



## MEDIA RELEASE

# TUNNELING WORKS FOR MRT PROJECT COMPLETED

### *Breakthrough of tunnel boring machine at Pasar Seni Station site marked the end of tunneling works*

**Kuala Lumpur, 21 April 2015:** Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) held a commemoration ceremony today to mark the completion of tunneling works for the Klang Valley MRT Sungai Buloh-Kajang Line (SBK Line).

A significant milestone was achieved when a tunnel boring machine (TBM) broke through at the Pasar Seni MRT Station site on 11 April 2015, signifying the end of tunneling works for the MRT Project. The machine was a Variable Density Tunnel Boring Machine, which was the first TBM to be launched for the Project. It was launched on 30 May 2013 by Prime Minister YAB Dato' Sri Najib Tun Razak at the Cochrane site.

"This is indeed a major milestone for the MRT Project, as our engineers conducted tunneling works successfully and smoothly. It also saw the usage of new technology – the Variable Density Tunnel Boring Machine," said MRT Corp Chief Executive Officer, Dato' Sri Shahril Mokhtar.

"However, the end of tunnelling is not the end of underground construction for the Project. We still need to complete construction of the seven underground stations, which is progressing very well," he added.

This TBM covered the longest drive of 4.4km among the 8 TBMs used for the SBK Line. It broke through at three stations – Tun Razak Exchange, Bukit Bintang and Merdeka – before reaching Pasar Seni. The tunnel it excavated will accommodate trains heading north towards Sungai Buloh. In total, this TBM had built 3,039 rings.



In total, a 9.5km underground section was excavated by tunnel boring machines, from Semantan Portal to Maluri Portal.

The Variable Density TBM is the first of its kind in the world, jointly manufactured by MRT underground works contractor MMC Gamuda KVMRT (T) Sdn Bhd and Herrenknecht AG of Germany. It is an advanced form of TBM used to excavate in the Kuala Lumpur Limestone Formation, which consists of unpredictable soil conditions, posing a challenge to tunneling. This formation can be found beneath Bukit Bintang in the city centre along the SBK alignment.

The features of the Variable Density TBM enabled excavation works to take place without major incidences of sinkholes or ground settlement.

Kuala Lumpur Mayor, Datuk Seri Ahmad Phesal Talib was also present at the ceremony.

“An MRT for Kuala Lumpur will be a huge benefit for its citizens. As the population grows, there will be more cars on the road and the availability of a good public transport rail system will be a boon. I am therefore very pleased with the progress of the project so far,” Datuk Seri Ahmad Phesal said.

He also mentioned how improved public transport can boost the city’s tourism industry.

“Accessibility and mobility will be improved within the capital city without congesting an already choked road system. I hope to see the city further prosper with better public transport,” he said.

At the Pasar Seni site, Dato’ Sri Shahril and Datuk Seri Ahmad Phesal, along with a delegation from Dewan Bandaraya Kuala Lumpur viewed the twin tunnels that had been excavated, one of which saw the final TBM breakthrough.

As of March 2015, overall completion of underground works is 76.49%. The underground section will be ready and operational by 31 July 2017.

**END**



## **About the MRT Project**

*The MRT is a new urban rail system for the Klang Valley.*

*The first MRT Line, the 51km Sungai Buloh-Kajang Line will comprise of 31 stations, and serve 1.2 million people along the route.*

*The MRT Sungai Buloh-Serdang-Putrajaya Line, the second MRT line to be built, was approved by the Government in February 2014. The proposed alignment is expected to go for public display in the second quarter of 2015.*

*The Klang Valley MRT will integrate with the Klang Valley's existing rail transport network, namely the LRT, Monorail and KTM Komuter, as well as intra and inter-city bus routes. The end result will be better connectivity for Kuala Lumpur and its surrounding cities, while reducing the number of cars that enter the capital.*

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