



MEDIA RELEASE

FACTORY ACCEPTANCE TEST – THE FIRST MILESTONE FOR MRT SSP LINE UNDERGROUND WORKS

Guangzhou, 29 August 2017: The Factory Acceptance Test (FAT) for the first new machine for the MRT Sungai Buloh-Serdang- Putrajaya (SSP) Line has been completed, indicating the readiness of the gigantic mole to be despatched to the tunnelling site in Malaysia.

The test, which took place at the Herrenknecht Tunnelling Machinery Co., Ltd. in Guangzhou, China, is a process where the client and the project owner jointly undertake to assess the machine's readiness for performance with the manufacturer.

Factory acceptance test is a milestone, of which a validation process takes place to demonstrate that the system and manufacturing designs meet the specifications in accordance to the contract set by the client. This test is usually conducted during the final part of design and engineering phase of the machine before being used.

During the process where over 400 items are checked before the final "certification of fitness" is given to the client by the manufacturer.

The event, which saw Malaysia's mainstream Media flown in by the MRT project owner MRT Corporation Sdn Bhd (MRT Corp) is for the first machine for the SSP Line. There will be three other machines that will undergo similar process and procedure, minus the pomp of an event.

For the SSP Line, some 13.5 km will be underground with 11 stations and the Underground Work Package Contractor MMC-Gamuda KVMRT (T) Sdn Bhd (MGKT) will be deploying 12 tunnel borers to construct the tunnels.

The eight other machines needed for SSP will be from those refurbished from MRT Sungai Buloh- Kajang (SBK) Line.

Present at the FAT from MRT Corp were Director of Strategic Communications and Stakeholder Relations Dato' Najmuddin Abdullah, Director of Tunnel Blaise Mark Pearce and from MGKT present were Director of Tunnelling Gusztav Klados and General Manager of Tunnelling Ng Hau Wei.



Hau in his opening addressed remarked that the event was an important milestone as the TBM readiness has a string of construction activities attached to it consecutively.

“After the FAT, the machine will be delivered to the site for assembly which will take up to two months before it can start boring. Any delay in the chain will lead to irreversible delays on the delivery dates”, he added.

He also said that just as it was before for SBK Line when the TBMs were manufactured at the Herrenknecht’s main facility in Germany, here too MGKT had taken it upon themselves to send a new team of engineers to be trained as tunnel engineers.

“We have always been cognisant about the need to have a sustainable pool of tunnel engineers and on-the-job training is the best that can happen to any engineer who wants a career in tunnelling”, he said.

In terms of tunnelling challenges, Hau explained that there were some tricky karstic zones where extreme caution was required and this is where the projects benefits from the use of the Variable Density Tunnel Boring Machine, the multiple award winning innovation by MMC-Gamuda which is the answer to their tunnelling nightmare.

In terms of lessons learnt, we definitely have better machines, better knowledge and more importantly a confident team of experts managing the tunnelling works, which are our greatest assets and strengths, added Hau.

Having said that, Hau also admitted that MGKT had lost some of its tunnel engineers to the currency pull elsewhere. “We look at it with some pride as our Malaysian engineers trained locally are being head-hunted for global tunnelling jobs”, said Hau.

Najmuddin, on behalf of the project owner said this was the second FAT the Media was being exposed to, the first was in Germany in 2012 for SBK Line. He said the SBK Line completion in July 2017 which was completed earlier and within the stipulated cost was a testimony that we had all systems in place for the smooth implementation of Line 2 just as well, if not better.

He added that four machines from HK China and the eight refurbished machines will be launched from various sites with the first launch expected in Quarter One 2017 at Bandar Malaysia North and the last launch will be in April 2019 at Conlay.

The SSP Line will have two Earth Pressure Balance and ten Variable Density Machines burrowing from the five launch sites. “It has been our practise from the initial stages of the MRT project that we involved the Media and the Public with regular briefings and events, and this is an excellent way of educating the masses on what goes on behind the blue hoardings”, said Najmuddin.

