

## MEDIA STATEMENT BY THE STATE GOVERNMENT OF PENANG

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Penang Chief Minister  
Penang State Executive Councillor for Transport, Information, Land Matters and Land Development  
Date: 9 Aug 2018 (Thursday)

This media statement responds to comments made in the following media article concerning the Pan Island Link 1 (PIL 1) Highway:

***The Star (6 Aug 2018): Najib slams Pakatan's double standards on 'expensive projects'***

### PIL 1 is subject to Open Tender (unlike ECRL)

1. Being a conscientious and responsive Government that stand by the governance principle of Competency, Accountability and Transparency (CAT), it has come to our attention that certain party has alleged that the cost of Pan Island Link 1 (PIL 1) Highway is exorbitant and compared it to the cost of the East Coast Rail Link (ECRL) project.
2. It is our responsibility to clear the air on these **misguided allegations**. **Firstly, there are major differences between a highway and a railway. Comparing the cost between two distinctly different infrastructure is like comparing an apple with an orange.**
3. **Without strong grounds for a like-for-like comparison, the public could be misled by distorted assertions by certain individuals who compare the cost per km between a highway and a railway.**

Therefore, in the interest of accountability and transparency, we would like to provide a perspective on the differences in the structural and other related aspects of PIL 1 and ECRL, which will heavily influence the cost:

No.	Items	PIL 1 (2018)	ECRL (2018)	Remarks
1.	Tunnel	Twin tunnels	Single tunnel	PIL 1 tunnel is almost 3x the size of ECRL's tunnel*
2.	Viaduct	6-lane highway	Twin track railway	PIL 1 viaduct is almost 2.5x the size of ECRL viaduct*
3.	Award procedure	<b>OPEN TENDER</b> (To be awarded to work package contractors)	<b>DIRECT NEGOTIATION</b>	All PIL 1 work packages will be awarded by Open Tender for full transparency and equity.
4.	Funding	Fully self-funded (via Penang South Reclamation)	Foreign country loan	PIL 1 will NOT unduly burden the public, while ECRL is financed by public funds.
5.	Environment	Urbanised	Greenfield	PIL 1 is built to alleviate congestion in a dense city environment, while ECRL is a greenfield project.

*\*Please refer to accompanying tunnel and viaduct illustrations in the following page.*

4. It is noteworthy to highlight the following:
  - a. **Current PIL 1 cost is only preliminary and shall only be finalised after open competitive tenders are awarded to qualified work package contractors. In contrast, the ECRL project award was finalised without an open competitive tender (Direct Negotiation).**
  - b. **ECRL cost does NOT include land acquisition cost, which is a Government cost.**
  - c. **PIL 1 is fully funded with revenue (income) generated from the Penang South Reclamation project. In contrast, ECRL is financed by foreign loan to be repaid with taxpayers' money.**

5. On comparison with the Kinrara-Damansara Expressway (KIDEX):

PIL 1 alignment consist of tunnels (tunnel costs at least 2x more than elevated section), while KIDEX has no tunnel (fully elevated highway). **If we only consider PIL 1's elevated section unit rate and multiply it with the length of KIDEX, the construction cost will be almost similar at 2013 prices. In fact, the estimated cost for PIL 1 will be even cheaper than KIDEX at today's prices.**

KIDEX is a four-lane highway. PIL 1 is a six-lane highway.

6. As mentioned in the Penang State Government's statement on PIL 1 dated 7 Aug 2018, we continue to value all comments and concerns received and each suggestion will be taken into consideration in the refinement/ fine-tuning of the PIL 1 alignment for the benefit of all.
7. Lastly, we reiterate that we are steadfast in upholding the CAT principle in implementing the Penang Transport Master Plan that will further improve the lives of all Penangites and our future generations.

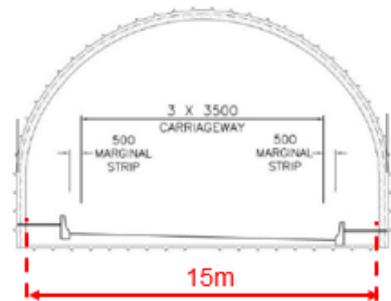
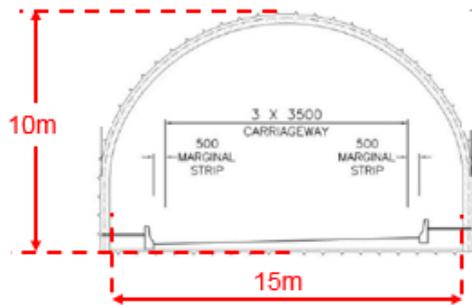
## Tunnel and viaduct size DIFFERENCE between PIL 1 and ECRL.

**\*Important: This is NOT like-for-like comparison (highway vs railway).**

### TUNNEL SIZE DIFFERENCE BETWEEN PIL 1 AND ECRL

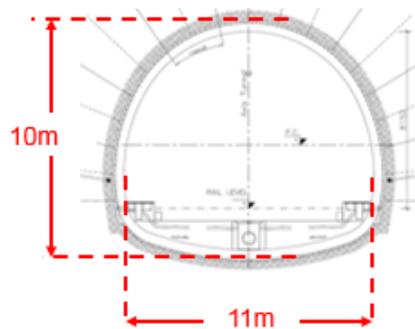
#### PIL 1

- Twin tunnels (size almost 3 times ECRL)



#### ECRL

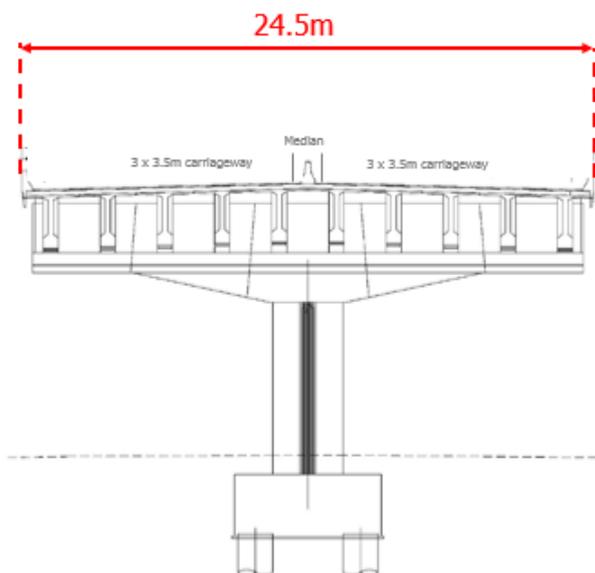
- Single tunnel



### VIADUCT SIZE DIFFERENCE BETWEEN PIL 1 AND ECRL

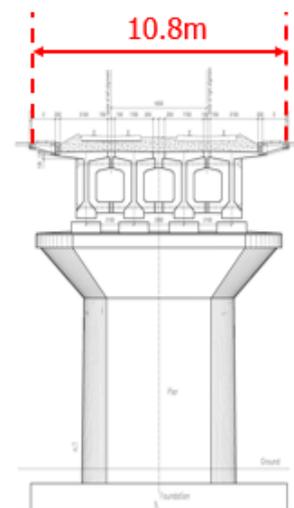
#### PIL 1

- 6-lane highway (size almost 2.5 times ECRL)



#### ECRL

- Twin track railway

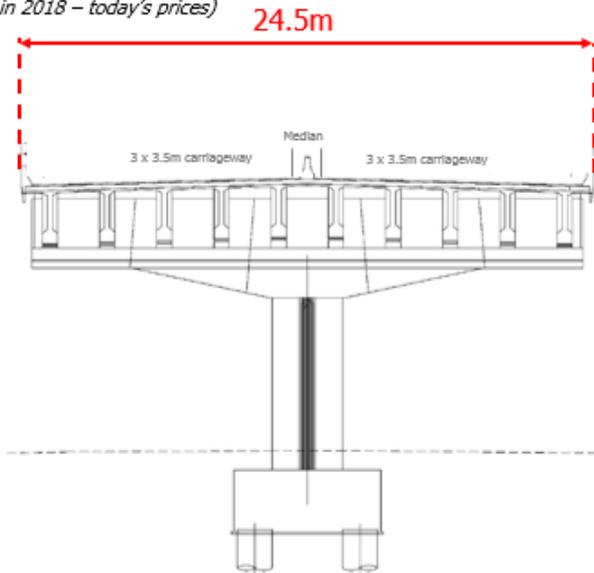


**Construction costs for PIL 1 and KIDEX are almost SIMILAR at 2013 prices.  
 PIL 1 estimated cost is expected to be CHEAPER than KIDEX at today's prices.**

### COMPARISON BETWEEN PIL 1 AND KIDEX

#### PIL 1

- 6-lane highway
- Has tunnels (at least 2 times more expensive than elevated section)
- If we consider only the PIL 1 elevated section unit rate and multiply with the length of KIDEX (14.9km), the cost is estimated at **RM 2.5 bil** which is almost the same as the construction cost of KIDEX at **RM 2.4 bil in 2013**. (*KIDEX is estimated to cost RM 2.8 bil in 2018 – today's prices*)



#### KIDEX

- 4-lane highway
- No tunnel (fully elevated)

