

Gamuda overtakes Spad in MRT project
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The Land Public Transport Commission (Spad) has been left behind in revamping, restructuring and regulating the public transportation system.

DAP national publicity secretary Tony Pua pointed out that Gamuda Bhd has overtaken Spad in relation to the proposed Mass Rapid Transit (MRT) system in the Klang Valley.

"Spad has been ... left completely in the cold in the development of (what is) probably Malaysia's biggest public transportation investment, estimated at nearly RM50 billion for the next decade," he told a press conference in the Parliament lobby.

He said that this is clear from Spad's statement that its officials "will study the (Mass Rapid Transit or MRT) proposals and incorporate all of that if possible into its own public transport master-plan for the Klang Valley".

NONESpad was established on June 3, after the Public Transport Commission Act 2010 and the Public Land Transport Commission Act 2010 were passed in Parliament on April 22. The commission is due to start work in September.

Deputy premier Muhyiddin Yassin (left) has announced that Spad will be responsible for the MRT project that is to be integrated with other rail transport providers, apart from KTM Bhd.

However, Pua claimed that the MRT proposal appears to be coming to fruition with Gamuda's "unsolicited proposal" for a 150km-long line that is making significant headway with the Prime Minister's Department.

Accordingly, Gamuda had briefed local research houses that it has received positive feedback on its proposal to build the MRT.

"In fact a report by OSK Research said the Gamuda management, along with its joint venture partner MMC, feel that they have 80-85 percent chance of winning the job and work could commence as early as (next year)," said Pua.

"So confident they are (about) winning the project that an AmResearch report has said that Gamuda has already commenced soil investigation and survey works to prepare for the groundwork."

He claimed that the Gamuda management has also been able to reveal that funding for the project would likely be backed by the federal government under a deferred payment scheme that may take between 10 and 30 years, implying AAA rating for any papers to be issued.

"In addition, Gamuda has already submitted a legal opinion to the attorney-general's chambers to amend existing legislation to expedite land acquisition," he said.

'Develop plan first'

Pua said Spad should design and develop the public transport master plan to ensure an integrated network plan is in place.

psm gst forum 210110 tony pua "It is only after such a plan has been developed and

endorsed that action can be taken to execute the plans," he said.

"For example, while Gamuda may have considered the integration of its MRT lines to LRT networks, are these going to be integrated based on optimal public transport connectivity or ... based on Gamuda's commercial considerations?"

He called upon Spad to insist to the prime minister that any plan to award contracts for the MRT system must only be done after the master plan is developed alongside implementation details.

"Otherwise, Spad will just become like most other government agencies - loud with its goals but muted with its execution," he added.

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