

MEDIA RELEASE

SAFETY WITH MINIMAL INCONVENIENCE TO THE PUBLIC A PRIORITY FOR ALL STAGES OF MRT SSP LINE CONSTRUCTION

KUALA LUMPUR, 24 JULY 2019: MMC Gamuda KVMRT (PDP SSP) Sdn. Bhd. (MMC Gamuda) today hosted a media site visit at the Mass Rapid Transit Sungai Buloh-Serdang-Putrajaya Line (MRT SSP Line) construction worksite at Jalan Kepong. The site walk highlighted the various safety precautions and measures in place during the design, planning and as well as construction stages of the elevated guideways.

“Our priority is ensuring public safety while minimising any inconveniences caused during the construction phase. Two methods are therefore commonly employed to construct a standard span viaduct for the MRT SSP Line; namely by using either a Launching Gantry (LG) or a Crane Erect Trestle system (TSC).

“Using these methods gives us the advantage of being able to rapidly erect viaduct spans on-site with minimal disruption to public movement and the traffic below,” said Deputy Project Director, Elevated Section for MMC Gamuda, En Amir Malik Faeiz.

Both the LG and SBG launching construction methods follow stringent safety procedures. The LG itself is thoroughly tested before in a safe location prior to erecting over the road. In addition, the LG and initial Segmental Box Girder (SBG) launching process for each package is inspected by Department of Occupational Safety and Health (DOSH) to ensure safety requirements are followed through. Only after safety certification by DOSH, do subsequent launches take place and these are inspected by the MMC Gamuda project team and consultants.

“Job safety analysis including safety checks, procedures and a thorough evaluation of the risks involved are also completed prior to the start of the works via a Method Statement (MS) which then needs to be reviewed and approved by consultants, safety specialists and the project team, before Work Package Contractor (WPC) can carry out any lifting works,” stated Deputy General Manager (Civil & Structure) for MMC Gamuda, Tan Wen Loong.

“As a precaution and in line with authorities’ requirements, segment lifting and installation are never done over live traffic; segment launching works are done only at night during road

closures and within a tight duration. Once the segment has been glued and stressed to the previous segment, the bottom is wrapped in netting to avoid small debris from falling onto the road and it is then safe for traffic to pass below the viaduct construction,” Wen Loong further shared.

The safety measures implemented don't stop there however, once a viaduct is completed, handrails with safety netting are constructed to prevent objects on the guideway from falling down. The handrails are on a temporary basis until a parapet is constructed which is also to prevent objects falling on the road whilst serving as a protective barrier for the emergency walkway.

Almost 95% of the SBG launching along the alignment are through the LG method which is a well-established, safe and internationally used construction technique. To form the viaduct guideway, the LG steel structure, weighing approximately 380 metric tonnes is positioned on front and rear supports between two piers.

The pre-cast segments averaging between 28-46 metric tonnes each are then lifted and placed into their final position using a winch trolley system. These segments are glued by temporarily stressing pairs of concrete segments on either side of the pier (concrete column), using large diameter high strength steel bars which connect the glued segment to a previously erected segment.

Permanent stressing is then added after the glue has set, and consists of a large number of steel cable strands threaded through the ducts cast inside the segments. The cable strands are then “stressed” such that all the pre-cast segments are compressed together to form a continuous, standard span weighing 363 metric tonnes, for the elevated bridge.

As a project integrator, MMC Gamuda places great importance on public safety in all MRT work areas. Through the site walk, MMC Gamuda hopes to educate and create awareness that all possible precautions have been taken to minimise impact and inconvenience and also highlight that public safety remains our utmost priority while construction work is on-going for a massive project like the MRT SSP Line.

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