

Section 1

Introduction

SECTION 1 : INTRODUCTION

1.1 PROJECT TITLE

Mass Rapid Transit Corporation (MRT Corp) plans to develop the “**Mass Rapid Transit Laluan 2 : Sg. Buloh – Serdang - Putrajaya**” (hereinafter referred to as the “Project” or “SSP Line”). The SSP Line starts at Sg Buloh and ends at Putrajaya with a length of 52.2 km. Out of this, 13.5 km will be underground. The SSP Line will have 36 stations (**Figure 1-1**).

The Project is the second line for the Klang Valley Mass Rapid Transit (KVMRT) system after the Sungai Buloh – Kajang (SBK) Line which is currently under construction. The KVMRT is one of the Entry Point Projects under the Greater KL/Klang Valley National Key Economic Areas (NKEAs) aimed at achieving a public transport modal share of 40%. The integrated urban mass rapid transit system, particularly the rail system will be the backbone of the Klang Valley’s Integrated Rail Network to improve the public transportation system.

The Project is described in detail in **Section 3**.

1.2 PROJECT LOCATION

The Project starts near the KTM Komuter Sg Buloh station in the northwestern part of Kuala Lumpur. The line will pass through densely populated areas of Kepong and Sentul areas towards the heart of the city of Kuala Lumpur. From the city centre, the line moves southward, travelling towards Seri Kembangan and Serdang. From Serdang, the line will pass Universiti Putra Malaysia (UPM), Taman Equine, and Pusat Bandar Permai towards Cyberjaya before terminating at Putrajaya Sentral (**Table 1-1**).

Table 1-1 Coordinates for the Project

Location	Latitude	Longitude
Sg. Buloh Station	3° 12' 21.38" N	101° 34' 49.32" E
Putrajaya Sentral Station	2° 55' 51.86" N	101° 40' 11.74" E

The alignment passes through six local authority areas:

- Dewan Bandaraya Kuala Lumpur (DBKL)
- Majlis Bandaraya Petaling Jaya (MBPJ)
- Majlis Perbandaran Selayang (MPS)
- Majlis Perbandaran Subang Jaya (MPSJ)
- Majlis Perbadanan Sepang (MPSp)
- Perbadanan Putrajaya

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1.3 PROJECT PROPONENT

The Project Proponent is **Mass Rapid Transit Corporation Sdn Bhd (MRT Corp)** which is fully owned by the Ministry of Finance Incorporated.

Enquiries about the Project may be directed to:

Mass Rapid Transit Corporation Sdn Bhd

Tingkat 5, Menara I & P 1,
No. 46, Jalan Dungun,
Bukit Damansara
50490 Kuala Lumpur

Tel : +603-2095 3030
Fax : +603-2095 2121

Contact Person : Tuan Syed Mahdhar Syed Hussain

1.4 PROJECT DELIVERY PARTNER

MMC Gamuda KVMRT (PDP SSP) Sdn Bhd is a joint venture company between MMC Corporation Bhd and Gamuda Berhad. MMC Gamuda KVMRT (PDP SSP) Sdn Bhd was appointed by the Government of Malaysia as the Project Delivery Partner for the KVMRT SBK Line and the SSP Line.

MMC Gamuda KVMRT (PDP SSP) Sdn Bhd

Menara Gamuda,
PJ Trade Centre,
No. 8, Jalan PJU 8/8A,
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47820 Petaling Jaya,
Selangor Darul Ehsan

Tel : +603 7491 8288
Fax : +603 7728 6571

Contact Person : Mr. Andy Lee Choon Foh

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1.5 EIA CONSULTANT

The Consultant undertaking the environmental impact assessment is :

ERE Consulting Group Sdn Bhd

9, Jalan USJ 21/6
47630 Subang Jaya
Selangor Darul Ehsan

Tel : 03-8024 2287

Fax : 03-8024 2320

Contact Person : Raja Nur Ashikin Raja Zainal / Goh Shan Min

The members of the DEIA team and their declaration forms are shown in the “Declaration Forms and DEIA Team” section at the beginning of the report.

1.6 LEGAL REQUIREMENT AND THE NEED FOR THE DEIA

An Environmental Impact Assessment (EIA) is mandatory for the construction of mass rapid transport projects as stated in the Environmental Quality (Prescribed Activities) (Environmental Impact Assessment) Order of 1987. This Project is a prescribed activity listed under Activity 16.

The Penilaian Awal Tapak (PAT) for the Project was submitted to the DOE Headquarters on 9th June 2014 and the response was obtained on 11th July 2014 via their letter ref no. AS (PN) 91/110/622/1482(7). Subsequently, the Terms of Reference (TOR) was submitted on 14 November 2014 and presented to the Review Panel on 19th December 2014. A revised TOR was submitted on 26 January 2015 and approval was obtained on 12 February 2015 via DOE's letter AS(PN)91/110/622/1487 (17) (**Appendix C**).

The DEIA is intended as a planning tool in anticipating the impacts of the development, whether beneficial or adverse, and then maximizing the beneficial impacts and minimizing the adverse impacts on the environment. The EIA findings are intended to provide input during the planning and design stage of the Project as well as minimize environmental impacts during the construction and operational phases.

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1.7 OBJECTIVE AND SCOPE OF THE DEIA

The objective of the DEIA is to present the findings of the assessment on the potential impacts that the proposed Project will have on the environment.

The scope of the DEIA includes the following:

- To assess the baseline conditions of the Project site and its surroundings to establish existing environmental quality and identify the environmental resources that may be at risk due to the Project
- To identify the potential impacts which may arise from the Project activities on the existing and future environmental resources and assess their significance
- To recommend appropriate mitigation measures to reduce and abate the severity of any negative impacts resulting from the Project
- To propose appropriate long term monitoring programmes, if deemed necessary to be implemented after the Project is completed

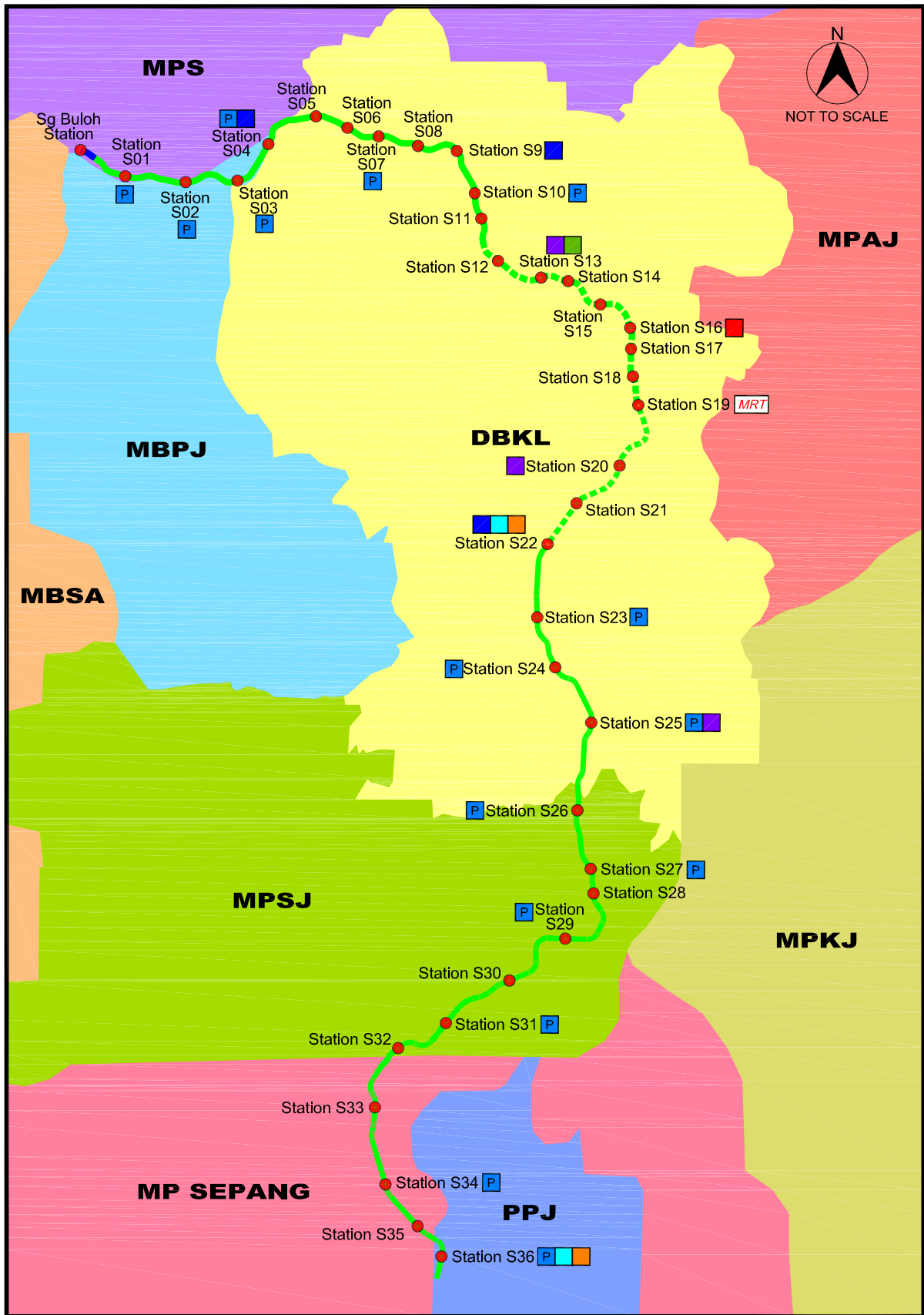
1.8 APPROACH

The approach taken in this report is based on the guidelines stated in the Handbook of Environmental Impact Assessment Guidelines (DOE, 2007) and the approved Terms of Reference.

The report is presented in the following format:

Section 1	Introduction
Section 2	Statement of Need
Section 3	Project Description
Section 4	Project Options
Section 5	Existing Environment
Section 6	Public Perception and Stakeholder Feedback
Section 7	Potentially Significant Impacts and Mitigation Measures During Construction Stage
Section 8	Potentially Significant Impacts and Mitigation Measures During Operational Stage
Section 9	Residual Impacts
Section 10	Environmental Management Framework
Section 11	Conclusions

The contents of the report are guided by the Terms of Reference of the DEIA that was approved 12 February 2015.



LEGEND

- ELEVATED
- - - - UNDERGROUND
- KTM
- KJ LRT
- AG LRT
- MONORAIL
- ERL
- HSR
- MRT MRT
- P PARK & RIDE

DESCRIPTION	LENGTH (KM)	STATION (NOS)
ELEVATED	38.7	25
UNDERGROUND	13.5	11
Total	52.2	36

* Note : 1) As per "Project Mass Rapid Transit Laluan 2 : Sg. Buloh - Serdang - Putrajaya (SSP)" Railway Scheme
 2) The total UG Station includes 1 no of TRX station built under SBK Line



Figure 1-1

Overview of SSP Line