



Having to cope with massive migration and a rapid pace of development, urban areas in the likes of Kuala Lumpur are in dire need of an integrated, comprehensive, affordable and comfortable “people-mover” to facilitate travel from one locale to another.

As the need for Malaysia to have a sustainable transport network

becomes imminent, the Ministry of Transport – the key driver of the Urban Public Transport (UPT) National Key Results Area (NKRA) – has been pro-actively searching for solutions to the various issues faced by the urban populace.

In a nutshell, the majority of problems are related to high congestion during peak periods, unreliable service with cancellations and/or frequent

What's in store for 2011

Bus

- ◆ Completion of Bus Rapid Transit (BRT) and bus lanes feasibility study.
- ◆ Construction of 306 new bus stops
- ◆ 470 new buses for RapidKL operations
- ◆ Refurbishment of ~600 existing bus-stops

Integration

- ◆ Construction starts on the Gombak Integrated Transport Terminal (ITT)
- ◆ Four priority HABs (*Hentian Akhir Bandar*) to be completed
- ◆ Completion of integration works at various stations
- ◆ Implementation of Integrated Smart Ticketing

Rail

- ◆ Four sets of new six-car Electrical Multiple Units (EMUs) operational for the KTM Komuter line

Network

- ◆ Bus network re-organisation based on the proposal in the "Public Transport Master Plan" (to be released in Sept 2011)

delays and poor access to public transport services/network.

2010 achievements

Under the UPT NKRA drawn up in October 2009, an ambitious target was set to increase public transport ridership share in the Klang Valley to 15% in 2010 and 25% by end-2012 during the daily peak morning period (7am to 9am). Separate plans will be implemented to also improve public transport in Johor Bahru and Penang.

In 2010, the public transport ridership share recorded was 17% – a slight but commendable increase from 10% to 12% in 2008/2009.

In the case of bus services, which have long suffered from unreliable schedule and long journey time, the Bus Expressway Transit (BET) service took off in five corridors, all of which entail time savings that range from 15 to 70 minutes. All-in, there was a 192% increase in commuters of the BET link.

Other measures that have been implemented to boost performance include:

- Installation of multi-class toll fare collection system on three highways.
- A total of 634 existing bus-stops refurbished/upgraded.
- Signing of a contract to purchase 38 sets of six-car electric multiple units (EMUs).
- Introduction of 26 four-car train sets on the Kelana Jaya Light Rail Transit (LRT) line (an additional 2.43 million commuters were recorded for the LRT system in 2010).
- The completion of the Integrated Transport Terminal (ITT) in Bandar Tasik Selatan will divert about 500 to 600 express buses from the city centre.

Future focus

Come 2012, the UPT NKRA aspires to more than double passenger capacity on the KTM Komuter and

LRT lines. Additionally, dedicated right-of-way for buses across 12 major corridors in the Klang Valley will be gradually introduced. These dozen corridors could possibly carry 6% to 9% of public transport ridership (35,000 to 55,000 passengers) during the morning peak hours by 2012.

The existing bus fleet size, too, will be increased by 470 new buses, which will be delivered by September this year. This measure will improve services on current routes, service 53 new routes that are currently under-served and add more feeder buses to LRT stations.

In order to stimulate demand, various measures have been taken to introduce an integrated ticketing platform and fare structure, as well as embarking on plans to add 6,800 new parking spaces across 14 key rail stations outside the urban core by 2012. Feeder services into rail stations and upgrading high traffic stations and terminals will also be put in place.

The Land Public Transport Commission (LPTC), which has been operational since early 2011 will ensure there is a single point of accountability for policy planning and regulatory oversight. Prior to that, there were 12 Ministries and various agencies involved in different aspects of public transport with no single authority to streamline all efforts. 