

Section 1

Introduction

SECTION 1 : INTRODUCTION

1.1 PROJECT TITLE

The “**Light Rail Transit (LRT) Line 3 from Bandar Utama to Johan Setia**” (hereinafter referred as the “Project” or “LRT3”) is part of the Urban Rail Development Plan (URDP) of the Greater Kuala Lumpur/Klang Valley Public Transport Master Plan (GKL/KV PTMP).

Prasarana Malaysia Berhad (hereinafter referred as the “PRASARANA” or “Project Proponent”) intends to build the proposed third line for the LRT after the Kelana Jaya and Ampang Line Extension which is currently under construction. The existing Kelana Jaya and Ampang Line have been in operation since 1998.

The Project will connect Bandar Utama to Johan Setia for a total length of 36 km. The alignment is elevated except for a short 2 km underground stretch in Shah Alam (**Figure 1-1**).

The Project will integrate with the KTM Komuter (KTM), Bus Rapid Transit (BRT), Kelana Jaya Line Extension (KLJE) and Mass Rapid Transit 1 (MRT1) to maximise its benefits and provide good interchange with the existing as well as future rail lines (**Figure 1-2**).

1.2 PROJECT LOCATION

The LRT3 Line will traverse areas under the jurisdiction of three Local Authorities (**Figure 1-1**); namely Majlis Bandaraya Petaling Jaya (MBPJ), Majlis Bandaraya Shah Alam (MBSA) and Majlis Perbandaran Klang (MPK).

The alignment starts at the crossing of Sg Kayu Ara and Lebuhraya Damansara Puchong (LDP), near to the MRT Sungai Buloh – Kajang Line (MRT1) One Utama Station. The line will run along the Sg Kayu Ara towards SPRINT Highway. The alignment continues along the SPRINT Highway towards the New Klang Valley Expressway (NKVE). Along the NKVE, the alignment will pass through the areas of Tropicana and Aman Suria areas as it moves towards the Subang Toll Plaza.

After the Subang Toll Plaza, the alignment will traverse within Shah Alam area starting from Persiaran Kerjaya in Glenmarie. The alignment will then go through Seksyen 13 (Persiaran Sukan), Seksyen 9 (Persiaran Hishamuddin) as well as Seksyen 11, 12 and 14 (Persiaran Dato’ Menteri). Then, the alignment will move towards the Federal Highway where it will pass near the Standards and Industrial Research Institute of Malaysia (SIRIM) and Universiti Teknologi MARA (UiTM). After that, the alignment will enter and pass through Seksyen 7 area.

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From Seksyen 7 area, the alignment will cross the Lebuhraya Selat Klang to enter the Bandar Baru Klang area and runs along Persiaran Bukit Raja towards Kawasan 17 area. From Kawasan 17, the alignment will then proceed onto Jalan Meru. It will continue along Jalan Meru heads further south towards Jambatan Kota and continue along Jalan Jambatan Kota and Persiaran Tengku Ampuan Rahimah. The alignment continues along Persiaran Tengku Ampuan Rahimah and passes Taman Selatan and Taman Sri Andalas areas until Jalan Langat. Along Jalan Langat, the alignment passes by Bandar Bukit Tinggi and Bandar Botanic before it terminates at Johan Setia. The depot is located in Johan Setia, Klang opposite Bandar Parklands (**Table 1-1**).

Table 1-1 **Coordinates for the Project (Starting Point and Termination Point)**

Location	Latitude	Longitude
One Utama Station	3° 8' 42.26" N	101° 37' 9.68" E
Johan Setia Station	2° 58' 38.15" N	101° 28' 20.14" E

1.3 PROJECT PROPONENT

The Project Proponent is **Prasarana Malaysia Berhad (PRASARANA)** which is a company owned by the Ministry of Finance. PRASARANA was established in 1998 to facilitate and undertake the public transport infrastructure projects including the three rail lines in Kuala Lumpur (Rapid Rail) and three bus services (Rapid Bus).

Enquiries about the Project may be directed to:

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Fax : 603-2299 1960

Contact Person : Puan Norlia Noah

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1.4 EIA CONSULTANT

The consultant undertaking the environmental impact assessment is:

ERE Consulting Group Sdn Bhd

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Email : rna@ere.com.my / gsm@ere.com.my

Contact Person : Raja Nur Ashikin / 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.

1.5 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 Activity 16 of the Environmental Quality (Prescribed Activities) (Environmental Impact Assessment) Order 1987. This Project is a prescribed activity under Activity 16.

The Penilaian Awal Tapak (PAT) for the Project was submitted to the Department of Environment (DOE) Putrajaya on 12 June 2014 and response was obtained on 8 September 2014 via their letter ref no. AS(PN)91/110/622/1483(9). The Terms of Reference (TOR) was submitted on 1 October 2014 and approved on 12 January 2015 via DOE’s letter ref. no.: AS(PN)91/110/622/1483(27) (**Appendix C**).

The DEIA is intended as a planning tool in anticipating the impacts of the development, whether beneficial or adverse, and then maximise the beneficial impacts and minimise 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 minimise environmental impacts during the construction and operational phases.

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1.6 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.

1.7 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 TOR.

The report is presented in the following format:

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

The contents of the report are guided by the TOR of the DEIA that was approved on 12 January 2015.

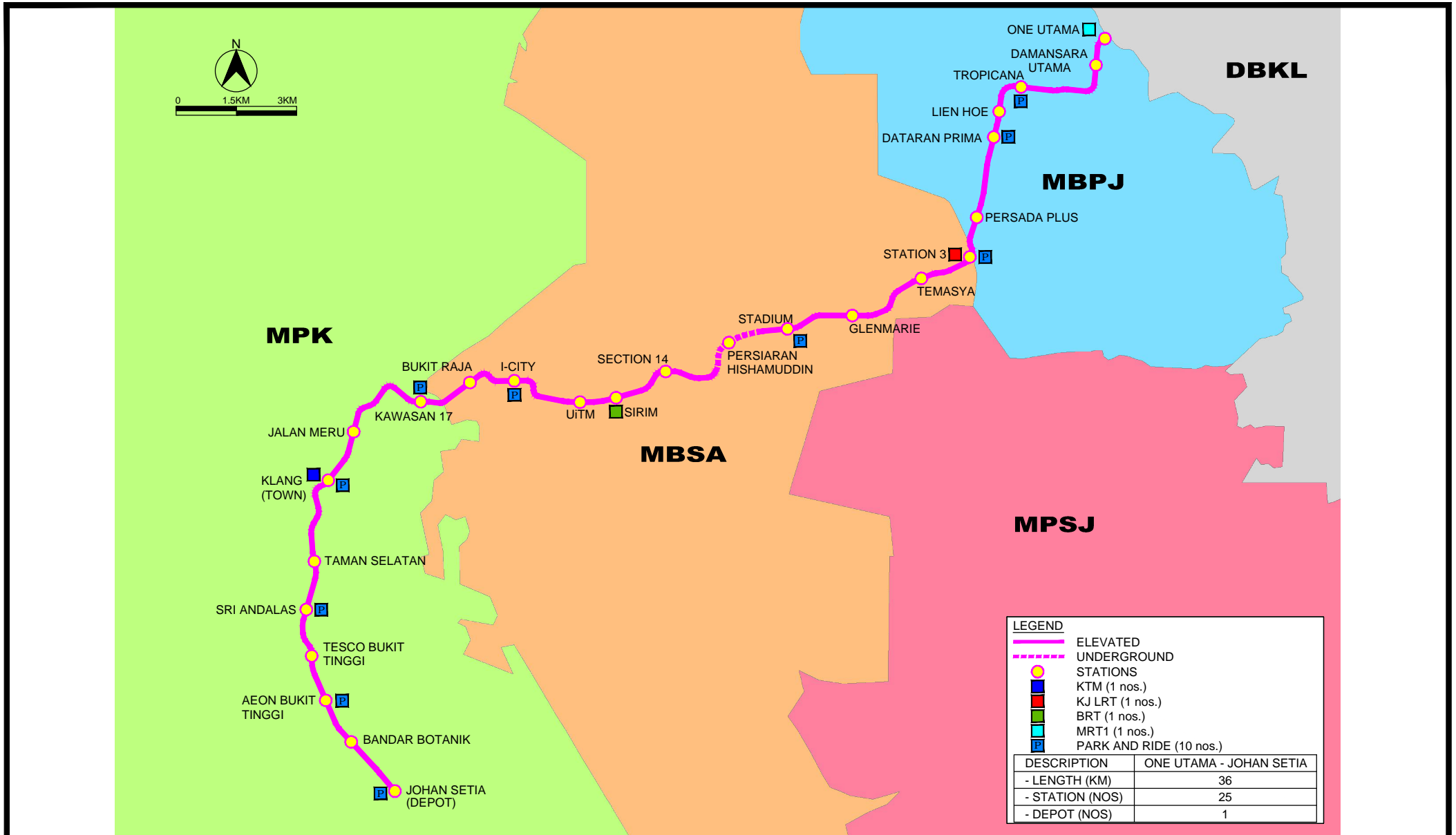


Figure 1-1

Overview of LRT3 Alignment

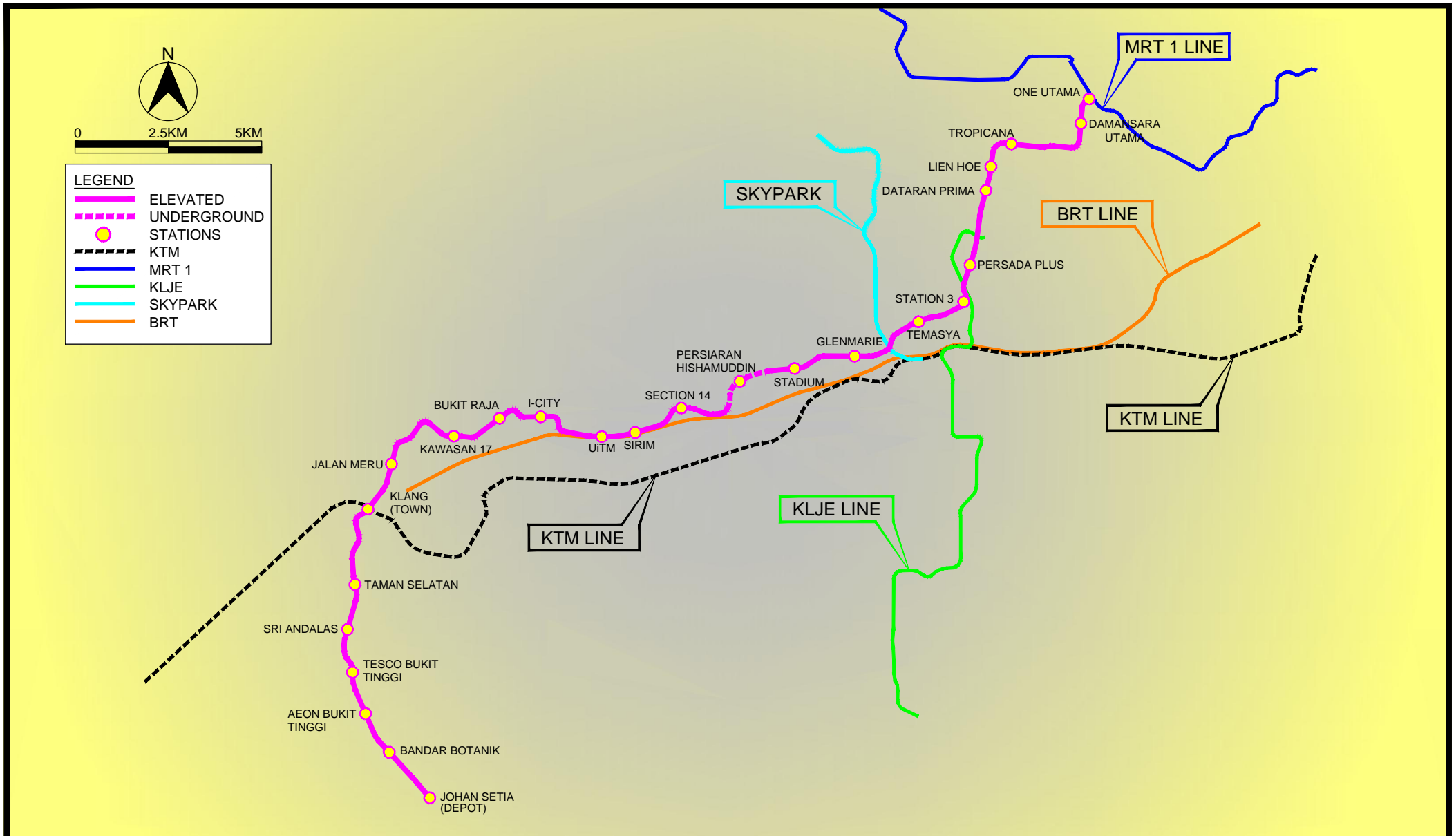


Figure 1-2

Integration of LRT3 with Existing Railways