

STAKEHOLDER MANAGEMENT REPORT

Circle Line (MRT3) Public Inspection





Executive Summary

This report outlines how public feedback received during the Public Inspection exercise has led to important updates to the Circle Line (MRT3) Railway Scheme. The inspection was carried out by Malaysia Rapid Transit Corporation Sdn Bhd, formerly known as Mass Rapid Transit Corporation Sdn Bhd (MRT Corp), the developer of the project, as required under the Land Public Transport Act 2010. It provides a summary of the inspection process and the main concerns and suggestions raised by members of the public, including commuters, residents, business owners and local authorities.

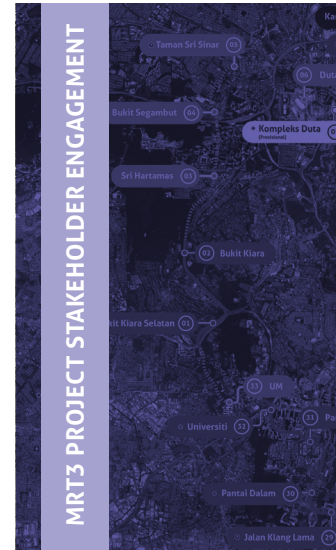
The MRT3 Public Inspection took place from 2 September to 2 December 2024. To ensure a wider participation from different stakeholders in our society, MRT Corp created and mobilised various platforms, including eight permanent information kiosks throughout the three-month period, a mobile MRT Information Truck (MIT) stationed at key locations, and an online portal through MRT Corp's official website and MRT3 microsite.

By the end of the inspection period, a total of 101,575 people had participated in this exercise, including those physically visiting the kiosks or MIT and those who inspected MRT3 project information virtually via online platforms. As a result, 45,008 feedback forms were submitted by members of the public. Of these, 93.3% supported the project, while 6.7% opposed to it.

All feedback was reviewed thoroughly and taken into consideration in updating the original Railway Scheme. These changes aim to reduce social and environmental impacts while ensuring the project remains technically and economically viable. The feedback from the Public Inspection has helped shape a better MRT3 project. MRT Corp remains committed to building a transit system that improves public transport, reduces disruption, and meets the needs of the people it serves.



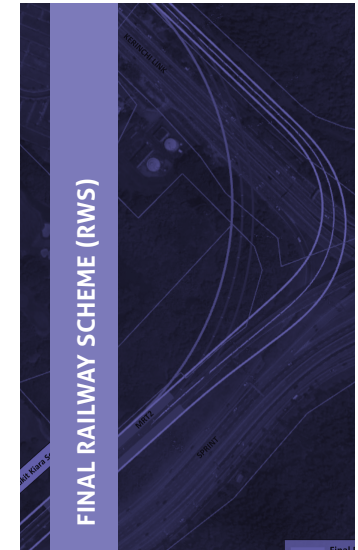
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From the desk of the Chief Executive Officer

Datuk Mohd Zarif Hashim

The Circle Line (MRT3) is not just an infrastructure project — it is a people's project. From the outset, we have recognised that meaningful public participation is essential to shaping a transport system that truly serves the needs of the rakyat. The Public Inspection exercise held from September to December 2024 was therefore a cornerstone of our approach.

I am deeply encouraged that more than **45,000 Malaysians engaged with us** during this process, sharing their feedback, concerns, and aspirations. The fact that **93.3% expressed support** is a powerful endorsement of the MRT3 project, but even more importantly, it reflects the trust placed in MRT Corp to deliver a system that will improve everyday life. This dialogue with the public and stakeholders strengthens our resolve to ensure MRT3 is delivered responsibly, transparently, and inclusively.

The significance of MRT3 cannot be overstated. As the final piece of the Klang Valley rail network, it will complete an orbital line that connects all existing urban rail systems, enabling seamless transfers and reducing travel times across the city. For millions of daily commuters, this means shorter, more reliable journeys. For the Klang Valley as a whole, it means reduced congestion, improved accessibility to jobs and opportunities, and a major step forward in building a more sustainable and liveable metropolis.

With the **Final Railway Scheme approved by the Minister of Transport on 17 July 2025**, the project now enters its next critical stage: land acquisition. Section 8 of the Land Acquisition Act 1960 was gazetted at the end of July for Selangor and in August for the Federal Territory of Kuala Lumpur. The acquisition process will be carried out in phases through 2026. This milestone reflects not

only the Government's commitment to the project but also our readiness to move decisively into implementation.

On behalf of MRT Corp, I would like to express my sincere appreciation to Members of Parliament, Selangor State Assembly Members, Resident Associations, various Government agencies and Business Groups whose cooperation and constructive engagement contributed to this outcome. As we continue this journey, we are committed to working closely with all stakeholders to deliver a project that reflects shared aspirations and leaves a positive, lasting impact.



MRT3 Project Director's Insights

Mohd Yusof Kasiron

The Circle Line (MRT3) is one of the most ambitious urban rail projects ever undertaken in Malaysia. Spanning **51 kilometres with 10 interchange stations**, it is designed to be the orbital backbone of the Klang Valley rail network, linking all existing MRT, LRT, Monorail, and KTM lines into one fully integrated system. Once completed, MRT3 will transform the way people move around the capital - reducing travel times, enhancing connectivity, and making public transport the mode of choice for millions.

The Public Inspection exercise from September to December 2024 was a defining moment in the development of this project. It gave us the opportunity to hear directly from the rakyat and stakeholders, whose insights and feedback have been invaluable in strengthening the scheme.

Every feedback - whether a note of support, a technical query, or a land-related concern — was carefully analysed by our project team. Where feasible, adjustments were made to ensure the final scheme is not only technically robust but also responsive to the communities it will serve.

This process has strengthened the quality of the project and reinforced our commitment to delivering a system that is safe, efficient, and sustainable.

As we now move into the next phase following the **approval of the Final Railway Scheme on 17 July 2025**, our commitment is clear: to execute MRT3 with engineering excellence, fiscal discipline, and continuous stakeholder engagement.

We extend our gratitude to all stakeholders and members of the public who contributed during the Public Inspection. Through your engagement, MRT3 will stand as a legacy of shared vision and collective effort.

MRT3 Project Stakeholder Engagement

Since 2021 and up to July 2025, over 600 engagement sessions have been conducted with a wide range of stakeholder groups.

These included government agencies, local authorities, Members of Parliament, State Assembly Members, Residents' Associations, affected individuals, non-governmental organisations (NGOs), and various other parties.



MRT3 Project Timeline and Stakeholder Engagement Overview



April 2021

MRT Corp appointed as Project Developer and Asset Owner.



8 Jun 2021

Online engagement with residents of Desa Sri Hartamas together with Member of Parliament (MP) for Segambut, YB Puan Hannah Yeoh.



15 Oct 2021

Focus Group Discussion (FGD) for Social Impact Assessment (SIA) exercise with residents from Taman Sepakat and Pangsapuri PKNS AU3.



15 Dec 2021

FGD for the SIA exercise with residents from Kampung Baru Salak Selatan to gather their views and feedback on the proposed MRT3 alignment.



22 Jan 2022

FGD with Perbadanan Pengurusan Pangsapuri 17 Tingkat Kg. Kerinchi and Perbadanan Pengurusan Perumahan Awam DBKL Kg Kerinchi 1A.



8 Feb 2022

Workshop with representatives of government agencies for SIA for MRT3 project to gather their input on the proposed project.



1 Mar 2023

Engagement with Ampang Jaya Municipal Council (MPAJ) Councillor (Zone 15), Puan Nur Sakinah Mohd Yusoff, on the census exercise at Blok D, Flat Taman Bakti.



27 Jan 2023

Engagement with management of Universiti Malaya on the proposed MRT3 alignment.



4 Oct 2022

MRT3 Project Briefing with MP Cheras YB Tan Kok Wai, including updates on SIA exercise at Cheras parliamentary area.



23 Aug 2022

Engagement with YB Dato' Seri Dr. Wan Azizah Wan Ismail (Then-MP Pandan) and Taman Kencana representatives.



11 Jun 2022

Engagement with residents of Kampung Kasipillay together with MP Segambut YB Puan Hannah Yeoh.



4 Mar 2022

The Government approved the implementation of the MRT3 Project.



3 Jan 2024

Briefing on MRT3 latest development for MP Wangsa Maju YB Tuan Ir. Ts. Zahir Hassan.



16 Mar 2024

Briefing on the proposed MRT3 alignment in Lembah Pantai and the proposed S31 Pantai Permai Station at Lot 481793.



April 2024

Railway Scheme Conditional Approval.



April 2024

MRT3 project updates with Majlis Perwakilan Penduduk Bandar Tun Razak and officers of MP Bandar Tun Razak.



3 Jul 2024

Briefing on MRT3 for YB Hannah Yeoh and representatives from Majlis Perwakilan Penduduk Kg Masjid Segambut Dalam, Taman Sri Sinar and Sri Bintang.



5 Aug 2024

Briefing on MRT3 for ADUN Pandan Indah YB Dato' Ir. Izham Hashim, MPAJ Councillor (Zone 15) Puan Nur Sakinah Mohd Yusoff and representatives of Blok D, Flat Taman Bakti.



11 Sep 2024

Meeting with YDP MPAJ and MPAJ senior officials regarding the MRT3 Project.



5 Sep 2024

Meeting with Ministry of Defense (MINDEF) regarding the MRT3 project.



2 Sep – 2 Dec 2024

MRT3 Public Inspection.



28 Aug 2024

MRT3 Project Briefing with Kuala Lumpur Police Chief and PDRM officials.



22 Aug 2024

Public Notification of Potential Land Acquisition under Section 4 for MRT3 in Kuala Lumpur.



11 – 13 Aug 2024

Workshop with JKPTG, PTG & JPPH (KL, Selangor & Putrajaya) on Strata Titles and Underground Land Acquisition Solutions for the MRT3 Project.



29 Oct 2024

Briefing on MRT3 with officers of MP Wangsa Maju's Office and residents of Kampung Kuantan.



22 Nov 2024

Meeting with Mayor of Kuala Lumpur and senior officials of DBKL.



24 Nov 2024

Briefing with residents of Pangsapuri Cemara, Cendana Apartment, Cengal Condominium, Sri Penara Apartment and Political Secretary to the Prime Minister Datuk Azman Haji Abidin.



18 Jan 2025

MRT Corp attended the Sesi Dialog Sempena Karnival Kesejahteraan Kampung 2025 (P099 Ampang), hosted by YB Puan Hajah Rodziah, MP for Ampang.



5 Feb 2025

Meeting with YB Datuk Seri Dr Zaliha Mustafa, Minister in the Prime Minister's Department (Federal Territories), to discuss the MRT3 Project at Pantai Permai.



8 Feb 2025

Engagement with Coordinator for DUN Hulu Kelang, Puan Juwairiya Zulkifli, and residents of Kampung Warisan Condominium.



9 Apr 2025

Presentation on MRT3 Final Railway Scheme Approval to Director General of Land Public Transport Agency (APAD).



2032

Completion of construction & commencement of operations.



2027

Construction begins.



Q3 2025

Land Acquisition.



17 July 2025

Final Railway Scheme Approval.



11 Jun 2025

Participation in a discussion with various agencies and the National Physical Planning Division, PLANMalaysia, on the Rail Transport System.



11 Apr 2025

Engagement with Dewi Sree Karumariamman Ayappan Alayam Temple, Sentul and MP Batu YB Tuan P. Prabakaran.

MRT3 Public Inspection: What It Is and How It Shapes the Circle Line

Pursuant to Section 84 of the Land Public Transport Act 2010, MRT Corp held the Public Inspection for the MRT3 Railway Scheme (RWS) from 2 September to 2 December 2024. This process is to inform the public about the MRT3 Project and gather feedback on the project in its entirety, including its proposed design and alignment.

During the public inspection, plans, drawings and a reference book on affected areas were made available for public viewing. Feedback can be submitted online or in person, and all input was reviewed prior to finalising the project. At the end of the three-month period, all feedback was analysed and compiled into the Final RWS, which was then submitted to the Land Public Transport Agency (APAD) for review before being recommended to the Minister of Transport for approval.



MRT3 Public Inspection Activities

MRT Corp implemented a comprehensive outreach strategy to maximise public awareness and participation throughout the MRT3 Public Inspection. Over 50 dedicated staff members were deployed as Information Officers to manage four permanent MRT Information Kiosks (MIKs) during the three-month period, supported by four rotating MIKs that operated for one month each at different locations.

The MRT Information Truck (MIT) complemented these efforts by visiting 34 locations along the proposed alignment, focusing on community hotspots and areas highlighted by local groups.

Accessibility was further enhanced through an online Public Inspection microsite, enabling the public to review materials and provide feedback at their convenience. MRT Corp also engaged communities through ad-hoc participation in public events and the "Train Ride" initiative, which gathered feedback directly from passengers onboard the MRT Kajang and Putrajaya Lines.

Collectively, these physical, mobile, and digital touchpoints attracted 101,575 visitors and generated 45,008 feedback submissions.

MRT3 Information Kiosk (MIK) and Information Truck (MIT) Locations

Other location (not shown on the map):

MRT3 Information Kiosk (MIK)

Kementerian Pengangkutan Malaysia (MOT)
Main Lobby MOT, 26, Jalan Tun Hussein, Presint 4,
62100 Putrajaya

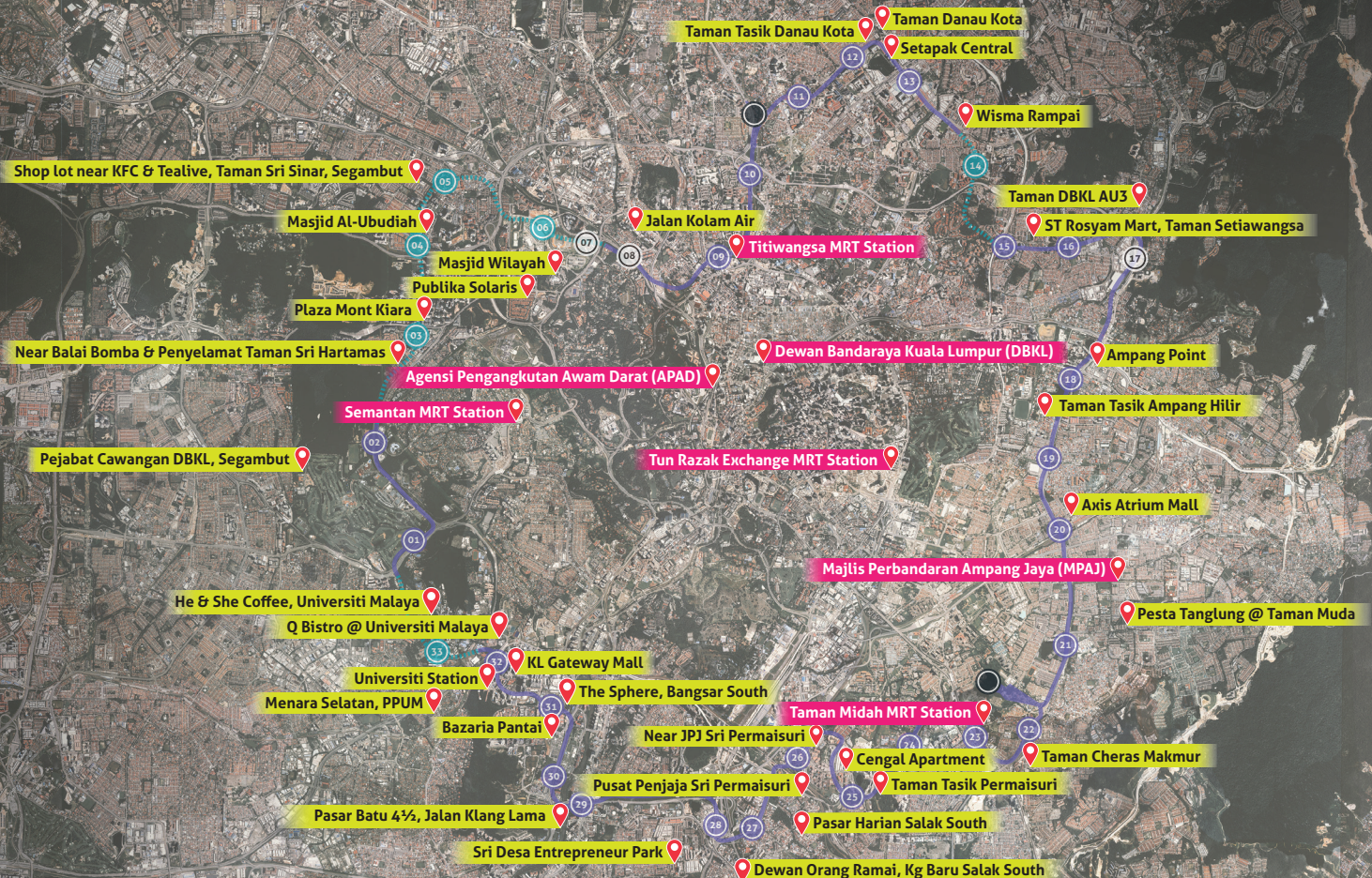
Legend:



MRT3 Information Kiosk (MIK)



MRT3 Information Truck (MIT)



Activities and Highlights at MRT3 Information Kiosk (MIK) and MRT3 Information Truck (MIT)



Public Participation @ MOT

Members of the public were being informed about the MRT3 Project and shared their feedback.



Minister on the Ground @ MOT

Minister of Transport YB Tuan Anthony Loke visited the MRT3 Information Kiosk for project updates during the MOT event.



A Closer Look at MRT3 @ APAD

Members of the public explored the MRT3 Information Kiosk to better understand the alignment and its benefits to the community.



Briefing Regional Visitors @ APAD

A delegation from Brunei, accompanied by the Director General of APAD, visited the MRT3 Information Kiosk at APAD's lobby.



Informing the Public @ DBKL

Visitors shared their feedback after being briefed on the latest MRT3 development at the Information Kiosk located at DBKL's lobby.



Thank You for Your Feedback @ DBKL

Lucky visitors received exclusive MRT3 merchandise after submitting their feedback forms.



Community Views in Focus @ MPAJ

Community members reviewed maps, raised questions and shared their views during their visit to the MIK at MPAJ.



Uniformed Support on Ground @ MPAJ

Uniformed personnel stopped by the kiosk to learn more about MRT3 Project.



Insights into the Plan @ MRT Semantan Station

Member of the public explored project plan and profiles to learn more about the MRT3 Project.



Senior Officials on Site @ MRT Semantan Station

APAD's Director of Rail Planning Division, Ts. Syed Mohamad Azani Syed Mohamad visited the MRT3 Information Kiosk to observe the ongoing activities.



MIT in the Community

Residents received firsthand information on the MRT3 Project via the MIT at Pasar Harian Salak South.



Understanding MRT3 Up Close @ MIT

Visitors at Taman Tasik Danau Kota were briefed in detail on the MRT3 alignment and its key features.



On-Site Guidance @ MIT

Residents at Jalan Kolam Air were briefed on the MRT3 alignment and guided through the feedback submission process.



Positive Response from the Public @ MIT

Community members showed support for the MRT3 project during the MIT's stopover at Kg Baru Salak South.



MP Visit to MIT

MP for Wangsa Maju YB Tuan Ir. Zahir Hassan visited the MIT at Setapak Central to learn more about the ongoing MRT3 Public Inspection.

Virtual Community Insights

Masa saya pergi Singapura, saya perasan MRT Circle Line dia sangat efisien. Nak pergi mana-mana pun senang. Saya jamin MRT3 di KL nanti akan bagi impak besar kat rumah pelaburan saya. Sauk awal sebab murah lagi 🤔

i find this good sbb slalunya i always stress out kenapa nak tukar line ni jauh sgt. cthnya nak pegi midvalley dari putrajaya. brp banyak line tukar tu.

Harap2 on time laa

Support MRT 3 ❤️

Harap jangan delay lagi

Wow, the station Titiwangsa become 5 line 🤔

operasi kan terus Kampung Puah

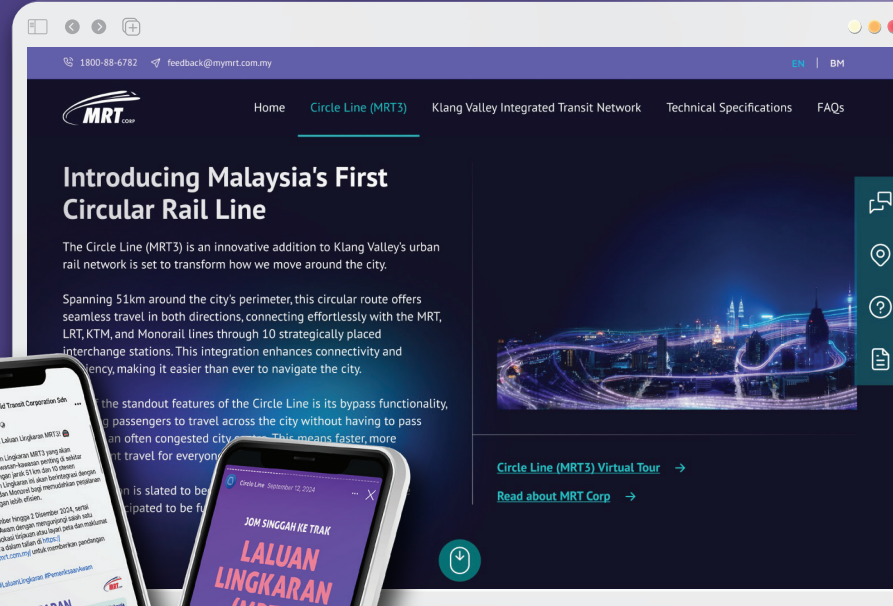
Saya suka stesen Bukit Kiara Selatan sebab pergi Bandar Utama dari MRT Kepong Baru senang. Naik bas T115 ke MRT Sri Sinar, lepas tu dapat pergi Bandar Utama dan Mid Valley dengan senang

Like Reply

untung generasi skrg, mudah untuk nak ke mana2 terutama kawasan yg high traffic. tak perlu drive dah

Kenderaan persendirian dan perdagangan semakin tahun semakin bertambah di jalanraya

Semoga sistem jaringan pengangkutan awam MRT,LRT semakin baik keupayaannya dalam perkhidmatan pengangkutan awam untuk semua



Akhirnya ada juga sesuatu untuk Jalan Kelang Lama. Walaupun aku mengharapkan ia lebih ke bawah. Mungkin KTM Petaling+MRT 3 atau Sekitar Kampung Maidin (Jalan Sepadu 6) mrt3 #lembahpantai

Betul2 , saya stay millerz square pun happy bila tahu nak ada mrt3 in future . Confirm harga rumah makin 📈

Bila nak start keje ? Jgn tangguh lagi.

SEBAGAI WARGA KL ORI APA SAJA KEMAJUAN SANGAT DIALU ALUKA N TERUTAMA ANAK JATI KL / APA SAJA BUATLAH SEBAIK MUNGKIN BAGI MEMUDAHKAN PERGERAKAN DI SEKITAR LEMBAH KLANG KERANA BILA SESEBUAH BERKEMBANG PESAT DARI SEGALA SEGI MAKA BERDUYUN DUYUN AKAN DATANG MENCARI REZEKI JUGA PELUANG PEKERJAAN DARI DALAM DAN LUAR NEGERI JADA YG SUSAH SEDERHANA JUGA SENANG MEREKA MEMERLUKAN KEMUDAHAN YANG SEESA/BILA TERLALU RAMAI MENCARI KERJA WARGA LUMPUR ASAL RASA TERTEKAN KERANA PENGANGKUTAN DIMENIPILI OLKEH WARGA ASING BAS LRT MRT MONOREL KOMUTER JUGA KAWASAN RIADAH DIPENUHI MEREKA HINGGA WARGA KL JUGA WARNEGARA BERALAH NAK DUDUK PUN TAKDA TEMPAT BUKAN MARAH WARGA ASING TAPI BIARLAH WARGANEGARA DAPAT MENIKMATI KEMUDAHAN YANG SEDIA ADA SEBAIKNYA UNTUK KELUARGA DAN JENARASI SETERUSNYA

Like Reply

terima kasih tuan. betul, semua ni utk kebaikan bersama di masa hadapan

Harap sangat projek MRT3 ni di percepatkan tak sabar nk tunggu.. Anthony Loke Siew Fook Anwar Ibrahim Ministry of Transport Malaysia ... Negara lain dah berbelas MRT

bagus. banyakkan lagi mrt dan lrt di lembah klang ! saya sokong

Saya yg dok kawasan yg berdekatan dgn Kampung Pauh/Jalan Langkawi sangat mengharapkan projek MRT3 nie tapi ada plak yg membantah kat seberang sana...ape punye jenis org nie....

Tolong jgn batal dan kurang kan station... Percepatkan pembinaan

Glad that the MRT3 will be commenced soon! Its role is to link up all the our existing lines!!!!

Sepatutnya dah buat lama dulu, location semua lubuk emas..

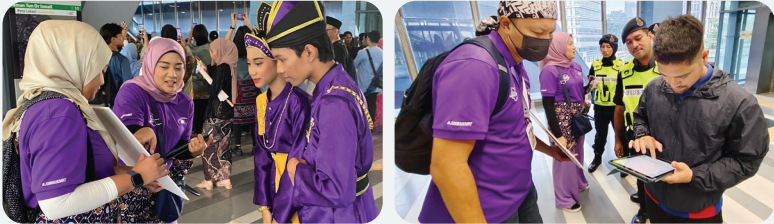
Very ideal MRT3 project servicing many communities in that circle route 🙌🙌

Glad that the MRT3 will be commenced soon! Its role is to link up all the our existing lines!!!!

Bandar Sri permaisuri area got apartment & condo
1. Salak south future interchange to Ktm lrt including mrt3 Stn
2. Jalan yacob latif Stn mrt3 because got hospital hctm to be build
3. Bandar Sri permaisuri mrt3 Stn will be build
For me this 3 area it is very convenient without any stuck in the traffic for future

The government is working seriously for the good of the nation I would like to believe. Tqvm

MRT3 Public Inspection at Community and Public Events



Keretapi Sarong at Lanai MATIC
14 September 2024



MIK at Hospital Canselor Tuanku Muhriz UKM (HTCM)
7 - 8 November 2024



MIK at KPJ Tawakkal
26 - 27 November 2024



Pesta Tanglung at Taman Muda, Ampang
28 September 2024



MIK during Pesta Rakan Muda Mudi at Ampang Park MRT Station
28 - 29 September 2024



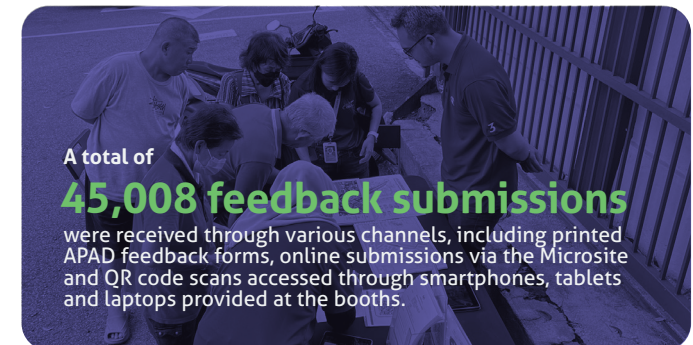
MIK during Rapid KL 20th Anniversary at Tun Razak Exchange
9 - 10 November 2024

Feedback Collection at MRT Stations and Onboard the Trains



MRT3 Public Inspection: Public Feedback Insights

With the completion of the Public Inspection on 2 December 2024, all feedback received was analysed to support the preparation of the Final Railway Scheme Report for submission to APAD. The feedback provided valuable insight into public views of the project.

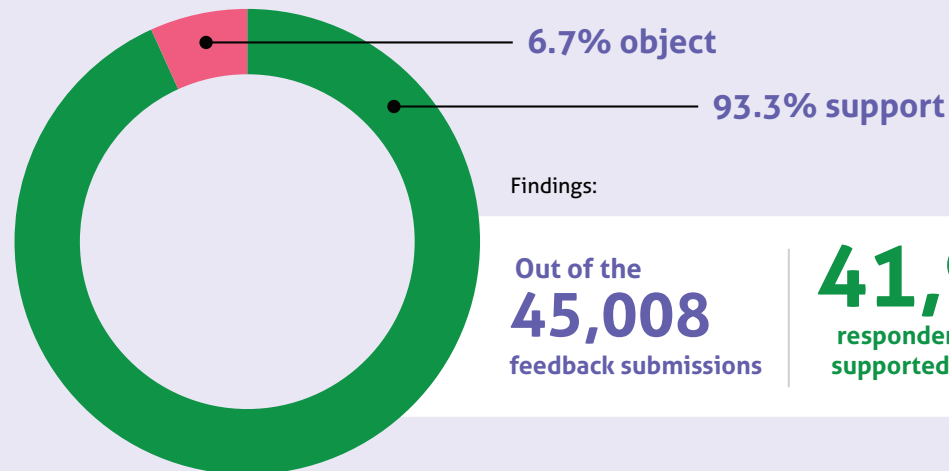


Public Support for the MRT3 Project



Q1: Do you SUPPORT/OBJECT to this project proposal?

Q1: Adakah anda SOKONG/BANTAH cadangan projek ini?



Out of the **45,008** feedback submissions

41,999 respondents (93.3%) supported the project.

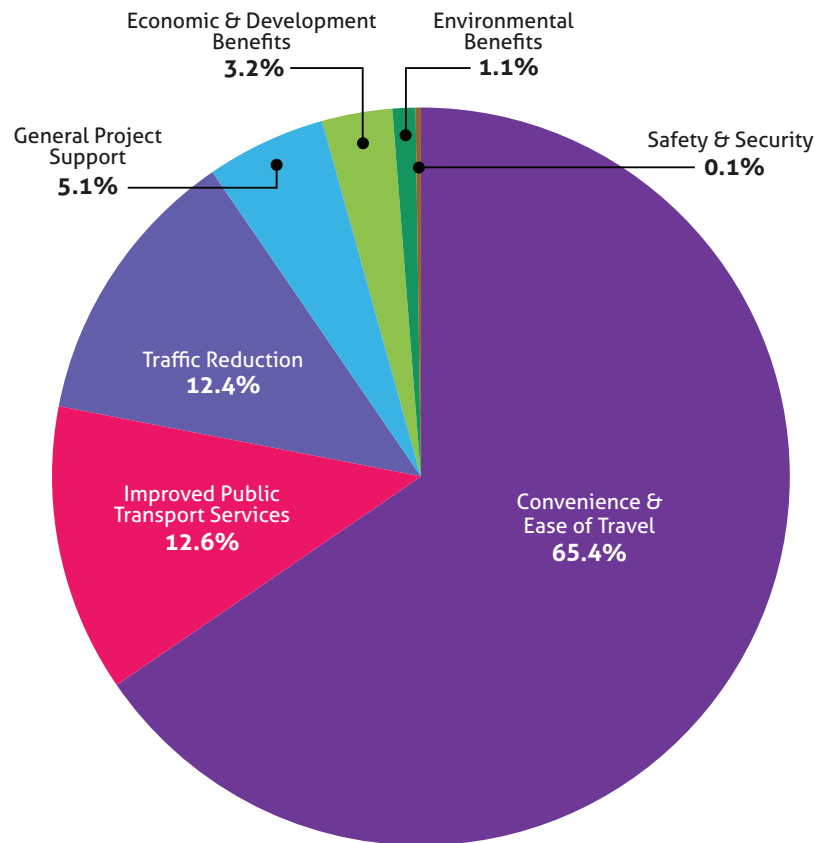
3,009  respondents (6.7%) opposed the project.

Why the Public Supported the MRT3 Project



Q2: Please state the reason for your support/objection to this project proposal.

Q2: Sila nyatakan sebab anda menyokong/membantah cadangan projek ini.



Out of the 41,999 individuals who expressed support for the MRT3 Project, more than 18,000 shared their reasons behind it. Their feedback highlights the key benefits they believe the project will bring to communities, the economy and environment.

Convenience & Ease of Travel

65.4%

Many supporters favour the project for making journeys quicker, simpler and more affordable.

Improved Public Transport Services

12.6%

The project is backed by those who value better reliability, wider coverage and easier access to public transport.

Traffic Reduction

12.4%

Supporters believe the project will ease road congestion and improve traffic flow in busy areas.

General Project Support

5.1%

A large number of supporters see the project as a positive step forward for the community.

Economic & Development Benefits

3.2%

Supporters welcome the potential for new jobs, stronger local economies, and increased property values.

Environmental Benefits

1.1%

Many appreciate the project's role in reducing emissions and promoting greener travel options.

The Public's Voice



Accessibility

Meningkatkan **kesaling hubungan antara semua laluan pengangkutan awam**, terutamanya bagi kawasan yang masih belum mempunyai sambungan laluan MRT.



Ease of Interchange

This line would **improve my transport** experience throughout Klang Valley, and I would use it a lot. It is very time consuming now for me to travel from Subang to Damansara area, as I have to interchange at Pasar Seni.



Accessibility

Improve connectivity and offer alternatives to passengers for travelling around the city centre.



Ease of Interchange

Kenapa hendak bantah? Bukan senang hendak dapat project connecting train begini di bandar yang padat penduduk. **Teruskan project.**



Cost-Saving

Projek ini sangat memberi manfaat kepada pengguna setia MRT terutamanya pengguna yang melanggan pas bulanan. **Jimat kos dan mesra pengguna.**



Serve New Area

Saya menyokong projek ini kerana ia menyediakan cara pengangkutan yang lebih baik di Lembah Kelang dan **menghubungkan kawasan pinggir bandar** yang sebelum ini sukar diakses.



Serve New Area

1. Ia **memudahkan perjalanan ke tempat yang tiada akses LRT/MRT** seperti Taman Tasik Permaisuri, AEON AU2 dan Danau Kota.
2. Ia juga memudahkan perjalanan untuk ke Wangsa Maju dan stesen yang berdekatan dengannya tanpa membuat pertukaran di Masjid Jamek (Jika dari LRT Ampang). Juga untuk stesen Titiwangsa, Bukit Kiara Selatan (Untuk ke Damansara) dan stesen Universiti (Untuk ke PJ dan Mid Valley).



Convenience

Lebih memudahkan dan **menyemarakkan penggunaan kenderaan awam** di Malaysia khususnya di Wilayah dan Selangor.



Shorter Travel Time

Can travel faster in Klang Valley with Circle Line. **Save time and money.** Can avoid sticking in traffic jam.



Convenience

Saya sokong dengan MRT3 ini boleh **membantu ramai** kalangan orang dari latar belakang yang berbeza seperti pelajar dan pekerja.



Serve New Area

Connecting people. **Route MRT sangat strategic** sebab jumlah penduduk yang padat yang masih ramai terpaksa menggunakan kenderaan peribadi untuk ke office dan ke tempat-tempat lain. Route MRT3 **memberi kemudahan kepada berjuta penduduk kawasan padat** yang sebelum ini tiada direct access ke train seperti LRT, MRT etc.



Serve New Area

It can easily **connect the other lines** together, especially the stations further outside the city centre. It is a definite must to **save time and increase efficiency of our transportation system**, and promote higher usage of public transportation, like Singapore and Japan, so memang baikla.



Serve New Area

Laluan ini dapat menggalakkan lebih rakyat untuk **menggunakan pengangkutan awam** dari kawasan yang tidak mempunyai stesen LRT ataupun MRT.



Convenience

Untuk memudahkan pergerakan orang awam.



Convenience

More **convenience** and reduce the crowd of Kajang MRTLine.



Ease of Interchange

Sokong, Kerana memudahkan pengguna pengangkutan awam seperti saya untuk **menukar daripada satu aliran ke aliran pengangkutan awam yang lain** dengan mudah serta **menjimatkan masa, kos** mengisi minyak serta tol yang harus ditanggung selama ini.



Serve New Area

This project should **reduce the traffic gridlock** specifically in Mont Kiara area and the **location of the stations are strategic.**



Cost-Saving

Makes traveling in Klang Valley easier, **save money and time** and reduces stress.



Convenience

Dapat memberi kemudahan dan **menghubungkan pengguna** menggunakan kemudahan MRT terutama di kawasan tumpuan bagi mengelakkan kesesakan jalan raya. Kemudahan ini juga membantu memberi kemudahan bagi pengguna yang jauh dari kawasan pengangkutan awam.



Accessibility

Infrastructures for rakyat must be continued. Allow **connectivity** by cycling.



Ease of Interchange

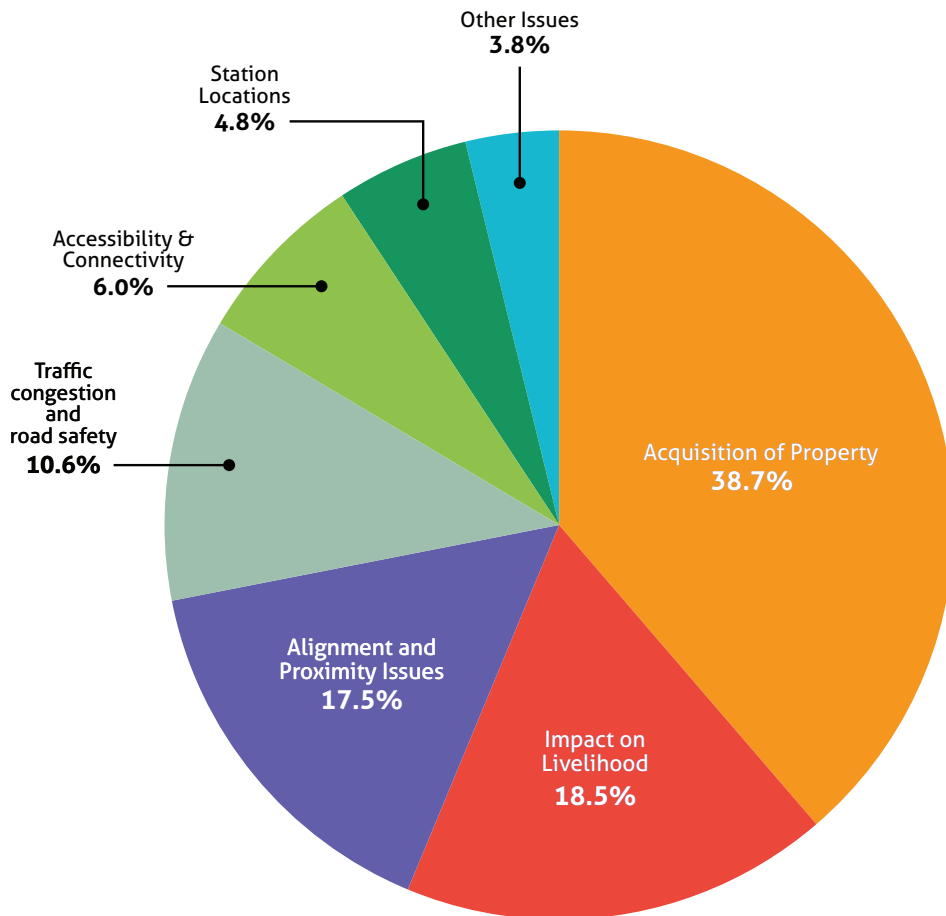
Akan cecutkan transfer between lines orang dari luar bandar ke luar bandar tanpa lalu tengah bandar.

Why Some Objected the MRT3 Project



Q3: Please state the reason for your support/objection to this project proposal.

Q3: Sila nyatakan sebab anda menyokong/membantah cadangan projek ini.



A total of 3,009 respondents formally submitted their objections to the proposed MRT3 Railway Scheme. These objections were received through feedback forms collected at the physical Public Inspection locations, as well as online submissions.

The feedback reveals significant insights into public concerns, with loss of property and/or land representing the largest proportion at 38.7%.

Acquisition of Property

38.7%
Loss of homes, land or property; focused on displacement of residents and perceived inadequacies in the compensation process.

Impact on Livelihood

18.5%
Concerns included noise, dust and vibrations, flash floods and land erosion.

Alignment and Proximity

17.5%
Worries about the route chosen and its proximity to homes, schools or businesses.

Traffic Congestion and Road Safety

10.6%
Concerns over traffic congestion during construction, limited access to some areas, and illegal parking near future MRT stations. Many also called for strong safety measures during construction and operation.

Accessibility & Connectivity

6.0%
Ease of reaching stations and connectivity with other transportation; sufficient pedestrian walkways and covered walkways.

Station Locations

4.8%
Concerns about stations located too near or too far or affecting nearby areas.

Other Issues

3.8%
A smaller percentage of objections centered on specific matters, including the inclusion or removal of certain provisional stations, questions about the overall construction timeline and concerns regarding the proposed train type and its passenger capacity.

Public Voices: Suggestions for MRT3 Project

We received more than 10,000 suggestions through the feedback forms, giving us valuable insights into what the public considers make MRT3 Project even better.

Many emphasized on the importance of adding covered pedestrian walkways to nearby areas, improving first and last-mile connectivity with feeder buses, providing sufficient parking facilities and most importantly, to start construction as soon as possible.

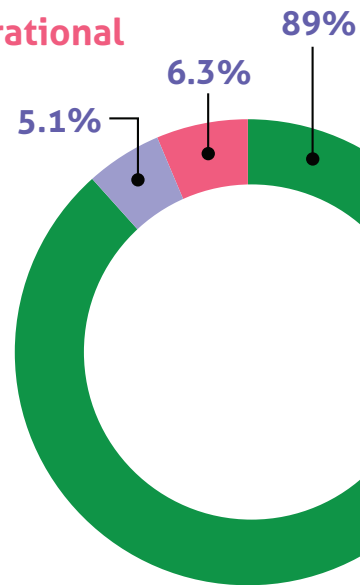


Projected Public Use of the MRT3 Line Once Operational



Q4: Will you use this service once it is operational?

Q4: Adakah anda akan menggunakan perkhidmatan ini apabila ianya beroperasi kelak?




Findings:

Out of the 45,008 feedback submissions:

39,879
respondents indicated
they will be using the
MRT3 service

2,851
respondents did
not specify their
intentions

 **2,278** respondents stated they will
not be using the MRT3 service

Age Groups of Respondents Who Answered "YES" to Use MRT3

Findings:

Out of the 39,879 respondents who answered "YES" to using MRT3

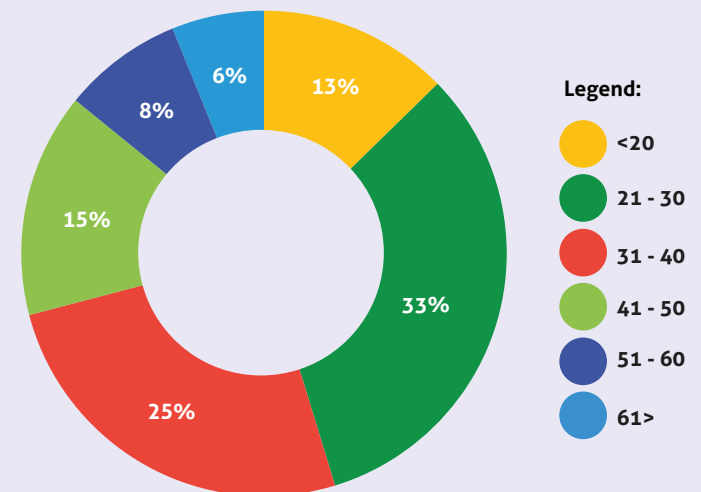


The largest group keen to use
MRT3 were those aged
21–30 (33%),
followed by 31–40 (25%)



The smallest group keen
to use MRT3 were those aged
61 and above

Among those who supported the project, 92.4% stated they would use the MRT3 line once it becomes operational. Notably, even among those who opposed the project, 35% indicated they would still use the MRT3 upon completion.



Legend:



Turning Feedback into Action: The Road to the Final Railway Scheme

Before the Final Railway Scheme (RWS) was submitted for approval, every stage of the review and decision-making process was carried out with care. This ensured the project is not only technically sound, but also shaped by public feedback, stakeholder input, and environmental and social considerations. The following section outlines the MRT3 review journey from its earliest mention, through cycles of pause and refinement, to how public views were gathered, considered, and ultimately translated into the Final Railway Scheme.



A Journey of Refinement

First initiated in 2016 and later put on hold in 2018, the MRT3 project went through multiple cycles of study, pause, and reinvention. By the time the Public Inspection began on 2 September 2024, MRT Corp had already undergone several phases of review and refinement, each step influenced by technical realities and the needs of the communities it serves.

When Public Inspection closed on 2 December 2024, every one of the 45,008 submissions was examined in detail. Guided by public feedback and stakeholder input, adjustments were made to the alignment, station locations and train system. The goal was always to balance engineering requirements with community needs, while incorporating improvements wherever possible.

The Railway Scheme document continued to be refined until its final submission to APAD, and subsequently to the Ministry of Transport. More than a technical document, it represents years of study, consultation and collaboration - a work that brings together engineering solutions and the voices of the public.

MRT Corp is deeply grateful to everyone who has been part of this journey, from the early feasibility studies to today. Behind the official approvals lies the quiet dedication of countless people: those who drafted, reviewed, debated and persevered. Their commitment carried us to this milestone, the approval of the Final RWS by the Minister of Transport on 17 July 2025.

Early Progress and Pause

2016: MRT Corp announced plans to complete a feasibility study and submit it to Government by year-end, placing the project firmly under public and stakeholder attention.

2017: In October, the Government of Malaysia gave its approval for MRT3. MRT Corp began preliminary preparations to bring the project to life.

2018: Before being put on hold in May, some groundwork was already in motion. The reference design had been developed into a line of approximately 40 km with 24 stations, including 11 interchange points with KTM, LRT, existing and future MRT lines, and the planned High-Speed Rail. Two additional interchange stations were also identified: Bukit Kiara (to connect with the existing MRT line) and a new KTM station at Jalan Kuching.

2019: During this period, the project remained on hold following the government's decision to defer the MRT3 project.



Turnkey Contractor Briefing

The attendees of the tender briefing for the turnkey contract at the MRT Corp Headquarters.



Data Collection

Interview with a local resident for the MRT3 Project Perception Survey.

The MRT3 Project was designed to surround the fringe of Kuala Lumpur's Central Business District, with of the line underground (32 km) and only about 8 km elevated. By then, the Environmental, Social, and Heritage Impact Assessments were more than 50% complete and early community engagement had begun.



Early Feedback

Initial feedback from local authorities was collected during the engagement sessions.



Tender Briefing

Attendees of the tender briefing for turnkey contract lining up at the lobby of the MRT Corp Headquarters.



Authority Workshop

Engagement with relevant authorities on the EIA, SIA and HIA process.

Revisions and Refinements

2020: By late 2020, the Ministry of Transport reactivated planning for MRT3 Project to complete the Klang Valley rail loop and strengthen connectivity between existing lines. Early feasibility studies and cost optimisation exercises were initiated to bring down the project cost.

2021: A new feasibility study was launched, introducing a more cost-efficient concept: 27 stations, with 80% elevated and 20% underground. Extensive technical reviews were undertaken, and route options through Seputeh, Sentul Timur and Desa Pandan were reconsidered to balance engineering constraints, ridership demand and affordability.

2022: In March, the Government approved implementation of the project. By July, MRT Corp secured Conditional RWS Approval. This version of the line stretched 50.8 km with 31 stations. Major activities included relocating the depot to a more suitable site, rationalising station design, and conducting in-depth discussions with federal and local agencies to ensure integration with existing and planned rail lines.

2023: Following the Prime Minister's cost announcement, the project underwent further refinement. The alignment was adjusted to 50.6 km with 29 stations. From April to September, technical and financial modelling was carried out, leading to the Government's approval in October to begin the land acquisition process. This was followed by the Minister of Transport's announcement of the MRT3 land acquisition budget in December. Stakeholder briefings were also made more targeted, focusing on residents, landowners and local representatives.



MRT3 Media Conference

Joint media conference with the Ministry of Transport, MRT Corp, and Prasarana.



Insights

MRT Corp CEO, Datuk Mohd Zarif Hashim, shares updates with the media.



UM Campus Visit

Site visit with Associate Prof. Ts. Dr. Nor Badrul Anuar Juma'at at Universiti Malaya.



Focus Group Discussion

Briefing on SIA and EIA with YB Datin Paduka Dr Tan Yee Kew, former MP for Wangsa Maju.



Industry Leaders Engagement

Briefing to industry leaders on the latest MRT3 updates.



Media Engagement

Media representatives were kept informed about the latest developments on the MRT3 project.



Keeping Local Representatives Informed

Briefing with YB Tuan Nik Nazmi bin Nik Ahmad (MP for Setiawangsa) and the Taman Tiara Titiwangsa Residents' Association.



Ongoing Dialogue with authorities

Engagement with MPAJ Planning Department on MRT3's local impact.



Community Focus

Engagement with Taman Salak Jaya Residents' Association.

Conditional Approval and Public Inspection

2024: The year 2024 marked a decisive turning point. Following the Minister of Transport's announcement in December 2023, MRT Corp moved forward, working closely with federal and local agencies including Kuala Lumpur City Hall (DBKL), the Ampang Jaya Municipal Council (MPAJ), the Public Works Department (JKR), the Department of Irrigation and Drainage (JPS), and the Land and Mines Office (PTG) to refine the Railway Scheme and alignment in preparation for submission.

From January to August 2024, MRT Corp held targeted briefings with MPs, local authorities and affected groups, focusing on the upcoming Public Inspection. Engagement intensified thereafter, raising awareness on the importance of the Public Inspection and how it could shape MRT3's final design.



Keeping Representatives Informed

Briefing for YB Datuk Seri Johari Abdul Ghani (MP for Titiwangsa) on the progress of the MRT3 project.



Close Coordination

Meeting with representatives of Pusat Penjaja Sri Permaisuri, mediated by the officer of the Member of Parliament for Bandar Tun Razak.



Keeping Representatives Updated

Meeting with YB Dato' Ir. Izham Hashim on MRT3 project progress.



Community Focus

Discussion with Tn. Abdul Aziz, Councillor for MPAJ Zone 4.

25 April 2024: APAD granted conditional approval for the Railway Scheme, following its submission in February. Among the conditions set was the requirement to conduct a three-month Public Inspection in accordance with Section 84 of the Land Public Transport Act 2010.



Community Engagement

Session with Bukit Damansara Residents' Association and Friends of Bukit Kiara.



Close Coordination

Meeting with DBKL on SIA implementation within Kuala Lumpur.

2 September – 2 December 2024: The three-month Public Inspection was held, extending beyond statutory requirements. For the first time, every Malaysian, not just those directly affected by the project, were invited to contribute their views. This digital platform significantly broadened the reach and inclusivity of the engagement process. This approach broadened the engagement, gathering perspectives not only from those directly impacted, but also from those who stood to benefit from the project.

During the Public Inspection, MRT Corp submitted weekly reports on feedback to APAD. Every submission was carefully compiled and recorded. By its end, a total of 45,008 feedback submissions had been received, after which a final report was submitted to APAD.



Engagement with Villages

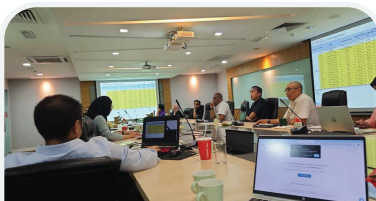
Early engagement with major affected communities.

Finalisation and Approval

2025: Following the Public Inspection, all feedback submissions were meticulously logged, categorised and reviewed by a multidisciplinary team. The review considered engineering, environmental, social and land aspects, supported by ongoing consultations with local authorities, government agencies and affected communities.

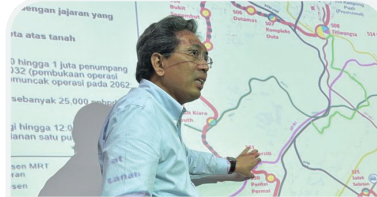
In 2025, the process entered its final phase. Each submission was re-evaluated, with proposed refinements tested for technical soundness, environmental compatibility and social sensitivity. Where appropriate, adjustments were made to the alignment, station locations and train system, with the aim of balancing technical requirements and community needs.

Some matters required multiple rounds of analysis to reconcile differing viewpoints. Throughout this phase, MRT Corp remained committed to transparency, empathy and evidence-based decision-making to ensure fair and balanced outcomes. This iterative process ensured that every perspective was acknowledged and every concern received due consideration.



Land Committee Meeting

Refining land acquisition lists to ensure thorough consideration of affected lots.



CEO Briefing

MRT Corp CEO, Datuk Mohd Zarif Hashim, presenting alignment options to residents to refine land acquisition matters.



On the Ground

Continuous engagement sessions to explore opportunities for improvement.



Ground Verification

On-site review with the Property Valuation and Services Department (JPPH).



School Engagement

Capturing feedback from SMK Bandar Baru Sentul teachers and the Parent-Teacher Association (PIBG).



Addressing Issues

MRT3 Project Director Tuan Haji Mohd Yusof Kasiron addressing PLANMalaysia's queries of arising stakeholder issues during a site visit in the Setiawangsa area.



Site Visit

Engagement with the Department of Irrigation and Drainage.



Approved and Signed

On 17 July 2025, the Final RWS was approved by YB Anthony Loke Siew Fook, Minister of Transport.

17 July 2025: The outcomes of the comprehensive review were consolidated into the Final RWS – a document representing years of study, consultation and collaboration. The Final RWS was formally submitted to APAD and endorsed by the Ministry of Transport, culminating in its approval on 17 July 2025 by the Minister of Transport. This milestone marked the transition of the MRT3 from concept to reality, symbolising a collective achievement built on public trust and technical excellence.

Processing more than 45,000 submissions required discipline, patience and empathy, with many steps repeated deliberately to ensure that no concern was overlooked. Though demanding and time-intensive, the process was essential.

The Final RWS embodies MRT Corp's considered response to the feedback received, incorporating improvements where possible and introducing mitigation where necessary, with careful coordination from the outset to prepare for land acquisition, construction, and operations.

This rigorous review process demonstrates MRT Corp's commitment to treating every voice with fairness and respect. MRT3 is not only built for the people - it has been shaped by them.

Our Response: Final Railway Scheme

MRT Corp has implemented several improvements to the placement of stations and viaducts along the MRT3 Project alignment and enhanced the design of the rail system. Notably, the number of land lots requiring acquisition has been reduced from 1,012 to 690 lots, significantly minimising the impact on affected communities.

These alignment enhancements were achieved through close collaboration with the Land Public Transport Agency, Kuala Lumpur City Hall, Ampang Jaya Municipal Council, UPEN Selangor, the Public Works Department, the Malaysian Highway Authority, the Department of Irrigation and Drainage, the Ministry of Works and the Ministry of Transport.



Improvements to the MRT3 Project Railway Scheme

Prior to submitting the Final RWS to APAD, we actively engaged with affected communities to address any gaps, clarify concerns, and, where possible, propose appropriate mitigation measures. In many instances, issues were directly discussed with stakeholders. These continuous engagements, alongside improvements in project design and technological innovations, significantly contributed to strengthening the Final Railway Scheme document.

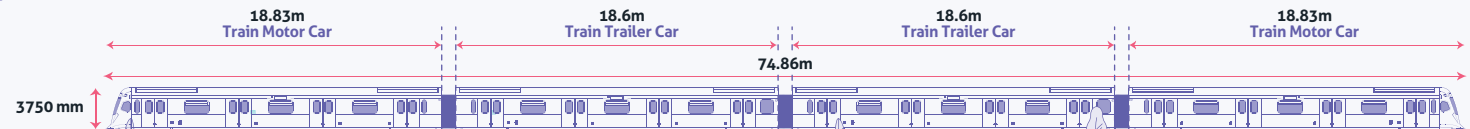
A key advancement that helped reduce land acquisition was the adoption of a technological innovation that enabled a tighter train turning radius without compromising capacity. This solution known as *i-MRT* (Intermediate MRT) - is a metro system designed to offer a capacity between that of traditional LRT and MRT systems.



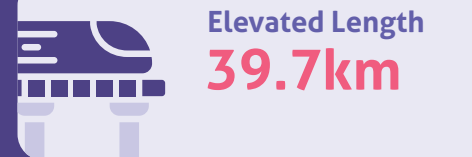
Electric train with smaller turning radius.

9 locations adopt alignment geometry with tighter turning radius.

Revised Electric Train Design in the Final Railway Scheme



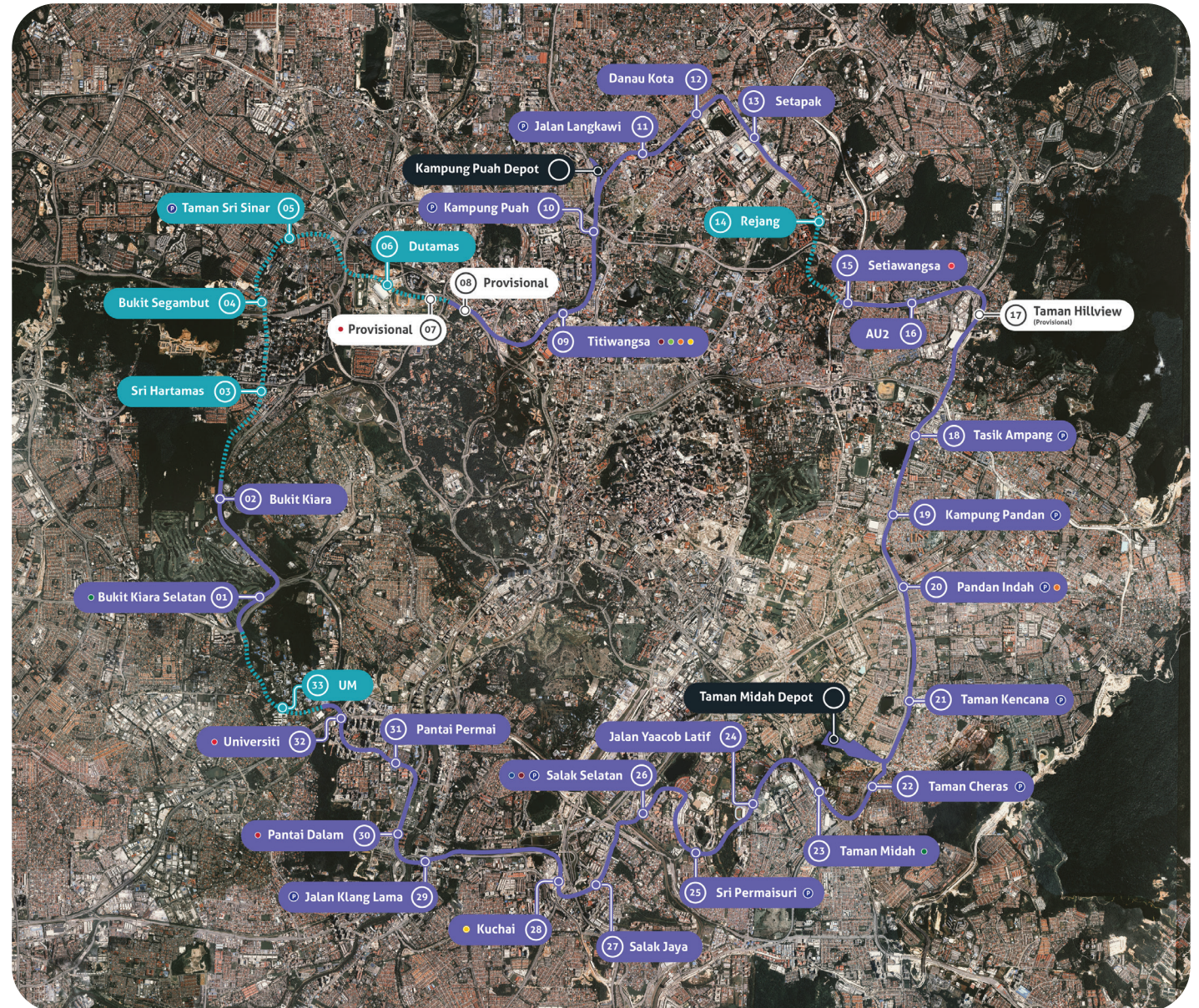
Key Features



MRT3 Project Final Railway Scheme: Alignment and Stations

Interchange and Connecting with

- KTM Batu Caves – Pulau Sebang Line
- KTM Tanjung Malim – Pelabuhan Klang Line
- LRT Ampang Line
- LRT Sri Petaling Line
- LRT Kelana Jaya Line
- KL Monorail Line
- MRT Kajang Line
- MRT Putrajaya Line
- Elevated Station
- Underground Station
- P Park and Ride
- ▬ Underground Alignment
- ▬ Elevated Alignment



Improvements for the Benefit of Communities

We have undertaken several improvements for the benefit of communities, guided by both public feedback and technological innovation. Advanced engineering solutions, such as optimising the train's turning radius, have not only reduced the need for land acquisition but also helped to preserve homes, protect green spaces and maintain the character of established neighbourhoods.

Where possible, the alignment has been refined to make use of road reserves, while stations and entrances have been upgraded or repositioned to improve accessibility and minimise disruption. While some minor refinements arising from these changes will be implemented in adjacent areas, these are not detailed in this report.

Together, these improvements ensure that the MRT3 Project will deliver modern, efficient travel while protecting and enriching the communities it serves.

To reduce impact on local livelihoods, alignment and station designs have been optimised through re-adjustment, re-position and relocation at several locations, among others:

- 📍 S01 Bukit Kiara South
- 📍 S04 Bukit Segambut
- 📍 S11 Jalan Langkawi
- 📍 S12 Danau Kota
- 📍 S13 Setapak
- 📍 S14 Rejang
- 📍 S15 Setiawangsa
- 📍 S16 AU2
- 📍 S18 Tasik Ampang
- 📍 S26 Salak Selatan
- 📍 S27 Salak Jaya
- 📍 S32 Universiti



New provisional stations have been introduced, namely:



- 📍 S07
- 📍 S08
- 📍 S17 Hillview

The number of affected land lots has been reduced from 1,012 to 690 through the adoption of technological innovation.



Alignment adjustments and turning radius refinements have helped minimise land acquisition at the following locations:



- 📍 Taman Tasik Danau Kota
- 📍 Kampung Baru Salak Selatan
- 📍 Bandar Sri Permaisuri
- 📍 Kampung Cheras Baru



Three provisional stations have been upgraded to active stations in response to strong public demand, namely:

- 📍 S02 Bukit Kiara
- 📍 S16 AU2
- 📍 S10 Kampung Puah

What's Next for MRT3 Project?

With the Final MRT3 Project RWS approved by the Minister of Transport on 17 July 2025 and the subsequent gazettelement for land acquisition, we are now entering the next crucial phase of the project, land acquisition. This stage represents not only a significant milestone, but also a sensitive transition. Yet, we remain motivated and fully committed to realising the MRT3 Project.

We pledge to maintain strong and transparent communication with the public and relevant agencies to ensure a positive and equitable experience for all parties involved. This commitment reflects our MADANI values, ensuring that as we build a modern, sustainable transport network, we continue to prioritise the human aspect so that no one feels displaced or unfairly treated.



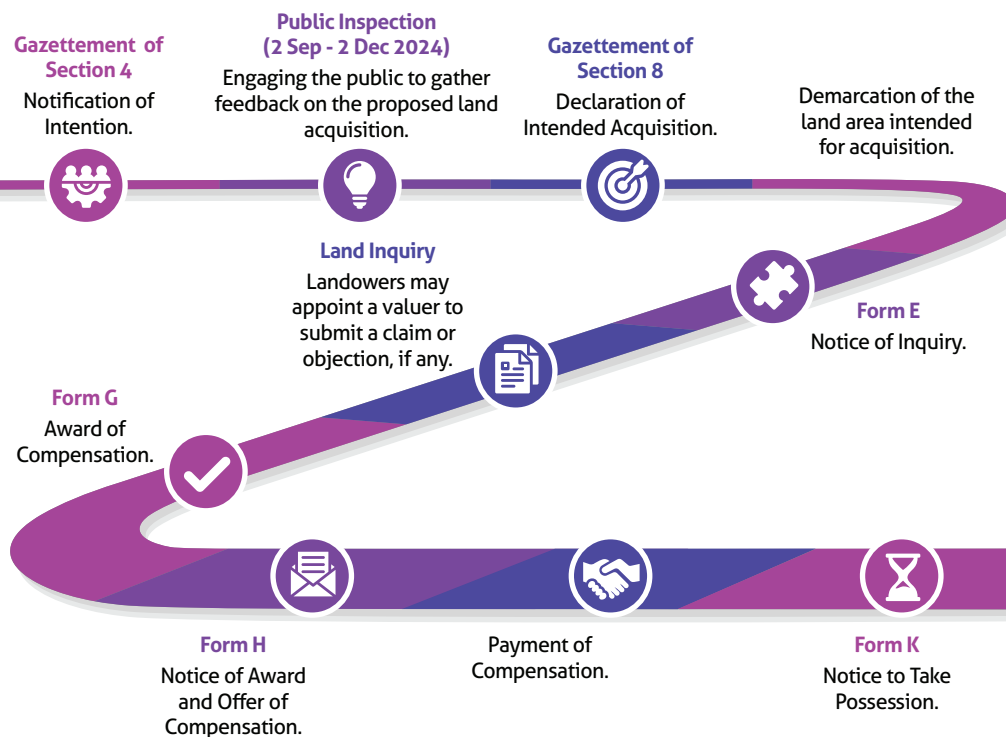
MRT3 Project Land Acquisition Update

The land acquisition for the MRT3 Project is conducted according to Section 3(1)(a) of the Land Acquisition Act, 1960 (Act 486) for the purpose of developing public infrastructure. Initiated in 2022, it follows a strict and meticulous process to ensure the land acquired is adequate and meets the basic requirements of the project. It is a multi-step process involving:

- Study of project requirements.
- Identification and verification of affected land lots.
- Review of requisite land area fit for project purpose.
- Preparation of Land Acquisition plan.
- Approval of Land Acquisition plan by the Ministry of Transport.
- Tiered approvals by State Land Committees, Selangor Economic Action Council (MTES) chaired by Menteri Besar and Wilayah Persekutuan Kuala Lumpur Land Exco chaired by Chief Secretary to the Government.
- Coordination with the Department of the Director General of Lands and Mines (JKPTG) and the respective State Land and Mines Offices (PTG) in Kuala Lumpur and Selangor.

A major milestone was achieved in August 2025 with the gazettelement under Section 8, following the completion of the Public Inspection process. This has enabled the finalisation of the list of affected land lots.

The main stages of the land acquisition are as follows:



Next Steps in the MRT3 Project Land Acquisition Process

Following the Section 8 gazettelement, the Land Administrator need to make sure the areas affected by the acquisition to be marked (pegging) and the note of the intended acquisition shall be made in the title.

Land Inquiry and Award

Once boundary verification is completed, public notice in Form E (Notice to Attend Land Inquiry) will be issued to the affected landowners and interested parties by fixing the date of an inquiry, requiring them to attend a land inquiry (hearing)—typically scheduled not earlier than twenty-one days of the notice. The land inquiry serves as the formal platform for landowners and interested parties to present their case and discuss matters pertaining to their compensation claims where both landowners and interested parties may appoint independent valuers to assist in the assessment of claims and the preparation of relevant supporting documents.

The Land Administrator will preside over the hearing and, upon due consideration based on the documents presented the land owners, interested parties, as well as official valuation report by the Valuation and Property Services Department (JPPH), shall determine the final compensation amount in a written award in Form G. The land inquiry process may be conducted over multiple sessions to allow landowners and interested parties sufficient opportunity to submit all necessary and relevant documents in support of their claims, thereby ensuring a fair and equitable determination of compensation amount.



Site Inspection

Joint site inspection with the Land Office at Taman Midah following the gazettelement of Section 8.



Serving of Notices

Landowners in Segambut received and acknowledged the official notice served as part of the land acquisition process.



Serving of Notices

Form E notices served to affected landowners in the Segambut area.

Compensation Payment and Vacant Possession

Compensation disbursement shall be made not later than 90 days following the issuance of Form H (Notice of Award and Offer of Compensation). Upon settlement of the compensation, Form K (Notice that Possession has been Taken of Land) will be issued, requiring the affected land to be vacated within a period of one (1) to six (6) months to facilitate relocation activities.

This process shall be undertaken in a fair, transparent, and equitable manner, with reasonable flexibility accorded to landowners and interested parties based on their individual circumstances.

Project Timeline

- Land acquisition completion: By end of 2026.

Continuous Engagement Up to 2032 and Beyond

Throughout all phases of the project, continuous engagement will remain one of our highest priorities. We are committed to maintaining open, transparent and consistent communication with the public, government agencies, and other stakeholders to ensure that the process is carried out in a fair and considerate manner. Our goal is to create a positive and fair experience for everyone involved.

This approach builds upon valuable lessons learned from previous MRT projects, where ongoing engagement played a crucial role in strengthening public trust and fostering mutual understanding. We are dedicated to ensuring that as we build a modern and sustainable transport network, we take the human aspect seriously and that no one feels displaced or unjustly treated.

In line with this commitment, we have introduced the Local Project Update initiative to provide elected representatives and affected communities with timely and accurate information on upcoming project activities that may impact them, whether directly or indirectly. This proactive engagement ensures that all stakeholders remain informed, involved and confident in the progress of the MRT3 Project.

“We will continue our efforts to engage all stakeholders until the project's completion and, whenever necessary, beyond its operational phase. This is a commitment we have demonstrated for MRT Kajang and Putrajaya Lines.”



Project Updates

Sharing updates on MRT3 project progress and latest information to YB Tuan Tan Kok Wai, MP Cheras and the constituent members.



Community Involvement

Engagement with YB Datuk Ahmad Fahmi Fadzil, MP Lembah Pantai and the constituent members on the MRT3 project progress.



Discussion with Local Authority

Sharing latest MRT3 Project's information with DBKL officers.



Insightful Presentation

Sharing updates on construction activities for the MRT Putrajaya Line at the MRT Information Centre.



Building Relationships

Addressing concerns raised by temple communities during construction for MRT Putrajaya Line.



Continuous Engagement

Site visit with a stakeholder located next to the MRT Putrajaya Line alignment, fostering strong relationships with neighbouring stakeholders even after construction.



Coordination Meeting

Meeting with YB Hee Loy Sian (then State Assemblyman for Kajang), representatives from MPKJ and residents of Kampung Bukit Dukong to discuss local matters affecting the area.



Voices in Action

Engagement with the committee members of Masjid Kuning and residents of Taman Shahjaya on the updates of outstanding works progress.



Workshop with Local Authorities and Government Agencies

Briefing on Railway Protection Zone encroachment issues with officials of Local Authorities and Government Agencies.

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