

National Land Public Transport Master Plan



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The challenge now is to translate these policies and strategies in this NLPTMP into measurable improvements on the ground, throughout the country. With proper planning and commitment from all parties, I am confident that Malaysia will achieve a land public transport system that is safe, reliable, responsive, planned, integrated, affordable and sustainable that we will all be proud of.

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Foreword by Prime Minister

Malaysia as a nation has been on the fast track of development and progress since our independence 55 years ago. We have achieved a high level of social and economic development with Gross Domestic Product (GDP) per capita increasing from RM39,000 in 2000 to RM46,000 in 2010 and this has placed Malaysia as the world's 24th largest trading nation. Our health and literacy indicators are also through proper planning and pragmatic policies implemented by the Government. However, we cannot and must not rest on our laurels, as we move forward to transform Malaysia to a high-income nation by 2020.

New initiatives, new plans and new programmes such as the Government Transformation Programme (GTP) and the Economic Transformation Programme (ETP) are prerequisites in achieving our vision. Public transportation is a key component of both these transformation initiatives. This is evident in our GTP Urban Public Transport National Key Result Area, which emphasises the need to raise public transport modal share from the current 17% to 25% by 2015, improve reliability and journey times, enhance comfort and convenience, as well as enhance the first and last mile accessibility. Similarly, the ETP targets to improve our capital city and its conurbations to place Kuala Lumpur as one of the top 20 global liveable cities. Indeed,

improving land public transport services is necessity not only in urban areas, but also in the suburbs as well. To achieve these objectives, we need an integrated plan for public transport at all levels.

The Government took the first step towards integrated planning, with the establishment of the Land public transport Commission (SPAD). One of SPAD's key initiatives under its policy and planning function was to introduce a comprehensive 20-year National Land Public Transport Master Plan (NLPTMP). The challenge now is to translate these policies and strategies in this NLPTMP into measurable improvements on the ground, throughout the country. With proper planning and commitment from all parties, I am confident that Malaysia will achieve a land public transport system that is safe, reliable, responsive, planned, integrated, affordable and sustainable that we will all be proud of.



Yang Amat Berhormat
Dato' Sri Mohd Najib bin Tun Abdul Razak
Prime Minister of Malaysia



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As Malaysia strives to become a high-income nation by 2020, SPAD is committed to take the challenges in providing a safe, reliable, responsive, planned, integrated, affordable, and sustainable land public transport system to support the country's continued social and economic growth.

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Foreword by Chairman

The Land Public Transport Commission (SPAD) has been given the responsibility to lead the transformation of Malaysia's land public transport, to become the rakyat's mode of choice. With the current challenges of an increase in the number of private vehicles by 300%, from 4.7 million in 1990 to 18.6 million in 2010, and a concurrent increase in travel demand from 12 million trips in 1991 to 40 million in 2010, is indeed a daunting task. As Malaysia strives to become a high-income nation by 2020, SPAD is committed to take the challenges in providing a safe, reliable, responsive, planned, integrated, affordable, and sustainable land public transport system to support the country's continued social and economic growth.

SPAD has embarked on its mandate through extensive research, careful planning and engagement with many stakeholders and government agencies. We are now introducing an integrated NLPTMP which sets out the vision and direction for public transport in Malaysia. As public transportation is a complex sector with multiple stakeholders and agencies involved at the federal, state and local levels, there is a need for all parties, public and private, to use the same guiding principles to ensure that we as a nation optimise all resources available for public transportation. This is where the NLPTMP can play a strategic and defining role.

The NLPTMP provides strategic direction and guiding principles that all parties can adopt as they prepare local implementation plans to improve the delivery of public transport services. At the same time, the plan is meant to provide insight into the policies and the principles of the government in this sector to various interest groups, such as a public transport operators, public transport users, as well as the general public. It will also serve as a useful guide for policymakers in other areas such as urban, rural and regional development, where public transport will inevitably have an impact.



**TAN SRI DATO' SERI SYED HAMID BIN SYED
JAAFAR ALBAR**
Chairman



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The public transport system must be people-centric, balancing the mobility needs of the public whilst maintaining and enhancing their quality of life in our cities, towns and suburbs.

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Foreword by CEO

An efficient public transport system is the hallmark of a developed country. The NLPTMP is a collective effort by SPAD and is the result of extensive analytical and collaborative work with all relevant stakeholders. It presents the options that are available to us to achieve the national objective of improving public transport and making our public spaces more liveable. When preparing this NLPTMP, SPAD considered the economic and national development plans of the country, as well as Malaysia's past experiences. We also took into account lessons learned from successful public transport systems in other countries.

We have also adhered to the Government's objective, as enumerated in the Tenth Malaysia Plan, that the public transport system must be people-centric, balancing the mobility needs of the public whilst maintaining and enhancing their quality of life in our cities, towns and suburbs. To this end, unlike conventional transportation planning the NLPTMP focuses on the movement of people and goods, rather than vehicle.

SPAD will adopt a building block approach in which the NLPTMP will serve as the foundation. This will be followed by the development of analytical tools

and guidelines for detailed implementation plans at the ground level. SPAD will also spearhead efforts to develop intra-state and inter-state land public transport implementation plans. Finally, SPAD will monitor the effective implementation of these plans to ensure they are translated into reality. Periodic reviews will be conducted at 10-year intervals to ensure that the strategic directions set by the plan remain current and relevant to actual situations, challenges and demands of the time.



MOHD NUR ISMAL MOHAMED KAMAL
Chief Executive Officer

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