

# Vibration

The Kuala Lumpur-Singapore High Speed Rail (KL-SG HSR) is a transformative transportation project that aims to facilitate seamless travel between Bandar Malaysia, Sepang-Putrajaya, Seremban, Melaka, Muar, Batu Pahat, Iskandar Puteri in Malaysia and Jurong East in Singapore.

## KL-SG HSR project will go through three distinct phases:

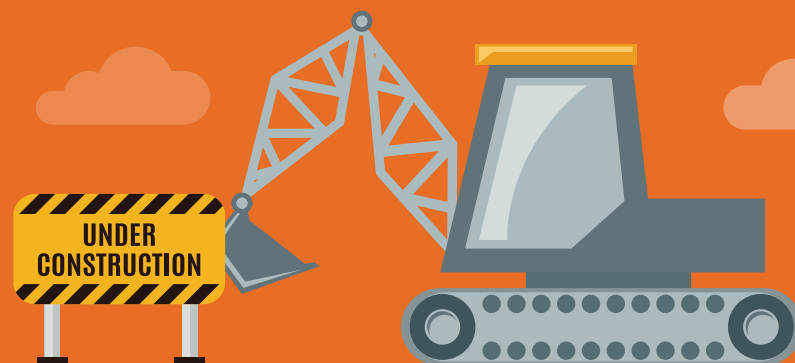


### Design Phase

No vibration is expected as works will be confined to desktop related activities. However, permissible level of vibration may be generated during the construction and operational phases.

### Construction Phase

Key project activities that will generate permissible level of vibration during the construction phase are:



Demolition of buildings



Movement of Heavy Machinery Vehicles



Piling and Construction Works



Tunnelling works

### Operational Phase

Key project activities that will generate permissible level of vibration during the operational phase are:

- Movement of trains
- Repair and maintenance works on tracks
- Daily activities at stations, depots and maintenance bases



### Mitigation Measures

Vibration mitigation measures have been incorporated into the project's design, as follows:



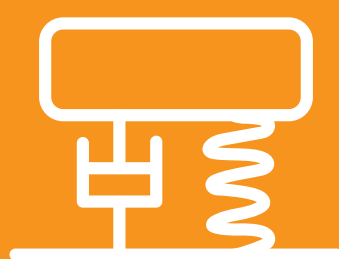
#### Bored piling

such as hydraulic press-in or jack-in spun piling shall be used to employ more silent and low-vibration piling methods.



#### Perform vibration measurement

throughout the construction period to confirm compliance to DOE acceptance limits.



#### Vibration isolation device

shall be installed at track sleepers, ballasts or viaducts to properly isolate vibration signals from being propagated to residential areas.

DOE enforces guidelines for vibration (during construction and operations). MyHSR remains committed to comply to the relevant regulatory requirements. For further details, please visit us at [www.myhsr.com.my/kl-sg-hsr/environmental-impact-assessment](http://www.myhsr.com.my/kl-sg-hsr/environmental-impact-assessment)