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MEDIA RELEASE

MRT RIDERSHIP TO GROW IN TANDEM WITH URBAN DEVELOPMENT AND REGENERATION

Kuala Lumpur, 12 August 2022: In response to a recent enquiry on the projected ridership for MRT3 Circle Line project, Mass Rapid Transit Corporation Sdn Bhd (“MRT Corp”) wishes to state the following:

1. Ridership for the MRT Kajang Line and MRT Putrajaya Line were projected in consideration of expected completion of several large townships, Transit-oriented Developments (“TODs”) as well as urban regeneration initiatives along both alignments.
2. These projections were made with the assumption that planned developments and urban regeneration would be completed and populated by the time the lines started operations. However, most of the planned development have been deferred or delayed due to unfavourable market conditions.
3. The Kwasa Damansara Township which is along both the MRT Kajang and MRT Putrajaya Line was slated to bring significant ridership when completed but to date, the development has not yet started.
4. Several planned TODs along the MRT Kajang Line such as Phileo Damansara, Bukit Dukong and Sungai Jernih, have also not yet started, and the regeneration of prime areas in Kuala Lumpur such as Tun Razak Exchange (TRX), Cochrane and Pusat Bandar Damansara are currently ongoing.
5. For the MRT Putrajaya Line, ridership was forecasted in anticipation of the Bandar Malaysia township, Conlay, Cyberjaya Central as well as Merdeka 118 being completed by the time the line starts operating. However, Bandar Malaysia development has not yet started, and the development of Merdeka 118 is still ongoing. Once completed, it is expected to generate significant ridership.
6. Urban regeneration along the MRT Putrajaya Line such as Titiwangsa, Ampang Park, Chan Sow Lin and Jalan Pulau Meranti corridor was expected to happen once the line opens. However, new development has not yet started at these locations.



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7. Given the experience of delayed development of townships, TODs and urban regeneration along the MRT Kajang Line, the basis of ridership projections for the MRT3 Circle Line took into account current ridership trends. The forecast also factored a longer period of time for the development of townships, TODs and urban regeneration initiatives to materialise.
8. This is a more reasonable approach having considered the impact of the COVID-19 pandemic on overall population travel behaviour, the expected trajectory of the property market in the future as well as the gradual time period for significant modal shift to occur once the rail network is complete.
9. For the MRT3 Circle Line, ridership is expected to reach approximately 180,000 per day when full line operation begins in 2030, 400,000 per day over the next 10-year period and 1,000,000 per day by 2060.

The MRT3 Circle Line is the critical final piece to complete Kuala Lumpur's urban rail network. Its proposed 51km alignment will run along the perimeter of the city of Kuala Lumpur and be connected to MRT, LRT, KTM, and Monorail lines through 10 interchange stations. Once completed, the urban rail network will further encourage public transport usage in Kuala Lumpur.

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