the Suruhanjaya Pengangkutan Awam Darat Act 2010 and the Land Public Transport Act 2010. He was also involved in the laboratory for urban public transport improvement which was held under the Government Transformation Plan.

Dato’ Shahril has also held various positions in Penerbang Malaysia Berhad, ProicewaterhouseCooper Malaysia, British American Tobacco (M) Bhd and Maybank Bhd.

He holds a Masters in Management (Sinhala) from the University of Malaya and a Bachelor of Science in Industrial and Organisational Psychology from the University of the Western Cape, South Africa.

He is currently the Chairman of Rapid Penang Sdn Bhd and Prasarana Integrated Development Sdn Bhd (PIDB) Board member of Syirlax Prasaranaya Negara Bhd, Prasarana Integrated Management & Engineering Services Sdn Bhd (Prime), Rapid Rail Sdn Bhd and Rapid Bus Sdn Bhd. He is also the Chairman of MRT Corp’s Audit Committee.

Datuk Che Mokhtar Che Ali, 58, is the founder partner of Messrs Che Mokhtar & Ling, a legal firm in Kuala Lumpur.

With almost 30 years of experience as a legal practitioner, Datuk Che Mokhtar has served as a member of the Disciplinary Committee Panel of the Advocates and Solicitors Disciplinary Board and acted as the Chairman of the Committee. He was also appointed as a Notary Public by the Attorney General of Malaysia. As an advocate and solicitor, he has acted for various private and public companies, banking institutions, developers, and statutory bodies, such as Datuk Bandar Kuala Lumpur. He holds a Bachelor of Arts (Political Science and Public Administration) and a Bachelor of Laws from Victoria University of Wellington, New Zealand. He was admitted as a Solicitor and Barrister of the New Zealand Supreme Court in 1980 and was later admitted as an Advocate and Solicitor of the High Court of Malaya three years later. He has also served as a Magistrate and Deputy Public Prosecutor.

He currently holds the positions of Director, Chairman of the Audit Committee, member of the Tender Board and Remuneration Committee of Focal Arts Holdings Bhd. He also holds directorships in several companies, including KYG College Sdn Bhd which is the operator of Kolay Yayasan Saad Melaka. He was formerly a Director of Mdn Hydraulics (M) Bhd and Iklan Unggul Bhd.
Management team

Dato’ Azhar Abdul Hamid
Chief Executive Officer

Mohd Hairul Abdul Hamid
Chief Financial Officer

David Loo Kean Beng
Company Secretary

Syed Mahdhar Syed Hussain
Director
Quality Assurance and Quality Control

Haris Fadzilah Hassan
Director
Stakeholder Relations and Land Management

Zainudin Ismail
Director
Strategic Human Resource

Amir Mahmood Razak
Director
Strategic Communications and Public Relations

Zaharudin Sa’at
General Manager
Property Development

Marcus Levon Karakashian
Director
Projects
THE Klang Valley MRT project involves the construction of a rail-based public transport network which, together with the existing light rail transit (LRT), monorail, KTM Komuter, KLIA Ekspres and KLIA Transit systems, will form the backbone of the Greater Kuala Lumpur/Klang Valley region’s public transport system.

The project was approved by the Government in December 2010. The first MRT line to be implemented is the 51km Sungai Buloh-Kajang Line. Construction of the line was officially launched on 8 July 2011 by the Prime Minister of Malaysia, YAB Dato’ Sri Mohd Najib Tun Abdul Razak.

The MRT project was initially proposed to the Government by a private-sector consortium in early 2010. The proposal was for the construction of three MRT lines.

The Government conducted a study on the proposal and approved the implementation of the Sungai Buloh-Kajang Line first. The Government will make a decision on the implementation of the other two lines after further studies are done on the proposed alignment in conjunction with the Greater Kuala Lumpur/Klang Valley Land Public Transport Master Plan being drawn up by Suruhanjaya Pengangkutan Awam Darat (SPAD).

The Klang Valley MRT project is an Entry Point Project of the Economic Transformation Programme (ETP) under the Greater Kuala Lumpur/Klang Valley National Key Economic Area (NKEA). The ETP is being implemented by the Performance Management and Delivery Unit (Pemandu) of the Prime Minister’s Department.
The first Klang Valley MRT line that was approved for implementation is the 51km MRT Sungai Buloh-Kajang Line.

The line starts from Sungai Buloh which is located to the north-west of Kuala Lumpur, runs through the city centre of Kuala Lumpur, and ends in Kajang, a fast developing town located to the south-east of Kuala Lumpur. The line serves a corridor with an estimated population of 1.2 million people.

The line will be underground for a distance of 9.5km. It will have 31 stations of which seven will be underground.

Phase One of the MRT Sungai Buloh-Kajang Line from Sungai Buloh to Semantan will become operational by the end of 2016 while Phase Two from Semantan to Kajang will become operational by July 2017, allowing trains to serve the entire line.

Each train serving the line will have four coaches having a total capacity of 1,200 passengers. The daily expected ridership is about 400,000 passengers. The trains are expected to run at an interval of 3.5 minutes at launch.
Project structure

**SUPERVISING AGENCY**

- Authority over corridors and alignment
- Develop integrated master plan
- Approve railway schemes
- Interface with working agencies

**Funding Company**
- Advise, manage and raise funding for infra projects

**Independent Consulting Engineer**
- Design compliance
- Payment vetting

**Auditor General**
- Project and asset owner
- Submission of all key project documents (railway scheme, LA plan, EIA etc.)
- Appoint PDP
- Verify PDP target cost and target time
- Platform for payment disbursement
- Joint management of procurement process
- Undertake property development potential

**DESIGN CONSULTANTS (CIVIL/SYSTEMS)**
- Design civil works

**PROJECT DELIVERY PARTNER**
- Joint management of the procurement process (except Underground Works)
- Quality, performance and supervision of Work Package Contractors
- Obtain local authority approvals

**SYSTEM WORKS**
- (Work Package Contractors)

**ELEVATED/DEPOT**
- (Work Package Contractors)

**UNDERGROUND WORKS**
- MMC-GAMUDA TUNNEL JV
- (Work Package Contractors)

---

Project governance

**STEERING COMMITTEE**

- CHAIRMAN • PRIME MINISTER
- Overall policies and direction
- Strategic issues resolution
- Big decisions
- Progress reporting
- Meeting frequency: Quarterly

**MRT EXECUTIVE COMMITTEE**

- CHAIRMAN • CHIEF SECRETARY TO THE GOVERNMENT
- Complex inter-agency issues resolution
- Medium-high impact decisions
- Progress reporting
- Meeting frequency: Fortnightly

**MRT TECHNICAL COMMITTEE**

- CHAIRMAN • SURUHANJAYA PENGANGKUTAN AWAM DARAT
- Progress monitoring and tracking
- Operational and technical decisions
- Project issues resolution
- Meeting frequency: Weekly/ Fortnightly

**IMPLEMENTATION PLAYERS**
Aerial view of the Pasar Rakyat MRT station construction work in the middle of the future Tun Razak Exchange.
Construction

THE elevated portion of the MRT Sungai Buloh-Kajang alignment is divided into eight guideway work packages while underground works come under one work package.

With the award of all the guideway and depot contracts, as well as the underground works package, construction activity has progressed. See Chart 1 for main contract packages awarded status and Chart 2 for the contractors and their respective work packages.

ELEVATED
Works at V5 and V6 are progressing with viaduct piers now becoming visible. To date five numbers are complete. In all other contracts, work is limited to soil investigation, utility mapping, clearing of utilities and pile installation.

Prior to the award of the main guideway and underground packages, 23 Advance Works Packages were awarded with a value of RM173.5 million. As at the end of September 2012, 18 have been completed with the three remaining to be completed by January 2013.

During the period under review, two contracts were awarded for the casting of segmental box girder units. One contract was to provide segments to the north guideway contracts V1 – V4 and the other to the south contracts V5 – V8.

As at the end of September 2012, two casting yards have been established with trial castings carried out, and full scale production commenced. To date at SPC Industries Sdn Bhd 92 segments have been cast and at Eastern Pretech (M) Sdn Bhd, 148 segments have been cast.

UNDERGROUND
The underground works package was awarded to MMC-Gamuda KMRT (T) Sdn Bhd on 30 March 2012 for a sum of RM8.28 billion.

To date construction is progressing at all seven station sites with excavation at Cochrane station nearing 50% complete and diaphragm walling at Merdeka Station over 60% complete.

SYSTEM PACKAGES
During the period under review, four system packages were awarded which were for the Trains, Signaling and Train Control, Depot Equipment/Work Trains and Power Supply and Distribution System. Chart 3 lists the contractors and their respective work packages.

AWARDED SYSTEM PACKAGES

<table>
<thead>
<tr>
<th>Packages</th>
<th>Contractor</th>
<th>Value (RM Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signalling and Train Control</td>
<td>Bombardier (M) Sdn Bhd</td>
<td></td>
</tr>
<tr>
<td>(Phase 1 &amp; 2)</td>
<td>Siemens Malaysia Sdn Bhd</td>
<td></td>
</tr>
<tr>
<td>Electric Trains</td>
<td>Siemens Malaysia Sdn Bhd</td>
<td></td>
</tr>
<tr>
<td>Depot Equipment &amp; Work Trains</td>
<td>Siemens Malaysia Sdn Bhd</td>
<td></td>
</tr>
<tr>
<td>Power Supply &amp; Distribution system</td>
<td>Mediensha Corporation</td>
<td></td>
</tr>
</tbody>
</table>

GUIDEWAYS • STATIONS • DEPOTS AWARDED PACKAGES

<table>
<thead>
<tr>
<th>Package</th>
<th>Contractor</th>
<th>Value (RM Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>V1</td>
<td>Syarikat Muhbah Pernagar &amp; Pembinaan Sdn Bhd</td>
<td>1,092.33</td>
</tr>
<tr>
<td>V2</td>
<td>Gadang Engineering (M) Sdn Bhd</td>
<td>803.39</td>
</tr>
<tr>
<td>V3</td>
<td>Mudajaya Corporation Berhad</td>
<td>816.24</td>
</tr>
<tr>
<td>V4</td>
<td>Sunway Construction Sdn Bhd</td>
<td>1,172.75</td>
</tr>
<tr>
<td>V5</td>
<td>IJM Construction Sdn Bhd</td>
<td>974.78</td>
</tr>
<tr>
<td>V6</td>
<td>Ahmad Zaki Sdn Bhd</td>
<td>764.91</td>
</tr>
<tr>
<td>V7</td>
<td>MTD Construction Sdn Bhd</td>
<td>499.98</td>
</tr>
<tr>
<td>V8</td>
<td>UEM Construction Sdn Bhd</td>
<td>951.09</td>
</tr>
<tr>
<td>S1</td>
<td>Trans Resources Corporation Sdn Bhd</td>
<td>283.67</td>
</tr>
<tr>
<td>S2</td>
<td>Naim Engineering Sdn Bhd</td>
<td>204.67</td>
</tr>
<tr>
<td>S3</td>
<td>UEM Construction Sdn Bhd</td>
<td>275.78</td>
</tr>
<tr>
<td>S4</td>
<td>Naim Engineering Sdn Bhd</td>
<td>208.15</td>
</tr>
<tr>
<td>S5</td>
<td>UEM Construction Sdn Bhd</td>
<td>228.91</td>
</tr>
<tr>
<td>S6</td>
<td>Ahmad Zaki Sdn Bhd</td>
<td>174.64</td>
</tr>
<tr>
<td>S7</td>
<td>Apex Communication Sdn Bhd</td>
<td>104.75</td>
</tr>
<tr>
<td>S8</td>
<td>Apex Communication Sdn Bhd</td>
<td>251.74</td>
</tr>
<tr>
<td>S9</td>
<td>SPC Industries Sdn Bhd</td>
<td>223.18</td>
</tr>
<tr>
<td>S10</td>
<td>Eastern Pretech (M) Sdn Bhd</td>
<td>185.91</td>
</tr>
<tr>
<td>S11</td>
<td>SPC Industries Sdn Bhd</td>
<td>185.91</td>
</tr>
</tbody>
</table>

Chart 1 • Main Contract Packages

Chart 2 • Guideways/Stations/Depots Awarded Packages

Chart 3 • Awarded System Packages
During the period under review, eight major guideway packages, two depot packages, the underground works package, eight station packages and four system packages were awarded. A strict procurement process has been followed in their award.

Tenders are first advertised in the press in both Bahasa Malaysia and English. Potential tenderers are requested to attend a tender briefing. Documents are sold, and submission of tender by due date and time enforced.

A tender evaluation of both technical and financial aspects are carried out, under a strictly controlled environment.

Recommendations from the evaluation team are then made to a Working Committee, jointly chaired by MRT Corp and its Project Delivery Partner (PDP) who checks and verifies the recommendation.

The Working Committee then recommends the successful tenderer to the One Stop Technical Committee (OSTC), chaired by MRT Corp’s CEO, who endorses and makes the final recommendation to the One Stop Procurement Committee (OSPC). During the period under review there have been 41 Working Committee meetings, 32 OSTC meetings and 12 OSPC Meetings.

During the period, 48 contracts were awarded at a cost of RM19.8 billion. There are currently 10 packages out to tender and 27 packages yet to be tendered. (See Chart 2)

## STATUS OF TENDER AWARDS

(Diversion Jalan Bukit Bintang is diverted to make way for the construction of Bukit Bintang MRT station.)
**MUTUAL AGREEMENT**

A number of landowners whose land were gazetted for acquisition for the MRT project had lodged strong objections. Judicial reviews were filed by several landowners.

After discussions with various Government agencies, a scheme was agreed upon for the coexistence principle to coexist with the landowners within the same piece of land by way of a legally binding mutual agreement between the landowner and MRT Corp.

In its simplest form, coexistence means the MRT tunnels are bored through the land without disturbing the topside where there is a pre-existing building. The landowner is required to surrender the stratum of underground land below a specified depth within the tunnel alignment. As such, the tunnels will be constructed within land owned or controlled by the Government.

Another coexistence arrangement which has come about is for the landowner to build, own and operate park and ride facilities adjacent to an MRT station to satisfy the requirements stipulated in the railway scheme.

Some of the mutual agreements oblige MRT Corp to pay compensation to the land owners. A Special Compensation Committee chaired by the representative of the Ministry of Finance has been established to approve these payments, with the endorsement of the Minister of Finance.

As at 30 September 2012, mutual agreements have been signed with three owners involving 16 lots of land in the Jalan Inai area between the Bukit Bintang station and Pasar Rakyat station. Negotiations are on-going for the remaining locations.

**LAND ACQUISITION STATUS**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>SELANGOR</th>
<th>FEDERAL TERRITORY OF KUALA LUMPUR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Phase 1</td>
<td>Phase 2</td>
</tr>
<tr>
<td>No of Lots Gazetted</td>
<td>89</td>
<td>169</td>
</tr>
<tr>
<td>Private Lots</td>
<td>64</td>
<td>159</td>
</tr>
<tr>
<td>State Land/Reserves</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Mutual Agreements</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Lots to be Withdrawn</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>Additional LA</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Total Compensation (RM) (as at Sept 2012)</td>
<td>82,265,555.17</td>
<td>374,934,141.53</td>
</tr>
<tr>
<td>GRAND TOTAL (RM)</td>
<td>1,235,748,070.82</td>
<td></td>
</tr>
</tbody>
</table>

MRT Corp has introduced a Centralised Labour Quarters (CLQ) concept for the MRT project, establishing a new standard in terms of housing foreign workers for the construction industry in Malaysia.

With the CLQ, foreign workers will be housed in four complexes which are designed to function as mini-townships with comfortable living quarters and other facilities. CLQs located in Sungai Buloh, Cheras and Kajang will be operational by the end of January 2013 while the CLQ situated near the Cochrane site will be in operations by March 2013.

All movement of workers will be monitored comprehensively. Workers will be transported to their respective worksites daily and brought back to their CLQ once their shifts end. Regular checks on their permits will be carried out while the safety, welfare and basic requirements of the workers can be easily catered to at the CLQs.

Around 12,000 foreign workers are expected to be employed for the construction of the MRT Sungai Buloh-Kajang Line.
Stakeholder relations

Since the MRT project commenced, engagement with stakeholders has been taking place during the period under review. MRT Corp has organized up to 66 engagement sessions. The main objective of the engagements is to inform stakeholders of the upcoming MRT project as well as to brief them on the MRT work plans and scheduled works to be carried out at their respective areas. These sessions also serve as a conducive forum for concerns to be raised.

Generally along the alignment, business owners and residents are supportive of the project. They anticipate the project will help solve their transportation and mobility issues not only for now but for the future.

However, there are several locations which are deemed issue areas in stakeholder relations terms where the communities have objected to the project due to reasons such as land acquisition or proximity to their houses.

These areas include Taman Tun Dr Ismail, Jalan Semantan, Jalan Sultan, Jalan Bukit Bintang, Kampung Sungai Raya and Taman Sungai Raya.

MRT Corp will continue to engage with the residents and stakeholders on their concerns while maintaining the overall and long term focus to deliver this public infrastructure project for the benefit of the greater public.

Communication

COMMUNICATION is a critical component in any major development project and the Klang Valley MRT project is no exception. With benefits that can potentially touch almost every person living in the Klang Valley, educating the public about the project becomes very important. With construction activities taking place along the entire 51km alignment of the MRT Sungai Buloh-Kajang Line, engagement with stakeholders who are directly impacted by the project is also necessary.

MRT Information Truck

The MRT Information Truck (MIT) was created and launched by MRT Corp to give the public easy access to information about the MRT. Instead of people coming to MRT Corp for information, the MIT allows MRT Corp to reach out to them. The truck features public display boards with details and information on the project.

On the road since 19 June 2012, the MIT has been deployed at shopping centres, offices, mosques, schools and colleges, morning as well as night markets. As at the end of the period under review, the MIT has received over 8,000 visitors.

MRT Information Centres

Five MRT Information Centres were set up since December 2011 to provide venues for the public to go to for information about the project. The centres are located in Kota Damansara, Taman Tun Dr Ismail, Bandar Tun Hussein Onn, KL Sentral and Kajang.

Besides information boards and brochures, the MRT Information Centres are also equipped with an interactive “hawk-eye” which displays a 360 degree aerial view of the entire 51km MRT Sungai Buloh-Kajang alignment.

The information centres are also used to host group visits, community activities and also engagement sessions with residents living along the MRT alignment. To date, more than 4,000 people have visited the five information centres.

MRT Information Kiosks

MRT Corp’s two MRT Information Kiosks are mobile booths which make a monthly circuit at shopping malls, hypermarkets, transportation hubs and other activity centres.

Extremely popular, the MRT Information Kiosks have received close to 30,000 visitors since they began making their rounds in December 2011.

Hotline

MRT Corp also runs a 24 hour hotline service with the number 1-800-82-6968. Besides reporting complaints, the public can also utilize this line for general enquiries and giving feedback.

Since its commencement in December 2011, the hotline has handled 387 calls.

Campagns and Programmes

DURING the period under review, several campaigns and programmes to promote awareness about the MRT were in the pipeline. The objectives of the activities are to educate the public about the need for the MRT and to provide updates on the progress of the construction of the MRT Sungai Buloh-Kajang Line. Such activities also help present a balanced view about the project against any misconceptions which may exit.

TALKS AND EXHIBITIONS

MRT Corp has also been actively giving talks to university and college students as well as other groups who are interested to learn about the MRT project. MRT Corp has also been invited to talk at property launches, especially those which are located near future MRT stations.

MRT Corp has participated in several exhibitions during the period under review, such as the International Construction Week, and several property and career fairs.

I Need MRT Campaign

The ‘I Need MRT because …’ campaign employs a fresh approach that inspires the target audience of the silent majority to get involved at a more personal level with the MRT project. It is hoped that the campaign gives the masses a platform to support the MRT.

The campaign, which will run from September 2012 to December 2012, will allow members of the public to submit a photo and a caption which captures the reason why the MRT is needed.

The entries are shown on a microsite www.mrtmyride.com.my where members of the public can vote for the best entry.

The one which garners the highest number of votes is declared the winner.

Prizes of RM5,000 are given monthly while RM10,000 is to be declared at the end of the campaign period.

School Engagement Programme

MRT Corp has also decided to start a programme where the Strategic Communications and Public Relations Team visits schools to promote awareness and understanding about the MRT. The move is based on the fact that school children of today will be users of the MRT in the future.

The target schools are those which are located along the MRT Sungai Buloh-Kajang Line. As construction of the line is moving into full swing, the visits also give an opportunity for MRT Corp to gather feedback about issues arising from construction activities, and also to warn students about the need to be careful when walking near construction sites.

Besides visiting schools, MRT Corp has also organized visits by school groups to its MRT Information Centres.
UNDER the Government’s Bumiputera Agenda, a target was set for 43 percent of the value of all contracts for the MRT Sungai Buloh-Kajang Line to be awarded to Bumiputera companies. The target also covers the participation of Class D, E, and F Bumiputera contractors.

At the end of the period under review, 45 percent of the total value of work packages have been awarded to Bumiputera companies, with a total contract value of RM8.8247 billion. This exceeds the initial target of 43 percent for the Main Works Packages.

A total of 19 main work packages were open to Bumiputera companies. To date, 22 packages have been awarded to Bumiputera companies as several of these companies were also successful when tendering for open packages.

On top of that, another 360 contracts worth RM200 million are available for Class D, E, and F Bumiputera contractors. As with open packages, all companies participating in Bumiputera packages are subjected to competitive bidding. All bidders are given the same project information and evaluated on the same basis. To be successful, companies must satisfy stringent evaluation criteria. This filtering system is to ensure parties with extensive experience and technical know-how are selected.

Financial Year ended 30 September 2012
Financial Highlights

<table>
<thead>
<tr>
<th></th>
<th>FY 2012 Audited</th>
<th>FY 2011 Audited</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other income</td>
<td>3,316</td>
<td>110</td>
<td>3,206</td>
</tr>
<tr>
<td>Finance income</td>
<td>124</td>
<td>-</td>
<td>124</td>
</tr>
<tr>
<td>Administrative expenses</td>
<td>(10,430)</td>
<td>(2,383)</td>
<td>(8,047)</td>
</tr>
<tr>
<td>Finance cost</td>
<td>(212)</td>
<td>(63)</td>
<td>(149)</td>
</tr>
<tr>
<td>Loss before tax</td>
<td>(7,202)</td>
<td>(2,336)</td>
<td>(4,866)</td>
</tr>
<tr>
<td>Tax expense</td>
<td>(31)</td>
<td>-</td>
<td>(31)</td>
</tr>
<tr>
<td>Net loss for the year</td>
<td>(7,233)</td>
<td>(2,336)</td>
<td>(4,897)</td>
</tr>
</tbody>
</table>

Financial Year ended 30 September 2012
Financial Highlights

<table>
<thead>
<tr>
<th></th>
<th>FY 2012 Audited</th>
<th>FY 2011 Audited</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property, plant and equipment</td>
<td>1,360,953</td>
<td>14,067</td>
<td>1,346,886</td>
</tr>
<tr>
<td>Current assets</td>
<td>7,255</td>
<td>-</td>
<td>7,255</td>
</tr>
<tr>
<td>Total assets</td>
<td>1,368,208</td>
<td>14,067</td>
<td>1,354,141</td>
</tr>
<tr>
<td>Equity</td>
<td>430</td>
<td>(2,336)</td>
<td>2,766</td>
</tr>
<tr>
<td>Contribution from Government</td>
<td>1,361,615</td>
<td>-</td>
<td>1,361,615</td>
</tr>
<tr>
<td>Current liabilities</td>
<td>6,163</td>
<td>16,403</td>
<td>(10,240)</td>
</tr>
<tr>
<td>Total equity &amp; liabilities</td>
<td>1,368,208</td>
<td>14,067</td>
<td>1,354,141</td>
</tr>
</tbody>
</table>
Milestones

**16 DECEMBER 2010**
Government approves Klang Valley MRT project and gives go-ahead for construction of the MRT Sungai Buloh-Kajang Line

**13 FEBRUARY 2011**
Klang Valley MRT Open Day at Mid Valley Convention Centre

**13 FEBRUARY 2011**
Three-month public display of MRT Sungai Buloh-Kajang Line Railway Scheme and Draft Detailed Environmental Impact Assessment begins

**8 JULY 2011**
Prime Minister officially launches construction of MRT Sungai Buloh-Kajang Line

**18 AUGUST 2011**
Government announces formation of Mass Rapid Transit Corporation Sdn Bhd

**1 OCTOBER 2011**
Ownership of the MRT project officially transferred from Syarikat Prasarana Negara Bhd to MRT Corp

**16 FEBRUARY 2012**
First two main work packages, for Elevated Work Packages V5 and V6, awarded

**30 MARCH 2012**
Underground works package, largest single contract of the project, awarded

**18 MAY 2012**
Contracts for Work Packages V1, V4, V7 and for the Sungai Buloh Depot awarded

**3 JULY 2012**
Signing ceremony between DanaInfra Nasional Bhd and banks for financing of MRT project

**10 JULY 2012**
Work Packages V2 and V3 awarded

**24 JULY 2012**
Work Package for Kajang Depot awarded

**26 SEPTEMBER 2012**
Contract for Work Package V8 awarded

**28 SEPTEMBER 2012**
Contracts for electric trains, signaling and train control, depot equipment and maintenance vehicles, and for power supply and distribution awarded
Mass Rapid Transit Corporation Sdn Bhd employs state-of-the-art construction methods and machinery to provide a safe and efficient MRT system for the people of Klang Valley. With varied geological formations, solid expertise from our experienced team is essential. Ultimately, the MRT project is driven and empowered by the ingenuity of mankind. After all, the best technology is only as good as the people behind it.