

**MINISTRY OF TRANSPORTATION  
LAND PUBLIC TRANSPORTATION AGENCY  
PRASARANA MALAYSIA BERHAD  
KERETAPI TANAH MELAYU BERHAD  
LOCAL AUTHORITY  
SUSTAINABILITY OF PUBLIC LAND TRANSPORTATION  
IN THE KLANG VALLEY**

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**Main Points**

**What we  
examined?**

- Public land transportation comprises three main categories, namely goods vehicles, tourist vehicles, and public service vehicles. According to the Land Public Transport Act 2010 (Act 715), public land transportation is defined as transportation on land using passenger transportation and cargo transportation. Public land transportation also includes transportation services, terminals, facilities, networks, systems, operations, and related services.
- This audit focuses on public rail and bus transportation services as they are the primary modes of public land transportation in the Klang Valley and operate according to established schedules and routes.
- The performance of these activities is assessed based on two factors namely output and activity achievement. Activity management encompasses four aspects, which are allocation and expenditure, unlimited monthly passes, rail and bus station facilities, and public land transportation user application systems.

**Why is it  
important to  
audit?**

To assess the extent to which public land transportation in the Klang Valley is provided to meet the demands of the public and promote inclusive access, enhance modal split of public transportation. Additionally, the audit aims to evaluate a smart and safe transportation system, sustainable resource utilization and the reduction of the environmental impact from public transportation.

**Conclusion**

Overall, based on the audit scope, it can be concluded that the sustainability of public land transportation in the Klang Valley is satisfactory in terms of the provision of rail and bus infrastructure, the level of rail service operation, ridership, integration and connectivity.

However, aspects related to the level of bus service operation, modal split and the use of energy-efficient vehicles are less satisfactory.

NO.	AUDIT ISSUES	IMPACT	RECOMMENDATION FOR SOLUTIONS
1.	During the period from 2017 to 2022, there were 135 hours of delays in LRT, MRT and Monorail services while the KTM Komuter experienced a delay of 6,192 hours.	Users do not receive inclusive, efficient, and reliable services.	MOT and Local Authority need to collaborate to assess suitable methods to improve the quality of rail and bus services to ensure that users receive inclusive, efficient, and reliable services.
2.	It is reported that two out of the four bus services under Interim Stage Bus Support Fund did not achieve the trip targets set with an average achievement ranging from 61.8% to 76.2%.		
3.	It is reported that the trip frequency for Local Authority's bus services did not meet the set targets with an average annual achievement of 77%.		
4.	The number of energy-efficient vehicles for land public transportation is still low with 66 (5.4%) electric buses being used.	The reduction of the environmental impact of public transportation cannot be achieved.	MOT and Local Authority should collaborate to explore effective mechanisms for achieving low-carbon mobility initiatives through the use of energy-efficient vehicles and increasing ridership.
5.	The Ministry of Transport (MOT) has not established specific targets for increasing the modal split of public transportation and defined the methods for determining its achievement.	The level of modal split achievement cannot be determined.	MOT should establish specific targets and measurement methods of modal split to ensure the objectives outlined in the National Transport Policy 2019-2030 can be achieved.