

Kuala Lumpur - Port Klang and Rawang - Seremban sectors; to modernize signalling and communications systems; and to buy diesel multiple units.

Apart from the track rehabilitation programme and construction of new links, the upgrading of the rolling stock is also given priority in efforts to further improve and modernize the system. In line with this KTM recently signed with a Canadian manufacturer for the supply of 12 locomotives. Further international purchases of locomotives, coaches, wagons and railbuses are planned.

4.2.1 Light Rail

There has been a proposal to put light rail vehicles on existing underutilized track in Kuala Lumpur. The feasibility study, completed in 1987, was financed by the Australian government and rolling stock and consultancy services were also to come from Australia. The project has stalled due to the inability of the private sector promoters to find the necessary equity capital.

4.3 Inter Modal Transport

The opening of Kuala Lumpur's first inland clearance depot (ICD) (owned by KTM) at Brickfields in late June 1989 signalled the national railway's major move into intermodal transport business. The ICD at Brickfields was developed with a World Bank loan of C\$4.5 million and another nine or ten ICDs or road-rail interchanges are planned at strategic points. With the ICDs, KTM plans to offer a fully integrated container movement service whereby containers which arrive at Port Klang can, on unloading, be transported by rail to the depot. Custom officials at the depot will process the various trade documents and once cleared, the containers are sent to the importer's premises.

The services offered at the Brickfields ICD include loading, unloading, packing and unpacking, storage, container inspection, clearing and repair.

Top priority for the other planned ICD's is being given to Padang Besar, where southbound Thai cargo is consolidated for rail transport to ships at Penang or Port Klang; to Ipoh where two truck companies will assist KTM in developing door-to-door services via this strategic interchange, and to Johor Baru to serve the booming industrial area and port there.

Meanwhile, in an attempt to ensure greater efficiency of the inland haulage systems generally, the Ministry of Transport commissioned the US based Stanford Research Institute to conduct a study to indentify weaknesses. A draft report has been submitted and reviewed and the final report is due at the end of March, 1990. The study began in October 1989.

The total number of twenty foot equivalent unit containers (TEUs) handled by KTM has increased by some 88 percent in 1988 to 78,784