

# [Malaysia all seven kvmrt sbk line underground](https://assignbuster.com/malaysia-all-seven-kvmrt-sbk-line-underground/)

Malaysia isconstantly transforming itself for the better.

There are many aspects to thistransformation and one of the main indicators as to whether the country is ontrack is how it develops its infrastructure, particularly in the transportationsector. The opening of the Sungai Buloh-Kajang mass rapid transit (MRT) linecaps another milestone in Kuala Lumpur’s rapid modernisation into a city thatMalaysians can be proud of. Phase One of the MRT Sungai Buloh-Kajang Line fromSungai Buloh to Semantan began operations on 16 December 2016. The Phase Two, from Semantan Station to Kajang Station started its operations on 17 July 2017, and this will form the backbone of the public transport system in the GreaterKuala Lumpur/Klang Valley region. The mrt Sungai Buloh-Kajang Line will have 31 stations. Of these, 7will be underground stations while the remaining 24 are elevated stations. Thearchitecture of the elevated station for the Sungai Buloh-Kajang (SBK) Line isbased on the concept of wakaf. A wakaf is a traditional pavilion found inMalaysia built for travellers to stop and rest.

Like a traditional wakaf, theelevated station is open-sided, allowing for natural lighting and ventilation. In addition, facilities for the disabled is provided at every stations.  The overall design for underground stationthemes concept was inspired by the Klang Gates Quartz Ridge, a pure quartz dykefound in the Klang Valley. The multi-faceted characteristic of the quartz andits kaleidoscopic reflections are symbolic of Malaysia’s multi-racial, multi-cultural and progressive society.

The quartz’s multi-faceted form istranslated into all seven KVMRT SBK Line underground stations throughtransparent, reflective and angular entrance structures. Every undergroundstation has its own concept and design. The purpose of this study is to identify somemaintenance issues on the mrt station that can possibly occur during its operation. Malaysia must be able to improve their infrastructure and buildings byprotecting their building and keeping the existing buildings well maintained. The value of MRT depends on the quality, safety and service of the maintenancepolicy standard provided and implemented in them.