

Malaysia all seven  
kvmrt sbk line  
underground



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Malaysia is constantly transforming itself for the better.

There are many aspects to this transformation and one of the main indicators as to whether the country is on track is how it develops its infrastructure, particularly in the transportation sector. The opening of the Sungai Buloh-Kajang mass rapid transit (MRT) line caps another milestone in Kuala Lumpur's rapid modernisation into a city that Malaysians can be proud of. Phase One of the MRT Sungai Buloh-Kajang Line from Sungai 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 Greater Kuala Lumpur/Klang Valley region. The MRT Sungai Buloh-Kajang Line will have 31 stations. Of these, 7 will be underground stations while the remaining 24 are elevated stations. The architecture of the elevated station for the Sungai Buloh-Kajang (SBK) Line is based on the concept of wakaf. A wakaf is a traditional pavilion found in Malaysia built for travellers to stop and rest.

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

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