



S U R U H A N J A Y A  
P E N G A N G K U T A N A W A M D A R A T  
L A N D P U B L I C T R A N S P O R T  
C O M M I S S I O N



## Joint SPAD - LTA Press Release

### Memorandum of Understanding is a Major Milestone for the Kuala Lumpur-Singapore High Speed Rail Project

1. Malaysia's Land Public Transport Commission (SPAD) and Singapore's Land Transport Authority (LTA) welcome today's signing of the Memorandum of Understanding (MOU) between the Government of Malaysia and the Government of the Republic of Singapore on the Kuala Lumpur-Singapore High Speed Rail (HSR) Project, by YB Datuk Abdul Rahman Dahlan, Malaysia's Minister in the Prime Minister's Department and H.E. Minister Khaw Boon Wan, Singapore's Coordinating Minister for Infrastructure and Minister for Transport. The signing ceremony, which was witnessed by Malaysia's Prime Minister Dato' Sri Mohd Najib Tun Abdul Razak and Singapore's Prime Minister Lee Hsien Loong, signifies Malaysia and Singapore's firmest commitment yet to this iconic project.
2. The MOU reflects the outcome of extensive discussions between officials led by the Ministry of Transport and the Land Public Transport Commission (SPAD) of Malaysia, and the Ministry of Transport and Land Transport Authority of Singapore, since the project was first announced by the Prime Ministers of both countries at the 4<sup>th</sup> Singapore-Malaysia Annual Leaders' Retreat in February 2013. The MOU captures the key points of agreement on the project, which include the technical parameters, commercial model, customs, immigration & quarantine (CIQ) clearance, safety & security matters, regulatory framework, as well as project management. Please refer to [Annex A](#) for the highlights.
3. The MOU will guide the development of a legally-binding Bilateral Agreement to be signed by both Governments towards the end of this year. It also reiterates the Governments' commitment to ensure that all project tenders are

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conducted in an open, fair and transparent manner, so as to encourage participation from technology and service providers worldwide.

4. Both Governments agreed that each will take responsibility for developing, constructing and maintaining the civil infrastructure and stations within their own countries, which will be undertaken by MyHSR Corporation and LTA (as InfraCos) in Malaysia and Singapore respectively. Through international tenders, an assets company (AssetsCo) will be appointed to provide and maintain the HSR trains and its associated systems (e.g. track, power, signalling and telecommunications), while two train operating companies (OpCos) will be appointed to operate the HSR services. OpCo International will operate the cross-border services (i.e. the Express Service and the Shuttle Service), while OpCo Domestic will operate the Domestic Service within Malaysia. Please refer to [Annex B](#) for an illustration of the HSR services and the relationship between the InfraCos, AssetsCo and OpCos.
5. Both Governments agreed that the HSR will have eight stations – the termini in Bandar Malaysia and Singapore, and six intermediate stations in Putrajaya, Seremban, Ayer Keroh, Muar, Batu Pahat and Iskandar Puteri. Please refer to [Annex C](#) for an illustrative map of the location of the stations. All stations will be designed to integrate with the local public transport systems to ensure seamless connectivity. The trains will run at a top speed of more than 300km/h. To facilitate swift and seamless travel, both Governments agreed to co-locate CIQ facilities at three locations – Singapore, Iskandar Puteri and Kuala Lumpur – so that international-bound passengers will need to undergo CIQ clearance by both Malaysia and Singapore authorities only at the point of departure. Please refer to [Annex D](#) for an illustration of the co-located CIQ concept for passengers travelling between KL and Singapore.
6. Both Governments also agreed to form a Bilateral Committee comprising representatives from both Governments to manage and regulate aspects of the project which might impact the cross-border services. In addition, a Joint Project Team comprising representatives from MyHSR Corporation and LTA will be formed to coordinate joint aspects of planning and development works prior to the commencement of operations. As a next step, the Joint Project

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Team will call for an international tender next month to appoint a Joint Development Partner to provide technical support to both countries on the project.

7. Both Governments agreed to work towards commencing HSR operations by around 2026.

**About SPAD**

The Land Public Transport Commission or Suruhanjaya Pengangkutan Awam Darat (SPAD) is the planning, regulatory and enforcement authority for all land public transport matters in Peninsular Malaysia. Established on 3 June 2010 under the Suruhanjaya Pengangkutan Awam Darat Act 2010, the Commission falls directly under the purview of the Prime Minister of Malaysia.

**About MyHSR Corporation**

MyHSR Corporation is a company incorporated in 2015, wholly owned by the Minister of Finance Incorporated. As the project delivery vehicle for the KL-SG HSR project, MyHSR is responsible for the development and implementation of the project.

**About LTA**

The Land Transport Authority (LTA) is a statutory board under the Ministry of Transport of Singapore. The HSR Group within LTA will be responsible for the engineering design development and implementation of the project, working closely with relevant agencies in both Singapore and Malaysia.

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**Land Transport Authority of Singapore**

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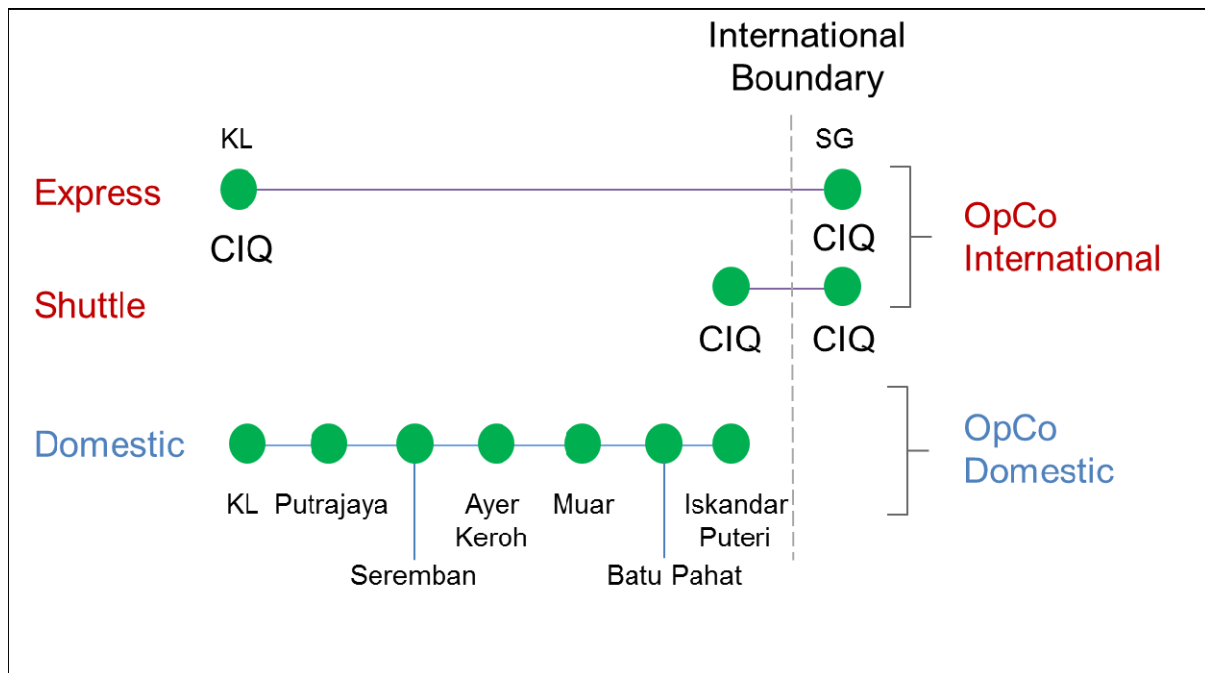
The highlights of the MOU are as follows. The Governments of both Malaysia and Singapore have agreed:

1. That each government will take responsibility for developing, constructing and maintaining the civil infrastructure and stations within their own countries, and this will be undertaken by MyHSR Corporation in Malaysia and LTA in Singapore.
2. To appoint through international tender an assets company to provide and maintain the HSR assets, in particular the HSR trains and its associated systems (e.g. track, power, signalling and telecommunications).
3. To appoint through international tender two train operating companies. OpCo International will operate the international HSR services (i.e. the 90-minute, non-stop Bandar Malaysia-Singapore Express Service, and the Iskandar Puteri-Singapore Shuttle Service), while OpCo Domestic will operate the Domestic Service within Malaysia.
4. To co-locate CIQ facilities at three locations – Singapore, Iskandar Puteri and Kuala Lumpur – so that international-bound passengers will need to undergo CIQ clearance by both Malaysia and Singapore authorities only at the point of departure, and not at the point of arrival.
5. To form a Bilateral Committee with representatives from both Governments to regulate the cross-border services (Express and Shuttle) and issues which might impact these services, as well as other joint aspects of the project.
6. To form a Joint Project Team to manage the joint aspects of project planning and development work prior to the commencement of operations.
7. To jointly call for an international tender in August 2016 to appoint a Joint Development Partner to provide technical support on joint aspects of the project, including interface and integration matters.

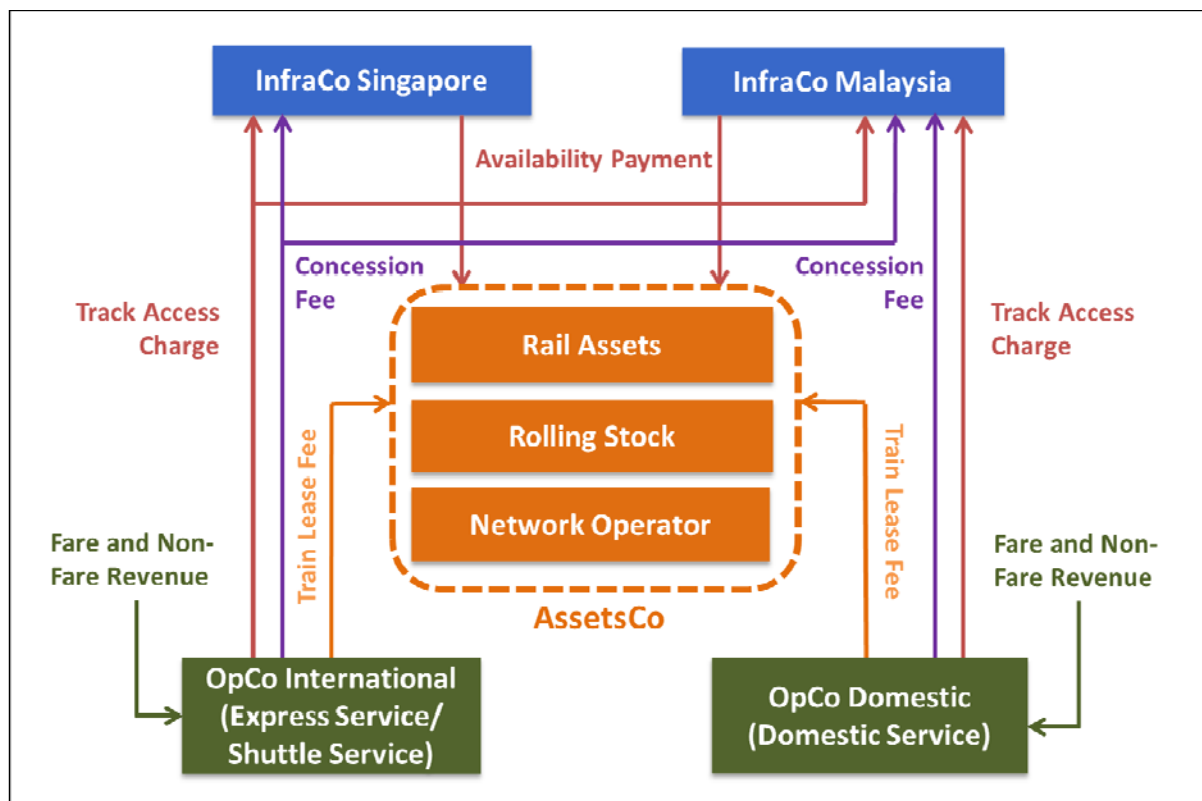
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8. To work towards commencing HSR operations by around 2026.

**Illustration of the 3 HSR services**



**Relationship and payment flows between InfraCos, AssetsCo and OpCos**

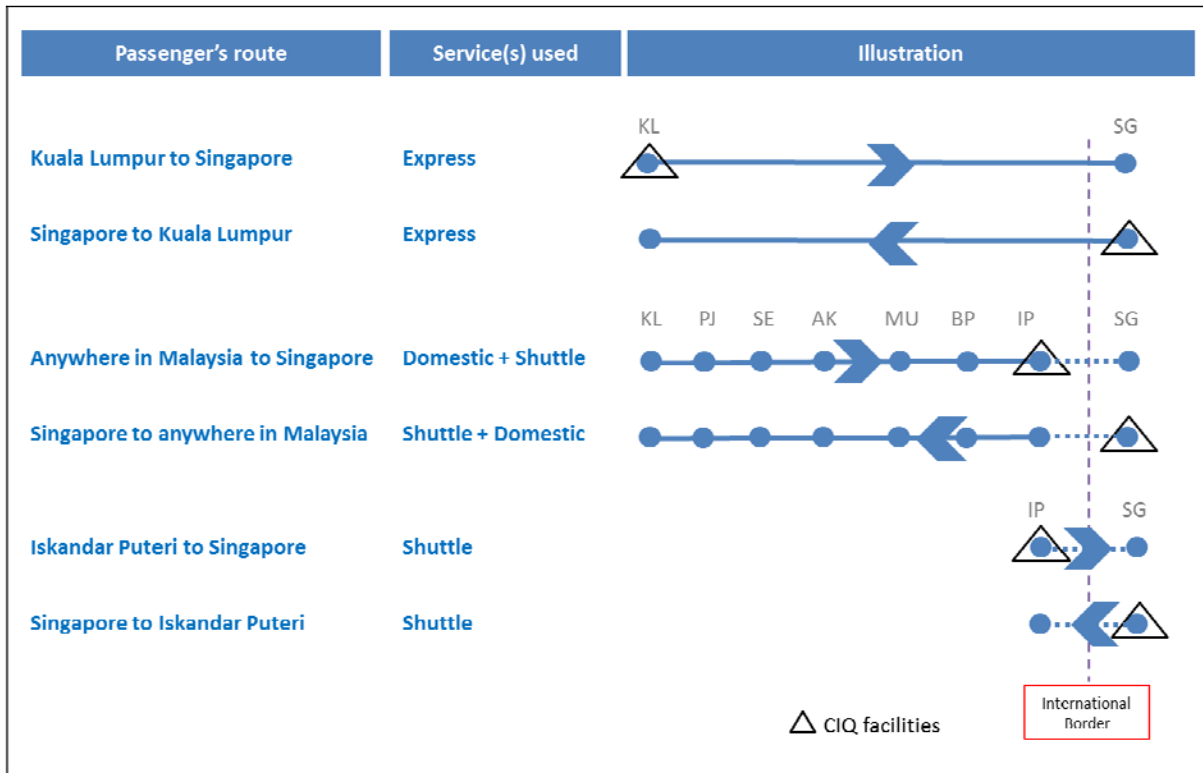


Illustrative map of the location of the stations





**Illustration of the co-located CIQ concept**



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