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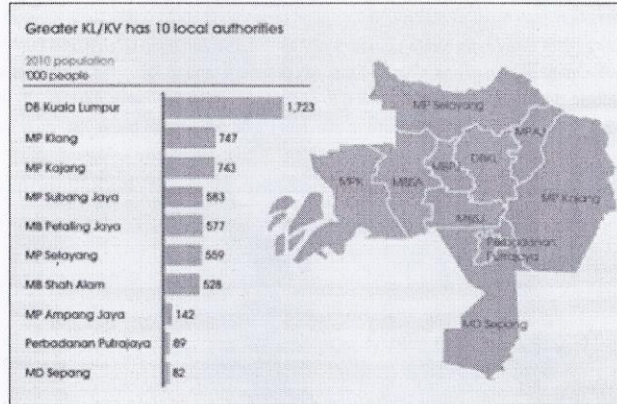
Newspaper	SPATIAL POLICY IN MALAYSIA
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- ix. Ampang Jaya Municipal Council (MPAJ) , Federal Territory of Kuala Lumpur
- x. Sepang Municipal Council (MDS), State of Selangor

The size of Greater Kuala Lumpur is 2,793.27 sq.km and it is smaller than the size of Kuala Lumpur National Conurbation that has been defined under the latest review of the National Physical Plan. Greater Kuala Lumpur is focusing on the highest density economic agglomerations within the Conurbation that includes important sites such as the Kuala Lumpur International Airport. In 2010, the population of Greater Kuala Lumpur is approximately 6 million, and it contributes about RM263 billion to the nation's GNI. This translates to 20 percent of the national population contributing 30 percent of the nation's GNI, proving that Greater Kuala Lumpur is indeed the engine of the nation's economic growth and hence designated as a NKEA.

An Overview of Spatial Policy in Malaysia



Source: Economic Transformation Programme, 2010

Other Policies with Significant Territorial Effects

Rapidly Growing Urban Areas

Looking at the picture of Malaysia, the needs to set up a Regional Planning Committee (RPC) for a region in area consisting of two or more states within the country is required according to a provision in Section 6A (Part IIA) of the Town and Country Planning Act 1976 (Act 172). As stated in Sub-Section 6A(5b), Act 172, the Committee plays a role and holds a responsibility to arrange a comprehensive Regional Plan in the process of regulation and management towards the development of a region. Generally, the definition of region is an area covering two or more administrative boundaries. On the other hand, regional plan refers to a document containing spatial development strategies for a more balanced and fair distribution of growth and dispersal of development as well as to achieve an integrated and efficient infrastructural framework. It is also a tool for managing the growth and development of city regions or conurbations. Based in the 3rd Thrust, Chapter 17 of the Ninth Malaysia Plan, the main aim of regional planning is to achieve a more balanced inter-regional development. In Peninsular Malaysia, currently there are three planning regions namely East Coast Economic Region (ECER), Northern Corridor Economic Region (NCER) and Iskandar Malaysia (IM) in Southern Johor.

Economic Regions

The economic regions were initiated under the Ninth Malaysia Plan to bridge development imbalance throughout the country by focusing on economic growth through public-private partnerships (PPP). The establishment of directions, policies and strategies in relation to the economic regions have been established through three Acts of Parliament, namely, Iskandar Regional Development Authority Act 2007 (Act 664), Northern Corridor Implementation Authority Act 2008 (Act 687) and East Coast Economic Region Development Council Act 2008 (Act 688). The statutory bodies responsible with the regional economic development are Iskandar Regional Development Authority (IRDA), Northern Corridor Implementation Authority (NCIA) and East Coast Economic Region Development Council (ECERDC).

Table Economic Regions In Peninsular Malaysia

Regional Plan	States Involved	Development Plan	Location Plan
East Coast Economic Region	<ul style="list-style-type: none"> • Pahang • Terengganu • Kelantan • The district of Mersing in Johor 	<ul style="list-style-type: none"> • The construction of the main trunkroad of Simpang Pulai-Gua Musang-Kuala Terengganu. • A new University in Kelantan and Terengganu. • Upgrading of Kuala Terengganu Airport. • A food manufacturing Park project, oil palm based industries and an integrated Halal Hub in Pahang. 	