URBAN PUBLIC TRANSPORTATION
SUMMIT 2016

Enhancing Public Transportation for urban mobility and accessibility

3 November 2016 • Sunway Putra Hotel Kuala Lumpur

Corporate Partner

SCANDIA

www.asli.com.my
For a long time public transport has been a bane for many Malaysian urbanites. The lack of efficient bus and taxi services has contributed to growing traffic congestion. However, since the government has made a major commitment to enhancing and upgrading urban transport as one of the key components in the Government Transformation Programme (GTP), there have been vast improvements. The government has rolled out an ambitious and game changing public transport plan with new investments in the LRT, the completion of the first phase of the MRT, the planned expansion of MRT into second and third lines, and the recent MOU signed between the Malaysian and Singaporian governments to develop the High Speed Rail Link (HSR). The new urban transportation programmes and initiatives have helped to make public transportation more popular, efficient and cost effective. Urban transport is one of the success story of Malaysia’s transformational journey.

The upgrading of the urban transport will have its spillover effect. Its multipliers include the ancilliary industries as well as boosting real estate and property prices whilst improving the urban quality life.

ASLI’s Urban Public Transportation Summit 2016 will update you on new trends, assessment of strategies, challenges and key issues, as well as indentifying related business and investment opportunities. You will have your questions answered if you want to learn and understand further on the urban public transportation industry of Malaysia.

**WHO SHOULD ATTEND**

**Presidents, Chairman, CEO, COO, CFO, Managing Directors, Directors and Heads of**

- City / Town Planning
- Transport Planning
- Traffic Management
- Transport Modelling
- Congestion and Toll Charging
- Highways and Roads
- Access and Infrastructure
- Policy
- Road Pricing
- Traffic Commissioners
- Transport Security
- Rail / Road Safety
- Fleet
- Emergency Planning

**From the following target sectors:**

- Department / Ministry of Transportation
- Central Government
- Public Transportation Operators
- Highway Operators
- Local Transport Groups
- Town Councils
- Private Sectors
- Local Authorities
- Passenger Transport Executives
- Non-Departmental Public Bodies
- Non Governmental Organisations
- Transport Accident Investigation Agencies
- Transport Unions

**WHY ATTEND THIS EVENT?**

- Ensuring that the changing mobility demand needs of the public are met accordingly
- Analysing the current strategies to create a multimodal integrated transit system
- Leveraging public transportation efficiency and accessibility to alleviate traffic
- Strengthening public user’s confidence with economic and environmentally friendly transport
- Capturing emerging technologies in perspective: Positive outlook + Positive Impact
PROGRAMME

8.00 am Registration and Refreshments

The Greater Kuala Lumpur/Klang Valley Master Plan set out an integrated 20 years plan to transform public transport in the region. The master plan entailed improvements in all segments and has so far hit the mentioned KPI’s accordingly. It features new urban projects, such as Kelana Jaya and Ampang Line Extension, new refurbished trains for the lines. LRT 3 from Klang, Klang Valley MRT (KVMRT), West Coast Mainline, East Coast Main line and of course the completion of MRT1, 2, 3( circular line) and the Bus Rapid Transit (BRT) – Sunway Line. These projects will place Malaysia as one of the well planned urbanised transportation system, along Hong Kong and Singapore. This particular session is an open discussion to analyse our strengths and weaknesses, and the opportunities and issues that are being addressed accordingly.

10.15 am Welcoming Keynote

10.25 am Opening Keynote Address By SPAD

10.45 am Morning Break

11.00 am SESSION TWO: SINGAPORE MALAYSIA HSR - THE GAME CHANGER
The government of Malaysia and Singapore signed the MOU for the 350km rail link in mid quarter 2016, cementing the deal. The HSR Malaysia-Singapore is expected to attract potentially 17.6 million users with the numbers set to increase to 24 million in coming decade. Developers have started land acquisition. HSR is set to have 6 intermediate stations, where the surrounding areas are poised to be developed for small industrial plants, commercial buildings, and infrastructure and real estate. This session will examine what the outlook of this project is, and the positive impact it creates for other industries.

12.15 pm Luncheon Keynote

12.30 pm TOWARD SUSTAINABLE TRANSPORTATION IN MALAYSIA BY MINISTRY OF TRANSPORT MALAYSIA

2.00 pm SESSION THREE: DISTRUPTIVE TECHNOLOGY AND PUBLIC TRANSPORT: THE FUTURE GROWTH DRIVERS
E-hailing, smart ride sharing, smart card for toll, banking and identification is the current reality and new future. Smart cards and mobile apps are challenging the traditional public transportation systems and providing a different path for Malaysia to progress towards a smart city concept. The human factor suggests that such availability of modernised apps and cards means they spend less, are an alternative for mobility and also act as secondary income for those in need. However never ending data management and the pressure to be cost effective, coupled with infrastructure, has to match these technologies which we lack. For instance, McDonald’s in Italy has electric car/bike charge point at parking spots where in Malaysia, we can count the amount of Hybrid or Electric vehicle moving on the street. This session will address the current challenges to optimise technology and

3.15 pm SESSION FOUR: BUSES & TAXIS: THE CHALLENGES AND THE NEED TO MOVE FORWARD AS INDIVIDUAL ENTITIES WITH ONE PURPOSE
Buses are still one of the best ways to travel from rural to urbanised areas, city-to-city and state-to-state, while taxis are recently facing stiff market competition form e-hailing apps. The implementation of the Bus Network Revamp (BNR) by SPAD is expected to increase ridership in the Klang Valley by increasing capacity in popular routes and deploying more buses to underserved and new townships, as well as having expanding taxi company networks – as there is no monopoly here. Buses are also becoming more efficient, with modernised coaches for business class travel. Taxis on the other hand are having problems with upgrades, with this often being borne by the driver, coupled with expensive rental and weekly maintenance fee. As such, how do we gain control of the situation and increased usage of both bus and taxis in Malaysia? How do we streamline and maintain these transportation modes to integrate them with the upcoming rail systems? What are the moves taken by bus and taxi operators to protect their business interest and be aligned with the government plans?

4.30 pm SESSION 5: CONNECTIVITY & PROPERTY: HOW WILL IMPROVING URBAN PUBLIC TRANSPORT IMPACT ON PROPERTY PRICES
It is axiomatic that accessibility would improve property values and the current surge of transportation infrastructure to suit the rail, bus and car users. This has also have proven to be a positive for developers. However, the concern for issues such as urban city planning and roads management is often overlooked, bringing us back to square one. The real concerns for house owners, as well as future buyers and developers is never the same as the rail operators, infrastructure builders, city planners or architects and engineers. The need for sustainable development matched with green tech is in demand. The synchronisation of all these as one complete package, carries a hefty price for developers, buyers and transportation industry movers. Will the improvement of our transportation systems prove a positive impact towards the property industry or is there another way around? Would the need be met with demand?

5.30 pm SESSION 6: PUBLIC FORUM STRENGTHS AND CHALLENGES OF COMMUNITY PARTICIPATION IN AN URBAN TRANSPORT SYSTEM
Over time, concerns about the feasibility and sustainability of the Malaysian public transportation has been raised and concerned parties have pointed out that there are issues underlying in the Master Plan. The concerns are justified and the public sector have worked along with the organisations involved to address these issues. This session is not only looking at rail projects, but will also address the accompanying industry issues such as poor construction, environmental adversity fare increase, and transport breakdown, which has the potential to cause a chain reaction effect along the entire network.

6.30 pm End of Event / Afternoon Refreshments
FOR PRIVATE SECTOR

The organiser reserve the right to stop any registered delegate from taking part in the event if no proof of payment can be presented. This only applies to registered delegates who have NOT paid the registration fees PRIOR to the event date.

FOR GOVERNMENT SECTOR

A Local Order (LO) or letter of approval to participate must be presented before the event.

SUBSTITUTION/CANCELLATION

Substitution is allowed for a registered delegate. Please note that all payments must be made prior to the event proper. For cancellation, a refund minus 10% service charge will be sent to the said delegates if cancellation is received in WRITING by 1 NOVEMBER 2016. No refund will be made for cancellation received after 1 NOVEMBER 2016.

ASLI promotes dialogue, understanding and better relations amongst Government, Business and Civil Society in ASEAN as well as the wider Asia-Pacific region through conferences, policy roundtables and strategic forums. ASLI is an independent non-profit Think Tank ranked as one of the world’s and region’s top Think Tanks. ASLI provides strategic analysis and advice on critical issues and bring people together to exchange views, develop policy options and key recommendations. With over 20 years experience, ASLI is a bridge between Government, Business and Civil Society. Our programmes have been participated by Heads of States / Governments, CEO’s, Ambassadors and emerging young leaders. ASLI is also the secretariat for several bilateral Business Councils. ASLI’s Centre for Public Policy Studies (CPPS) engages in public policy analysis, policy advocacy and roundtables and is ranked as No. 6 in Asia-Pacific in a Global Study on Think Tanks.

FOR REGISTRATION, PLEASE CONTACT:

Prabhu Menon
Direct Line: +(603) 2093 5194
General Line: +(603) 2093 5393 ext 205
Mobile: +(6016) 387 9832
email: prabhum@asli.com.my

Mohd. Radhi
Direct Line: +(603) 2093 7393
General Line: +(603) 2093 5393 ext 223
Mobile: +(6019) 757 2395
email: radhi@asli.com.my

Nurul Rashidah Rashid
Direct Line: +(603) 2093 4859
General Line: +(603) 2093 5393 ext 210
Mobile: +(6018) 225 4281
email: rashidah@asli.com.my

Edora Rhazali
Direct Line: +(603) 2093 2996
General Line: +(603) 2093 5393 ext 208
Mobile: +(6013) 281 6718
email: edora@asli.com.my

Registration Fee

RM1,800
+ 6% GST per delegate

Special Group Discount

RM1,600
(Minimum 3 delegates)
+ 6% GST per delegate

Government / NGO

RM1,500
+ 6% GST per delegate

NOTE: Fee includes lunch, refreshments & conference documentation

PAYMENT METHOD

The fee must be paid in advance of the event. Walk-in delegates with payment will be admitted on ‘space available’ basis. Cheques or bank drafts should be crossed and made payable to Asian Strategy & Leadership Incorporated Sdn Bhd.

■ BANK TRANSFER  ■ CASH  ■ CHECK

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