



2012

progress report



MASS RAPID TRANSIT CORPORATION SDN BHD (902884-V)
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Facts & Figures of the Sungai Buloh-Kajang Line

LENGTH

51km

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

contents

Mass Rapid Transit Corporation Sdn Bhd	5
Vision, Mission and Core Values	6
Chairman's Message	8
Chief Executive Officer's Message	11
Board of Directors	12
Management Team	14
Klang Valley MRT Project	
Project Overview	16
MRT Sungai Buloh Kajang Line	18
Project Structure	20
Project Governance	21
Progress Report	
Construction	24
Procurement	26
Land	28
Centralised Labour Quarters	29
Stakeholder Relations	30
Public Engagement	31
Bumiputera Agenda	32
Statement of Accounts	33
Milestones	34

COVER PICTURE:
Aerial view of Semantan Portal where
two tunnel boring machines will begin
excavating the MRT tunnel

Mass Rapid Transit Corporation Sdn Bhd



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 MMC-Gamuda KVMRT (PDP) Sdn Bhd as its Project Delivery Partner (PDP), and the Suruhanjaya Pengangkutan Awam Darat (SPAD) as the supervising agency.



TRANSFORMATION • Aerial view of construction work going on along the strip of land between the Kelab Golf Perkhidmatan Awam and the Sprint Highway.

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 their travel to the city centre becomes that much smoother by the beginning of 2017.

Thank you.

Tan Sri Sidek Hassan
Chairman





Chief Executive Officer's message

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

Board of Directors



Tan Sri Sidek Hassan
Chairman

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 Tun Abdul Razak and Honorary Doctorates in Management from Universiti Putra Malaysia and Universiti Teknikal Malaysia Melaka.

He is currently Chairman of Petronas and President of the International Islamic University of Malaysia.



Dato' Azhar Abdul Hamid
Member

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 Tractors Malaysia Holdings Bhd and was appointed Group Chief Executive Officer of Pemas 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
Member

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 Econometrics 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.

He currently sits on the board of Syabas, Govco Holding Berhad, Cyberview, Felda, Felda Global Ventures Holdings Berhad, Malaysia Airlines Berhad, Petronas, Malaysia Development Holdings Sdn Bhd, Bank Negara Malaysia, Inland Revenue Board of Malaysia, Perbadanan Insurans Deposit Malaysia (PIDM), Tabung Haji, International Islamic University of Malaysia, Land Public Transport Commission, Cooperative Commission and Kumpulan Wang Amanah Pencen.



Datuk Dr. Rahamat Bivi Yusoff
Member

Datuk 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 Macroeconomics 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, 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 Felda, Johor Corporation and the Malaysia Thailand Joint Authority.



Dato' Shahril Mokhtar
Member

Dato' Shahril Mokhtar, 40, is currently Group Managing Director of Syarikat Prasarana Negara Berhad.

Before being appointed to the position, he was Chief Operating Officer 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 Adviser 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 Penerbangan Malaysia Berhad, PricewaterhouseCoopers Malaysia, British American Tobacco (M) Bhd and Maybank Bhd.

He holds a Masters in Management (with distinction) from the University of Malaya and a Bachelor of Science in Industrial and Organisational Psychology from the University of Missouri, St Louis.

He is currently the Chairman of Rapid Penang Sdn Bhd and Prasarana Integrated Development Sdn Bhd (Pride); Board member of Syarikat Prasarana 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
Member

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 Law 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 Aims Holdings Bhd. He also holds directorships in several companies, including KYS College Sdn Bhd which is the operator of Kolej Yayasan Saad Melaka. He was formerly a Director of Idris Hydraulic (M) Bhd and Idaman Unggul Bhd.

Management team



Dato' Azhar Abdul Hamid
Chief Executive Officer



Mohd Hairul Abdul Hamid
Chief Financial Officer



Marcus Levon Karakashian
Director

Projects



David Loo Kean Beng
Company Secretary



Zainudin Ismail
Director

Strategic Human Resource



Syed Mahdhar Syed Hussain
Director

*Quality Assurance
and Quality Control*



Amir Mahmood Razak
Director

*Strategic Communications
and Public Relations*



Haris Fadzilah Hassan
Director

*Stakeholder Relations
and Land Management*



Zaharudin Sa'at
General Manager

Property Development

The Klang Valley MRT project

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.

VAST WORKSITE

Part of the former Rubber Research Institute land in Sungai Buloh being cleared for the main MRT depot.



The MRT Sungai Buloh-Kajang Line



Nama stesen adalah cadangan sahaja dan belum dimuktamadkan
Station names are provisional and subject to confirmation

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.

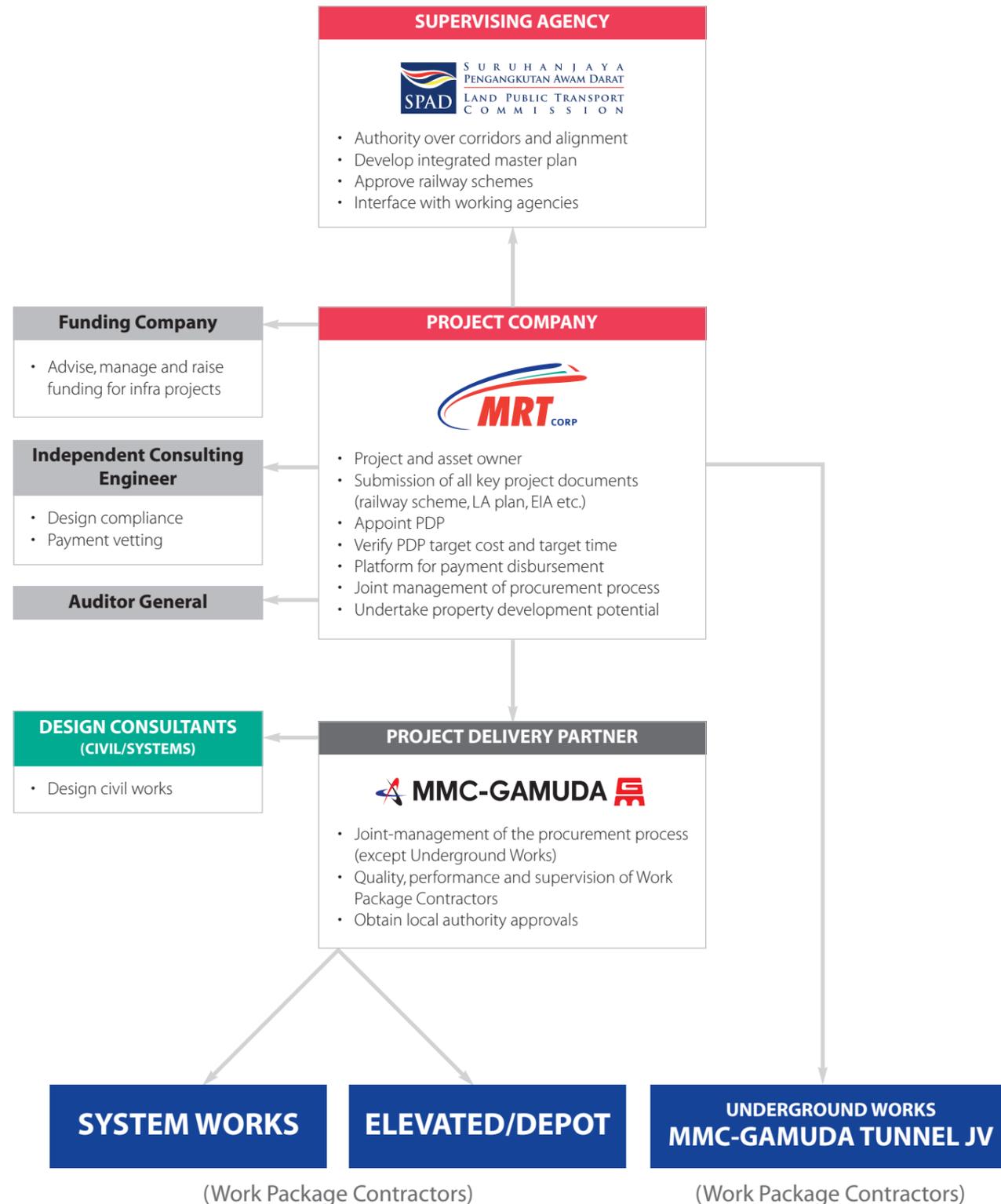


DEEP EXCAVATION
The tunnel boring machine launch shaft being prepared at Cochrane where four tunnel boring machines will be launched.

GOOD PROGRESS
Pile testing using Kentledge (foreground) and pier construction at Taman Midah, Cheras.

TRANSFORMATION
Aerial view of the Semantan Portal where the MRT alignment moves from being elevated to underground.

Project structure



Project governance



progress report



FUTURE LINK
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.

MAIN CONTRACT PACKAGES

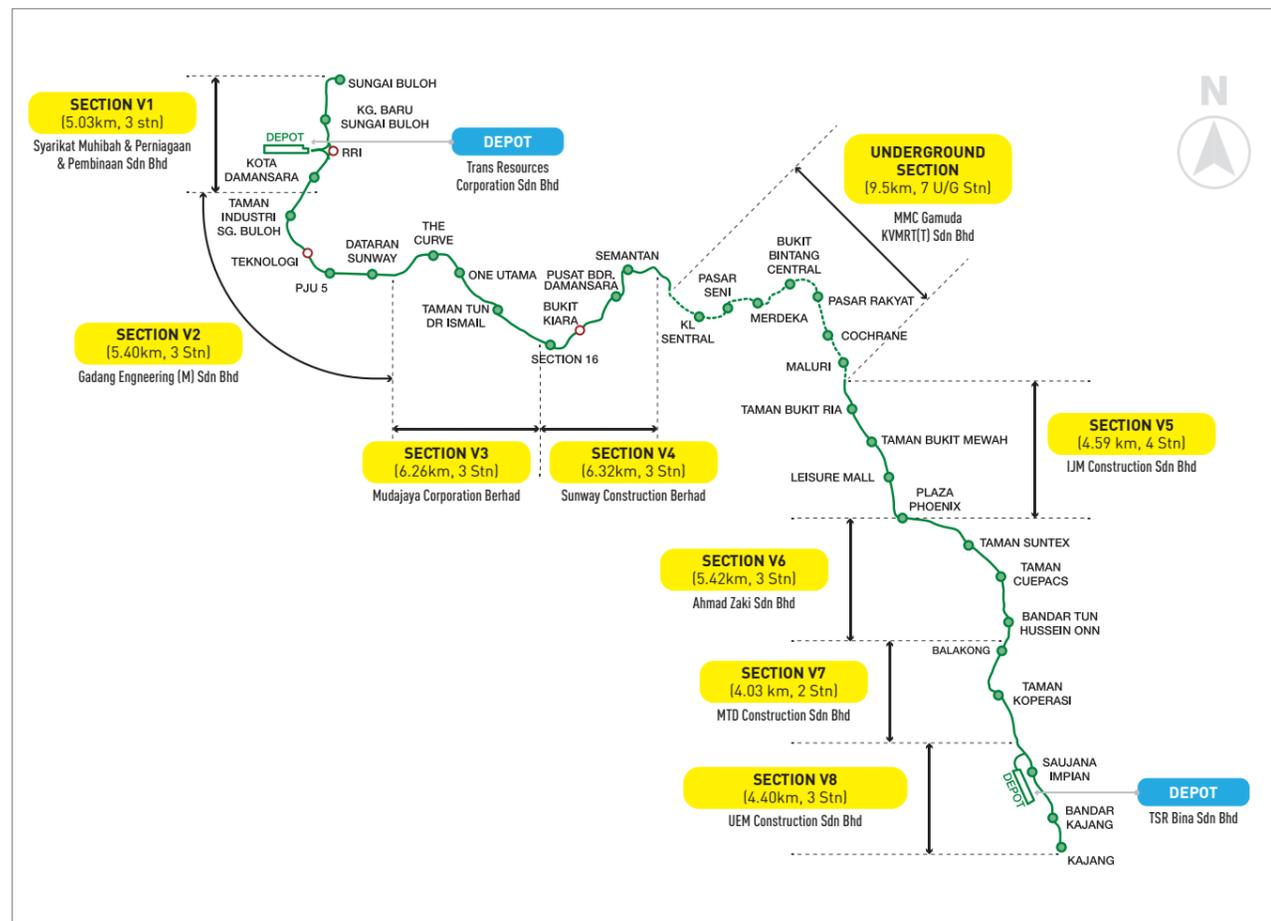


Chart 1 • Main Contract Packages

GUIDEWAYS • STATIONS • DEPOTS AWARDED PACKAGES					
PACKAGE	CONTRACTOR	VALUE (RM MILLION)	PACKAGE	CONTRACTOR	VALUE (RM MILLION)
V1	Syarikat Muhibah Perniagaan & Pembinaan Sdn Bhd	1,092.33	S1	Trans Resources Corporation Sdn Bhd	283.67
V2	Gadang Engineering (M) Sdn Bhd	863.39	S2	Naim Engineering Sdn Bhd	204.67
V3	Mudajaya Corporation Berhad	816.24	S3	UEM Construction Sdn Bhd	275.78
V4	Sunway Construction Sdn Bhd	1,172.75	S4	Naim Engineering Sdn Bhd	208.15
V5	IJM Construction Sdn Bhd	974.78	S5	IJM Construction Sdn Bhd	228.91
V6	Ahmad Zaki Sdn Bhd	764.91	S6	Ahmad Zaki Sdn Bhd	174.64
V7	MTD Construction Sdn Bhd	499.98	S7	Apex Communication Sdn Bhd	104.75
V8	UEM Construction Sdn Bhd	951.09	S8	Apex Communication Sdn Bhd	251.74
DPT 1	Trans Resources Corporation Sdn Bhd	458.98	SBG-N	SPC Industries Sdn Bhd	223.18
DPT 2	TSR Bina Sdn Bhd	212.81	SNG-S	Eastern Pretech (M) Sdn Bhd	185.91

Chart 2 • Guideways/Stations/Depots Awarded 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 KVMRT (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

All 10 Tunnel Boring Machines (TBMs) have been ordered, with four Earth Pressure Balance machines being fabricated in China, two Variable Density machines being fabricated in Germany and another four Variable Density machines in China. The first TBM delivery is expected in January 2013.

and Distribution System. Chart 3 lists the contractors and their respective work packages.

AWARDED SYSTEM PACKAGES	
PACKAGES	CONTRACTOR
Signalling and Train Control System (Phase 1 & 2)	Bombardier (M) Sdn Bhd
Electric Trains	Siemens Malaysia Sdn Bhd
Depot Equipment & Work Trains	Siemens Malaysia Sdn Bhd
Power Supply & Distribution system	Meidensha Corporation

Chart 3 • Awarded System Packages

Procurement

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.

ONE STOP PROCUREMENT COMMITTEE LEVELS		
Level	Scope	Chairman
OSPC 1	Tenders above RM300M	Minister of Finance
OSPC 2	Tenders for RM50 million to RM300 million	Minister of Finance II
OSPC 3	Tenders up to RM50 million	Chief Secretary of the Treasury

Chart 1 • One Stop Procurement Committee Levels

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).

There are three levels to the OSPC. (See Chart 1)

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

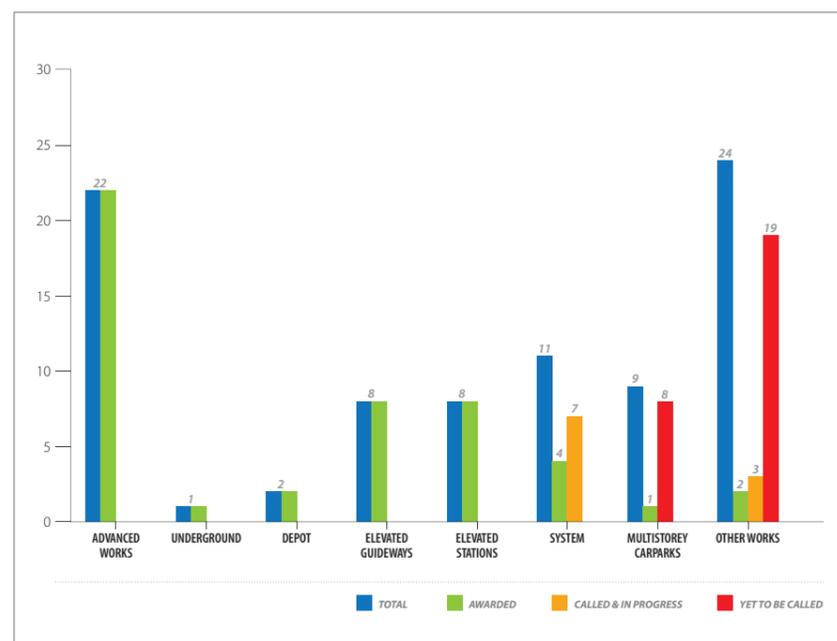
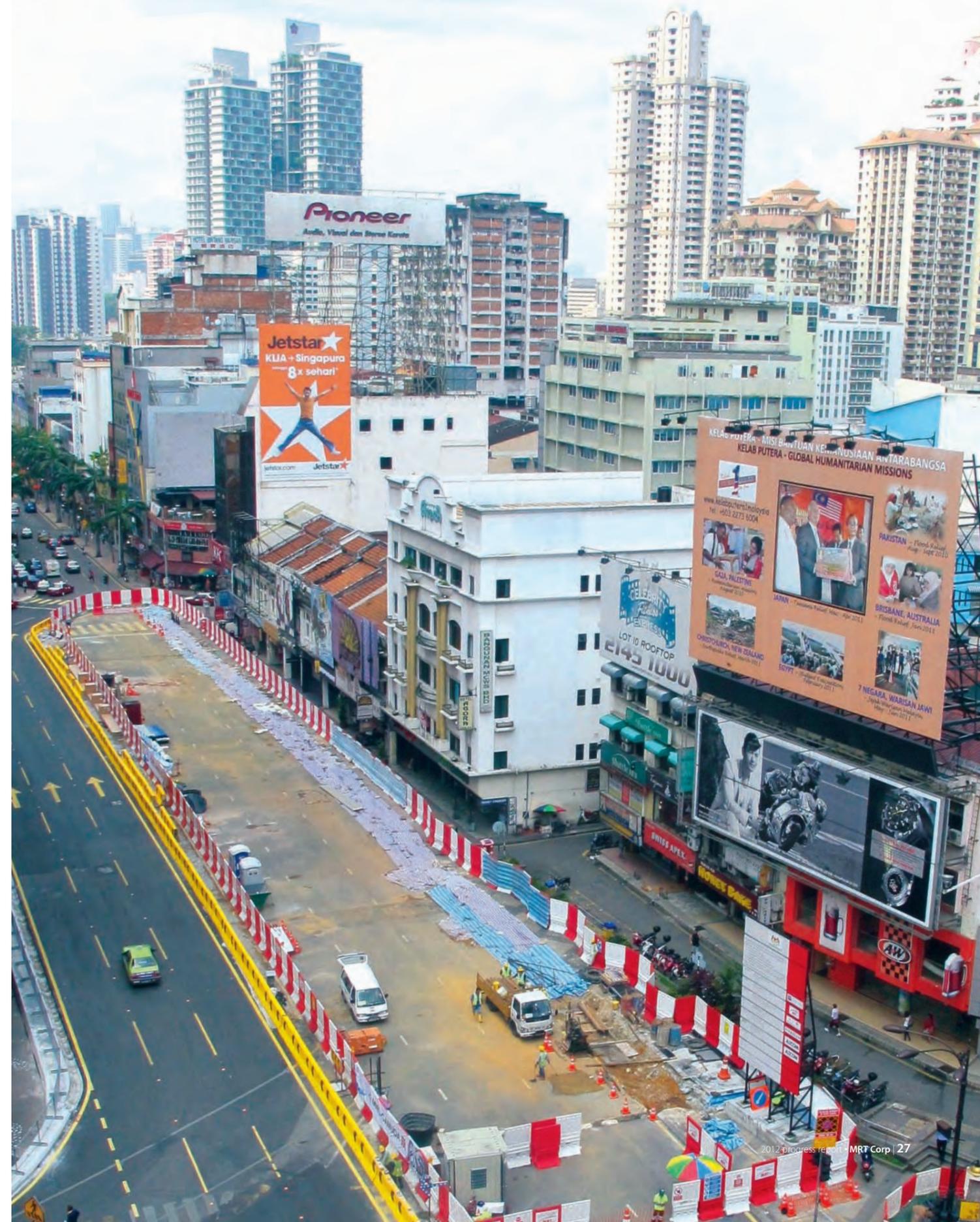


Chart 2 • Status of tender awards as at 30 September 2012.

DIVERSION

Jalan Bukit Bintang is diverted to make way for the construction of Bukit Bintang MRT station.



Land

Centralised labour quarters

ACQUISITION

THE land acquisition process for the MRT project began in 2011. The process was divided into five phases, with three phases involving land in the Federal Territory of Kuala Lumpur and two phases involving land in Selangor.

A total of 516 lots were identified pursuant to Section 4 of the Land Acquisition Act 1960 as possibly to be acquired for the MRT project. Upon finalization of the MRT Sungai Buloh-Kajang alignment, a total of 406 lots were gazetted under Section 8 of the Land Acquisition Act 1960 for acquisition. Of these, 258 lots are located in Selangor while 151 are located in the Federal Territory of Kuala Lumpur.

Following the adoption of the coexistence principle by way of mutual agreement between MRT Corp and individual landowners, the gazette for acquisition of some lots will later be withdrawn.

Compensation for the acquisition is paid by the Government of Malaysia through the Ministry of Federal Territories and Urban Well Being and Suruhanjaya Pengangkutan Awam Darat. At the end of the period under review, a total of RM1,235,748,070.82 has been paid as compensation to the owners whose land had been acquired.

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 MRT alignment 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 land owner 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.



COMFORTABLE • Construction moving full swing at the Cheras Centralised Labour Quarters.

MRT Corp has introduced a Centralized 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.

LAND ACQUISITION STATUS

ITEM	SELANGOR		FEDERAL TERRITORY OF KUALA LUMPUR		
	Phase 1	Phase 2	Phase 1	Phase 2	Phase 3
No of Lots Gazetted	89	169	2	94	55
Private Lots	64	159	1	43	27
State Land/Reserves	10	5	-	1	1
Mutual Agreements	4	-	-	43	5
Lots to be Withdrawn	11	5	-	7	22
Additional LA	-	2	1	-	-
Total Compensation (RM) <i>(as at Sept 2012)</i>	82,265,555.17	374,934,141.53	5,038,905.40	582,450,318.88	191,059,150.00
GRAND TOTAL (RM)	1,235,748,070.82				

Stakeholder relations

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.

Since the MRT project commenced, engagement with stakeholders have 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.

Public engagement

PROMOTING THE MRT

MRT Corp has created several channels to promote awareness and educate the public about the MRT. These channels also provide the opportunity for MRT Corp to gather feedback from the public.

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 "Hawkeye" 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 1-800-82-6868. 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.



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1 LISTENING INTENTLY
Students of SJK (C) Jalan Davidson listening to MRT Corp Director of Strategic Communications and Public Relations, Encik Amir Mahmood Razak.

2 ALL SMILES
SMK Victoria students with their goodie bags outside the MRT Information Truck.

3 RECEIVED
Encik Mohd Hezri Othman accepting the ex-gratia payment on behalf of his mother, Taman Sri Raya property owner Fatimah Wan Othman, from MRT Corp's Stakeholder Relations and Land Department manager Encik Azhar Abdul Aziz.



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4 COURTESY CHEQUE
Federal Territories and Urban Wellbeing Ministry Undersecretary of Policy Planning, Tuan Haji Azizi Ahmad Termizi handing the goodwill contribution cheque to Madam Lee Yoke Moy, a former resident of Kampung Landasan.

5 UPDATED
Dato' Azhar Abdul Hamid (right) together with MMC-Gamuda KVMRT (PDP) Sdn Bhd director Dato' Azmi Mat Nor addressing the media during the launch of the MRT Information Truck.

6 EXCURSION
UiTM Perak students visit MRT Info Centre.

CAMPAIGNS 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 "crowd-vertising", 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 there is a grand prize of RM10,000 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.

Bumiputera agenda



HARD AT WORK • Workers constructing a pier in Package V6. This package was awarded to Ahmad Zaki Sdn Bhd, a major bumiputera construction firm.

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 had been awarded to Bumiputera companies as several of these companies were also successful when tendering for open packages.

On top of that, another 260 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.

Statement of accounts

Financial Year ended 30 September 2012

Financial Highlights

Amounts in RM'000

STATEMENT OF PROFIT OR LOSS	FY 2012 Audited	FY2011 Audited	+/-
Other income	3,316	110	3,206
Finance income	124	-	124
Administrative expenses	(10,430)	(2,383)	(8,047)
Finance cost	(212)	(63)	(149)
Loss before tax	(7,202)	(2,336)	(4,866)
Tax expense	(31)	-	(31)
Net loss for the year	(7,233)	(2,336)	(4,897)

Financial Year ended 30 September 2012

Financial Highlights

Amounts in RM'000

STATEMENT OF FINANCIAL POSITION	FY 2012 Audited	FY2011 Audited	+/-
Property, plant and equipment	1,360,953	14,067	1,346,886
Current assets	7,255	-	7,255
Total assets	1,368,208	14,067	1,354,141
Equity	430	(2,336)	2,766
Contribution from Government	1,361,615	-	1,361,615
Current liabilities	6,163	16,403	(10,240)
Total equity & liabilities	1,368,208	14,067	1,354,141

Milestones



HISTORIC
Official launch of the construction of the MRT Sungai Buloh-Kajang Line by Prime Minister YAB Dato' Sri Mohd Najib Tun Abdul Razak



EXCAVATION
The Cochrane tunnel boring machine launch shaft being prepared.

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



IN PROGRESS
Construction activities for Work Package V5 at Taman Midah, Kuala Lumpur.



SEALED
DanaInfra Nasional Bhd signing with banks for the issuance of Islamic bonds for the financing of the MRT project



INFORMING THE PUBLIC
Briefing to the media on construction activities to take place for Work Package V2.

ADVANCED ENGINEERING



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.

