

Stage 1 :	1988	Land Acquisition and Related Works
	1989	Construction Works
	1990	Construction Works
	1991	Open to Public
Stage 2 :	1998	Land Preparation
	1999	Construction Works
	2000	Construction Works
	2001	Open to Public

It is also assumed that the project life of the truck terminals is 20 years after opening to the public.

The result of the financial analysis shows that both terminals are financially feasible with an Internal Rate of Return of 13.0% and 12.9% for the North and South Terminals respectively (Table 8.26).

Table 8.26 : Financial Analysis Of The Proposed North And South Truck Terminals, Klang Valley

Items	North Terminal	South Terminal
Benefit Cost Ratio (B/C Ratio)	1.10	1.09
Net Present Value (MS '000)	1,631	1,483
Internal Rate of Return (%)	13.0	12.9

Notes : 1. Discount rate is 12%.
2. Project life is 20 years.

8.8 Land Readjustment (Kukaku-seiri)

Land readjustment approach, a public participating form of urban facility improvement approach and popular in some developed countries was examined for its feasibility through a pilot study in Klang Valley. The pilot study was carried out on a Malay Reserve Area of about 200 ha in size located to the northern fringe of Kuala Lumpur but in the district of Gombak. The pilot study involved the surveying of existing land use up to the preparation of a replotting plan (Figure 8.31). Based on the current demand and market value of urban land in the area, economic and financial analysis were made.

Results of the pilot study show that the land readjustment approach is economically and financially feasible in the provision and improvement of urban facilities in urban or urban fringe Malay Reserve Areas in Klang Valley. For the Pilot Study Area, a Financial Rate of Return between 13.2% to 14.1% is obtained. When the project is implemented the average land value can be expected to increase by 7 to 15 times the present value.

However because of its specific characteristics in land ownership and regulations governing these land, the actual implementation of land readjustment has to overcome some of the foreseeable problems listed below : —

- (a) Specific and concrete merits or rewards for the contribution of land has to be skillfully provided for the land owners.
- (b) The main body and contents of the project have to be planned to ensure that the approach can function as a comprehensive economic and social development project.
- (c) Special care need to be taken in registering all the sub-divided land or other rights so as not to discourage the support from land owners for the Land Readjustment Project.
- (d) The replotting of land has to take appropriate consideration for the need of sub-division after the project is completed.
- (e) The need to deregulate land ownership in the Reserve Land.
- (f) A systematic land assessment method is necessary in order to obtain full consensus from all land owners.

The promotion of urban development in the urban Malay Reserve Land is an important development issue in so far as those which are strategically located in the urban areas. The lack of an appropriate development approach for upgrading the level of urban facilities at present would render these areas to continue to be bypassed by urban development.

The Study Team proposed that a task force be set up with participation from : —

- (a) Selangor State Planning Unit
- (b) Federal Department of Town and Country Planning
- (c) Planning Unit in the City Hall of Kuala Lumpur
- (d) Klang Valley Planning Secretariat

for the specific functions of : —

- (i) Conducting a detail feasibility study based on the findings of the Pilot Study and possibly implementing it as a Pilot Project
- (ii) further promoting the social acceptance of the concept of Kukaku-seiri
- (iii) identifying possible areas for land readjustment project
- (iv) preparing replotting plans
- (v) implementing the plans

LAYOUT PLAN

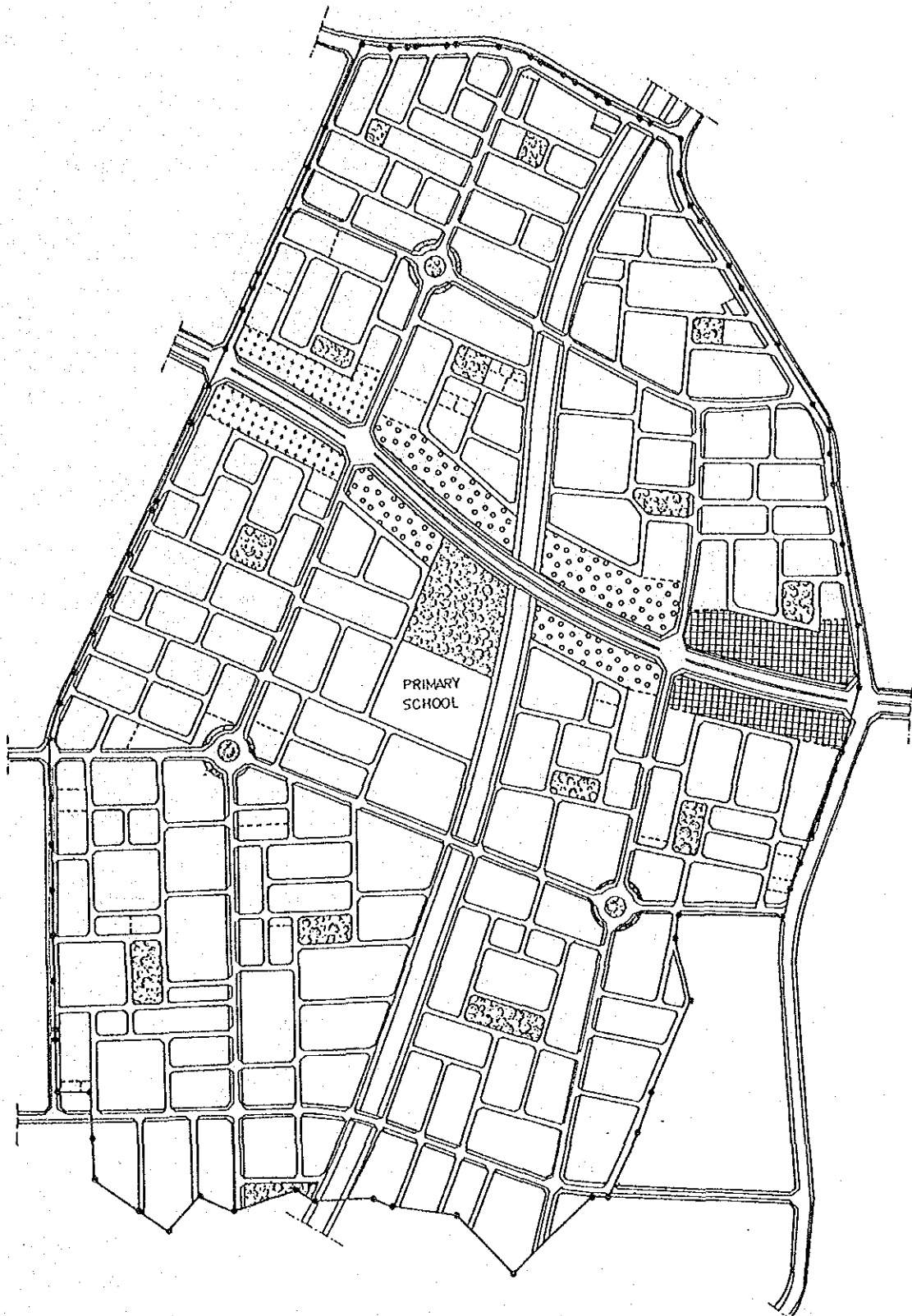
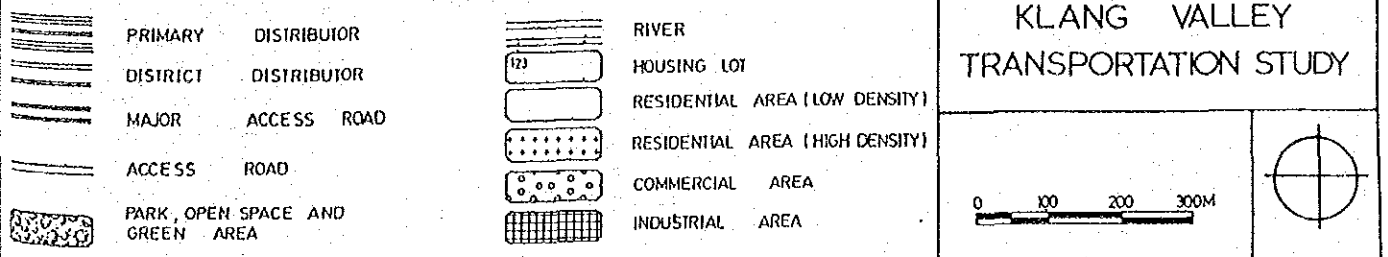


Figure 8.31 : Proposed Layout Plan for the Kukaku-seiri Pilot Study



8.9 Follow-Up Studies

The Masterplan Study has recommended the development of various transport facilities in achieving a well balanced transport system for Klang Valley. The Study has accordingly identified some of these recommendations as priority projects on the basis of their urgency.

To ensure continuity and on-schedule implementations, feasibility studies and/or engineering studies should be carried without further delay on : –

(a) Public Transport Projects

- (1) Feasibility and Engineering Study on Mass Rapid Transit Railway (MRT) System Introduction Project for Port Klang, Batu Caves and Kepong Lines.
- (2) Study on Bus Transport Improvement Project in Kuala Lumpur Conurbation.

(b) Road Projects

- (1) Feasibility Study on Middle Ring Road (II) Extension and Shah Alam Highway Project
- (2) Feasibility Study on North-South Expressway Link Project

(c) Traffic Management Projects

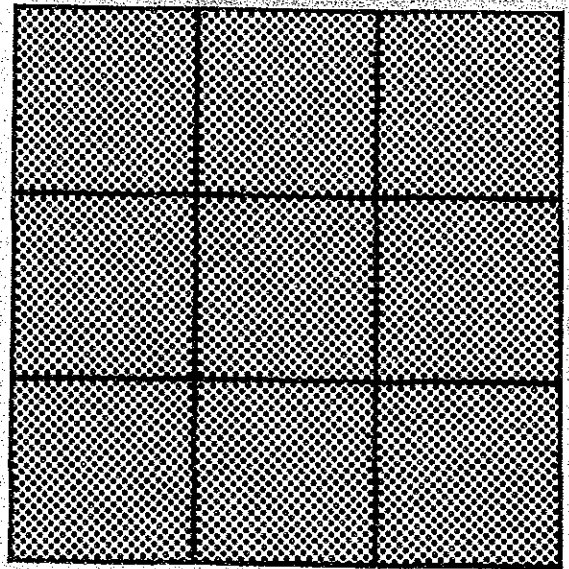
- (1) Study on Traffic Restraint Measure Introduction Project in Central Planning Area of Kuala Lumpur
- (2) Feasibility and Engineering Study on Traffic Surveillance and Control System Project

(d) Transport Terminal Projects

- (1) Feasibility Study on Freight Terminal Introduction Project
- (2) Feasibility Study on Bus Terminal Relocation Project

(e) Urban Development Projects in Relation to Transportation Projects

- (1) Study on Land Readjustment (Kukaku-seiri) Project
- (2) Study on Urban Development or Landuse near MRT Stations



CHAPTER 9 : IMPLEMENTATION PROGRAMME

9. IMPLEMENTATION PROGRAMME

9.1 General

In the preceding chapter hitherto, various transport projects have been proposed. These are classified into the following:-

- (a) Road and Intersection Projects
- (b) Public Transport Projects
- (c) Traffic Management Projects
- (d) Other Transport Facilities Projects

Road and intersection projects include construction of new roads and interchanges, widening of existing roads and grade separations.

Public transport projects are comprised of Mass Rapid Transit System, improvement to bus facilities, construction of bus depots, replacement of old buses, etc. Cordon pricing, traffic surveillance and control system pertain to traffic management projects.

As for the other transport facilities projects, bus and freight terminals, pedestrian facilities and parking facilities are identified.

In order to prepare a well balanced plan for implementing these projects, the following factors are considered:-

- (a) Firstly, the Government financial situation is examined. Since the Government development funds are limited, financial contributions in various forms by private sectors are considered wherever possible.
- (b) Careful attention should be paid to the inter-relationship among projects, particularly among those in different categories, such as road, MRT and bus transport projects.
- (c) A higher priority will be given to the projects with higher investment returns, namely, the one which are effective for solving the existing problems with relatively lower cost.

9.2 Examination of Government Financial Situation

9.2.1 Past Performance and Allocation for FMP Period

During the last two five year plan periods, i.e. the Third Malaysia Plan (TMP) and Fourth Malaysia Plan (FoMP), the total Federal Government Funds Allocation to development grew from M\$32,075.68 million to M\$48,859.54 million with an increase of 52%. Meanwhile the allocation of the funds to Selangor State and Federal Territory which covers the Klang Valley region grew from M\$5,769.08 million to M\$6,977.29 million with an increase of 21%.

Table 9.1 : Past Federal Government Development Funds Allocation

	(M\$ million)					
	TMP		FoMP		FMP	
	Allocation	% Share	Allocation	% Share	Allocation	% Share
Selangor	3,079.07	9.6	3,962.25	8.1	2,346.38	5.9
Federal Territory	2,690.01	8.4	3,015.04	6.2	1,779.60	4.4
Selangor and F. Territory	5,769.08	18.0	6,977.29	14.3	4,125.98	10.3
Malaysia	32,075.68	100.0	48,859.54	100.0	40,075.41	100.0

Source: 1. Mid Term Review of Third Malaysia Plan
 2. Mid Term Review of Fourth Malaysia Plan
 3. Fifth Malaysia Plan

The Fifth Malaysia Plan (FMP), however, shows a sudden decrease in the total development funds amounting to M\$8,784.13 million due to the rapid growing deficit of the government.

The economic stimulation measures of the public sector during the early 80's which involved large increases in its capital expenditure has resulted in the unprecedented increase in the overall public sector deficit. At the same time the tax cuts initiated as part of the economic stimulation stance as well as the falling commodity export taxes have contributed a significant slowdown in the growth of revenues. In spite of the large increase in oil and oil related revenues, these were insufficient to offset the overall public sector deficit.

Hence, the allocation to the Klang Valley Region in the FMP in terms of the amount as well as the percentage share to the total funds decreased drastically. The development funds allocated to the region in FMP amount to M\$4,125.98 million, which represents only 60% of the allocation during the FoMP period.

Although there has been an intensive investment in the urban transportation, the urban development requires further investment during the Fifth Malaysia Plan.

Under such financial circumstances, it is very important to seek an efficient and economical way to invest and also to widen investment potential by other means such as privatization or joint-ventures.

In the following section the detail financial position for the transportation development in the Klang Valley Region is investigated and the project implementation scheme is provided by taking the priority of each proposed project into account.

9.2.2 Federal Government Funds

The allocation of Federal Government funds for the transport sector is summarized in Table 9.2.

Table 9.2: Past Allocation of Federal Funds for Road Development

(M\$ million in Current Prices)

	Five Year Plan Period	Malaysia	Selangor	Federal Territory	Selangor and Federal Territory	
					Amount	% Share
Total Economic Development Allocation	TMP	21,501.37	1,649.64	1,422.87	3,072.51	14.3
	FoMP	29,607.56	2,681.95	1,639.34	4,321.29	14.6
	FMP	23,548.40	1,302.35	712.69	2,015.04	8.6
Transport	TMP	5,017.30	436.66	301.39	738.05	14.7
	FoMP	6,713.03	694.62	301.66	996.28	14.8
	FMP	4,521.99	122.10	111.63	233.73	5.2
Roads and Bridges	TMP	3,017.50	180.31	295.65	475.96	15.8
	FoMP	3,635.35	258.70	258.33	517.03	14.2
	FMP	3,715.10	84.10	97.47	181.57	4.9

Source : 1. Mid Term Review of TMP
2. Mid Term Review of FoMP
3. Fifth Malaysia Plan

As can be seen from the table, the total budget has declined substantially in the FMP period and this total development allocation might be further reduced judging from the annual budgets approved for the years 1986 and 1987.

It is also noted that the percentage share of Selangor and Federal Territory to the national total has dropped sharply in the Fifth Malaysia Plan not only for road development funds but the total economic development allocation.

This is reflecting the New Economic Policy which aims for a sound economic growth with greater equity among regions considering the fact that the Klang Valley Region has been intensively invested in during the past decades and its development stage having reached a fairly matured level compared to other regions.

The total economic development allocation is predominantly dependant on government revenue which is closely related to the Gross Domestic Product (GDP). Hence, it is assumed that the total development funds in future will grow in proportion to the growth of the GDP.

It is also assumed that the percentage share of the road development funds allocated to the Klang Valley Region in future will be more or less the same as that in the FMP period.

Based on the above assumptions, the allocation of federal funds for road development during the years 1991 to 2005 is estimated as follows:-

Table 9.3: Estimation of Economic Development Funds

Plan Period	Economic Development Funds	Gross Domestic Product	(M\$ million)
			% to Gross Domestic Product
1976-1980 (TMP)	21,501.37	186,453	11.5
1981-1985 (FoMP)	29,607.56	348,530	8.5
1986-1990 (FMP)	23,548.40	454,390	5.2
1991-2005	117,626.00	2,262,045	5.2

Table 9.4: Estimation of Development Allocation to Roads and Bridges

Plan Period	Allocation to Roads and Bridges	Economic Development Funds	(M\$ million)
			% Share
1976-1980 (TMP)	3,017.50	21,501.37	14.0
1981-1985 (FoMP)	3,635.35	29,607.56	12.3
1986-1990 (FMP)	3,715.10	23,548.40	15.8
1991-2005	18,545.00	117,626.00	15.8

Source: 1. Mid Term Review of TMP
2. Mid Term Review of FoMP
3. Fifth Malaysia Plan

Table 9.5: Estimation of Allocation to Klang Valley Region

	Allocation to Selangor State and F. Territory	Allocation to Roads and Bridges	(M\$ million)
			% Share to Total
1976-1980 (TMP)	475.96	3,017.50	15.7
1981-1985 (FoMP)	517.03	3,635.35	14.2
1986-1990 (FMP)	181.57	3,715.10	4.9
1991-2005	909.00	18,545.00	4.9

Source: 1. Mid Term Review of TMP
2. Mid Term Review of FoMP
3. Fifth Malaysia Plan

The actual expenditure during the FMP may further shrink due to the Government's policy to improve the current account balance.

In recent years, Malaysia has been suffering from the extra ordinary low market prices of her major exporting products. However, she seems to be approaching the turning point and some commodities like rubber have an upward movement. This is also expected for petroleum.

Once the Government's financial condition is improved, the development expenditure will be expanded in order to sustain the target growth. Accordingly, the economic development funds may range from 5 to 8% of GDP for the years after FMP, considering the past performance.

Hence, the allocation to Selangor State and Federal Territory will be somewhere between M\$870 million to M\$1400 million for the years 1991 to 2005.

Nevertheless, it might be indispensable to make more effective use of the private sector's resources especially in the Study Area where the transport projects have relatively higher financial viability when compared with the other regions.

Allocation to Committed Projects

Under the Fifth Malaysia Plan, several federal road projects are on-going at various stages of implementation in the Klang Valley. The total allocation to the committed projects during the FMP amounts to M\$86,450,000. These include the following projects:-

- (a) Traffic Dispersal Scheme KL/PJ
- (b) Kuala Lumpur - Ipoh Road
- (c) Jalan Vantooeren to Port Klang
- (d) North Klang Straits Bypass, etc.

9.2.3 Selangor State's Development Funds

The Selangor State develops roads and bridges in Selangor State. About 70% of its funds is invested in the Klang Valley Region.

The State has an allocation of funds from Federal Government through the Ministry of Rural Development for development of rural and kampung roads. The portion of this funds to the total is quite small. The principal development of state roads and bridges is supported by the state's funds.

Table 9.6 shows the past performance and an estimate of the development funds for FMP and Klang Valley Region.

Table 9.6: Past Selangor State Development Funds for Roads and Bridges

	(M\$ million)		
	TMP	FoMP	FMP
Allocation from Federal Government	3.52	30.12	0.2
State Funds	71.71	262.80	289.78
Total	75.23	292.80	289.98

Source: Economic Planning Unit, Selangor State EPU

As seen in the above table, the allocation from Federal Government in FMP is negligible. Therefore, the development funds are exclusively dependant on the financial status of the Selangor State. Assuming that the state funds grow at the same rate as GDP, approximately M\$1250 million can be expected as the total development funds for the period 1991 to 2005.

In another alternative case, the state funds remain at the same level till the year 2005, the total state funds for the period then will be M\$870 million.

Allocation to Committed Projects

Selangor State too has various state road projects under construction. The allocation to the committed projects during the FMP is estimated to be about M\$200 million.

9.2.4 Development Funds of the Ministry of Federal Territory

The Ministry of Federal Territory has two types of project, i.e. the Federal Territory Road and Bridge projects and the Public Transportation project. In terms of fund acquisition, the function of the Ministry of Federal Territory is identical to City Hall whereas execution of the project is done by City Hall.

The source of funds for City Hall consists of the fund allocated from the Federal Government and its own funds. The past performance and estimates for FMP are shown in Table 9.7.

Table 9.7: Past City Hall Transportation Development Funds

		(M\$ million)		
Source of Funds		TMP	FoMP	FMP
Roads and Bridges	Allocation from Federal Government	0.91	35.2	28.0
	City Hall Funds	N.A	21.3	56.7*
	Total	N.A	56.5	84.7
Public Transport Facilities	Allocation from Federal Government	0	2.8	0.2
	City Hall Funds	N.A	0.8	1.7
	Total	N.A	3.6	1.9

Note: 1. The figures in TMP, FoMP represent actual expenditure.
2. * - Study Team's Estimates based on the On-going projects

Source: 1. Ministry of Finance
2. Economic Planning Unit
3. Ministry of Federal Territory

Reflecting the present financial condition, the allocation from the Federal Government in FMP has decreased to M\$28.0 million, which is to be used for the construction of Jalan Ampang junction of the Middle Ring Road II. The allocation from the City Hall funds during FMP is estimated to be M\$56.7 million, of which about M\$50 million will be used for the committed projects.

With regard to public transport, only the funds for developing bus facilities are prepared for FMP as the capital intensive projects such as Light Rail Transit (LRT) and Aerobus have been shelved due to the tight budgetal condition.

As for the funds for the years 1991-2005, it is estimated to range from M\$250 million to M\$370 million based on the same assumptions as the case of Selangor State.

9.2.5 Non Financial Public Enterprises

There are three(3) Non-Financial Public Enterprises (NFPEs) in the transport sector of the Klang Valley Region, namely:-

1. Malaysian Highway Authority (LLM)
2. Malayan Railway (KTM)
3. Klang Port Authority (LPK)

Among the above, LLM and KTM are most related to this study.

(1) Malaysian Highway Authority (LLM)

LLM's main source of development funds is the allocation from the Federal Government and loan from foreign institutions.

Revenue from the toll for the expressways including Kuala Lumpur-Seremban Expressway, Penang Bridge, etc. is still at a low level and has not even reached the level to repay the annual interest. Hence the development funds from its own resources cannot be expected.

According to the Ministry of Finance and LLM, the total amount of development funds during the FoMP and FMP are M\$856.2 million and M\$720.1 million respectively. Most of the amount for the FMP is to be spent on the expressway projects which commenced during the FoMP such as Jitra-Gurun, Changkat Jering-Ipoh and Seremban-Pagoh Expressway.

In the Klang Valley Region, two Expressway projects will be started during the FMP; Tanjong Malim-Kuala Lumpur Expressway and the New Klang Valley Expressway.

Only the land acquisition of the New Klang Valley Expressway is financed by LLM and all the other project cost will be borne by private sector as a privatization project.

(2) Malayan Railway (KTM)

Development of the Malayan Railway (KTM) Project is supported by the allocation from the Federal Government in terms of loan and grants.

The development funds during the TMP, FoMP and FMP are shown in Table 9.8.

Table 9.8. Past Development Funds of Malayan Railway

	(M\$ million)		
	TMP	FoMP	FMP
Allocation from Federal Government	6.63	103.23	25.7

Source: Economic Planning Unit, Ministry of Finance

The development funds during the FMP are to be spent for the completion of rail connection to Subang Airport as well as the rail link to the new General Post Office Headquarters and the upgrading of railway stations. A private sector participation not only in the operation and management but also in further development is under consideration from various aspects.

9.2.6 Summary of Development Funds for Roads and Bridges

The total development funds for roads and bridges in the Klang Valley Region are estimated to be approximately M\$2.0 billion to M\$3.0 billion for the period 1991-2005 as shown in Table 9.9. This does not include the government loan or grant for development of the Highway Authority Roads which might be prepared to support the privatization of the new expressway projects.

Table 9.9: Summary of Estimated Development Funds for Roads and Bridges in the Klang Valley Region

Type of Project	1981-85 (FoMP)	1986-90 (FMP)	(M\$ million)	
			1991-2005 Estimates Low	High
Federal Roads and Bridges	517.03	181.57	870	1400
Selangor State Roads	292.92	289.78	870	1250
Federal Territory Roads	56.50	84.70	250	370
Sub-total	866.45	556.05	1990	3020
Highway Authority Roads*	856.20	720.10		

Note: * The figures for Highway Authority Roads represent the total funds covering entire Malaysia

9.3 Phasing Plan for Proposed Projects

9.3.1 Road Projects

The total cost for the proposed roads and intersection projects is estimated to be about M\$4,311.2 million, of which 55% or M\$2,342.0 million pertains to expressways and primary road projects, 33% to distributor road projects and 12% to interchanges and grade separation projects.

A higher priority in implementation is given to:-

- (1) projects particularly the improvement on radial roads in Kuala Lumpur which are effective in mitigating the existing heavy traffic congestion with relatively low cost.
- (2) projects which are helpful in reducing the traffic congestion in the central area of Kuala Lumpur.
- (3) projects which sustain the further development of the growth centres in Klang Valley.

Assuming the investment amount grows at the growth rate of GDP i.e. 5.0% per annum, the cumulative amount would be 8% for the period by 1990, 24% for 1991-1995, 30% for 1996-2000, 38% for 2001-2005. These percentages can be a guideline for scheduling.

The proposed implementation schedule for roads and intersections are shown in Table 9.10 and Table 9.11 respectively.

Major projects scheduled in Phase I (1988-1990) are:-

- (1) Widening of Federal Route 1 from Kepong to Selayang
- (2) Construction of the eastern part of Middle Ring Road II
- (3) Widening of Jalan Ampang, Genting Klang, Jalan Gombak and part of Jalan Ipoh

(4) Construction of East-West Link and improvement of Jalan Cheras and together with the related interchange improvements.

In early 1990's several capital intensive projects will follow:-

- (1) Construction of northern part of Middle Ring Road II
- (2) Extension of Middle Ring Road II
- (3) Shah Alam Highway
- (4) North-South Expressway link and others

(Refer to Figures 9.1 and 9.2).

Road projects scheduled for the period beyond 1995 are shown in Figures 9.3 and 9.4.

The investment requirement for road projects is estimated at M\$298.0 million for Phase I (1988-1990), M\$1,091.1 million for Phase II (1991-1995) and M\$2,922.1 million for Phase III (1996-2005).

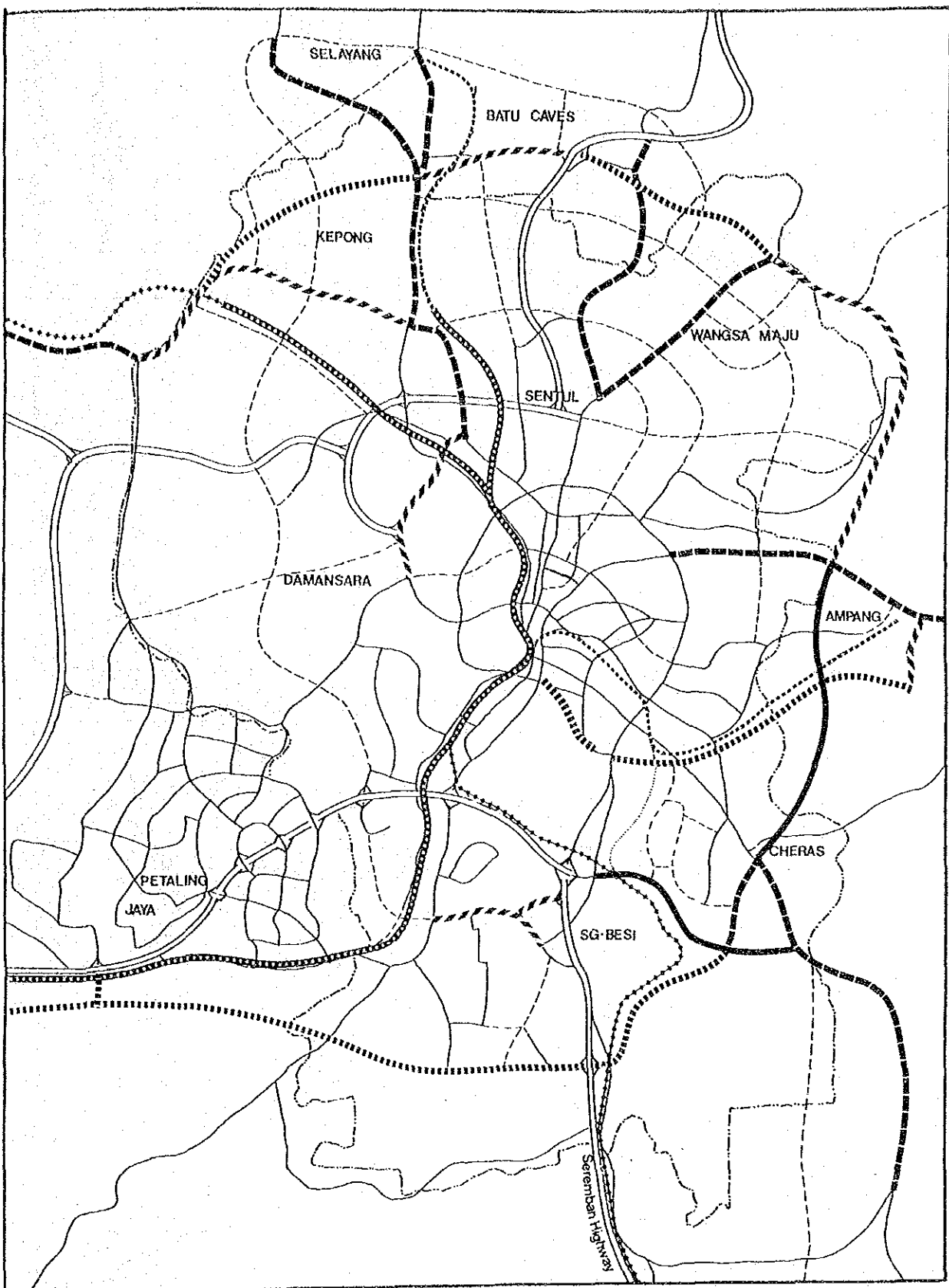
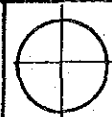
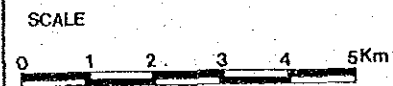


Figure 9.1 :
Proposed Road Construction And Improvement
For Phase I & II in Kuala Lumpur Conurbation

LEGEND

- | | | |
|--|--------------------------------|----------------------|
| | Proposed New Road Construction | (Phase I 1988-1990) |
| | Proposed Road Improvement | |
| | Proposed New Road Construction | (Phase II 1991-1995) |
| | Proposed Road Improvement | |
| | Proposed MRT Phase I | |
| | Proposed MRT Phase II | |
| | Proposed MRT Phase III | |
| | Other Proposed Roads | |
| | Existing Road | |



**KLANG VALLEY
TRANSPORTATION STUDY**

Figure 9.2 :

Proposed Road Construction
And Improvement For Phase
I & II in Other Klang Valley
Area

LEGEND

(Phase I 1988-1990)

- Proposed New Road Construction
- Proposed Road Improvement

(Phase II 1991-1995)

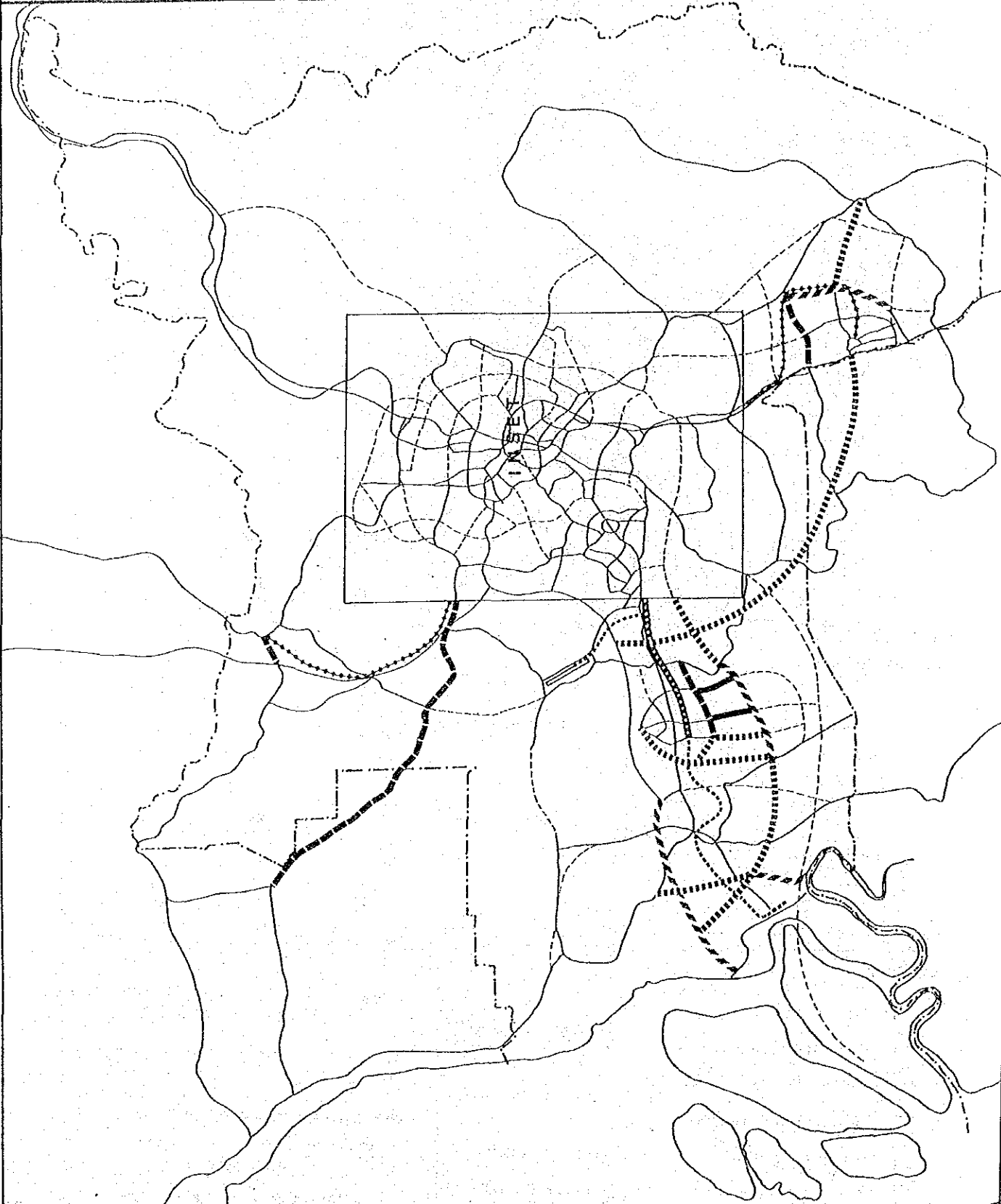
- Proposed New Road Construction
- Proposed Road Improvement
- Proposed MRT Phase I
- Proposed MRT Phase II
- Proposed MRT Phase III
- Other Proposed Roads
- Existing Road



SCALE



KLANG VALLEY
TRANSPORTATION STUDY





LEGEND







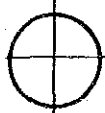
-  Proposed New Road Construction (Phase III 1996-2005)
-  Proposed Road Improvement
-  Existing And Other Roads
-  Proposed MRT Lines in Phase III
-  Other MRT Lines
- 

Figure 9.3 :
 Proposed Road Construction And Improvement For Phase III in Kuala Lumpur Conurbation

SCALE
 0 1 2 3 4 5Km



**KLANG VALLEY
 TRANSPORTATION STUDY**

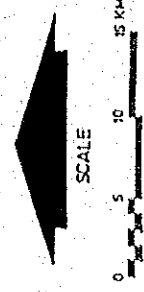
Figure 9.4 :

Proposed Road Construction
And Improvement For Phase
III in Other Klang Valley Area

LEGEND

(Phase III 1996-2005)

- Proposed New Road Construction
- Proposed Road Improvement
- Proposed MRT Lines in Phase III
- Other MRT Lines
- Existing And Other Roads



KLANG VALLEY
TRANSPORTATION STUDY

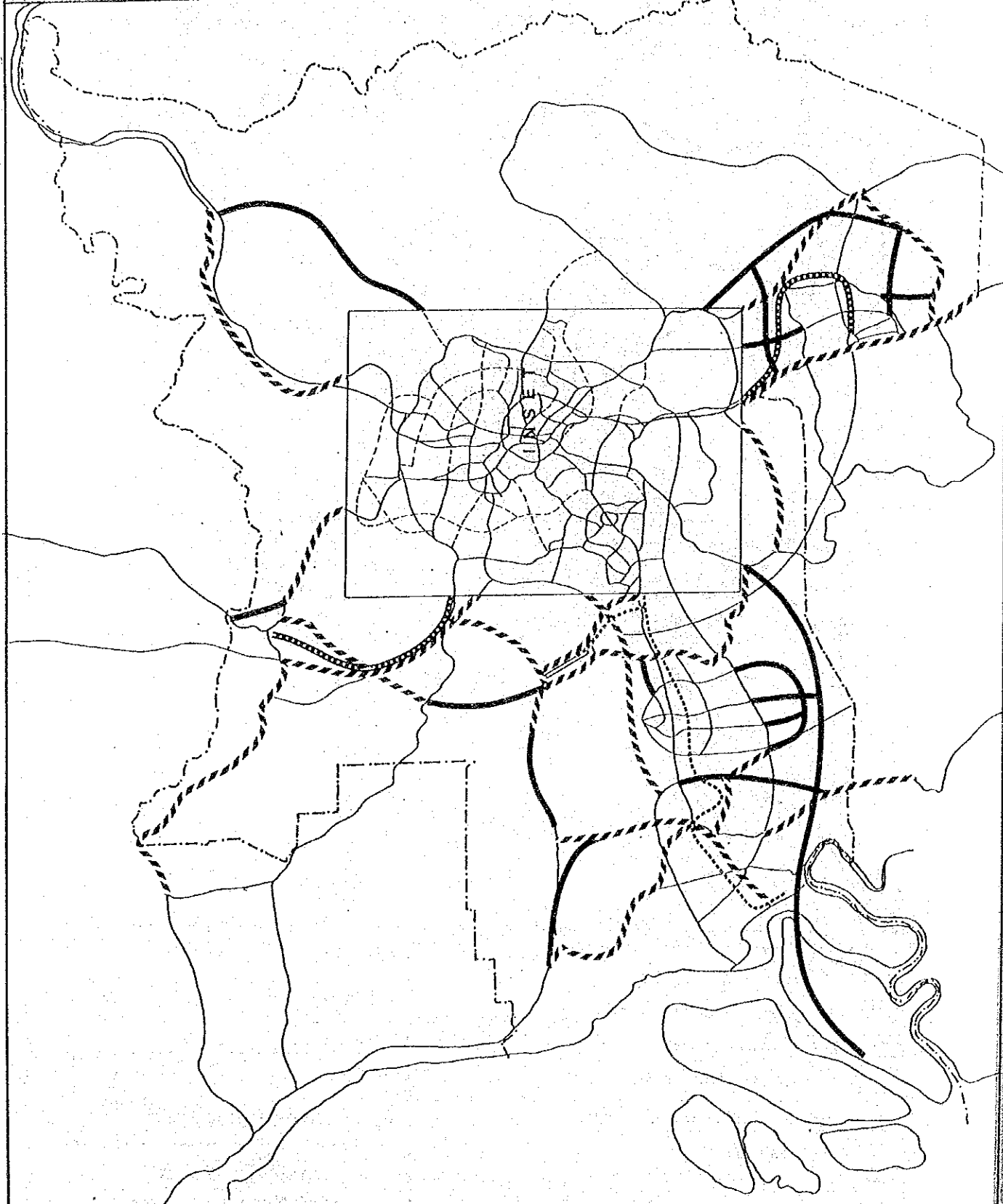


Table 9.10: Proposed Road Projects Investment Schedule

No.	Code	Project Name	Project Cost (M\$'000)	Year			
				90	95	00	05
1	RK-1	Damansara Transit	57,730				
2	RK-2	Jalan Sultan Ismail Extension	34,800				
3	RK-5	Middle Ring Road	62,846				
4	RK-6	Widening of Jalan Ipoh	10,416				
5	RK-7	Upgrading of Jalan Kepong	3,744				
6	RK-8	Northern Part of Middle Ring Road (II)	132,402				
7	RK-9	Federal Route 1 (Kepong-Selayang)	20,232				
8	RK-14	Jalan Genting Klang Widening	11,466				
9	RK-17	Eastern Route	65,790				
10	RK-19	Northern Route	62,370				
11	RK-20	Jalan Ampang Widening	19,188				
12	RK-21	Southern Part of Middle Ring Road (II)	79,156				
13	RK-23	Middle Ring Road Extension	70,150				
14	RK-24	Jalan Cheras Widening	15,168				
15	RK-25	Middle Ring Road (II) Extension	187,040				
16	RK-28	Jalan Klang Lama Upgrading	20,160				
17	RK-31	Jalan Damansara Widening	31,722				
18	RK-32	Western Route	133,640				
19	RK-36	Jalan Duta Widening	2,880				
20	RK-40	East-West Link	45,738				
21	RK-41	Jalan Puchong Widening	20,124				
22	RW-1	Shah Alam Highway	130,870				
23	RW-2	South Klang Valley Expressway	185,580				
24	RW-3	South Klang Straits Bypass	64,030				
25	RW-4	Pulau Lumut Access Road	58,289				
26	RW-5	Jalan Meru Bypass	28,556				
27	RW-9	North Klang Straits Bypass	37,440				
28	RW-10	Jalan Langat Widening	20,592				
29	RW-13	Jalan Meru Widening	20,358				
30	RW-15	New Klang Valley Expressway Widening	116,310				
31	RW-16	Airport Road	8,658				
32	RN-1	Federal Route I (Selayang-Rawang)	23,788				
33	RN-5	Kuala Lumpur-Tanjung Malim Expressway Widening	49,700				
34	RN-6	Kuala Lumpur-Kuala Selangor Road	26,442				
35	RE-1	Kuala Lumpur-Karak Highway Widening	94,180				
36	RE-2	Bukit Tinggi Transit	130,650				
37	RS-1	North-South Expressway Link	151,960				
38	RS-3	Kajang Bypass	47,376				
39	RS-9	Kuala Lumpur-Seremban Expressway Widening	60,492				
40	-	Other Roads (Distributors)	1,452,172				

Table 9.11: Proposed Intersection Projects Investment Schedule

No.	Code	Project Name	Project Cost (M\$'000)	Year			
				90	95	00	05
1	I-1	Jalan Tun Razak/Jalan Gurney	12,000				
2	I-2	Jalan Kepong/Jalan Damansara	8,500				
3	I-3	Jalan Kepong/Middle Ring Road (II)	8,500				
4	I-4	Jalan Ipoh/Middle Ring Road (II)	12,000				
5	I-5	Jalan Gombak/Middle Ring Road (II)	12,000				
6	I-6	Jalan Genting Klang/Middle Ring Road (II)	9,500				
7	I-7	Northern Route/Middle Ring Road (II)	9,500				
8	I-8	Jalan Ampang/Middle Ring Road (II)	12,000				
9	I-9	Jalan Ipoh/Selayang Road	12,000				
10	I-10	Jalan Genting Klang/Northern Route	12,000				
11	I-11	Northern Route/Eastern Route	12,000				
12	I-12	Middle Ring Road Extension/Middle Ring Road (II)	12,000				
13	I-13	Jalan Cheras/Middle Ring Road (II)	12,000				
14	I-14	Middle Ring Road (II)/East-West Link	12,000				
15	I-15	Middle Ring Road (II)/Seremban Highway	12,000				
16	I-16	Jalan Cheras Railway Crossing	8,000				
17	I-17	Middle Ring Road (II)/Jalan Puchong	12,000				
18	I-18	Middle Ring Road (II) Extension Junction	8,500				
19	I-19	Jalan Damansara Junction	12,000				
20	I-20	Jalan Duta/Jalan Semantan	12,000				
21	I-21	Jalan Duta/New Klang Valley Expressway	16,000				
22	I-22	Jalan Segambut Railway Crossing	8,000				
23	I-23	Jalan Pantai Dalam Railway Crossing	8,000				
24	I-24	New Klang Valley Expressway/Jalan Damansara	24,000				
25	I-25	Federal Route I/Bangi Transit Route	16,000				
26	I-26	Jalan Kinabalu/Jalan Syed Putra	20,000				
27	I-27	Railway Crossing in Sungei Buloh	8,000				
28	IW-1	Shah Alam Highway/North-South Expressway	24,000				
29	IW-2	Shah Alam Highway/Hicom Road	12,000				
30	IW-3	Shah Alam Highway Junction (I)	12,000				
31	IW-4	Shah Alam Highway Junction (II)	12,000				
32	IW-5	Shah Alam Highway Junction (III)	12,000				
33	IW-6	Shah Alam Highway Junction (IV)	12,000				
34	IW-7	South Klang Valley Expressway Junction (I)	8,500				
35	IW-8	South Klang Valley Expressway Junction (II)	24,000				
36	IW-9	South Klang Valley Expressway Junction (III)	16,000				
37	IW-10	New Klang Valley Expressway Junction	24,000				
38	IW-11	Railway Crossing in Klang (I)	8,000				
39	IW-12	Railway Crossing in Klang (II)	8,000				
40	IS-1	Bangi Transit Route/Bangi-Kajang Road	16,000				
41	IS-2	Railway Crossing in Kajang	8,000				

9.3.2 Public Transport Projects

Public transport projects will require an investment of about M\$1,862.5 million, 75% of which will be for the development of the proposed Mass Rapid Transit (MRT) System.

The MRT project will commence with developing lines connecting the high population density areas namely the Central Area of Kuala Lumpur, Petaling Jaya, Shah Alam, Sentul and Kepong.

Taman Eastern-Shah Alam line and Kepong-Kuala Lumpur line are recommended to be implemented in Phase I. In Phase II, Ampang line, Subang Airport line and the extensions from Shah Alam to Port Klang and from Taman Eastern to Selayang are scheduled (see Figures 9.1 and 9.2).

Efforts to improve the bus transport services and facilities will be continuously carried out incorporating with the improvement works on other transport modes. Particularly in accordance with the commencement of the MRT system, re-organization of bus routes will be required so as to promote the effective usage of MRT system.

Bus lanes will be introduced for Jalan Genting Klang and Jalan Cheras when their widening projects are completed in Phase I.

Construction of two bus depots is scheduled in Phase I and one in Phase II. In addition, replacement for old buses and additional purchase of new buses should also be continuously carried out during the planning period.

The public transport projects will require an investment of M\$360.3 million, M\$609.8 million and M\$892.4 million for the three phases respectively.

Table 9.12: Proposed Public Transport Projects Investment Schedule

No.	Project Name	Project Cost (M\$'000)	Year			
			'90	'95	'00	'05
1	Mass Rapid Transit System	1,384,000				
2	Bus Facilities	24,900				
3	Bus Depots	15,000				
4	Buses and Equipment	438,600				

9.3.2 Traffic Management Projects

Traffic management projects preferably to be implemented in short and medium terms require only M\$74.0 million in total.

Cordon pricing on private car users entering the area within the Inner Ring Road is recommended to be started at the earliest timing of Phase I if implemented. Establishment of traffic surveillance system is scheduled for Phase I, followed by the installation of traffic control devices scheduled for Phase II (refer to Table 9.13).

The investment requirement for traffic management projects is M\$38.0 million, M\$36.0 million for Phase I and Phase II respectively.

Table 9.13: Proposed Traffic Management Projects Investment Schedule

No.	Project Name	Project Cost (M\$'000)	Year			
			'90	'95	'00	'05
1	Cordon Pricing	2,000				
2	Traffic Surveillance/Control System	72,000				

9.3.3 Other Transport Facilities Project

Projects on other transport facilities including transport terminals will require about M\$444.3 million, a large portion of which is to be borne by the private sector.

As shown in Table 9.14, the first stage of inter-state bus terminal projects in Kuala Lumpur is to be implemented in Phase II.

The proposed intra-state bus terminals at Wangsa Maju should be constructed in Phase I, followed by the terminals at Bandar Tun Abdul Razak and Bukit Jalil in Phase II and Bukit Tinggi terminal in Phase III.

The implementation of freight terminal projects in Kuala Lumpur is to be undertaken in Phase I.

Pedestrian facilities comprising mainly of bridges, foot paths and pedestrian malls will be developed steadily and gradually starting with some selected points at the Central Area of Kuala Lumpur, Commercial Zone in the sub-centres and major streets where pedestrians are expected to congregate.

Off-street parking facilities will also be developed in the central area of Kuala Lumpur continuously till the year 2005 and in conjunction with the cordon pricing scheme.

The investment requirement for these transport facilities development is estimated to be M\$93.7 million for Phase I, M\$155.9 million for Phase II and M\$194.7 million for Phase III.

Table 9.14: Other Transport Facilities Investment Schedule

No.	Project Name	Project Cost (M\$'000)	Year			
			'90	'95	'00	'05
1	Inter-state Bus Terminals	55,600				
2	Intra-state Bus Terminals					
	– Wangsa Maju	2,900				
	– Bandar Tun Abdul Razak	2,400				
	– Bukit Jalil	4,300				
	– Bukit Tinggi	3,400				
3	Freight Terminals	53,200				
4	Pedestrian Facilities	104,000				
5	Parking Facilities	218,500				

9.4 Investment Requirement

The total investment required for realizing the above proposed projects by the year 2005 is estimated to be approximately M\$6,692.0 million as shown in Table 9.15. Road and intersection projects make up a predominant share of about 65% of the total requirement or M\$4,311.2 million.

Table 9.15: Total Transport Investment Requirement in Klang Valley to Year 2005

Projects	Project Cost (M\$ million)
1. Road Projects	
1.1 Expressways and Primary Roads	2,342.0
1.2 Distributor Roads	1,452.2
1.3 Interchanges and Grade Separation	517.0
Sub-total	4,311.2
2. Public Transport Projects	
2.1 Mass Rapid Transit (MRT)	1,384.0
2.2 Improvement of Bus Facilities	24.9
2.3 Bus Depots	15.0
2.4 Buses and Equipments	438.6
Sub-total	1,862.5
3. Traffic Management Projects	
3.1 Cordon Pricing	2.0
3.2 Traffic Surveillance and Control System	72.0
Sub-total	74.0
4. Other Transport Facilities Projects	
4.1 Bus Terminals	68.6
4.2 Freight Terminals	53.2
4.3 Pedestrian Facilities	104.0
4.4 Parking Facilities	218.5
Sub-total	444.3
TOTAL	6,692.0

In accordance with the proposed implementation scheduling, the total investment requirement is estimated to be M\$790.0 million for Phase I (1988-1990), M\$1,892.8 million for Phase II (1991-1995) and M\$4,009.2 million for Phase III (1995-2005) (see Table 9.16).

Table 9.16: Total Investment Requirement by Phase, 1988-2005

Projects	Project Cost (M\$ million)		
	Phase I 1988-'90	Phase II 1991-'95	Phase III 1996-2005
Road Projects			
1) Expressway and Primary Roads	221.1	786.0	1,334.9
2) Distributor Roads	32.9	166.6	1,252.7
3) Interchanges and Grade-Separation	44.0	138.5	334.5
Sub-total	298.0	1,091.1	2,922.1
Public Transport Projects			
1) Mass Rapid Transit (MRT)	310.0	478.0	596.0
2) Improvement of Bus Facilities	4.2	6.9	13.8
3) Bus Depots	10.0	5.0	—
4) Buses and Equipment	36.1	119.9	282.6
Sub-total	360.3	609.8	892.4
Traffic Management Projects			
1) Cordon Pricing	2.0	—	—
2) Traffic Surveillance and Control System	36.0	36.0	—
Sub-total	38.0	36.0	—
Other Transport Facilities Projects			
1) Inter-State Bus Terminals	—	48.5	7.1
2) Intra-State Bus Terminals	2.9	6.7	3.4
3) Freight Terminals	30.4	—	22.8
4) Pedestrian Facilities	24.0	40.0	40.0
5) Parking Facilities	36.4	60.7	121.4
Sub-total	93.7	155.9	194.7
Total	790.0	1,892.8	4,009.2

Among the above projects, most of the public transport projects can be implemented by private sector under the initiative of public sector.

The evaluation result shows that the proposed phasing plan of MRT System is financially feasible, thus sufficient income can be expected to reimburse the initial capital cost, under the condition that the operating body would endure the maximum debt of about M\$1.36 billion in the tenth year after the commencement of the operation.

This debt will be significantly alleviated by introducing an external soft loan through the Government.

A large portion of the other transport facilities projects should also be borne by private sectors while the traffic management projects be implemented by the public sector.

As for the road projects, several projects may pertain to be thus implemented by Malaysian Highway Authority (LLM) or Klang Port Authority (LPK).

In addition, some forms of participation and/or contribution by private sector in implementing the projects can be considered.

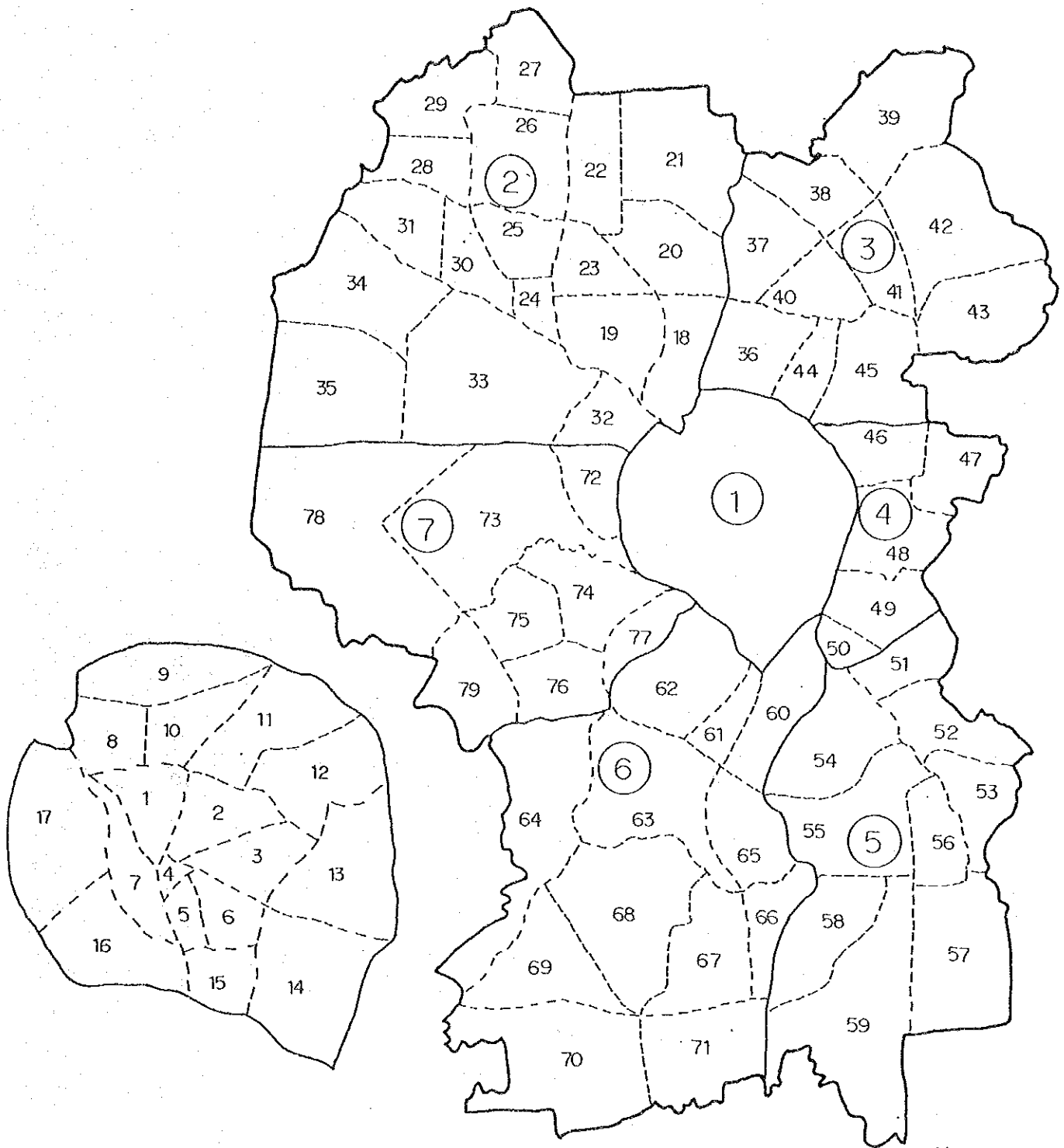
One is privatization of project, which will be implemented and operated by private sector as toll road.

Another typical form of contribution is those by housing and commercial developers or land owners in terms of donation of land, implementation of construction and pavements, etc.

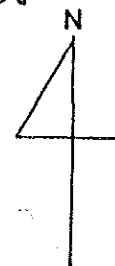
Consequently, under the condition that the private resources would be fully utilized, the public sector including local government would bear about 60% of the total requirement or about M\$2.6 billion by the year 2005.

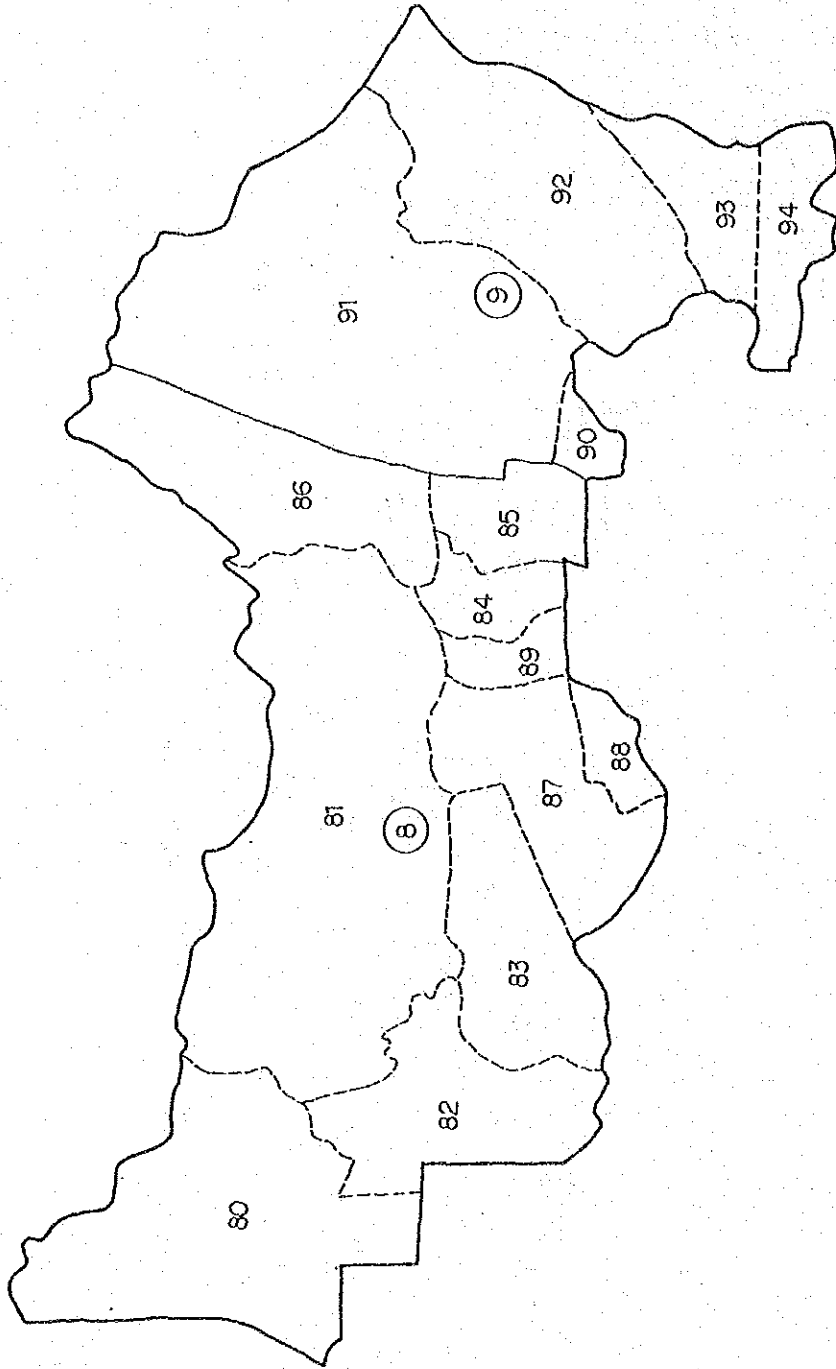
This requirement will be easily met by the total development funds of public sector once the government's financial condition has improved as a result hopefully brought by a recovery from the recent recession of the Malaysian economy.

APPENDIX I TRAFFIC ZONING

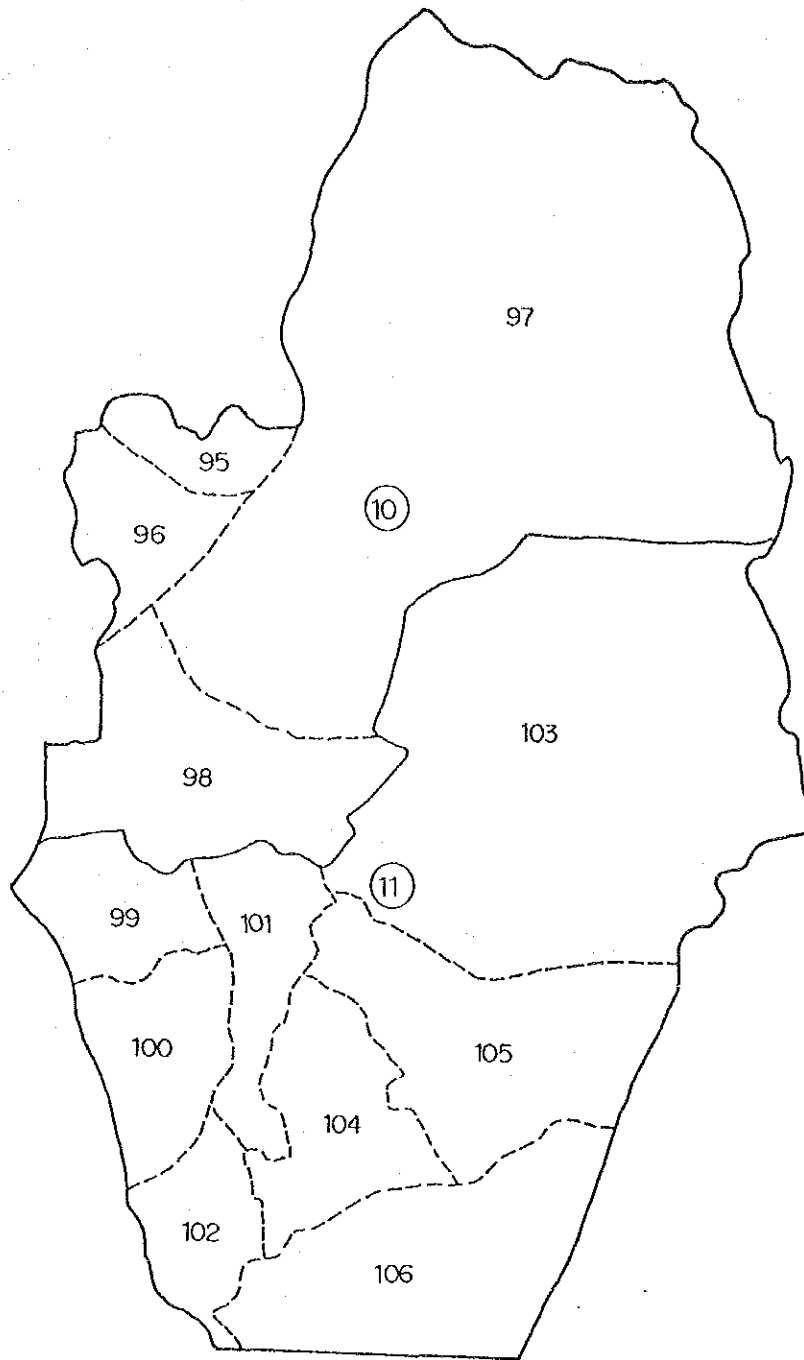


KUALA LUMPUR
 PLANNING ZONE
 (B&C ZONE.)

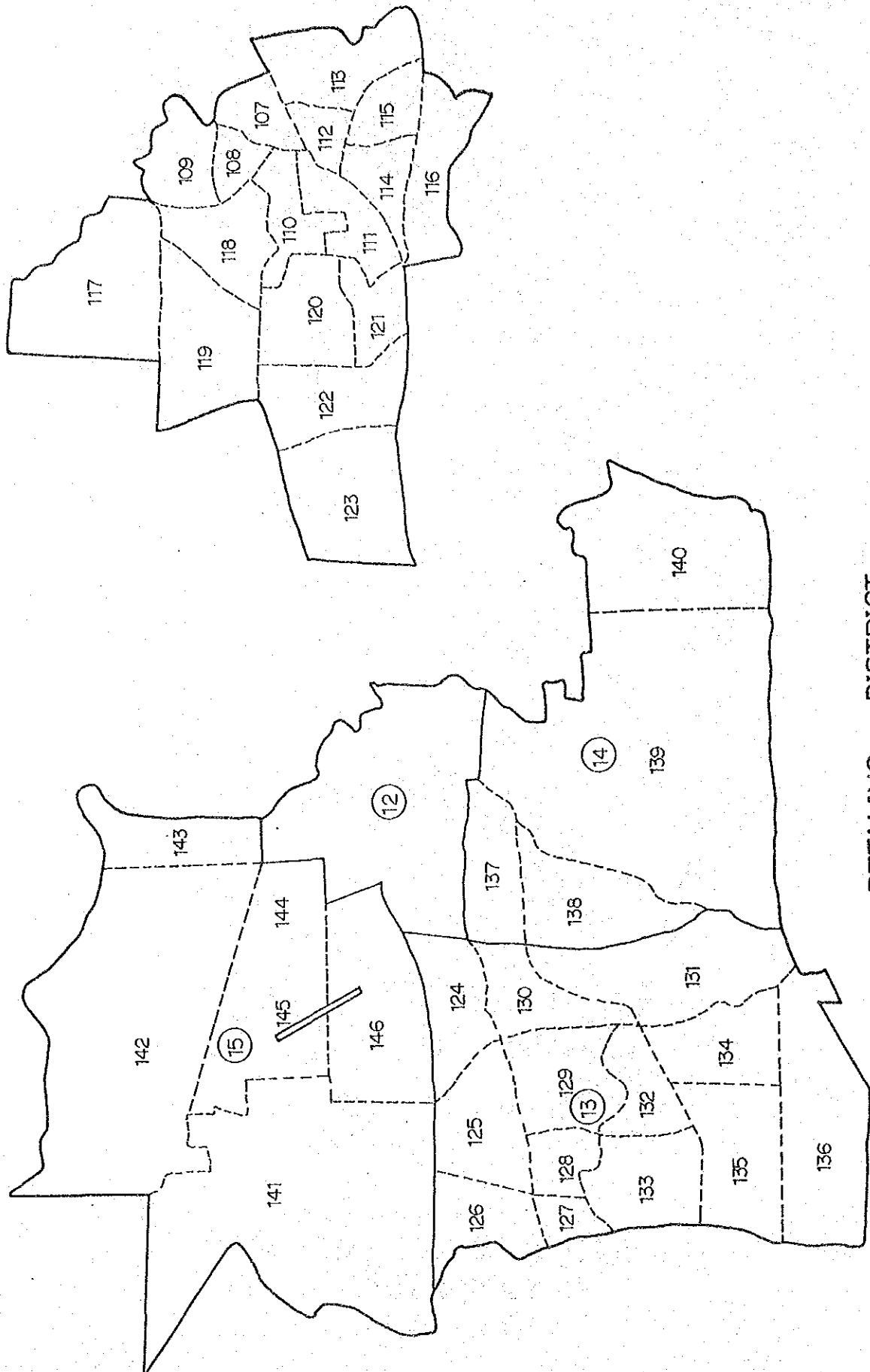




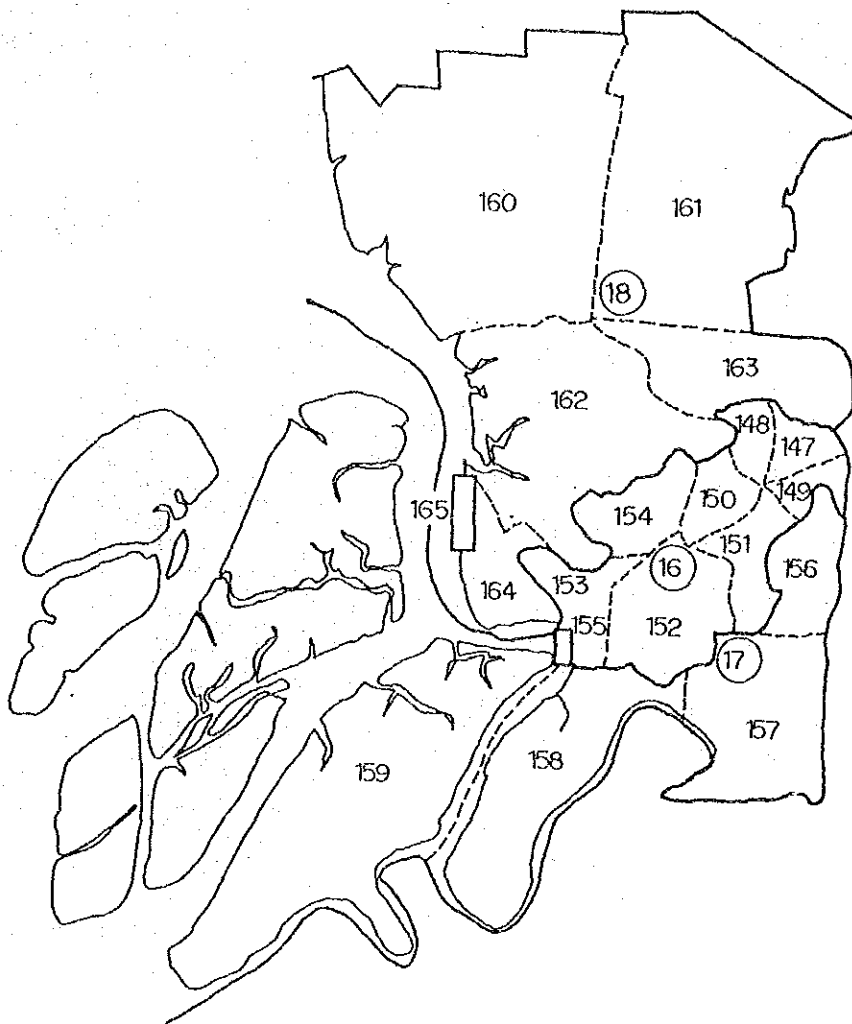
GOMBAK DISTRICT
PLANNING ZONE
(B & C ZONE)



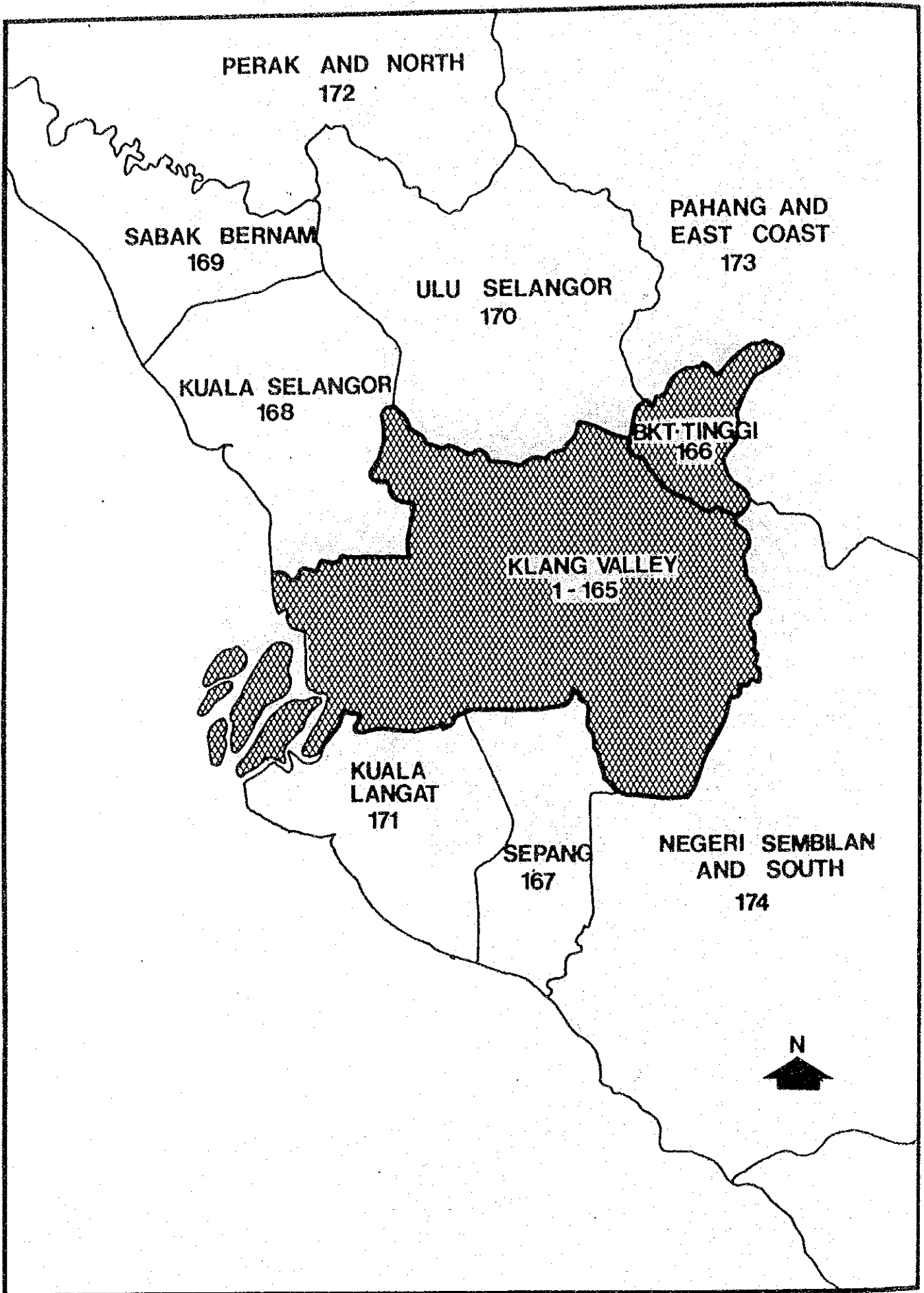
HULU LANGAT DISTRICT
PLANNING ZONE
(B & C ZONE)



PETALING DISTRICT
 PLANNING ZONE
 (B & C ZONE)



KLANG DISTRICT
PLANNING ZONE
(B & C ZONE)



LIST OF TRAFFIC ZONE

A Zone	B Zone	C Zone		Zone Name	
		For Model Calibration	For Planning		
1 KUALA LUMPUR	1 CPA	1	1	Dewan Bandaraya	
		2	2 3	Bukit Nanas Bukit Bintang	
		3	4 5 6 7	Pasar Besar Jalan Sultan Stadium Merdeka Selangor Club	
		4	8 9 10	Jalan Raja Laut General Hospital Jalan Raja Uda	
		5	11 12	Ampang Complex Padang Race Track	
		6	13	Pudu	
		7	14 15	Jalan Loke Yew Choo Cheng Khay	
		8	16 17	Jalan Dato Onn Lake Garden	
			9	18	Sentul
			10	19	Taman Segambut
			11	20 21 22	Kg. Cubadak Kg. Batu Muda Kg. Batu
			12	23	Taman Kok Lian
			13	24 25	Taman Kok Doh Kg. Batu Delima
			14	26 27	Jinjang Utara Kepong North
				28 29	Kg. Kepong Kepong
			15	30 31	Kepong Bahru Taman Kepong
			16	32 33	Bt. Tunku Kg. Segambut
	17	34 35	Taman Bt. Maluri South of Taman Bt. Maluri		

A Zone	B Zone	C Zone		Zone Name		
		For Model Calibration	For Planning			
1 (Cont.)	2	18	36	Taman Tasik Titiwangsa		
		19	37	Kg. Puah Taman Ibu Kota		
			38			
		20	39	Taman Bunga Raya		
		21	40	Taman Air Panas Setapak Jaya Wangsa Maju South of Wangsa Maju		
			41			
			42			
			43			
			22	44	U.T.M. Kg. Datuk Keramat	
				45		
			4 AMPANG	23	46	Taman U-Thant Padang Polo Kelab
					47	
					48	Padang Golf Kelab
		49		Taman Maluri South of Taman Maluri		
		50				
	5 CHERAS	24	51	Pudu Hulu Kg. Cheras Baru Taman Cheras		
			52			
			53			
			25	54	Taman Ikan Emas Bandar Tun Razak Taman Mutiana Barat	
				55		
				56		
			26	57	Taman Batu Cheras	
		27	58	Sungei Besi East of Sungei Besi		
			59			
	6 OUG	28	62	Bt. Seputih		
			29	60	Salak South T.U.D.M.	
				61		
			30	64	Kg. Pantai	
			31	63	Taman Deas	
			32	65	Kg. Melayu	
				66		
			33	67	Taman Sri Petaling Taman Gembira Taman O.U.G.	
				68		
				69		
			70	Bt. Jalil East		
			71	Bt. Jalil West		

A Zone	B Zone	C Zone		Zone Name		
		For Model Calibration	For Planning			
	7 DAMANSARA	34	72	Taman Duta		
		35	78	Taman Tun Dr. Ismail		
		36	74 75 76	Taman Bandaraya Taman Bangsar Taman Bt. Pantai		
		36	79	University Malaya		
		37	77	Brickfield		
		38	80	Batu Arang		
2 GOMBAK	8 GOMBAK WEST	39	81	Rawang		
		40	82 83	Kg. Kundang Kuang		
		41	84 85 86	Kg. Sg. Tua Sri Gombak Hulu Gombak		
		42	87 88	Batu Taman Desa Jaya		
			89	Bandar Baru Selayang		
		43	90 91	Taman Melewar Setapak		
		44	92	Kg. Hulu Klang Dalam		
		45	93 94	Kg. Hulu Klang Taman Keramat		
		3 HULU LANGAT	10 HULU LANGAT NORTH	46	95 96	Ampang Ampang
				47	97	Hulu Langat
48	98			Cheras		
	11 HULU LANGAT SOUTH		49	99 100 101	Bandar Baru Bangi Bandar Baru Bangi Kajang	
			50	102	Bangi	
			51	103	Hulu Semenyih	
		52	104 105 106	Kg. Sg. Purun Semenyih Beranang		

C Zone						
A Zone	B Zone	For Model Calibration	For Planning Planning	Zone Name		
4 PETALING	12 PETALING JAYA	53	107	S. 11, 12, 52		
		54	108	S. 13		
		55	109	S. 16, 17		
		56	110 111	S. 14, 20, 21, 22 S. 51A		
		57	112	S. 52, 7, 8		
		58	113	S. 5, 6, 9, 10		
		59	114 115 116	S. 51 S. 1, 2, 3, 4, 18 Jalan Klang Lama		
		60	117	SS 20, SS 21		
		61	118	S 19, SS 2		
		62	119	SS 22, 23, 24, 25		
		63	120	SS 1, 3		
		64	121	SS 9, 8		
		65	122 123	SS. 4, 5, 6, 7 SS. 11		
		13 SHAH ALAM	13 SHAH ALAM	66	124 125 126	Batu Tiga North Government I.T.M.
				67	127 128 129 130 131	Shah Alam New Town Shah Alam New Town Shah Alam New Town Batu Tiga South HICOM
				68	132 133 134 135 136	Shah Alam New Town Shah Alam New Town Shah Alam New Town Shah Alam New Town Shah Alam New Town
14 PETALING SOUTH	14 PETALING SOUTH			69	137 138	SS. 12, 13, 14 SS. 16, 17, 18, 19 Damansara
				70	139	Puchong
				71	140	Serdang

A Zone	B Zone	C Zone		Zone Name
		For Model Calibration	For Planning	
4 (Cont.)	12 PETALING NORTH	72	141	Bt. Raja
		73	142	Sungai Buluh
			143	Kg. Bt. Lanjan
			144	Kg. Subang
		74	145	Subang Airport
		75	146	South of Subang Airport
5 KLANG	16 KLANG CENTRAL	76	147	Klang North Town Centre
			148	Klang North Town Centre
			149	Klang North Town Centre
		77	150	Klang South Town Centre
			151	Klang South Town Centre
		78	152	Kg. Telok Gadong Besar
			153	Port Klang Town Centre
		79	154	Kg. Tk. Pulai
		80	155	South Port
	17 KLANG SOUTH	81	156	Kg. Jawa
			157	Kg. Bahru Batu Lima
			158	Kg. Tk. Gong
			159	Pulau Lumut
		18 KLANG NORTH	82	160
	83		161	Meru
84	162		Kg. Batu Empat	
	163		Kg. Batu Belah	
	164		Klang North Port	
85	165	North Port		
6 BT. TINGGI	19 BT. TINGGI	86	166	Bukit Tinggi, Pahang
7 SECONDARY AREA	20 SEPANG	87	167	Sepang, Selangor
		21	88	168
		89	169	Sabak Bernam, Selangor
	22	90	170	Ulu Selangor, Selangor
	23	91	171	Kuala Langat, Selangor

A Zone	B Zone	C Zone		Zone Name
		For Model Calibration	For Planning	
9 EXTERNAL AREA	24	92	172	Perak and North
	25	93	173	Pahang and East Coast excluding Bukit Tinggi
	26	94	174	Negeri Sembilan and South

APPENDIX II 'B' ZONE OD TABLES FOR ALL MODE

BY TRIP PURPOSE FOR 1985 AND 2005

TABLE A : 'B' ZONE OD TABLES FOR ALL MODES BY TRIP PURPOSE, 1985

TRIP PURPOSE	1	2	3	4	5	6	7	K.L.	8	9	10	11
1	56059	5012	7036	2528	3046	4803	4352	82836	548	1743	221	379
2	30124	44055	3570	1565	2115	2079	4391	89899	3543	1650	32	165
3	21945	4072	17372	414	1176	1035	3148	49162	1147	4057	74	140
4	13198	874	1323	5109	2327	2028	1909	26768	107	843	17	78
5	15855	1574	1133	2471	13996	3546	2958	40433	137	618	226	288
6	21000	2254	1298	1366	2359	2937	6762	64956	436	543	0	313
7	18506	1634	512	332	490	1540	14480	35494	170	140	58	107
8	174487	59475	34244	13785	25109	44948	37400	389448	6088	9457	628	1478
9	13091	5116	1683	283	274	1228	1253	29228	27126	2167	154	56
10	8405	837	2497	522	378	594	778	14011	817	6148	344	207
GOMBAK	21496	5953	4180	805	652	1822	2031	36939	27943	8315	498	263
11	18789	2196	1865	1156	1491	817	1551	27865	223	2058	8245	1557
12	3695	588	202	258	892	438	846	6919	92	0	1995	21809
H. LANGAT	22484	2784	2067	1414	2383	1255	2397	34784	315	2058	2373	10240
13	19451	2526	1495	1411	1045	5011	9020	39959	264	270	534	100
14	834	78	85	49	0	129	282	1457	40	62	102	0
15	2646	342	691	239	1415	3574	2450	11357	115	0	115	482
16	487	656	17	0	18	46	266	1490	170	0	170	0
PETALING	23418	3602	2288	1699	2478	8760	12018	54263	589	332	921	896
17	2835	336	126	131	119	226	943	4716	19	19	38	51
18	223	21	0	19	0	26	79	368	30	0	19	0
19	371	157	12	0	0	0	71	611	19	0	30	0
KLANG	3429	514	138	150	119	252	1093	5695	68	19	87	14
<TOTAL>	245314	72328	42917	17853	30741	57037	54939	521129	35003	20181	55184	26060

	12	13	14	15	16	17	18	KLANG	<TOTAL>
H. LANGAT	5138	637	477	818	7070	33	0	413	93210
1	197	717	709	603	6227	28	77	282	101798
2	214	384	475	487	3621	20	13	236	58437
3	95	343	235	373	2572	92	0	112	30497
4	514	172	381	305	3787	0	143	245	45597
5	313	825	2189	752	19793	0	133	459	86400
6	16027	662	1043	299	9624	0	24	177	45770
7	165	662	1043	299	9624	0	24	177	45770
8	2098	3740	5509	3637	52694	1433	390	1924	461709
9	210	278	513	584	3411	104	28	132	55974
10	551	161	220	148	1375	19	21	136	23038
GOMBAK	761	439	733	732	4786	200	49	268	79012
11	9802	662	357	80	2600	0	82	82	42630
12	23804	192	1058	146	2355	98	0	98	33268
H. LANGAT	33806	854	1415	226	4955	0	82	180	75898
13	856	3457	3665	2519	7332	1019	167	1194	115875
14	622	14026	250	71	15440	2247	326	2885	19884
15	0	12055	24698	1508	39813	439	0	457	52364
16	0	2887	741	12544	16488	167	0	200	18348
PETALING	1478	79726	19351	16642	145073	3872	334	4736	206471
17	51	4155	9806	989	15253	53134	945	63881	83939
18	295	1976	94	90	2455	3890	2767	7399	10241
19	14	648	2248	105	3043	3972	60	15506	19204
KLANG	65	5098	14030	1184	20751	62996	3772	86786	113384
<TOTAL>	38008	129974	38414	22421	228259	68599	4226	93894	936474

* TRIP PURPOSE : GO TO SCHOOL

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	40874	2253	7022	4330	732	1347	1928	58486	0	662	662	0	129
2	5310	55218	4260	121	400	193	841	66343	0	129	3566	0	0
3	6903	2081	33605	517	259	8	201	43574	3437	2073	3099	0	62
4	5203	61	136	11712	61	483	281	19151	1026	89	89	0	0
5	11366	150	434	8725	12336	1433	961	35405	0	229	229	199	148
6	9057	373	928	1887	311	30931	9658	53167	0	36	36	0	75
7	6483	17	701	324	383	931	19362	28201	0	126	126	0	0
K.L.	85196	60153	47086	27616	15691	35331	33254	304327	4453	3344	7807	199	414
8	2410	8151	538	99	369	64	27	11658	29356	2106	32062	0	0
9	3709	209	2213	492	48	123	166	6360	336	11076	11412	986	38
GOMBAK	6119	8360	2751	591	417	187	193	18618	30292	13182	43474	986	38
10	7990	372	1391	3875	133	18	99	13818	0	4475	4475	17183	1795
11	173	0	40	0	43	0	0	256	0	0	0	761	31256
H.LANGAT	8163	372	1431	3875	176	18	99	14134	0	4475	4475	17944	33051
12	1968	200	805	333	354	787	6133	10660	0	338	338	0	33
13	0	0	0	0	0	0	72	72	0	0	0	0	0
14	408	0	74	42	509	950	80	2063	0	7	7	0	185
15	0	419	0	0	0	0	111	530	33	0	0	0	0
PETALING	2376	619	879	375	863	1737	6456	13305	33	345	378	0	218
16	103	18	154	0	164	0	336	795	0	0	0	0	0
17	0	0	26	0	0	0	25	51	0	0	0	0	0
18	0	0	0	0	0	0	62	62	0	0	0	0	0
KLANG	103	18	180	0	164	0	443	908	0	0	0	0	0
<TOTAL>	101957	69522	52327	32457	17311	37273	40445	351232	34788	21346	56134	19129	33721

	12	13	14	15	PETALING	16	17	18	KLANG	<TOTAL>
H.LANGAT	319	146	0	0	465	32	0	0	32	59774
1	129	0	0	0	241	65	11	0	76	70226
2	241	0	0	0	153	22	0	0	22	46910
3	109	33	11	0	181	0	0	0	0	19421
4	188	23	20	0	157	0	0	0	0	36138
5	62	64	31	0	6153	0	0	0	0	59431
6	347	30	1121	0	5885	0	0	0	0	33912
7	75	63	110	0	12935	119	11	0	130	325812
8	0	339	1293	0	897	1105	0	0	0	44825
K.L.	613	32	0	897	1105	0	0	0	0	19461
9	178	19	0	0	55	0	0	0	0	64286
10	46	51	0	897	1170	0	0	0	0	37448
GOMBAK	1024	222	0	0	117	0	0	0	0	32368
11	18978	17	100	0	87	0	0	0	0	69808
12	32017	0	87	0	204	0	0	0	0	71980
H.LANGAT	50935	17	187	0	60826	118	25	143	2733	13249
13	33	245	1071	36	10454	2471	220	32	216	26235
14	165	10289	0	0	23764	186	0	0	195	9234
15	185	38	19789	0	8476	86	37	72	159	120698
16	687	983	606	6200	103520	2361	257	1218	68489	69783
PETALING	218	11553	21466	6236	65266	4533	505	1218	10193	10391
17	0	122	0	0	147	4533	5651	19	17358	17358
18	0	147	0	23	58	3947	46	13265	14502	95940
KLANG	0	35	0	23	714	75236	6202	95940	93347	678166
<TOTAL>	52850	12286	22916	7156	118543	78216	6470	14661	93347	678166

* TRIP PURPOSE : BUSINESS

	1	2	3	4	5	6	7	K.L.	8	9	COMBAK	10	11
1	50207	8705	4037	4222	3998	5795	5824	82788	1931	1821	3752	376	1236
2	11179	12608	1652	934	1769	1061	1813	31014	2390	571	2961	267	261
3	5589	1955	4621	244	224	658	833	14124	471	1307	1528	43	311
4	4854	1378	495	2691	1198	305	560	10842	279	114	593	71	92
5	4854	1378	323	975	4260	1635	710	14130	258	40	298	163	178
6	6536	898	569	971	2007	10305	1625	23071	569	58	627	176	105
7	6775	855	434	456	817	1296	3473	14106	543	359	912	49	85
8	90006	27179	12231	10493	14273	21055	14838	190075	6391	4280	10671	1145	2268
9	2071	3925	583	264	104	440	645	8032	10071	216	10287	207	355
10	4458	4259	1365	312	54	58	198	3862	410	1943	2353	265	162
11	1548	275	86	102	158	498	843	11894	10481	2159	12640	472	517
12	1601	367	177	147	21	311	89	2432	142	185	327	2006	925
13	3149	642	263	249	44	80	42	2458	102	186	288	692	10547
14	9923	2110	1061	768	779	3058	2719	20418	244	371	615	2698	11472
15	1312	655	0	39	285	233	269	2579	566	694	1260	434	217
16	1163	284	0	105	772	71	36	2645	360	148	360	0	465
17	840	175	0	112	144	0	164	1235	71	50	88	91	92
18	13038	3224	1061	1024	1279	4063	3188	26877	1035	892	1927	525	774
19	1357	331	107	150	133	691	639	3408	146	90	236	3	52
20	38	0	146	0	0	0	60	244	0	0	0	0	0
21	166	58	27	14	43	14	15	323	0	0	0	0	24
22	1561	389	280	150	176	705	714	3975	146	90	236	3	76
<TOTAL>	112212	35693	13200	12229	15951	26712	19714	237711	18297	7792	26089	4843	15107

	12	13	14	15	16	17	18	KLANG <TOTAL>
H.LANGAT	12	13	14	15	16	17	18	KLANG <TOTAL>
1	1612	8568	1283	1102	11677	1341	39	1380
2	528	2907	378	374	3665	329	62	391
3	354	568	71	7	1040	115	0	261
4	163	549	110	145	945	163	0	163
5	341	1215	199	449	1907	279	20	333
6	281	3803	529	657	5023	683	0	683
7	134	2843	412	152	3478	666	0	726
8	3413	20453	2982	2886	27735	3576	121	3937
9	562	680	406	0	1145	116	0	20142
10	427	289	67	108	547	90	0	116
11	989	969	473	108	1692	206	0	90
12	2031	412	505	42	959	6	0	206
13	11239	406	137	0	543	0	0	6
14	14170	818	505	0	1502	6	0	0
15	651	26956	1803	2251	31428	1310	182	1492
16	465	1656	5298	551	7591	1626	279	55249
17	183	2076	209	4405	6885	415	50	2028
18	0	855	141	233	3334	91	0	13023
19	1299	31543	7451	7440	49238	3442	511	10397
20	55	1188	1229	125	2641	19273	1805	83417
21	0	0	173	26	199	667	0	21635
22	24	173	370	39	582	1405	2072	2515
23	79	1361	1772	190	3422	1777	1839	3636
24	19950	55144	13183	10893	22455	1244	3644	27343
<TOTAL>					83589	29685	4276	35055
					4459	1607	35568	402907

* TRIP PURPOSE : PRIVATE

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	189861	12337	13078	4790	3962	4910	7219	236157	4655	3493	8148	904	775
2	39681	93684	4543	950	1071	813	1907	148649	8222	1965	10187	0	850
3	28530	5669	37015	1127	520	471	1505	74837	1168	2314	3482	0	36
4	14766	500	1163	15416	2287	823	702	35657	421	324	745	218	405
5	17094	1099	677	3163	25193	1587	750	49563	421	270	531	20	213
6	31374	3242	1127	485	6471	59248	7675	109423	1525	388	1913	0	66
7	24891	2349	522	1000	518	4083	39076	72439	766	1414	2180	49	203
8	346197	124880	58125	26931	40022	71735	58835	726725	17018	10168	27186	1191	2543
9	13958	7067	1120	400	278	712	216	23751	74408	3045	77453	193	326
10	10562	1165	1708	549	414	179	576	15153	2430	16293	18728	326	177
GOMBAK	24520	8232	2828	949	692	891	792	38904	76838	19343	96181	519	503
11	13285	581	1988	1992	368	170	135	18519	551	2379	2930	19812	3033
12	2298	448	0	120	252	150	601	3869	561	263	824	1738	57173
13	15583	1029	1988	2112	620	320	736	22388	1112	2642	3754	21550	60206
14	19173	2566	1332	1232	709	7685	9835	42532	670	945	1615	219	294
15	1149	149	139	41	82	30	126	1716	180	58	238	278	13
16	5577	287	230	96	1283	2268	796	10537	0	44	44	97	540
17	659	468	0	38	168	124	121	1578	415	0	415	0	36
H. LANGAT	26558	3470	1701	1407	2242	10107	10878	56363	1265	1047	2312	594	793
18	1844	139	166	202	130	344	252	3077	66	70	135	0	296
19	158	58	0	29	0	0	0	245	0	21	21	0	0
20	223	12	9	0	22	37	37	340	39	0	39	0	41
KLANG	2225	209	175	231	152	381	289	3662	105	91	196	0	337
<TOTAL>	415093	137829	64817	31630	48728	83434	71530	848042	96338	33291	129629	23854	64387

	12	13	14	15	PETALING	16	17	18	KLANG	<TOTAL>
H. LANGAT	7811	731	1026	324	9892	604	213	57	874	256750
1	1619	167	104	211	2084	217	0	0	217	161987
2	350	176	235	36	1118	75	0	12	87	79560
3	36	0	0	149	1104	270	29	0	299	38428
4	623	0	242	197	1062	81	0	24	105	51494
5	233	0	336	62	13237	214	29	0	243	124882
6	66	322	399	268	12458	398	67	17	482	87811
7	252	377	5342	1247	40955	1859	338	110	2307	800912
8	3739	1773	121	385	2054	101	57	0	158	183935
9	519	1101	200	28	1096	6	0	0	6	35486
GOMBAK	758	110	321	413	3150	107	57	0	164	139421
10	1022	1211	96	0	803	0	0	0	0	45097
11	22845	681	26	0	706	113	0	97	210	64520
12	58911	231	115	147	706	113	0	97	210	109617
H. LANGAT	81756	912	309	147	1599	113	0	97	210	109617
13	423	1597	6424	1452	221210	1377	192	99	1668	267448
14	291	2398	521	158	31884	6606	261	345	7212	41341
15	637	11038	62398	1071	74692	146	40	29	215	86125
16	38	1399	2032	21980	25686	230	20	0	250	27965
PETALING	1387	226572	30864	71375	353472	8359	513	473	9345	422879
17	296	1809	212	240	5164	168284	1601	3662	173547	182220
18	0	98	0	0	248	6059	8222	64	14345	14859
19	41	368	150	9	1002	8615	259	20975	29849	31271
KLANG	337	3528	262	249	6414	182958	10082	24701	217741	228350
<TOTAL>	88241	293557	37517	77709	26717	405500	10990	25381	229767	1701179

* TRIP PURPOSE : TO HOME

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	152617	67845	47288	29175	43089	58454	41927	440395	27995	21098	49093	41111	6149
2	10058	174752	9989	1187	2230	4644	2336	205197	18552	1852	20404	3234	614
3	18017	13408	74663	2120	2050	3211	1570	115039	2827	5870	8697	5179	283
4	7764	2497	1388	27589	13216	3567	1110	57131	608	1447	2055	6877	271
5	5119	3374	1848	4693	44733	8033	1241	69041	840	489	1329	1924	1155
6	6512	2609	1181	3092	5690	106387	4424	129895	1799	885	2684	874	601
7	6560	6678	4605	2444	4419	23054	59625	107385	1537	1170	2707	1761	1385
K.L.	205647	271164	140962	70300	115427	207350	112233	1124083	54158	32811	86969	60960	10458
8	1093	12980	2629	395	345	1825	543	19810	108650	2497	111147	671	229
9	3062	3451	9011	1073	1116	875	1313	19901	6457	28510	34967	8055	282
GOMBAK	4155	16431	11640	1468	1461	2700	1856	39711	115107	31097	146114	8726	511
10	229	12	74	40	443	63	58	919	523	1580	2103	40909	4240
11	580	171	210	468	479	501	408	2812	255	322	577	5931	89926
H.LANGAT	809	183	284	503	922	564	466	3731	778	1902	2680	46840	94166
12	5366	5281	2971	2247	3724	29603	19860	69052	2839	1114	3953	2404	969
13	911	860	541	432	128	1095	985	4952	1018	281	1299	605	305
14	695	849	605	231	849	6433	1786	11450	601	281	882	454	1197
15	737	644	531	432	230	729	403	3706	1720	187	1907	80	383
PETALING	7711	7634	4648	3342	4931	37860	23034	89160	6178	1863	8041	3543	2854
16	315	405	356	181	102	384	323	2066	189	128	317	0	119
17	91	28	20	36	0	0	0	175	0	19	0	12	19
18	0	77	13	0	163	113	0	365	31	21	52	82	88
KLANG	406	510	389	217	265	497	323	2607	220	168	388	94	207
<TOTAL>	219728	295922	157923	75830	123006	248971	137912	1259292	176441	67751	244192	120163	108196

	12	13	14	15	PETALING	16	17	18	KLANG	<TOTAL>
H.LANGAT	36954	1169	8285	820	46328	4081	278	626	4985	588061
1	47260	1169	8285	820	46328	4081	278	626	4985	588061
2	3848	4025	395	1599	6634	460	65	154	679	236762
3	5462	2895	925	0	3958	313	26	9	348	133504
4	7148	2292	297	0	2660	152	19	0	171	69165
5	3079	1363	3489	69	5521	485	0	12	497	79467
6	1475	11762	6382	34	18351	314	26	0	340	152745
7	3146	20770	397	2528	24060	1385	30	215	1650	138948
K.L.	31418	79761	2062	2887	107512	7190	464	1016	8670	1398652
8	900	719	121	451	1325	82	64	68	214	133896
GOMBAK	8337	969	7	0	1016	109	20	0	129	64350
9	9237	1688	128	451	2341	191	84	68	343	197746
10	45149	63	532	0	595	0	0	0	0	48766
11	95857	842	543	0	1385	266	0	55	321	100952
H.LANGAT	131006	905	1075	0	1980	266	0	55	321	149718
12	253699	2352	25710	4385	296146	5204	319	827	6350	378874
13	910	4535	41165	1312	48715	10010	2290	2358	14658	70534
14	1651	9323	89337	2625	101851	409	94	117	620	116454
15	463	3450	1338	34102	39005	1054	90	137	1281	46362
PETALING	6397	281007	44198	42424	485717	16677	2793	3439	22909	612224
16	119	1713	8427	344	11145	235303	14108	13990	263401	277048
17	12	241	648	61	975	2115	15006	273	17394	18575
18	170	110	222	141	542	10369	602	41996	52967	54097
KLANG	301	2064	9297	540	12662	247787	29716	56259	333762	349720
<TOTAL>	228359	365425	55631	46308	610212	272111	33057	60837	366005	2708060

* TRIP PURPOSE : ALL PURPOSE

	1	2	3	4	5	6	7	K.L.	8	9	10	11
1	489618	96152	78461	45045	54827	75309	61250	900662	35129	28817	63946	8668
2	96352	386316	26014	4757	7585	8790	11288	541102	36144	6167	42311	1890
3	80984	27185	162776	4422	4229	5388	7257	296736	6389	15621	22010	832
4	45737	4719	4505	63517	29298	7211	4562	149549	1615	2817	4432	846
5	54088	7570	4415	20027	103218	16234	6020	208572	1496	1509	2532	1982
6	74333	9376	5203	7801	10738	236588	30167	380412	4829	1910	6239	1160
7	61215	11533	6774	4556	6627	30904	136016	257625	3016	3219	6235	1780
K.L.	902533	542851	292548	149125	210522	380419	236560	2734658	88118	60060	148178	17158
8	32623	37339	6353	1441	1370	4269	2684	86179	250211	10031	260242	966
9	28125	5996	16211	2685	2010	1829	3031	59887	10450	63975	74425	866
GOMBAK	60748	48235	22764	4126	3380	6098	5715	146066	260661	74006	334667	1832
10	41841	3436	5404	7165	2456	1379	1932	63613	1439	10677	12116	11550
11	8847	1574	629	988	1710	1169	1897	16314	1010	771	1781	210711
H.LANGAT	50198	5010	6033	8153	4166	2548	3829	79927	2449	11448	13897	222261
12	55831	12683	7664	5991	6611	46144	47627	182601	4339	3361	7700	2179
13	4206	1742	765	561	281	1487	1734	10776	1598	401	1999	783
14	10491	1762	1600	713	4341	13997	5148	38052	787	480	1267	2154
15	2523	2362	348	532	560	899	1065	8539	2376	237	2613	419
PETALING	73101	18545	10577	7847	11793	62527	55574	239968	9100	4479	13579	5535
16	6434	1229	909	664	648	1645	2513	14062	420	307	727	518
17	510	107	192	84	0	26	164	1082	19	40	59	0
18	760	304	61	0	228	164	185	1702	100	21	121	167
KLANG	7724	1540	1162	748	876	1835	2862	16847	539	368	907	685
<TOTAL>	1094294	611235	333134	169399	230737	453427	324540	3217466	360867	150361	511228	247471

	12	13	14	15	16	17	18	KLANG	<TOTAL>
H.LANGAT	183838	10216	37832	3183	243831	14177	1154	16968	3222916
1	51280	3966	10890	2686	75432	6438	524	7684	1099004
2	5223	1376	2083	2419	18851	1248	104	1645	609332
3	6128	802	1653	917	9890	728	34	954	335718
4	8029	5355	697	697	7462	677	68	745	170217
5	4314	6792	435	615	12434	947	34	199	1180
6	2210	1879	13685	882	62557	1537	55	1725	453143
7	3697	48059	1911	1003	58295	2602	177	3035	325797
K.L.	81231	10216	37832	3183	243831	14177	1154	16968	3222916
8	2191	1851	755	2376	9040	463	96	620	358272
9	10642	397	535	259	4099	301	39	361	149614
GOMBAK	13033	2248	1290	2635	13139	784	160	981	507886
10	99705	1210	1127	80	5074	6	0	82	180596
11	221828	307	2038	293	5076	477	152	629	245628
H.LANGAT	323533	1317	3165	373	10150	483	0	717	426224
12	5336	9454	39121	8810	682942	9028	519	10847	889426
13	1866	99585	3025	1627	114084	22960	3220	29506	158031
14	3278	38429	20627	5399	247005	1595	244	1973	291575
15	499	9278	4950	76931	99989	1628	147	2017	106657
PETALING	10779	113419	24723	92767	1137020	35211	4020	44343	1445689
16	521	22487	1301	1672	34702	54460	17716	28477	590953
17	631	3094	145	151	4024	17932	3213	1098	51403
18	249	1309	309	278	5237	26680	987	89549	119216
KLANG	782	11185	1746	2101	43963	591432	51016	761572	824071
<TOTAL>	427408	151031	291756	107061	1446103	642007	56350	824581	6426786

* TRIP PURPOSE : GO TO SCHOOL

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	80411	12140	6861	1056	0	0	43	100511	0	0	0	53	0
2	680	95349	12934	35	0	0	1941	110939	17207	85	17292	130	82
3	2841	6146	58479	3900	0	0	11	71377	1335	3100	4435	435	67
4	6982	35	3130	18406	5	60	0	28618	0	8	0	21	0
5	2178	0	290	8656	63097	3056	693	77970	0	0	0	6039	1467
6	998	0	32	3031	2469	94026	13231	113787	0	0	0	30	457
7	3934	2220	368	29	299	1273	23308	31141	833	22	855	120	152
K.L.	99024	115990	82094	35113	55580	98415	39227	534343	19375	3215	22590	6823	2225
8	1499	20022	2083	16	0	0	583	24203	107079	6285	113364	26	11
9	1039	175	14405	397	0	0	120	16136	1642	36766	38408	1216	61
GOMBAK	2538	20197	16488	413	0	0	703	40339	108721	43051	151772	1242	72
10	6042	148	7221	14823	187	32	356	28809	0	2609	2609	31608	6823
11	222	0	33	29	6	0	140	430	0	0	0	1463	108140
H.LANGAT	6264	148	7254	14852	193	32	496	29239	0	2609	2609	33071	114969
12	17	0	5	0	0	640	11161	11823	179	0	179	38	123
13	390	13	16	8	0	0	1552	1979	6	0	6	0	357
14	766	0	12	50	1398	307	2833	5366	0	0	0	51	2184
15	26	664	0	0	0	172	0	362	4092	0	4092	0	0
PETALING	1199	677	33	58	1398	947	15718	20030	4277	0	4277	89	2664
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	116	0	0	0	0	0	502	618	0	0	0	0	60
KLANG	116	0	0	0	0	0	502	618	0	0	0	0	60
19	3328	550	3142	179	0	5	556	7760	1658	783	2441	105	328
<TOTAL>	111469	137462	109011	50615	67171	99399	57202	632329	134031	49658	183689	41335	120318

	12	13	14	15	16	17	18	KLANG	19	<TOTAL>
H.LANGAT	12	13	14	15 <td>16 <td>17</td> <td>18</td> <td>KLANG</td> <td>19</td> <td><TOTAL></td> </td>	16 <td>17</td> <td>18</td> <td>KLANG</td> <td>19</td> <td><TOTAL></td>	17	18	KLANG	19	<TOTAL>
1	53	7	13	0	0	0	0	0	6	100590
2	212	1575	22	861	2639	0	41	41	271	131394
3	302	36	0	0	0	0	0	0	545	76895
4	21	0	6	0	0	0	0	0	0	28653
S	7506	192	15226	0	15333	0	0	0	16	100825
6	487	21720	4333	0	26806	0	16	16	5	141101
7	272	10552	3552	20	14648	0	220	220	132	47268
K.L.	9053	32458	6025	881	59488	0	277	277	975	626726
8	37	279	440	3718	4464	0	12	12	5216	147296
9	1277	19	18	0	45	0	0	0	1124	56990
GOMBAK	1314	298	448	3718	4509	0	12	12	6340	294286
10	38437	28	559	0	582	0	0	0	70437	0
11	109603	25	9806	0	9856	0	0	0	0	119889
H.LANGAT	148040	48	10365	0	10438	0	0	0	0	190326
12	161	95403	8643	749	106571	0	273	273	26	119033
13	357	1923	82372	53	92035	8074	1685	12140	6	106523
14	235	2460	9103	30175	41748	0	0	0	5	49354
15	0	715	4076	10246	15066	0	14	14	5	20039
PETALING	2153	100501	104194	11058	255420	8074	2381	12427	42	294949
16	0	0	4066	0	4066	95004	3215	99557	0	183623
17	0	0	442	0	442	10091	11893	21984	0	22426
18	60	1269	8276	29	9574	20504	47040	67552	0	77804
KLANG	60	1269	12784	29	14082	125599	15116	189093	0	203853
19	433	116	102	153	371	0	20	16923	20	27948
<TOTAL>	161653	134690	123578	70383	15657	344308	133673	50659	201829	1548088

* TRIP PURPOSE : BUSINESS

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	117876	8752	6768	3507	5081	4527	7597	154108	4020	1143	5163	2904	2497
2	11548	30566	6744	465	1038	1028	4250	55639	9599	497	10096	878	994
3	8316	6112	16136	722	1110	1063	2365	35824	4647	1809	6456	1598	1230
4	4843	512	789	3599	1097	558	468	11866	283	168	451	566	230
5	1357	1113	1254	1037	19296	2807	2409	35273	1202	369	1571	1835	2597
6	7164	1086	1201	527	2655	22141	4211	38985	1308	250	1558	761	1781
7	8165	3441	2148	386	1820	3249	14396	33685	2706	395	3101	889	1411
K.L.	165259	51582	35040	10243	32097	35373	35696	365300	23765	4631	28396	9431	10660
8	2567	9251	4856	266	1093	1172	3143	25655	27755	1300	29055	918	1563
9	8441	9897	7174	453	1545	1469	3805	32784	1628	5885	7513	1200	535
GOMBAK	4792	1019	1891	587	1865	839	1207	12200	29383	7185	36568	2118	2098
10	3574	1028	1343	225	2511	1701	1640	12022	1778	513	2291	3885	25904
H.LANGAT	8366	2047	3234	812	4378	2540	2847	24222	2891	1733	4624	12273	30028
11	5055	1450	1380	236	1760	9299	8683	27863	2319	258	2572	734	1972
12	3244	1933	1517	168	1203	2124	2393	12584	3560	431	3991	766	2914
13	2145	579	583	119	1309	1578	1318	7631	1017	119	1136	401	1925
14	540	725	338	18	157	252	488	2318	1560	60	1620	111	366
PETALING	10984	4687	3818	541	4431	13253	12882	50596	8456	863	9319	2012	7177
15	964	448	479	34	272	440	666	3303	1216	111	1327	204	792
16	230	32	58	0	32	49	110	511	171	4	175	18	157
17	1131	465	514	26	291	419	717	3563	1234	99	1324	192	745
KLANG	2325	945	1051	60	595	908	1493	7377	2621	205	2826	414	1694
18	1643	1043	1368	103	441	515	812	5925	2845	517	3362	456	868
<TOTAL>	197028	70201	51685	12212	43485	54058	57535	486204	69961	15134	85095	25704	52525

	12	13	14	15	PETALING	16	17	18	KLANG	19	<TOTAL>	
H.LANGAT	5401	4040	2767	1371	413	8591	574	65	642	1281	1244	175788
1	1872	1705	2517	656	958	5836	489	42	571	1102	1143	75688
2	2828	1394	1597	544	353	3888	418	41	460	919	1341	51256
3	796	288	204	122	22	636	35	2	29	66	107	13922
4	432	2272	1520	1470	191	5463	272	28	322	622	47841	13922
5	2462	11604	2612	1726	309	16251	454	55	492	1001	544	60801
6	2300	8331	2472	1109	517	12429	566	66	591	1223	744	53402
7	20091	29634	13689	6998	2763	53034	2808	299	3107	6214	5613	476698
K.L.	2481	2380	3832	992	1691	8903	1038	118	1120	2276	2811	71181
8	1735	396	636	158	84	1274	117	6	139	262	674	18587
9	4216	2784	4488	1150	1775	10177	1453	124	1259	2538	3485	39768
GOMBAK	12512	495	990	464	152	290	210	20	246	476	531	30643
10	29789	2243	3404	2002	419	8068	815	143	834	1792	928	54890
11	42301	3228	4394	2466	571	10659	1025	163	1080	2268	1459	85533
H.LANGAT	2706	53729	6252	2774	1049	63304	1030	99	1111	2260	806	100011
12	3680	5857	38631	4907	1863	51958	7053	1416	4774	13243	1194	85950
13	2326	3081	5667	8153	451	17352	561	84	548	1193	360	29998
14	477	934	2091	420	8879	12334	374	36	378	788	244	17971
15	9189	63601	52641	16254	12242	144738	9038	1635	6811	17484	2604	233930
PETALING	996	1197	8008	624	479	10308	38793	1645	4984	45422	483	61839
16	175	201	1797	107	63	2168	1941	1736	350	4027	76	7132
17	937	1299	5392	589	466	7746	4863	282	10795	15940	494	30004
18	2108	2697	15197	1320	1008	20222	45597	3663	16129	65389	1053	98975
KLANG	1324	824	1296	360	272	2752	440	59	982	4843	19188	19188
19	79229	102768	91685	28548	18631	241632	60033	5943	28869	94875	19057	1006092

* TRIP PURPOSE : PRIVATE

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1 I	372796	15788	11941	7628	4728	3380	8919	425190	2623	749	3372	3538	2221
2 I	18042	203567	22729	791	662	495	12910	239196	4483	653	45136	1232	947
3 I	23704	20349	106211	3203	1080	788	3706	159041	11584	5530	17114	4801	1395
4 I	23148	572	2142	32845	2182	645	512	62046	182	167	349	2086	246
5 I	18048	798	1645	7550	14707	7828	5879	188825	745	299	1044	5499	6454
6 I	18953	948	1530	3804	9442	187664	19847	242209	905	186	1091	1193	2942
7 I	16736	6216	3365	749	2573	6367	79206	115212	420	480	4719	1413	2125
K.L. I	491433	248243	149593	56570	16744	207167	130979	1451719	64761	8064	72825	19767	16330
8 I	17920	42013	15752	679	1133	972	8277	86746	201087	5385	206472	1545	1726
9 I	6649	1019	16849	1084	438	160	1120	26952	5697	58162	63859	11072	611
GOMBAK I	24520	43032	32334	1763	1571	1132	9397	113698	206784	63547	270331	12617	2337
10 I	21720	1421	8595	6530	4193	717	1934	45110	868	4835	4903	71320	16534
11 I	16049	1501	3941	1206	7375	2685	4814	36671	1403	590	1993	17786	171818
H. LANGAT I	37759	2922	11636	7736	11568	3402	6748	81781	2271	4625	6896	89106	188352
12 I	3844	984	1113	270	1500	28725	24116	60552	1908	140	2048	726	2088
13 I	7302	2352	1927	319	1356	2414	5440	21110	2838	359	3197	819	3185
14 I	8446	801	886	480	5557	3705	4805	24680	790	112	658	658	6451
15 I	553	1280	318	17	91	175	757	3191	2458	40	2498	102	365
PETALING I	20145	5417	4244	1086	8504	35019	35118	109533	7994	651	8645	2305	12089
16 I	358	148	224	8	91	160	344	1333	385	32	417	81	512
17 I	88	20	37	0	14	33	83	275	41	0	41	16	140
18 I	2484	621	749	77	306	444	1790	6471	901	93	994	243	901
KLANG I	2980	789	1010	85	411	637	2217	8079	1327	125	1452	340	1553
19 I	7769	1952	4646	332	566	547	2282	18114	8773	1709	10482	979	1280
<TOTAL> I	584615	302355	203353	67532	190364	247904	186741	1782924	291910	78721	370631	125114	2219417

	12	13	14	15	PETALING	16	17	18	KLANG	19	<TOTAL>
I. H. LANGAT	1484	1751	1121	86	4882	176	15	301	492	1223	440418
1 I	5759	4184	791	3095	8768	284	26	910	1220	2610	319109
2 I	6196	589	1443	131	2677	239	23	411	673	3757	139458
3 I	2332	85	118	4	339	6	0	17	23	123	65212
4 I	11933	1366	10486	46	13262	110	7	271	396	619	216099
5 I	4140	40823	3993	5818	101	50735	50	656	972	854	30001
6 I	3538	22728	6392	2316	482	31918	61	1553	2110	1672	153199
7 I	35097	67721	19247	21178	3935	112091	182	4121	5386	10858	1689466
K.L. I	3271	1977	5090	1123	5655	13845	95	1410	2321	16881	329716
8 I	11683	93	450	153	20	716	60	135	195	3908	106413
GOMBAK I	14954	2070	5540	1276	5675	14561	95	1545	2716	19369	436123
9 I	87854	446	703	531	39	1719	83	180	270	896	148152
10 I	189604	2376	4203	9498	216	16298	119	894	1745	1836	248142
H. LANGAT I	277458	2822	4906	10029	255	18012	126	1074	2015	2732	388894
12 I	2814	254104	14106	7088	546	275844	80	2527	3393	1099	345140
13 I	4004	10028	222429	18716	1499	252672	17859	11066	38193	1775	316551
14 I	7109	9039	21391	65644	343	96417	104	743	1478	593	131179
15 I	467	2182	4510	761	47570	55023	27	538	910	389	62478
PETALING I	14394	275353	262436	92210	49958	679956	19621	14834	39574	3846	855948
16 I	593	356	17127	313	189	17937	5859	10934	215261	386	235927
17 I	156	81	5273	68	20	5442	18432	34215	57	29	40186
18 I	1144	2182	21827	689	335	24983	460	8390	109535	906	144033
KLANG I	1893	2571	44227	1070	494	48362	27354	95215	35911	1349	420146
19 I	2259	658	1873	472	169	3172	450	740	1238	36599	71864
<TOTAL> I	347055	351195	338229	126234	60486	875144	26087	117589	410440	75253	3862447

* TRIP PURPOSE : TO HOME

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	459074	37863	37729	41804	33957	38247	26457	675181	31104	15586	46640	37472	21271
2	30887	302518	29718	1324	2127	2678	8119	378371	66999	2598	69597	3001	2459
3	21167	44544	160774	5777	3295	3318	4451	243326	22942	31949	54891	16499	4063
4	8505	1231	5773	50026	14805	6470	869	88669	920	1770	2690	19133	1251
5	6148	1642	1890	3607	213423	13822	3094	243626	2065	1239	3304	6063	8684
6	5088	1815	1861	1822	15845	286628	8659	321118	2155	816	2971	1846	4177
7	11626	21095	6865	1311	16535	39696	95690	186818	14192	2958	17150	4430	6575
K.L.	542495	410508	245410	105671	293787	390859	148329	2197059	140377	56866	197248	88444	48430
8	3878	69919	17074	498	2329	3045	6583	103326	318906	10296	329202	2453	3409
9	1079	1412	10269	416	834	558	656	15224	11407	94034	105441	9021	1090
GOMBAK	4957	71331	27343	2306	3163	3603	7239	118550	330313	104330	434643	11474	4499
10	3824	1973	5588	2018	12818	2019	1666	30184	2138	12625	14763	100299	20465
11	2780	2298	2576	502	11785	6043	2798	28782	3382	1972	5354	27404	283710
H.LANGAT	6604	4271	8164	2808	24603	8052	4464	58966	5520	14597	20117	127703	304175
12	3031	3802	2091	490	5576	86662	37892	139544	5900	1187	7087	2038	5337
13	2606	10084	3096	356	3641	9114	10817	39714	10713	1715	12428	1916	8849
14	1469	1857	964	268	24225	11578	3189	43650	2291	534	2825	1550	18227
15	233	5111	371	24	226	476	898	7339	10458	173	10631	185	589
PETALING	7339	20854	6522	1138	33768	107830	52796	230247	29362	3609	32971	5793	32202
16	335	1009	524	36	416	827	869	4016	1903	296	2199	304	1436
17	29	115	57	0	53	139	111	504	203	33	236	36	248
18	518	2093	907	64	762	1592	2097	8033	2927	588	3485	550	1992
KLANG	882	3217	1488	100	1231	2558	3077	12553	5033	887	5920	890	3586
19	1509	4405	5246	234	1181	1608	1975	16158	22204	5320	27524	153	2567
<TOTAL>	563786	514586	294173	110865	357733	514510	217880	2573533	532809	185609	718418	235563	395459

	12	13	14	15	16	17	18	KLANG	19	<TOTAL>	
1	58743	11465	12730	14532	1602	40329	1816	5181	7584	13113	841540
2	5460	2288	3394	1568	2335	9585	486	1139	1704	3270	467987
3	20562	2301	2971	1712	614	7598	620	1378	2128	8407	386912
4	20384	468	400	646	28	1537	29	110	142	554	113976
5	14691	2586	1950	7590	166	12292	276	562	888	902	275709
6	6023	33219	3605	6199	270	43233	457	890	1445	998	375788
7	11003	41622	9041	9554	1531	61758	1091	322	3443	4856	3737
K.L.	136874	93949	34091	41751	6541	176332	4775	1269	12703	18747	30981
8	5862	4832	5992	2369	7822	21015	1691	307	2753	4751	12882
9	10111	394	567	303	67	1331	104	10	210	324	2939
GOMBAK	15973	5226	6559	2672	7889	22346	1795	317	2963	5075	15521
10	120764	1189	1122	1126	135	3572	206	21	387	614	1280
11	31114	3543	5834	11992	541	21780	1193	382	1880	3455	2430
H.LANGAT	431878	4832	6126	13118	676	25552	1399	403	2267	4069	3710
12	7425	361012	19539	16900	3080	401319	1789	548	5930	8267	1860
13	10925	27556	319246	40201	9395	396098	27095	9124	34384	70603	3402
14	19177	10501	29808	96671	1096	138876	898	235	1483	2616	931
15	774	2474	2355	864	52077	68280	479	84	812	1375	405
PETALING	38001	401243	371458	154696	76676	100873	30261	9991	42609	82861	6598
16	1740	1778	27852	1234	515	31374	298873	27455	46168	370496	807
17	284	215	6966	200	46	7427	10903	29379	679	40961	97
18	2452	3981	16283	1633	792	22689	18893	1149	134122	154164	1321
KLANG	4416	5969	51101	3067	1353	61490	326669	57983	180969	565621	2225
19	4120	1611	2939	1073	538	5821	804	168	1495	2467	53070
<TOTAL>	631322	512890	472474	216877	93373	1295114	365703	70131	243006	678840	112105

* TRIP PURPOSE : ALL PURPOSE

	1	2	3	4	5	6	7	K.L.	8	9	GOMBAK	10	11
1	1150652	82858	69254	55557	45301	47722	46689	1498013	38649	17662	56311	44440	26514
2	87125	721286	91569	3268	4907	5411	39704	953970	165729	471	170500	6160	6040
3	76566	87824	381927	14822	6463	9135	14943	588680	48111	46384	95075	25131	8207
4	65535	3307	14500	117917	20301	9176	2854	234590	1737	2416	4153	22376	2049
5	55511	5094	6982	23126	508377	35925	18478	653493	5198	252	8350	23432	25755
6	60040	5768	6734	10559	35802	678115	62501	859534	6890	1637	8587	4998	13133
7	51803	35302	14714	2724	15871	53283	234073	407230	24614	4039	28703	7238	11229
K.L.	1548832	941434	585240	227973	637022	835767	419222	5195400	292128	79551	371679	134067	93927
8	48845	163661	30892	1933	5729	6586	27333	304979	754669	25610	779379	5909	8795
9	22971	5198	52809	2877	2735	1773	4892	93255	25987	220650	246627	27230	3951
GOMBAK	71816	168859	103701	4810	8464	8359	32225	398234	780556	246350	1026606	33139	12746
10	56219	6523	28004	26238	22112	4921	8156	152173	597	25016	10933	23846	59006
11	34180	6233	8942	2408	25252	12695	12748	102438	8934	3748	12832	58001	670239
H.LANGAI	90399	12756	36946	28646	47364	17616	20904	254631	14911	28754	48665	296447	729245
12	20987	7688	5957	1264	10072	138269	97770	282007	13629	1855	15484	4108	11363
13	21496	15821	7986	1018	6993	15260	24141	92715	20694	2753	23447	3958	17170
14	22100	4287	3585	1228	35337	20700	16353	103590	5968	1006	6974	3293	35069
15	2623	8594	1379	73	544	1000	3180	17393	21123	299	21422	434	1528
PETALING	67206	36390	18907	3583	52946	175229	141444	495705	61414	5913	67327	11793	65130
16	3217	1898	1626	102	929	1687	2657	12116	4774	494	5268	689	3458
17	924	246	272	3	147	313	591	2496	703	48	751	82	849
18	7972	3901	3023	233	1685	3018	7000	26832	7206	839	8095	1179	4797
KLANG	12113	6045	4921	338	2761	5018	10248	41444	12663	1431	14114	1350	9104
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3	33338	5779	7997	3317	1322	18415	1571	2854	4661	16275	756444	
4	24725	1266	995	1069	71	3401	97	215	319	925	268113	
5	49187	11034	7625	39100	574	58333	981	1761	2883	2755	775001	
6	18123	152492	17118	22169	1071	192850	1823	3801	5441	3455	1087970	
7	18467	96420	24747	14516	3045	138728	2606	6661	9781	6898	609807	
K.L.	226994	292892	94460	101897	18000	507249	11789	25317	39248	56045	6396705	
8	14704	13801	22391	5977	22469	64638	4839	7300	12789	44423	1221512	
9	31181	2122	3176	1087	337	6722	560	1018	1633	10042	389460	
GOMBAK	45885	15923	25567	7064	22806	71360	5399	8318	14422	54465	1610972	
10	297452	4431	4280	3365	463	12539	718	1252	2051	3665	498863	
11	728240	11976	18380	35582	1553	68491	3584	4905	9297	6481	927649	
H.LANGAI	1025692	16407	22660	39947	2016	81030	4302	6157	11348	10146	1426512	
12	15471	874662	58781	32685	7537	973655	4771	11991	17655	4600	1308882	
13	21128	56225	766870	82375	14282	919752	68062	59208	146505	7533	1211080	
14	38362	34588	86029	229521	2492	352630	2877	3979	7413	2572	511541	
15	1962	8011	16120	2590	151028	177749	1392	2106	3667	1277	223470	
PETALING	76923	973466	927800	347171	175339	2423796	77102	77284	175240	15982	3254973	
16	4147	4728	68623	2761	1413	77525	712013	43147	74352	829512	2143	930711
17	931	1031	20138	564	189	21922	47694	2365	118784	358	145242	
18	5976	12274	64899	3923	2132	83228	81353	2236	316300	399889	3607	527624
KLANG	11054	18033	153660	7248	3734	182678	84106	114108	398017	1348135	6105	1603577
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