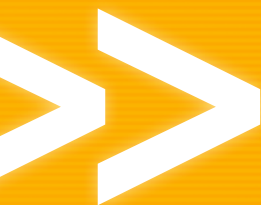




“I think the Circle Line does relieve some of the rush hour crush and sometimes, I can even get a seat!”

Donna Lim, shop manager



“My family, my neighbours – we’ve been waiting a long time for the Circle Line. Now we won’t have to travel all the way downtown to get on the East-West Line.”

Goh Jin Qiang, Yishun resident



“It’s not just the time-savings. The Circle Line’s seamless transitions in a very comfortable and sheltered environment make using the MRT not just quick, but also pleasant.”

Daphne Khong, senior planning officer



“It’s a really beautiful line. I’d even consider it a tourist attraction!”

Reuben Sim, student



“I think the art makes each station special. I really like the artwork for Dakota – it really reflects the history of our area. I feel like I can say it’s ‘my’ station.”

Chan Pei Cheng, Dakota resident



“When I’m away, one of the things I miss is the ease, convenience and sheer predictability of our MRT system. The Circle Line has just raised my expectations further. I’m spoilt.”

Jack See, underwriter



“When the first MRT lines were being built, my grandfather said he wanted to live long enough to ride the trains. He did – for 14 years. He would have really loved the Circle Line.”

Zhang Wei Min, school teacher



“I wanted to be a train driver when I grew up, but that’s not needed now. I think I will be an engineer and build tunnels. Are you building more lines?”

Nur Insyirah Ahmad Thaha, student, age 7



“After all those years of digging and diversions and dust, the Circle Line is finally here and I must say it’s been worth it. As a Singaporean, I’m proud of it. Thank you, LTA.”

Ow Ah Geok, home maker



“My children don’t drive. Having the Marymount station makes it a bit easier to visit – and bring my grandchildren too! ”

Yap Kum Leng, retiree

THE CIRCLE LINE

LINKING ALL LINES



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LTA Editorial Team:
Tammie Loke, Group Director, Corporate Communications
Fiona Chan, Director, Marketing Communications
Agnes Lim, Deputy Director, Public Education
Sharon Yong, Assistant Manager, Public Education
Goh Zi Xin, Executive Assistant, Public Education

Straits Times Press Editorial Team:
Shirley Hew, Executive Director
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Jane Huang, Book Editor
Lock Hong Liang, Senior Designer
Clara Wong, Marketing & Operations Manager

Author: Colin Cheong

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D E P U T Y P R I M E M I N I S T E R ' S

FOREWORD



We are making massive investments in a more comprehensive MRT network. Coupled with improvements in bus services, it will give Singaporeans a convenient and reliable public transport system.

The Circle Line (CCL) has added some 33km to our MRT network. As an orbital line, it will shorten journeys by allowing commuters to transfer to other radial lines, bypassing the busy interchanges in the city centre. Commuters will be able to get to more places and faster.

There is much more to come. From now till 2017, a new section of rail will be added to our MRT network every year. We are investing about \$60 billion for both the enhancement of our existing network and further expansion of the rail network from about 176km at present to about 280km in a decade's time.

I would like to commend the many members of the public who have cooperated to make possible the construction of the Circle Line despite inconveniences, as well as congratulate the Land Transport Authority on this major milestone in our efforts to enhance public transport connectivity. I wish all commuters a safe and comfortable journey.

THARMAN SHANMUGARATNAM

DEPUTY PRIME MINISTER &
MINISTER FOR FINANCE AND MINISTER FOR MANPOWER

T R A N S P O R T M I N I S T E R ' S

MESSAGE



One of our key strategic thrusts in the Land Transport Master Plan (LTMP) is to provide a quality public transport system. To achieve this, we are committed to intensifying our efforts to improve the public transport system. This includes expanding our MRT network so that more people will have convenient access to the stations. The full opening of the Circle Line brings us a step closer to our vision of a much denser rail network to serve the travel needs of our people.

As we develop the physical hardware of our transport infrastructure by building new rail lines, we must not lose sight of the importance of creating a people-centric transport system. Our public transport system must be inclusive, catering to the diverse needs of our population. This includes ensuring that there is at least one barrier free access to MRT stations, having bicycle parking facilities outside stations where feasible, and integrating MRT stations with surrounding developments. We hope that this will make your journeys more convenient and enjoyable.

While the Land Transport Authority and its partners have worked very hard to build the Circle Line, we must not forget the part played by the people of Singapore. Your patience, understanding and cooperation have been integral to the completion of this line.

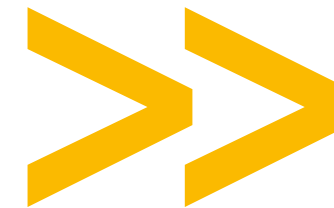
I hope you will enjoy the benefits that the Circle Line will bring to you.

LUI TUCK YEW

MINISTER FOR TRANSPORT &
SECOND MINISTER FOR FOREIGN AFFAIRS

L T A C H A I R M A N ' S

MESSAGE



The challenges of building the Circle Line were immense. Engineers and crews had to work in heavily built-up areas, facing hazards above and below the surface. Another challenge came from keeping things moving on the surface, while all these were going on below it.

Our engineers and contractors rose to the occasion. They did all they could to keep our public's world moving. And now, the Circle Line is ready and commuters have a great travel experience awaiting them.

I want to thank our consultants both in engineering and geological services, our designers who created the stations, our contractors, our staff and the thousands of workmen who laboured on the line.

But most of all, thank you, the citizens and residents of Singapore, who gave us the support to let us do the best job we could.

MICHAEL LIM
CHAIRMAN
LAND TRANSPORT AUTHORITY



❖ MOVING PEOPLE, TOUCHING LIVES

33.3km long, with 28 stations, run entirely underground with driverless trains, Singapore's Circle Line is the world's longest fully-automated underground rapid transit line. This is the story of a nation that pulled together to build it.



OUR FIRST RIDE

On 7 November 1987, a Mass Rapid Transit train of six carriages slid out of Bishan Station on the North-South Line, on the first service run of Singapore's latest public transport system. A smooth air-conditioned ride; high-tech stations of marble and glass and chrome, tinted by the lights of convenience stores.

LOOKING AHEAD FOR YOU

Singapore city planners had, as far back as 1967, forecast that the island would need some form of rail-based transport in the city by 1992. The London Underground, which opened in 1863, had clearly demonstrated the importance of such a system in a rapidly developing city.

Mr Chew Hock Yong, LTA's Chief Executive, said: "You have to remember that this was in the 1960s, when our population was only hovering around the million mark. But it was clear that planners were thinking big back then. Some might have even said they were overly optimistic. Would Singapore really grow that big? Well, thank goodness they were optimistic. The challenge would be tougher now if they had not been."



(Preceding pages) Hadi bin Mason, 51, and his 45-year-old wife decided to take the MRT to celebrate their 23rd wedding anniversary. They also took Mr Hadi's mother, Madam Latifah bte Ahmad, 79, for her first subway ride. The three-generation family took the MRT from their home in Toa Payoh to Raffles Place, and on to Yio Chu Kang before returning to Toa Payoh.

(Below) Reporter Janice Seah (in crutches) was assigned to cover the opening of the MRT but she sprained her foot. Undaunted, she limped off to Yio Chu Kang station on her crutches to do the assignment from the point of view of a handicapped person.

(Facing page) The first train pulling out of Ang Mo Kio station.



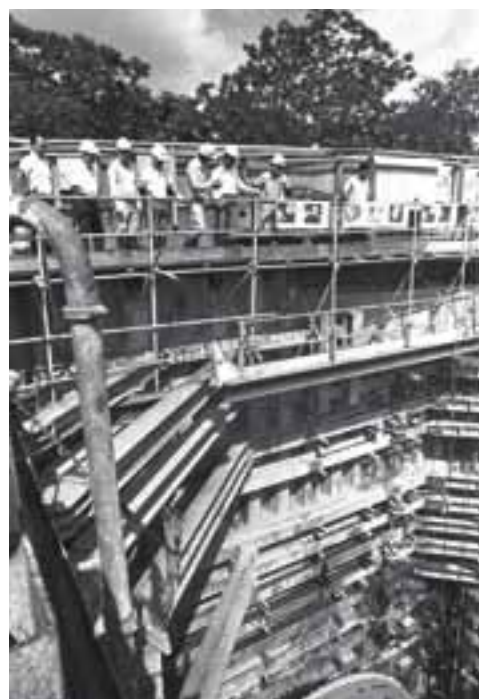
A SINGAPORE MRT PIONEER

Mr Lim Leong Geok was a city planner, transport builder and public transport operator. He was instrumental in building Singapore's first MRT network, being part of the team that helped to convince the Government to build it. He later helmed the Mass Rapid Transit Corporation and then the Singapore Mass Rapid Transit. He was also founder-director of TransitLink. He died in 2004.

For his invaluable contributions over a career spanning 40 years, from 1959 to 1999, Mr Lim was posthumously awarded LTA's Distinguished Contribution award.

Dr Yeo Ning Hong, former Minister for Communications said of Mr Lim, who was also the son of war hero Lim Bo Seng: "We were very lucky to have him. He was an extremely able man, an outstanding engineer and manager."





(Top) History was created when workers broke through the wall of the Outram Park MRT worksite, linking it with the Tiong Bahru station a kilometre away. Using giant shield machines, they had sliced through 44,000 cubic metres of earth beneath roads and buildings, emerging from two tunnels at the Outram Park MRT site after travelling a kilometre from the Tiong Bahru station.

(Far left) The Commemorative Ticket issued on the first day of the MRT's opening.

(Left) Communications Minister Yeo Ning Hong and the tour party in safety hard hats and rubber boots visiting the MRT worksite at Shan Road. This deep shaft and almost 500m of tunnels now link the Toa Payoh and Novena stations.



(Top left) The first MRT train breaking through the rice-paper shield in a "tunnel" frame.

(Top right) The pride of Dhoby Ghaut MRT station – a posh circular stairwell lavishly trimmed with stainless steel railings and with a locally-created mobile suspended from the ceiling. The huge mobile sculpture, a "lantern of music" by local artist Tan Ping Chiang, depicts a range of traditional and modern musical instruments used by the Chinese, Malays, Indians and Eurasians.

(Left) Document bearing the signatures on the first MRT contract, which was signed at a brief ceremony by Mr Michael Fam for the MRT Corporation and Dr K Yoshida, vice-president of Tobishima Corporation. The Tobishima-Takenaka contract was for the construction of two bored tunnels running from Toa Payoh to Newton Circus and included the building of two stations, Toa Payoh and Novena.

(Following pages) These three samsui women worked for 4 years on the Bishan station. Their boss gave them the day off and an MRT engineer bought them \$3 commemorative tickets to join the throng of Singaporeans who rode the trains on the opening day.



DO YOU KNOW?



When stored-value cards were first introduced, guides had to be stationed to teach commuters how to use the farecard vending machines.



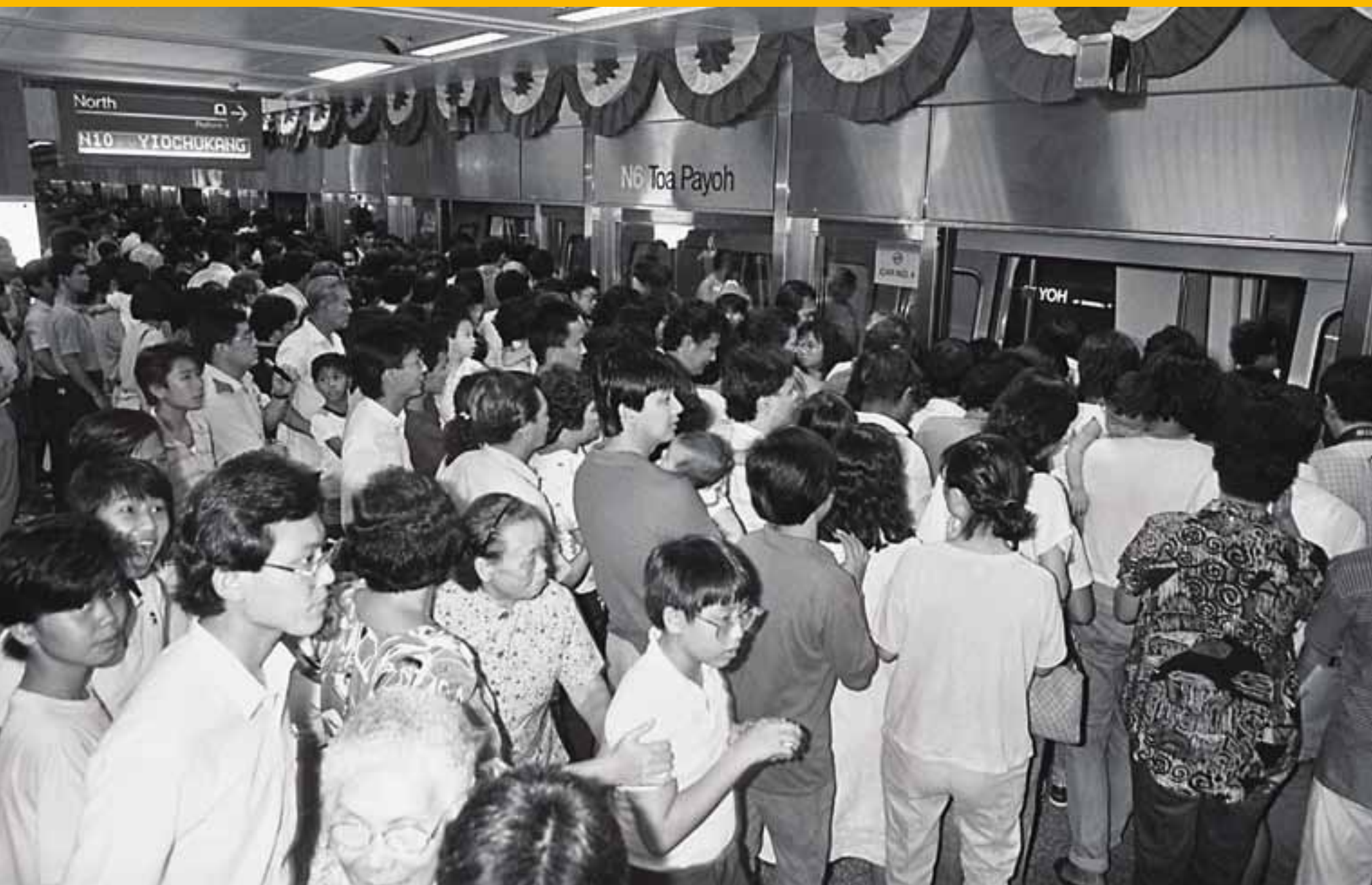


(Facing page) Two-year-old Jeremy getting assistance from a guide at Yio Chu Kang MRT station with his father, Stanley Wang.

(Top) First Deputy Prime Minister Goh Chok Tong (right) chatting with other passengers on his first MRT train ride between Yio Chu Kang and Toa Payoh.

(Right) The MRT system's "nerve centre", or Operation Control Centre (OCC), located in Victoria Street.





Commuters waiting to board the MRT train at Toa Payoh station. The Mass Rapid Transit system was thrown open to the 120,000 people who had bought \$3 commemorative tickets for the opening day rides.



(Top) Johor princesses, Tunku Mariam Zahrah and Tunku Besar Zabedah on the MRT train with their two nephews, Tengku Shahrain and Tengku Sallehuddin Ismail Iskandar Ibrahim Hishamuddin Shah. It was the first MRT ride for the two princes, but not for the princesses. The boys later followed their aunt to the front of the train to say hello to the driver.



A newly-married couple waiting to take their first ride on the MRT train on its opening day.



COULD WE AFFORD IT?

The Mass Rapid Transit system, however, was not an easy sell. One participant in Singapore's four-year study for the system was a young architect and urban planner named Ong Teng Cheong. He became the system's greatest advocate.

By 1978, Mr Ong Teng Cheong had become Minister for Communications. He convinced the Cabinet that the system would benefit Singapore in the long term.

A LONG TERM INVESTMENT FOR ALL

In 1982, Parliament concluded that a rapid transit system would be better for Singapore in the long run. Construction began on 22 October 1983 at Shan Road, a tunnel shaft located between Toa Payoh and Novena stations.

"The Government has now taken a firm decision to build the MRT," Mr Ong Teng Cheong said in an interview at the time. "The MRT is much more than a transport investment, and must be viewed in its wider economic perspective. The boost it will provide to long term investors' confidence, the multiplier effect and how



Then Prime Minister Lee Kuan Yew, who had earlier addressed the official opening of the MRT system, taking a train ride with other dignitaries from City Hall MRT station. From left, MRT chief, Mr Michael Fam, Second Deputy Prime Minister Ong Teng Cheong, PM Lee, Communications Minister Dr Yeo Ning Hong, Mrs Lee and Mr Fock Siew Wah.



Mr Ong Teng Cheong at the launch of the MRT at Toa Payoh Station, with Dr Yeo Ning Hong, his successor as Communications Minister. "For me, this has been a 20-year love affair, from conception to delivery. The baby is born – we have a bouncing one," Mr Ong said.

MRT will lead to the enhancement of the intrinsic value of Singapore's real estate are spin-offs that cannot be ignored."

On 12 March 1988, Mr Lee Kuan Yew, then Prime Minister, officially launched the Mass Rapid Transit system. Twenty-one more stations were built, and when the East-West Line finally reached Boon Lay station on 6 July 1990, the original network was truly complete.

LINKING YOU BETTER

The MRT network began as a radial system – lines extending from a single hub like spokes in a wheel. What these spokes needed was a rim – a line that would touch all of them further out and link them all. This orbital line, the Circle Line, was an idea that had already begun to take shape in the early 1990s.

Dr Yeo Ning Hong, then Minister for Communications and Information, said as far back as in the 1980s that such an orbital line would be feasible when Singapore's population reached 4 million.



DO YOU KNOW

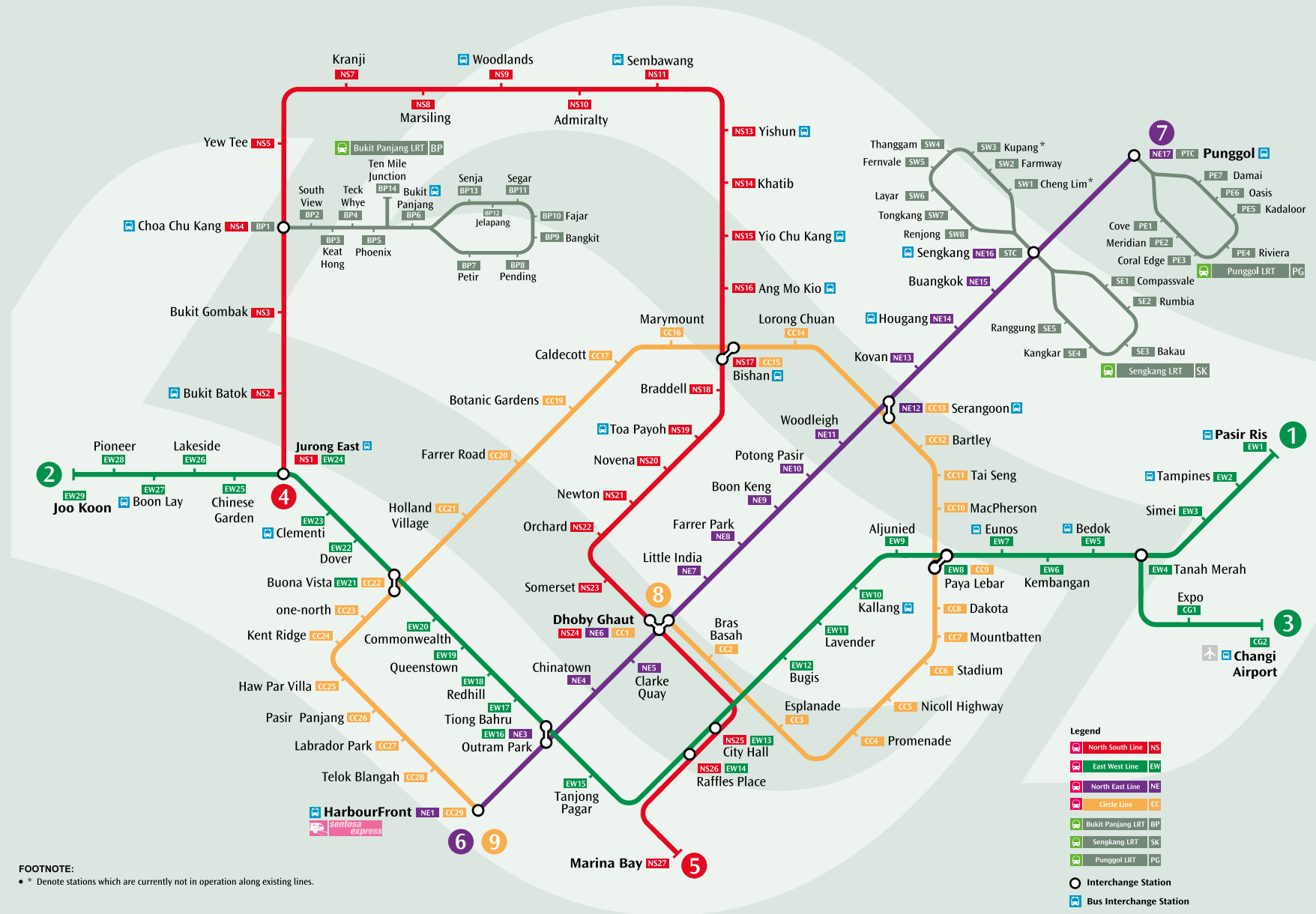


How long is each MRT line?



ANSWER:

North-South Line: 44km
North-East Line: 20km
Circle Line: 33.3km



Mr Mah Bow Tan, who was Transport Minister from 1991 to 1999, elaborated on this in a 2007 speech made for an Urban Renewal Authority corporate seminar.

“The Circle Line will link all existing Mass Rapid Transit lines running into the city, greatly enhancing connectivity between suburban areas and reducing journey time for commuters considerably. Commuters travelling from Serangoon to Paya Lebar, for example, will take less than 15 minutes on the Circle Line, compared to about half an hour by bus or MRT today.”

WHAT WORKS BEST FOR YOU?

In the 1990s, the Circle Line was named the Marina Line, planned as a 12-station line starting from Chinatown. Eventually, plans evolved to include these stations: Dhoby Ghaut, Bras Basah, Esplanade, Promenade, Nicoll Highway and Stadium. Part of the Marina Line from Chinatown to Promenade became part of yet another line – the Downtown Line.

Mr Jeremy Yap, Group Director, Policy & Planning, explained why the plans kept changing: “Circumstances change. You get more information, you find some things are perhaps too expensive or not possible. You work out new solutions. The changes are challenging, given the scope of the work involved. But because once the infrastructure is built, it is even harder to change, so if you have to make changes, the planning stage is better!”

Mr Chew Hock Yong, LTA’s Chief Executive said: “The Mass Rapid Transit is a system used in many major cities around the world with large populations. New York, London, Paris, Tokyo – these are cities where trains have benefited people greatly. Those cities would just stop if the trains did not run. In Singapore, our own MRT system is continually growing to meet our transport needs. We have a system of LRT and feeder buses to make getting to the MRT convenient and a fare system designed to keep the cost to the commuter as low as possible. And as far as possible, we’ve tried to make the experience hassle free – and maybe even pleasant when it’s not rush hour.”

BALANCING SPEED AND CONVENIENCE

Where a road or train track runs is its “alignment”. As far as possible, LTA tries to avoid acquiring land.

“It is not just the cost of acquiring land. It’s how disruptive it can be to people’s lives and businesses. And what is the objective of an MRT project? To

➤ TRACK TEAM

Over the years, Singapore’s Mass Rapid Transit system has grown in the able hands of a few Ministers for Communications or Ministers for Transport as they have been called since 1999.

- ➊ Mr Ong Teng Cheong (1978–1983). He later became the President of the Republic of Singapore.
- ➋ Dr Yeo Ning Hong (1983–1991)
- ➌ Mr Mah Bow Tan (1991–1999)
- ➍ Mr Yeo Cheow Tong (1999–2006)
- ➎ Mr Raymond Lim (2006–2011)
- ➏ Mr Lui Tuck Yew (current)



create convenience. The work is already going to be inconvenient to people, so we really try our best to keep disruption to the minimum,” said Mr Jeremy Yap.

“We had to also find a balance between the number of stations and the speed of travel,” says Mr Choi Chik Cheong, Deputy Director, Content Development & Documentation (former Deputy Director, Strategic Planning).



WHAT THE CIRCLE LINE BRINGS TO ALL

The Circle Line is a concrete manifestation of the LTA’s commitment to developing public transport into a choice mode of travel in Singapore. We have newer and better trains, and stations which are barrier-free that are graced with works of art that make the daily commute a little more interesting.

When it is complete, the Circle Line will join with all our existing lines, which will enable many of us to completely bypass the busy city interchanges at Raffles Place, City Hall & Dhoby Ghaut. This will ease the load on those stations, speed up travel for all commuters and breathe life into the newly connected sub-regional centres.

A completed Circle Line will have the effect of making Singapore seem a little bit smaller. When we are able to travel faster, things that used to be far away will seem nearer. Visiting friends and relatives will be that much easier and more pleasurable.

Last year, we unveiled our vision of a people-centred land transport system. This year, we are already starting on our journey towards this vision and I am glad we are onboard together.

MICHAEL LIM
Chairman, Land Transport Authority
In his introduction to the brochure for the opening of Circle Line Stage 3, Bartley to Marymount, May 2009.

“[WE HAD] TO ENSURE
THAT THE ALIGNMENT...
CAUSED AS LITTLE
DISRUPTION AS
POSSIBLE...”

Paul Fok



(Top) A lot of planning went on behind the scenes of the Circle Line construction. LTA worked closely with other agencies to make the process as smooth as possible.

(Following pages) Work on the Esplanade station required extensive road diversions which would not have been possible without the cooperation of various agencies and, of course, the public.

DESIGNING THE CIRCLE LINE

“The design team studied the proposed route in great detail and assessed its impact on adjacent developments and infrastructure so as to ensure that the alignment of the line caused as little disruption as possible to all the neighbourhoods and operating MRT system,” says Mr Paul Fok, Group Director, Engineering.

Working closely with land-use agencies such as the Urban Redevelopment Authority (URA) and the Housing and Development Board (HDB), LTA worked out the optimal locations for the stations and to maximise land use potential.

“We want to build stations close to where people live, work or play. But to do that, we cannot avoid some disruption. Unfortunately, we will always face criticism – oh no, LTA is digging yet again. But people need to understand that we think about it very, very carefully before we decide on where to dig and how to dig. We always consider the people affected,” said Madam Neo Bian Hong, Director, Design.

“The Circle Line is a crucial part of the URA’s 1991 Concept Plan. It will provide a way for people to travel around Singapore without having to go through town and at the same time shorten journey times between the regional centres. It will also increase the commercial and employment opportunities of the sub-regional centres,” said Mr Yam Ah Mee, Chief Executive Director of the People’s Association (former Chief Executive of LTA).



DO YOU KNOW?

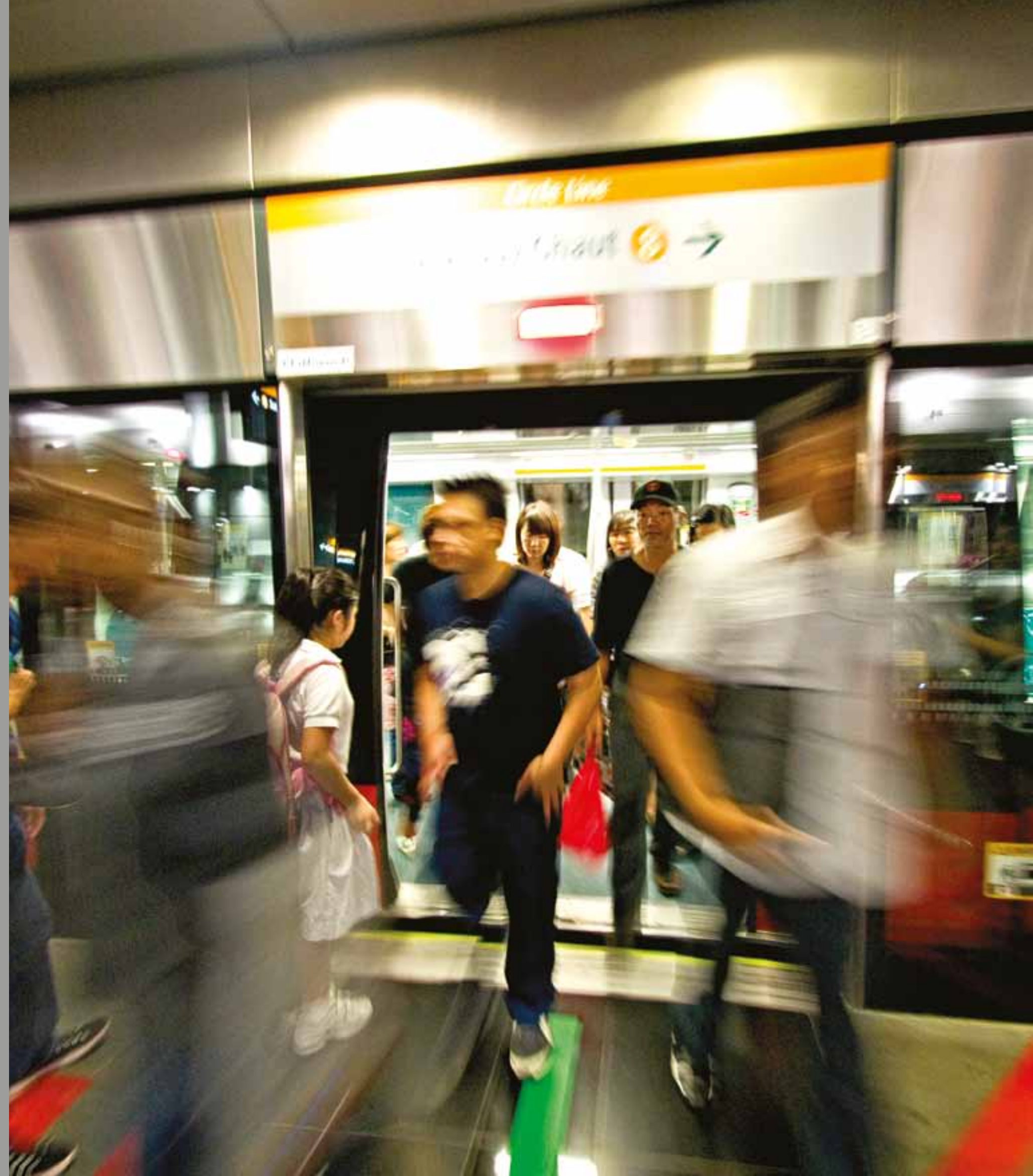


How many trips are taken on the MRT every day?



ANSWER:

An estimated 2 million people use the MRT every day.





With the planning and the design stage complete, the line was carved out into five parts – Circle Line Stage 1 to Circle Line Stage 5 – and tendered out. Construction began in 2003.

The Circle Line was expected to have its first section operational by 2006 and fully opened in 2010. But tragedy struck on 20 April 2004, when the Nicoll Highway collapsed. Rather than build over the collapsed area, the authorities decided on a new alignment of the tunnel. As a result, the Nicoll Highway station was reduced to about two-thirds its original size and moved to a new site about 100m from the highway collapse site. In the end, the opening of the Circle Line was delayed till 2009 and the entire line's completion by 2011. The cost rose from \$6.7 billion to \$8 billion.

OVER TO YOU

By 28 May 2009, Stage 3 of the Circle Line, which runs from Bartley to Marymount, was opened. On 17 April 2010, Stages 1 and 2, running from Dhoby Ghaut to Bartley, were opened.

“The opening of the Circle Line underscores the Government’s commitment to improve our public transport capacity and connectivity, so as to make it a choice mode for all. Indeed, even as we are building and opening the Circle Line in phases, there are already plans in the pipeline to further expand the rail network. New lines, such as the Downtown Line, will be progressively added to the rail network to cater for future growth in travel demand. When completed, these rail lines will bring us even closer to our vision of a well-connected and vibrant city of the future,” said Mr Raymond Lim, former Minister for Transport and Second Minister for Foreign Affairs at the Opening of Circle Line Stages 1 and 2.

The last two stages, 4 and 5, were opened on 8 October 2011, a few months ahead of schedule. Completed, the Circle Line is now the world’s longest fully-automated underground metro line.

BUILDING WITH YOUR FUTURE IN MIND

Some stations on the Circle Line were designed as “shell” stations. This meant these stations would not be opened till there was a need for the rail operator to do so. These were Caldecott, Haw Par Villa and Bukit Brown. When the Line opened, Caldecott and Haw Par Villa were also made operational, with only Bukit Brown still a “shell” station.



✓ (Top) Minister of State for Transport and Finance Mrs Josephine Teo visiting the Land Transport Gallery.

(Facing page) At the 2010 National Day Rally, Prime Minister Lee Hsien Loong spoke of plans to spend S\$60 billion over the next decade to double the rail network.

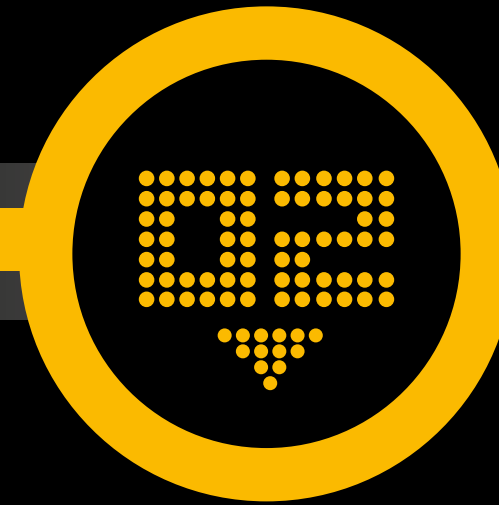


“When the demand for it comes, or when we anticipate it coming, the ‘shell’ stations will be made ready and the lines will be extended. As far as possible, we have planned and built with an increase in demand in the future,” said Ms Lina Lim, Deputy Group Director, Policy & Planning.

Part of anticipating demand involves listening closely to the people who will be affected by the systems.

“Making our transport system one that is centred on people is an ongoing journey,” said Minister for Transport and Second Minister for Foreign Affairs Lui Tuck Yew in a June 2011 speech. “I am glad that the LTA has made community engagement a priority in recent years. There has been a concerted effort to consult stakeholders like grassroots leaders and commuters through different fora. These efforts must be reinforced and strengthened.”

The five stages of the Circle Line may be completed, but for LTA, the end of the road – or line – always runs beyond the horizon.



❖ MEN AT WORK, BUSINESS AS USUAL

Excavating a 33.3km tunnel is a major challenge in itself. It gets tougher when that tunnel has to be excavated through mixed ground, very close to buildings, pipelines, power cables, gas lines – and connect to other underground stations already in operation.

This chapter traces some of the major challenges that LTA and its contractors faced when building the Circle Line.

➤ DIVIDING THE CIRCLE

The Circle Line is made up of five “stages”.

- Stage 1 is a 5.4km stretch starting from Dhoby Ghaut interchange station and runs through a very congested city shopping district.
- Stage 2 runs 5.6km. It passes five stations and includes the Kim Chuan Depot, which manages the trains of the Circle Line.
- Stage 3 is a 5.7km route that spans a mostly residential district and has two interchanges – Serangoon and Bishan. It also has sections where tunnels must pass very closely to each other.
- Stages 4 is a 9.8km route that passes through residential areas very close to homes.
- Stage 5 runs 6.8km. It comprises five stations and ends at HarbourFront, an interchange station.



DIGGING DEEP

Boring a tunnel is hardly straightforward. Alignment is critical to avoid odd turns for the train. Once a tunnel is built, all the tracks, electrical lines, control cables and equipment for lighting and ventilation are installed.

WORKING THE GROUND

“You have mud, you have clay, loose soil, tightly packed soil – and then you have massive blocks of granite you cannot bore through that easily but must blast through. Singapore really has so many soil types to deal with – all these can occur within a short distance – so you need to be prepared for all eventualities,” explained Mr Samuel McChesney, Senior Project Manager, Circle Line Stage 4.

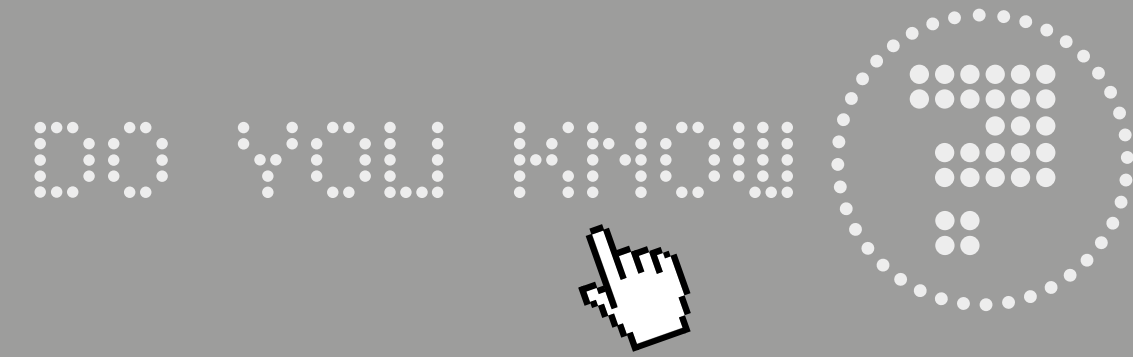
The problems and risks are many – for all sorts of ground.

➤ THE TUNNEL BORING MACHINE

Almost two storeys high, approximately 6.6m in diameter and with a 10-metre long cylindrical shield, the 430-ton tunnel boring machine (TBM) has a 60-metre long equipment train. The massive beast can excavate the ground at a pace of up to 80mm/min. When a standard length of ground (typically 1.4m) is excavated, concrete segments are erected to form a ring inside the TBM’s shield. As the TBM excavates further, more rings are built to form a tunnel. The TBM shield allows workers within it to build the tunnel ring in safety.



(Top) A tunnel completed using the TBM.



The soil that lies beneath our feet come in all colours and textures. Can you guess which soil type is being described below?

- 1

Greyish material, with the consistency of toothpaste. Soil improvement is often necessary for deep excavation.
- 2

Medium dense, to very dense sandy, to hard clayey material that is very abrasive to the TBMs. This causes rapid wear of the TBM's ripper teeth on the cutter head.
- 3

Consists of heavily folded, interbedded layers of sandstone, siltstone and mudstone, with varying degrees of weathering. Weathering can vary dramatically over a short distance and the rocks can be very fractured. As a result, the behaviour of the material during tunnelling can change quickly.
- 4

The weathering of a rock can vary greatly. Thus, a tunnel face can present weathered material (soil) near the top of the tunnel and fresh, hard granite at the bottom. Tunnelling must be controlled properly so as to avoid settlement of the soil, which can lead to sinkholes.

ANSWER:
1. Marine Clay
2. Old Alluvium
3. Jurong Formation
4. Bukit Timah Granite

1



2



3



4



PROBLEMS PILED UP

Since Singapore is a densely built-up area and the MRT line is meant to serve large population centres, the tunnel inevitably had to pass under areas with many buildings. And this ultimately meant lots and lots of piles.

“An important location was below the Bishan MRT Depot. The Depot had to keep running to keep the lines going. They could not stop for us. So we had to do a lot of extra work to put in new piles and transfer the weight of the depot onto these new piles so we could cut the old ones away,” said Mr Tan Kian Thong, Director, Downtown Line Stage 2, Civil Construction Team 2 (former Director, Circle Line Stage 3).

“We also had to tunnel underneath Serangoon North-East Line and we had to do it in such a way that both the station and the road viaduct above the station did not settle,” added Mr Tan.

“At least in those situations, we knew how deep the old piles went. But some, like Jalan Harom Setangkai had no records and others like Pasir Panjang, had piles made of timber of unknown length. At that site, we made really extensive checks before a slurry TBM was brought in and we used stronger tunnel linings so that an old pile could not pierce it. We also relocated the residents,” said Mr Yoshimitsu Aya, Tunnel Manager, Contractor Taisei Corporation.

HOW CLOSE CAN TWO TUNNELS GET?

Between Serangoon Station and Bartley Station are two tunnels that carry trains in opposite directions very close to each other.

**“THE DEPOT HAD TO
KEEP RUNNING TO KEEP
THE LINES GOING. THEY
COULD NOT STOP
FOR US...”**

Tan Kian Thong



(Top) An art seat at Bishan Circle Line station.

(Left) Machinery that helps LTA engineers with their work.

(Facing page) The underpass that connects the North-East Line to the Circle Line at Serangoon MRT station.





Since it was the first time in Singapore that railway tunnels would be dug in such close proximity to each other, researchers from Cambridge University were called in.

THE STATIONS: EASY ACCESS FOR YOU

This section takes a look at some of the challenges involved in building underground stations that have to link with the rest of the network, be built under severe constraints and connect with almost every nearby building for easy and sheltered access.

DHOBY GHAUT: CAISSONS DUG BY HAND

The central challenge in adding a line to this interchange was carrying out all the work safely without affecting the day-to-day operations of the North-South Line (NSL) and North-East Line (NEL).

“When the NEL was connected to this station, a link underpass was built with a 30-metre-long travelator connecting the NEL station and the NSL station. The new Circle Line station had to be built under this link underpass. To enhance the support of the underpass, we installed seven Caisson piles and then constructed capping beams to form the supporting system,” said Mr Eugene Tan, Construction Manager, Contractor WohHup-Shanghai Tunnel-NCC Joint Venture.



(Bottom) The construction of Dhoby Ghaut station, 2004.

(Following pages) The Cassion piles built to support the linkway between the North-South Line and the North-East Line were dug by hand.



A Cassion pile is a hand-dug large diameter pile. It is a very old method for installing piles, one that is hardly used today thanks to machines like piling rigs. Thus, it took 60 men 9 months to build the seven Caisson piles, deep in the earth below the link underpass. In that period, hundreds of thousands of commuters floated by overhead on the travelator, unaware that far below them, a group of 60 unsung heroes were working to keep them safe.

Mr Tan Cheow Kiak, Deputy Project Manager, Downtown Line Stage 2 (former Senior Project Engineer, Circle Line Stage 1) said: “It’s interesting that we had to revert to a very old method of putting in piles. You put in what is essentially a cylinder in which the men dig down in. As they go further, you add sections to the cylinder and when it reaches the required depth, you fill it up. It was tough on the men. The space in the cylinder was cramped, not too many men could dig at the same time. Progress was slow, but this old method worked.”

ESPLANADE STATION: BUSINESS AS USUAL

Esplanade Station is beneath Bras Basah Road and Nicoll Highway, serving hotels and shopping malls as well as the Suntec Convention Centre. Its entrances are close to these facilities and one entrance is connected to the CityLink underground mall. On top of that, the works were also carried out near historical buildings like the Raffles Hotel, the former NCO Club and the War Memorial Monument.

“There are hundreds of thousands of shoppers visiting this area everyday and quite a lot of them were foreign visitors. We were building an underground MRT station which is equivalent to the height of a 7-storey HDB building. The works were massive but the demand for us to build it quietly, with no dust or sand in a very tight area was so strong that it became a daily challenge that all of us had to meet,” said Mr Soh Kin Meng, Project Manager, Downtown Line Stage 2, Civil Construction Team 1 (former Senior Project Engineer, Circle Line Stage 1).

They chose a method called a diaphragm wall. This meant placing in retaining walls before excavation, which would reduce ground movements from the removal of large amounts of soil. This method also cuts the amount of noise and vibration affecting nearby buildings.

The station itself was built using the top-down method, meaning that the roof was positioned first after the diaphragm walls were in place. This had the benefit of cutting noise and dust pollution further as activities were all below the roof. It also meant work could continue in bad weather. And with construction activities now shielded by the roof slab, Bras Basah Road and the War Memorial Park were also reinstated early.



“We tried our best to keep the digging out of sight, as the station is situated right beneath the very busy Bras Basah Road and Nicoll Highway. We had no choice but to carry out multiple stages of traffic diversion to facilitate the construction works. It was really inevitable. We could not close roads – that would have caused ridiculous jams stretching to several roads away. It is paramount to plan the sequence of the construction works,” said Mr Randy Cheong Yoke Shen, Project Manager, Down Town Line 2 (former Project Manager, Circle Line Stage 1).

DIVERTING THE TRAFFIC

LTA engineers used computer simulation models and available data to build a picture of the situation. Many LTA departments were consulted. The Traffic Management Department used sophisticated computer models for analysis and a final recommendation was sent to the Minister for Transport for endorsement.

“In the end, we carried out over 10 stages of traffic diversion,” said Mr Quek Chew Chiang, Commercial Director, Contractor WohHup-Shanghai Tunnel-NCC Joint Venture. Said Mr Victor Quek Wei Min, Project Communications Manager: “We kept all businesses informed, held a special exhibition and Q&A session, had site visits too. We used the media to keep the public up to date. We also made it a point to schedule noisy work for weekends.”

“I would like to thank building owners, tenants and passers-by for their assistance and tolerance. I am glad that life went on pretty much as normal while we were building. Tough, but we managed,” said Mr Soh Kin Meng, Project Manager,

Numerous traffic diversions were made to facilitate construction works at Esplanade station.



Paya Lebar Circle Line station by night.

Downtown Line Stage 2, Civil Construction Team 1 (former Senior Project Engineer, Circle Line Stage 1).

PAYA LEBAR: VIADUCT

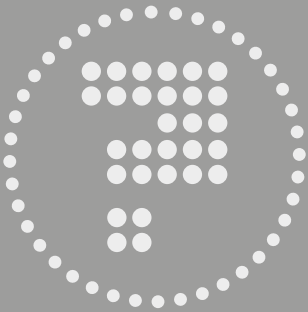
The biggest civil engineering challenge at Paya Lebar was the underpinning of two existing East-West Line viaduct piers. It was the first such operation carried out in Singapore on a live, heavy-capacity MRT line.

“To transfer the load of the viaduct to other structures, we used a concrete wall, concrete beam and a jacking system that was very powerful. We could then cut the old piles away and build new piles in more convenient locations to support the viaduct,” said Mr Yap Thiam Hock, Project Manager, Contractor Nishimatsu-Lum Chang Joint Venture.

Many monitoring devices were installed and key engineers would receive an instantaneous blip on their mobile phone whenever alert levels were breached. Spare materials and tools were on standby in case the piers tilted when the piles were cut, and LTA worked out emergency procedures with the Singapore Civil Defence Force. Only then, was the underpinning process allowed to commence.



DO YOU KNOW



These flags represent the major nationalities that worked on the Circle Line. Can you recognise these flags?

1



2



3



4



5



6



7



8



9



10



11



12



- ANSWER:
- 1 Singapore
 - 2 United Kingdom
 - 3 Bangladesh
 - 4 The Philippines
 - 5 Malaysia
 - 6 China
 - 7 South Korea
 - 8 Myanmar
 - 9 France
 - 10 India
 - 11 Thailand
 - 12 Japan



Laying of trackworks in progress for two tunnels merging at the crossover tunnel box.



(Top) Laying the tracks in the tunnel is manpower-intensive work.
 (Right) Construction works for Circle Line next to the existing East-West Line at Paya Lebar station.
 (Facing page) Construction workers lowering steel bars into the excavation site.
 (Following pages) Construction and earth works for the Circle Line project.







KIM CHUAN DEPOT: HOME OF THE CIRCLE LINE'S TRAINS

Kim Chuan Depot (KCD), at Hougang Avenue 3 and Kim Chuan Road, is the world's first MRT Depot built specifically for these types of driverless trains. All train movement within this depot can be controlled centrally at the Depot Control Centre.

Capable of stabling up to 77 three-car trains, Kim Chuan Depot is huge – 11 hectares – or the area of 17 soccer pitches. It is 800m long and 160m wide and sits 17m below the surface.

The space savings above ground are immense. At 800m, it is about the same span that the Orchard, Somerset and Dhoby Ghaut stations cover. The width of a road and the malls that flank Orchard Road is about 160m at some points.

“Given the amount of space its operations required, the most practical solution was to locate it underground, so that above ground, the land could still be put to good use. The KCD columns had been designed to cater for future developments, and the new Bartley Road Extension viaduct is also supported by the depot roof. There's absolutely no waste of space,” said Mr Ng Kee Nam, Deputy Group Director, Rail (Circle & Downtown Lines).

Kim Chuan Depot provides cleaning and maintenance services for all the trains and systems of the Circle Line. It is home to the Operation Control Centre that manages the trains as they run the Circle Line. It has facilities for storage and training, and of course, the Depot Control Centre, which runs the trains in Kim Chuan Depot.

The first major task was the excavation and movement of some 2.16 million cubic metres of earth. Earthworks began in 2001 and the civil contracts later in



(Top) LTA Chairman Michael Lim at the opening of Kim Chuan Depot.

(Facing page) Kim Chuan Depot is where trains go to get cleaned up and repaired after a long day of serving commuters.

(Following pages) Kim Chuan Depot under construction.



2002. Much of the earth that was moved was transported to Pulau Tekong for projects by the Ministry of Defence in 2001 to 2002.

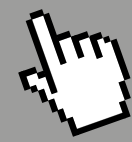
The construction work was complicated at Hougang Ave 3 because of the services – electricity, gas, water, sewerage, communications – in the area. First, boring and piling had to avoid all these services. Mr Tan Kok Jin, Deputy Director of Downtown Line Stage 1 (former Senior Project Manager, Circle Line Stage 2), said they presented a bigger challenge when building underground.

“Services are already a challenge when you build above them, because the piling needs to avoid them. But when you build under them? And cut away the earth that supports them? It's a different challenge – and not every service line is headed in the same direction when you work in an area as built up as this. You have to work around them practically all over the work site.

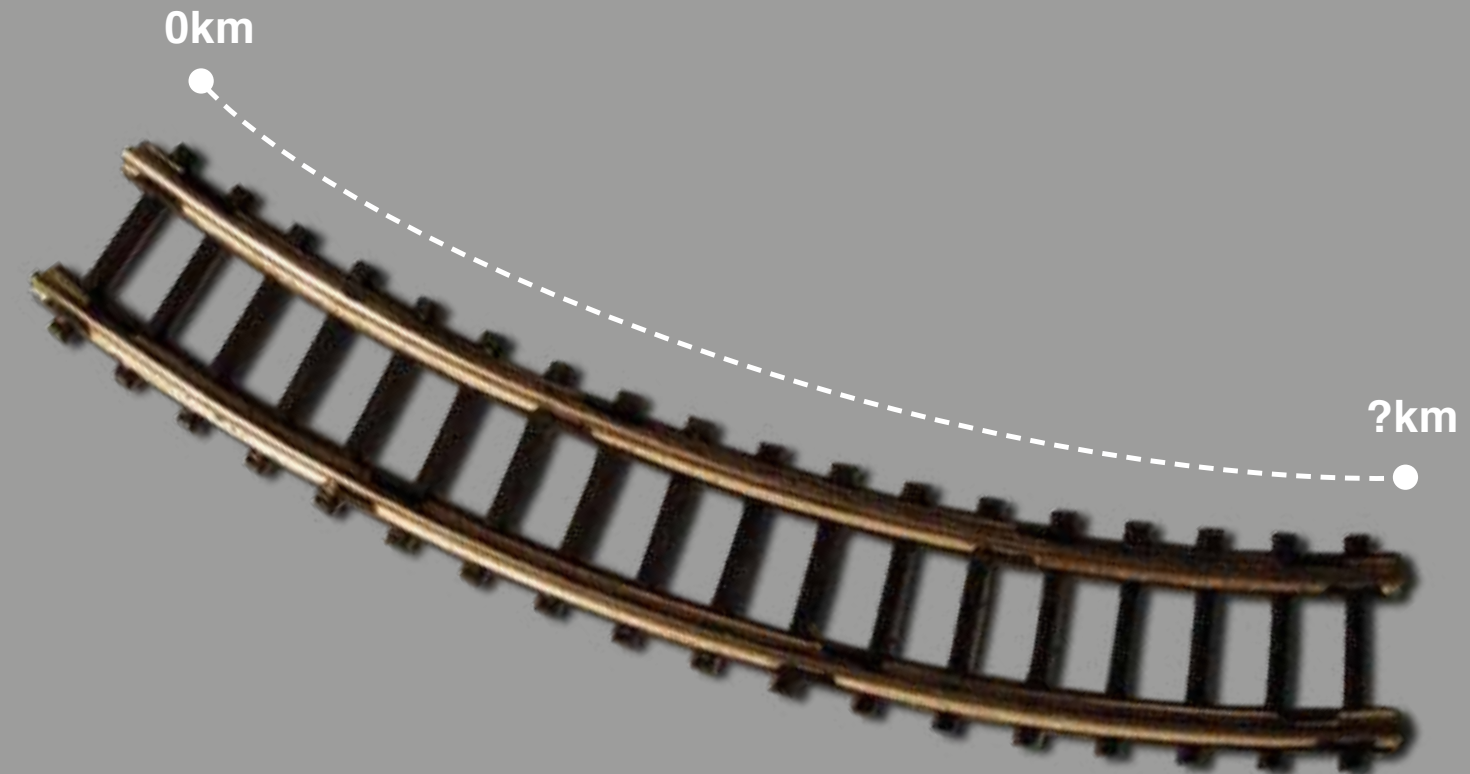
“Then, as work went below these services, engineers had to design a system that would support or carry the service cables and pipes so that work could go on beneath them. Even so, working around these essential services provided daily challenges, even after the support structures were built. Soil conditions varied too,” explained Mr Daniel Tay, Construction Manager, Contractor Hock Lian Seng Infrastructure Pte Ltd.



DO YOU KNOW?



What is the total length of all the tracks in Kim Chuan Depot?



ANSWER:
13km



HOLLAND VILLAGE: DIGGING CLOSE TO HOME

The main challenge of this station was keeping the 5-storey Willyn Ville Condominium safe when it was only 6m away from the edge of the excavation.

Mr Ow Chun Nam, Director, Contracts 1, Downtown Line Stage 3 (former Director, Circle Line Stage 4), explained the challenges at the Willyn Ville Condominium.

“Willyn Ville was on good ground, but the fact that the excavation would be only 6m away meant that we needed to take as many precautions as possible. We tested the ground, took samples and when the digging began, we watched the walls very, very closely for deflection. Settlement is something that happens naturally – it can happen to any building, especially if it sits on soils like the Jurong Formation sort, which is made up of many types of material. The fact that buildings can have cracks or the ground seems to break up a little – all these are evidence of settlement. It can and does happen over long periods of time and is usually not of much concern. Movements in the earth, like from excavation, can also cause them earlier. And this is where you have to keep a look out for unusually large movements.”

Ms Lim Ai Hua, a resident of Willyn Ville throughout the entire dig period, said LTA did a good job.

“They were very good about keeping us informed and updated on what was happening. The green hoarding was just outside my window and I suppose the fine dust was inevitable. But when the tunnel was being drilled, I heard and felt almost nothing. It was not disturbing at all.”

“In general, I think they always responded promptly to our complaints and did whatever they thought necessary to correct the situation. Of course there were more things we’d have liked them to sort out, but on the whole, they were good about it.”



The Holland Village station is situated in a bustling business and residential area, and will be a great convenience to residents and party-goers alike when it opens.

**“AT LEAST THERE’S
SOMEBODY TO LISTEN
TO OUR COMPLAINTS
AND HELP SOLVE OUR
PROBLEMS.”**

Adam Ng

Across the road from Willyn Ville are some of Holland Village’s shophouses. Business owners have also had to put up with a lot of inconvenience – including having their frontage hidden from view thanks to hoardings.

“But I am quite satisfied with LTA. At least there’s somebody to listen to our complaints and help solve our problems,” said Mr Adam Ng, owner of Joo Ann Foh Colour Service at Holland Village.

PASIR PANJANG STATION: ALL TOGETHER NOW

Pasir Panjang Station presented engineers with a combination of some of the challenges they had faced at earlier stages.

The station is located along Pasir Panjang Road, 20m below the surface and close to residential areas that comprise houses, low-rise apartment buildings and shophouses. There is also the Pasir Panjang Semi Expressway (PPSE), an elevated viaduct parallel to the station. The viaduct is also very close – just 10m – away from the station site.

“The main challenge we faced here was building a station without adversely affecting the sensitive structures around its periphery, given the challenging soft ground conditions,” said Mr Low Chye Chin, Project Director, Contractor Sembawang Engineers & Constructors Pte Ltd. “In this respect, LTA took proactive measures to protect the surrounding structures instead of allowing the adjacent structures to be susceptible to damage.”

“Over time, settlement is unavoidable. That’s the nature of the ground. Even the hardest granite can be weathered down to soil. What we’ve built will last decades, generations, but eventually, time and nature will triumph. As engineers, we will have to seek a harmonious union with nature,” Mr Chepurthy Veeresh, Geotechnical Engineer, commented.

THE CIRCLE IS YOURS

“The new stations will bring more crowds for makan at the food centre and to my shop,” Mr Siow Kee Lin, 66, sundry shop operator at the Old Airport Road Market and Food Centre.

“After the new station opens, my wife and I will be able to get around easier and visit more places. This is afterall, what enjoying our retirement is all about,” Mr Georgie Chng, retiree, Bras Basah resident.

“I can’t wait for the whole Circle Line to open. Currently, I have to change trains at City Hall when I need to head east. Once the whole Circle Line opens, I can just take a train from Marymount to Paya Lebar and then switch to the East-West Line. The journey will be faster and more direct,” Mr Alan Foo, Shunfu resident.

It has taken almost a decade to complete the five stages of the Circle Line, with three years lost because of the disaster at Nicoll Highway. But that loss – of life and of time – taught LTA some very important lessons about safety management. Also, in the course of building the Circle Line, LTA engineers learnt much about working underground in extreme conditions. Wherever in Singapore future lines may go, LTA is ready with their experience and ready to break new ground.





Workers celebrating as the tunnel boring machine made the final breakthrough for the Circle Line. The toughest part is over, but the tracks still have to be laid and electrical works completed.



❖ FACING SETBACKS, EMERGING STRONGER

Excavation works for the construction of the tunnels adjacent to Nicoll Highway on Circle Line Stage 1 were progressing normally when an earth retaining wall used to support the excavation gave way at about 3.30pm on 20 April 2004. The incident site was about 100m from where the Nicoll Highway station now stands, not far from the Merdeka Bridge.

“For most of the men on the ground, there was no warning. The wall gave way and everything started to come down on them,” said Mr Heng Chiang Hai, Project Manager, Downtown Line Stage 3, Civil Construction Team 2 (former Deputy Project Manager, Circle Line Stage 1).

The collapse resulted in a major soil subsidence that caused a zone of damage 150m wide and 100m long, and went down 30m, swallowing two construction cranes in the process. The structural slabs of the Merdeka Bridge were also damaged. All six lanes of the Nicoll Highway had to be closed.

“When we surveyed the damage, we were shocked. But we could not stay shocked. We had to act fast to make sure we had evacuated everyone and then prevent further damage,” added Mr Heng.

After rescue operations were ended, the collapsed area near Merdeka Bridge and the Crawford Underpass near Kallang Basin had to be backfilled. This was done urgently to prevent further ground subsidence to nearby buildings. Then the incomplete Nicoll Highway Station excavation site had to be filled.

The closure of Nicoll Highway caused massive traffic disruptions. Merdeka Bridge had to be repaired as soon as possible and by the end of that year, on 4 December, it was fully opened again to traffic.

ALL WORK STOPPED

Works for 16 of the 24 dig sites of the Circle Line were stopped on 24 April by the Ministry of Manpower and the Building and Construction Authority (BCA). The excavation works at the station and the tunnels under the highway were near major buildings such as The Concourse, Golden Mile Tower and Golden Mile Complex. The risk was too great.

The tragedy caused work on the first stage of the Circle Line to be significantly delayed. Instead of opening in 2008, it was opened in 2010. The station was moved about 100m away from the accident site and also reduced in size by a third. Originally, the Nicoll Highway station was to have been the end point of the Bukit Timah Line, but in its new position, it could not.

NO TIME TO GRIEVE

“The collapse itself was a traumatic event for many of us. People had died, including a man who was our colleague and friend, but we also had to quickly find solutions to make sure the damage did not spread,” said Mr Paul Fok, Group Director, Engineering.



(Top) The collapse of a temporary supporting wall for a Circle Line tunnel resulted in the collapse of part of the Nicoll Highway.

(Preceding pages) Nicoll Highway station was opened to the public in April 2010.

“And even though the work had ground to a complete stop, we were not idle. All of us, LTA, BCA, contractors, designers, consultants – we pulled out all the stops and worked round the clock to find solutions. Where would the line run now? Where would the station be? How could we ensure the safety of the buildings and the safety of the area?”

But there was the problem of finding a new alignment for the Circle Line in that area. Initial proposals showed there would be unacceptable risks. The contractor, Nishimatsu Construction, appointed consultants to submit a proposal for new bored tunnels and a new station along a new alignment. Once this was given approval, Nishimatsu appointed all the consultants: Aecom Consultants (formerly Maunsell Consultants), Meindhart Consultants and Ong & Ong Consultants, to design the tunnels and station, which they managed in the tight deadline of a year.



WE WILL NOT FORGET

These are the men who died in the Nicoll Highway collapse.

Mr Vadivil s/o Nadeson, Crane Operator

Mr Liu Rong Guan, Construction Worker

Mr John Tan Lock Yong, LTA Engineering Officer

Mr Heng Yeow Peow, aka Hero Heng, Foreman

**“WE HAD TO FIND OUT
HOW THE PROBLEM
HAD BEEN ALLOWED TO
GROW AND REACH THAT
CATASTROPHIC POINT.”**

Lim Bok Ngam

A RECKONING FOR SOME

There were also major organisational changes after the main contractor, Nishimatsu-Lum Chang Joint Venture, as well as key LTA officers, were found responsible for the collapse by a criminal court. Other contractors and officers were either reprimanded or issued warnings. Together with BCA, LTA formulated stricter safety regulations for the construction of future MRT lines.

“It was not a matter of pointing fingers,” said Mr Lim Bok Ngam, LTA’s Deputy Chief Executive (Infrastructure & Development). “We had to find out how the problem had been allowed to grow and reach that catastrophic point. There were people responsible for it and whether it was our own staff or the contractor’s, people had to be called to account for their actions – or lack of it.”

A BETTER SYSTEM OF CHECKS

To ensure that there was a better system of checks, the contractor was no longer allowed to let its own staff design and supervise temporary works for excavation. These now had to be carried out independently by designers of the consultant.

“The contractor did everything they could to make the situation right,” said Mr Sim Wee Meng, Group Director, Rail (Circle & Downtown Lines). “Our new procedures also separated responsibilities. Things might take longer, there might be a lot more checks and counter checks. But better a delay than another accident, especially one with loss of life.”

The new tunnels were designed by Aecom Consultants, and Tunnel Boring Machines (TBMs) were bought from Japan. The work was supervised by a Japanese senior engineer and a tunnel manager from the United Kingdom. With close supervision from both the contractor team and the qualified person(s) team from Parsons Brinckerhoff, the ground settlement due to the tunnelling work was very low and no damage was caused to the adjacent buildings.

The abandoned tunnels also had to be destroyed. Again, special machines from Japan were used and Japanese teams fully crushed the tunnels so that there would be no obstruction to the TBMs.

To ensure that the ground was properly consolidated to prevent settlement of the bored tunnels over time, perforated vertical drains were installed by the contractor. Further ground improvement works were carried out near tunnel drainage sumps and cross-passages to ensure safety.



Teams of SCDF officers were mobilised in an exhaustive and dangerous 3-day search for survivors. Sniffer dogs trained to track the scent of human beings and taught to bark when they discover someone also formed part of the search and rescue team.



MITIGATING THE RISK

One key reason for the Nicoll Highway incident was the faulty monitoring instruments used to measure tunnel wall deflection. LTA, following a recommendation from the Commission of Inquiry, appointed an independent monitoring firm for the job, instead of letting the contractor handle it through its own subcontracted geotechnical firm. Contractors also now have to maintain a comprehensive Risk Register, identifying all hazards and taking mitigation measures.

“Ultimately, everybody – LTA, the contractors, the specialists we brought in – everyone worked really hard to set things right again. The past informs our actions, but we also had to get past that and move ahead,” said Mr Frederick Wong, Group Director, Safety & Contracts.

“We have to ensure that every worker goes home safe, at the end of each day. Building a people-centred land transport system is not just about the needs of our commuters, it’s also about the safety of our builders,” said Mr Lim Bok Ngam, LTA’s Deputy Chief Executive (Infrastructure & Development).

“Yes, it does seem a lot more complicated now. And yes, people can say this is all just lip service,” said Mr Ow Chun Nam, Director, Contracts 1, Downtown Line Stage 3 (former Director, Circle Line Stage 4). “But we know we are serious about it. So do the contractors. We even subject ourselves to external audit. And the safety record of the Circle Line since Nicoll Highway has been improving all the time. That does not come about from mere lip service.”



(Top) A surveyor monitoring the structural movement at the basement carpark of Golden Mile Tower and Complex.



SAFETY FIRST

A slew of new safety protocols were worked out by LTA and BCA. These are the key changes made with regard to Engineering:

- Right from the start, a Project Safety Review is now used to identify and reduce risks at their source. Once hazards are identified, ways are found to lessen them at the design, construction and handover stages.
- Safety requirements are now set above industry standards. Examples include having at least a double scaffold access for emergency evacuation and at least one man-cage at each excavation area for rescues.



EDUCATE CONTRACTORS AND PROMOTE SAFETY

New rules were not sufficient. The agencies felt that contractors had to be part of the safety enhancement process as well and motivated to abide by the rules. LTA also opened its practices and records to scrutiny by an external auditor.

- Contractors are now either rewarded or penalised under the Safety Performance Scheme.
- Every six months, contractors meet LTA to discuss issues like safety performance and challenges coming up, planning together to reduce the risks.
- LTA also runs a Construction Safety Management Course – a half-day course for Project Managers and Workplace Safety & Health Officers.



DUPONT AUDIT

LTA worked very hard to improve its safety record, and this shows in the improved safety rating it received following an audit by DuPont Safety Resources. LTA scored 4.07 points out of a maximum of 5.0 points in safety checks conducted in April 2009, placing LTA among the top 5 to 10 percent of organisations worldwide in terms of safety excellence.

TAKING NO CHANCES

On 16 August 2007, after work had resumed on the Circle Line, a 7-metre stretch of two lanes sank about 20cm close to the junction of Telok Blangah Road and Alexandra Road in the evening. BCA immediately stopped the tunnelling and revoked the contractor's tunnelling permit.

It was the fourth stop-work order issued to the Circle Line that year. Although this slowed down work, the stop-work orders were vital to ensuring the safety of workers and the residents and passers-by in the area. It reflected the strict attitude of the agencies towards safety. There could be no compromises.

"You could say that we were put to the test," said Mr Rama Venkta, Director, Contracts 2, Downtown Line Stage 3 (former Director, Circle Line Stage 5). "Were all our safety warnings and protocols just talk? Or would we really do everything



**"WE'VE LEARNT. WE'VE
MOVED ON. BUT WE
MUST NEVER FORGET."**

Ng Kee Nam

we said we would do – even if it cost us time and money? Stop-work orders were frustrating. But if you want to maintain a high standard of safety, the alarms need to go off early."

COMING BACK STRONGER FROM SETBACKS

Challenges are inherent in all massive infrastructural projects, especially if these take place in difficult conditions such as those found underground. However, through good planning and preparation, communicating well with contractors, using top-notch equipment and methods and having uncompromising safety protocols in place, much of the risk may be mitigated.

"We will do whatever it takes to prevent accidents and prepare for emergencies," said Mr Ng Kee Nam, Deputy Group Director, Rail (Circle & Downtown Lines).

"After Nicoll Highway, we went through our procedures with a fine-toothed comb and put right the loopholes that began the chain of incidents leading to the collapse. We introduced more checks and balances to ensure that standards cannot be bypassed."

To ensure that the people on the ground always make decisions with safety as top priority, LTA conducts Construction Safety Management courses not just for its officers, but also for contractors, their managers, supervisors and the men doing the building. "Education, repeated often enough, for long enough, eventually becomes culture," said Mr Ng.

Some lessons can be particularly harsh. Nicoll Highway was one – but it is one lesson LTA never wants to have to take again. LTA has done much – immediately after 2004 and in the years since – to continuously improve its processes, safety protocols and training, and move forward stronger than ever.

"We've learnt. We've moved on," said Mr Ng. "But we must never forget."

(Facing page) The completed Telok Blangah station opened its doors to the public on 8 October 2011



✦ YOUR UNDERSTANDING, YOUR PATIENCE

Construction is a massive undertaking that is noisy and disruptive – and the public's patience and understanding are of paramount importance.

“Ultimately, what LTA does is for people,” said Mr Chew Hock Yong, LTA’s Chief Executive. “Commuting is a part of modern city life and infrastructure like roads and MRT tracks and tunnels must be built. The challenge of course, is that not everyone benefits to the same extent from each project. Build an expressway and the people who do not drive may not benefit. Build an MRT line and the people who do not use the train may not benefit. The challenge lies in how to get them to see the bigger picture and support the project.”

TAKING CARE OF YOU

Mr Tay Chin Guan, Deputy Director of Project Communications said, “Finding ways to mitigate inconveniences like noise, dust and detours is just one part of the job. The other bigger – and I think tougher – part is getting people to see that everything is ultimately for them and even if the benefits may not seem obvious now, they will be there for their children. With infrastructure, you do need that long-term view of things. And you also do need long-term tolerance of the inconveniences. Our teams help prepare people for this.

“LTA works very hard to keep people who live or work near the affected areas informed. When people know what’s going on, they are reassured that things are safe and being taken care of. Gaining public confidence is important.”

SEEK TO UNDERSTAND

Although LTA’s engineers design solutions that minimise some of the inconveniences, people still have to take alternate routes. Hoardings will be up for a long time. Drivers will have to negotiate odd bends in the road while tunnelling goes on beneath the surface.

While building a people-centred land transport system, LTA needs to also be as people-centred as possible. Thus, LTA takes the views of the public very seriously and has a dedicated Project Communications team all set to talk to the people affected by the work. From these discussions, the team then works to find ways to either solve or minimise the problems.

“The community engagement teams’ job is also to help people understand — the need for the project, the reason why certain problems cannot be avoided completely – for example, noise – or the reason why things need to take so long,” said Ms Suzanna Goh, Director of Project Communications & Feedback.

“Understanding is a little harder to come by. Sometimes there are technical practicalities to consider, like the pouring of concrete – it cannot be stopped midway. But I think people understood and put up with things because I think they could see that we were trying very hard to take note of their feedback and then taking action where possible.”

“ULTIMATELY,
WHAT LTA DOES IS
FOR PEOPLE.”

Chew Hock Yong



Thinking about the people at all times – a playground that was to be demolished now brings joy and laughter to children in the Jamiyah Children's Home.

➤ LTA GOES THE EXTRA MILE

Mr Teo Chee Hean, Minister in charge of the Civil Service, highlighted LTA when commenting on the state of Singapore's public service in the May-June 2008 issue of the public service magazine, *Challenge*.

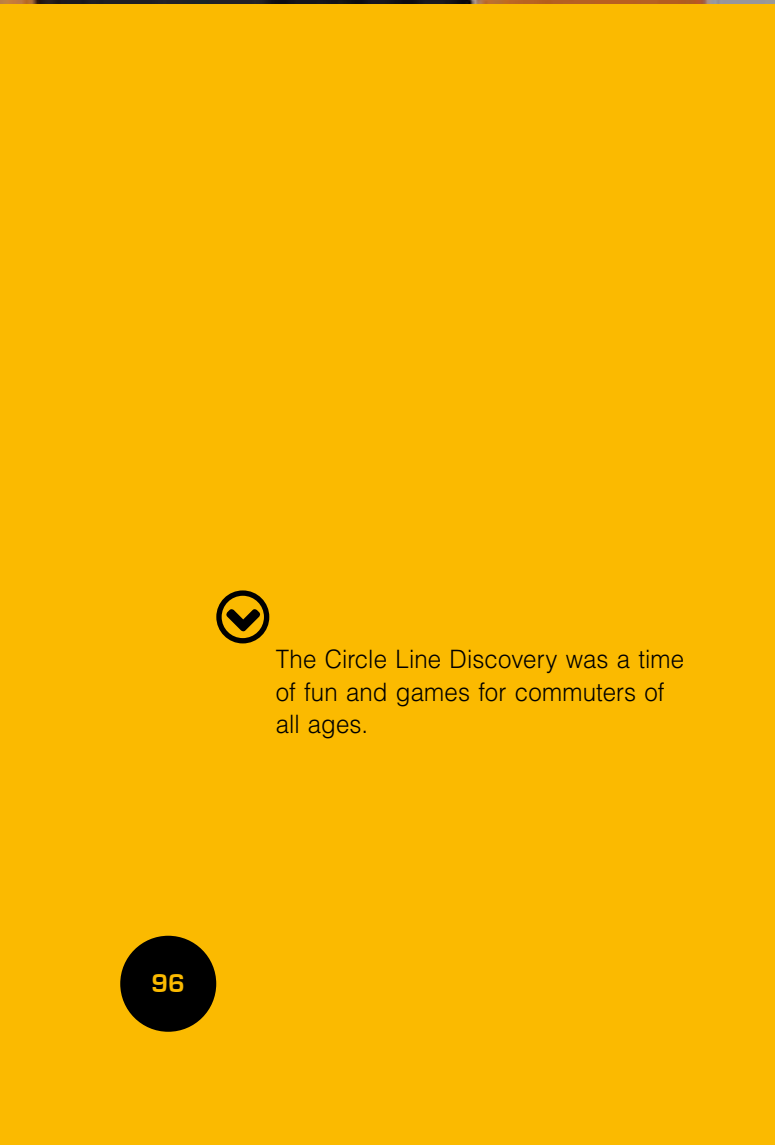
"We need to look at process change and mindset change at the same time," he said. "Take, for example, the Land Transport Authority (LTA). In the past, if a community leader or member of the public had a suggestion to improve traffic flow in his town, he would write in to LTA and the roads people would consider it from a road engineering point of view.

"LTA restructured the process. Rather than just examine the issue along functional lines, LTA assigned officers who would be responsible for each town or area. This process change followed a mindset change which came from saying, 'Let me put an officer there to work with the community to understand what the problem is, and how we can solve it.' The LTA officer can bring his professional knowledge and match that with the more intimate understanding of the actual ground situation to address the issue in a more holistic way, working with the community to find the best solution."



⏮ (Previous page) Deputy Prime Minister Teo Chee Hean taking a ride in the new Circle Line train during the opening ceremony of the Circle Line Stage 3 on 27 May 2009.

(Top) The Circle Line Discovery offered family-friendly activities such as body painting and tours of the stations and trains.



The Circle Line Discovery was a time of fun and games for commuters of all ages.





The community, Advisors to Grassroots Organisations (GROs) and LTA management enjoying a sneak preview of the Circle Line.





A PART OF OUR LIFE

“A big project like an MRT tunnel dig outside your home is really quite an eyesore,” said Ms Jenn Tan, a junior college student. “I live at Farrer Road and for I think about half my life, there was this work going on under the main road outside my flat. There was noise, lights, heavy traffic. Almost all the time.

“But sometimes, I saw these LTA officers coming by to talk to residents. Sure, there were days when I felt like asking my parents to send me to boarding school. But to be fair, things were always within reasonable limits.

“I thought when the dig was done, it was over. But guess what? Now there’s a dig going on in my school! But again – I’ve seen those LTA officers come over. They’ve had an exhibition in my school. And my teachers tell me LTA does go to great lengths to make up for our loss of use of the school field and things like that. Like they don’t do noisy work when there’s exams on.”

Jenn’s father, Mr Henry Tan, laughed when he heard Jenn say the dig had been on for half her life.

“I think that’s quite true actually. And when they finally moved everything away while I was away on business, the emptiness was quite startling really. I think on the whole, my family and neighbours just learnt to deal with it and eventually, that dig just became a part of our lives. It became part of the landscape, the soundscape.



Exhibitions and discussions are key sources of information and feedback for LTA.

**“YOU NEED TO
EXPLAIN THE PROJECT,
ITS POTENTIAL PROBLEMS
AND POTENTIAL
BENEFITS.”**

Tay Chin Guan

We had to put up with a lot. But on the whole, LTA did their best and we really appreciate it. And we appreciate that line.”

IN TOUCH AND IN TUNE

During the construction of the Circle Line, residents were kept up-to-date with regular circulars and brochures. But sometimes, having an LTA officer listen to your problem was even better. The Project Communications team organised dialogue sessions and put up exhibits at block parties and community days.

“You need to explain the project, its potential problems and potential benefits,” said Mr Tay Chin Guan, Deputy Director, Project Communications.

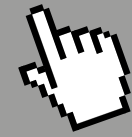
NOISY NEIGHBOURS

Noise was one of the problems raised. At the Ramakrishna Mission in Bartley Road, for example, residents complained about the noise from the machinery.

“We installed double-glazed windows and noise barriers to reduce the noise from the nearby construction work,” says Mr Tan Kian Thong, Director, Downtown Line Stage 2, Civil Construction Team 2 (former Director, Circle Line Stage 3).



DO YOU KNOW?



How long did the construction for each stage of the Circle Line take?



IT'S HOME AFTER ALL

But what if the solution were far more expensive? One example of LTA going the extra mile to treat people fairly was at Jalan Rindu. There, five terrace houses had to be torn down because their piles were in the way of the tunnel that was being bored below them. For the safety of the affected families, temporary homes elsewhere were found for them.

The five houses were torn down – and rebuilt. But this time, with new foundations that were out of the way of the tunnels. When the families returned, they went home to brand new buildings. They were delighted – as was Mr Seah Kian Peng, the Advisor to Braddell Heights GROs.

The Corporate Communications team threw a homecoming party for the residents - Mr Seah, grassroots representatives and nearby neighbours were invited.

WELCOME TO OUR WORLD

Given the enormity of the project and its long time frame, residents sometimes got curious about what exactly was happening behind the hoarding – or beneath their feet.

To give them an insight to the work that was surrounding their world, LTA also conducted site visits for residents. The visits were popular and many, like Mr Zainudin Nordin, Advisor to Bishan-Toa Payoh North GROs, came away impressed. He said: “I think it was very useful in the sense that we discovered the kind of work that was being done in the tunnel, the importance that’s been placed on security and safety, and the cleanliness of the worksite.”

Civil Engineering lecturer Mr Tan Poh Seng said his students benefited from the exposure. “It will definitely help them in their studies as well as their future career.”

Deputy Prime Minister Teo Chee Hean, during a visit to the Botanic Gardens Station in 2008, said: “It’s important for all of us to see the work so we don’t think the lines just appear!”

Mr Ng Cher Pheng, Pasir Ris West Citizens’ Consultative Committee (CCC) Chairman, said he and his grassroots leaders appreciated the visit very much. “I’m totally impressed,” he said. “There’s nothing like being underneath the work site to see how hard the people are working. It helps us to explain to people in the community what is happening.”

“IT’S IMPORTANT FOR ALL OF US TO SEE THE WORK SO WE DON’T THINK THE LINES JUST APPEAR!”

DPM Teo Chee Hean



Residents affected by the construction of Circle Line Stage 4 visiting the work site to understand more about the construction process, 23 February 2008.



CONNECTING MEMORIES, MEANING AND MALLS

Ms Melissa Goh, a relationship manager with a bank, was so pleased with Dakota Station that she gave Mr Sim Wee Meng, Group Director, Rail (Circle & Downtown Lines), an enthusiastic thank-you for the station when they met at a bank roadshow.

“Before Dakota Station, I had to take buses or cab everywhere. Waiting time for a bus or cab could be as long as 20 minutes,” Ms Goh said. “With the Circle Line, the average waiting time is 6 minutes. In addition, if it were raining and I needed to rush to say, Orchard Road; instead of taking Bus No. 16, which would take 30 minutes, the Circle Line can get me to Dhoby Ghaut in 20 minutes – without getting soaking wet.”

For Ms Goh, who has lived in the area for all her 28 years, the name of the station and the art panels above the platform doors carry sentimental significance.

“The area is named Dakota because on 29 June 1946, a Dakota aircraft belonging to the Royal Air Force Police with 20 non-commissioned officers on board, crashed near Old Airport Road (then Kallang Road) in a storm with no survivors. Dakota Crescent was named in commemoration of this disaster. As for the art, it’s a display of items we don’t get to see much nowadays. I recall seeing elderly men riding trishaws around Old Airport Road near the market and housewives would make use of this form of transport to get home from the market.”



AN OPPORTUNITY NOT TO BE MISSED

For others, like Madam Chua Ah Ber, a resident from Shunfu estate, a site visit was an opportunity she could not pass up. She was one of those who had the chance to visit Marymount Station in July 2008. After the visit, she said: “Although I am 77 years old and my legs are wobbly, I still signed up for this tour. This is the only chance for me, at my age, to visit the station first hand. It has been a rare opportunity and experience for me. I would also like to thank LTA for the efforts in constructing the station. The station is very near to my house and the house value has gone up by a large bit because of the proximity to the station. This has made the inconveniences which we experienced during the construction period insignificant.”

“We are also thankful to LTA for listening and addressing the residents’ concerns during the construction period. With the completion of the station, we are all very happy. Once the station opens, it will bring a lot of convenience to the residents,” said Chairman for Shunfu Residents’ Committee, Mr Tan Kia Tan.

KEEP LISTENING TO FEEDBACK

Shortly after the Circle Line opened the Bartley to Marymount stretch in 2010, LTA began to receive feedback about it from commuters.

“We’re having problems finding our way around in the new stations,” one commuter complained, echoing the sentiments of quite a number.

In response, LTA met grassroots leaders to get a better idea of the problem before deciding on what needed to be done. So on 13 March 2010, they came together to discuss what could be improved before the next part of the line came into service on 17 April 2010. In all, 21 grassroots leaders representing areas around the 11 stations from Dhoby Ghaut to Bartley attended the tour.

Said Mr Kenneth Lee from the Tanglin-Cairnhill Constituency: “LTA has really gone the extra mile to gather feedback from the grassroots leaders who are also commuters.”

Ms Lily Teo from Mountbatten agreed. “I think it is great to have such visits prior to the opening so that LTA can identify the needs of commuters. It is such attention to details which will improve a commuter’s travelling experience.”

The feedback was important when the next stage opened on 17 April 2010. This time, the MRT operator, SMRT, put up more signs to make sure commuters did not get on the wrong trains. There were also 16 “service ambassadors” at the interchanges for the whole week to help give commuters directions.

“The first and second day were a bit confusing,” said service ambassador Ms Pamela Chin. “People were curious too. But today, it’s a bit more under control.”

Despite the initial confusion about directions, commuters still said having the Circle Line saved them time.

For security supervisor Mr Zai Ramli, the commute to work used to take him an hour – and three buses. With the Circle Line, it is now one feeder bus and one train – all in 25 minutes.

“The stations also look modern and nice – and the trip to work is now more pleasant,” he said.

For some, the time savings are not great. Mr Lim Hui De saves just 5 minutes by using the Circle Line. But he gets to sit down for his ride.

“The morning crowd is crazy if you are taking the red line (North-South Line) but if you take this Circle Line, it is really a lot better,” another commuter agreed.

“I am surprised that it is not too crowded even during peak hours,” said another. “It is comfortable, and I don’t really feel the congestion.”



✓ Site visit to Circle Line Stage 4 – an unforgettable first-hand experience!

DO YOU KNOW



How many enquiry and feedback calls does LTA receive in a year?

1 year =

12 months

365 days

8,760 hours

≈ 114 calls per hour



An average of 1 million calls every year!

ANSWER:



▶ WHAT'S GOING ON AT MY STATION?



On 7 June 2008, Thomson residents had the rare opportunity to visit Marymount Station. They were shown non-public areas such as the ventilation room and monitoring systems room. LTA officers explained how the systems worked as well as how their features ensured the safety of commuters. Participants also got a chance to walk along the cross tunnel.

With the residents were Advisor to Bishan-Toa Payoh North GROs Mr Hri Kumar Nair, members of the Thomson CCC and various grassroots leaders. The tour included a visit to the LTA Transport Gallery, which showcases the changes in Singapore's public transport systems.

Said Advisor to Bishan-Toa Payoh GROs, Mr Zainudin Nordin, of a visit he made: "It was very useful in the sense that we discovered the kind of work that was being done in the tunnel, the importance that's been placed on security and safety, and the cleanliness of the worksite is amazing. I thought work like tunnelling would involve a lot of mess and all that, but what we saw was very clean, and the technology that was being used was also the latest.

"And the explanation about the progress, the importance about preserving the environment, and how the work is being done is also something which is very useful for us to know. I think the grassroots leaders will be able to share the knowledge and the information with the residents, so that residents can understand and they will be more aware. It will be very helpful for them to understand because the tunnel will go through their estate, and will go under their houses. So this will help them and will also reassure them about the safety and security of the tunnelling works in the Bishan area."



(Facing page) Project engineers briefing residents on safety procedures before the tour.

(Top left) The tour begins!

(Top right) Engineers explaining how various machinery work to make LTA's job easier.

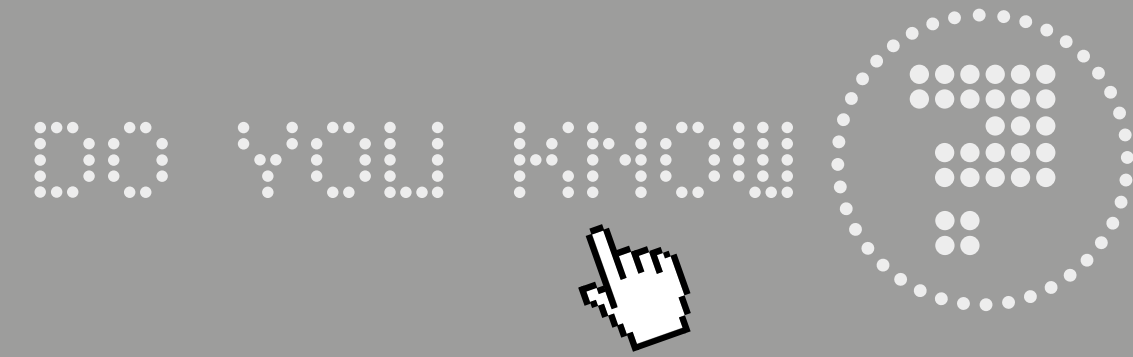
(Left) Walking through the tunnel.



(Top left) Students from Singapore Polytechnic taking a tour of the work site.

(Top right) Advisor to Bishan-Toa Payoh GROs, Mr Hri Kumar Nair, with residents at Marymount station work site.

(Bottom left and right) Residents visiting the Lorong Chuan station work site.



From 26 March to 9 May 2004, LTA invited people to give suggestions for station names. Can you figure out which names were suggested for which stations?

Chola
Neptune
Tulip
LongSands
Fair Wool
Saturn
Zheng He
Takshila
Sunflower

Yellow - Kent Ridge
Red - Holland Village
Blue - Farrer Road
Green - Labrador
Purple - Pasir Panjäng
Pink - Botanic Gardens

ANSWER:

“IN THE BEGINNING,
WE FELT THE
INCONVENIENCE.
BUT I ACCEPTED IT.”

Veronica Er

THANK YOU FOR YOUR PATIENCE AND UNDERSTANDING

While the engineers worked to mitigate the practical problems of traffic diversion, the Community Engagement teams worked to win the hearts and minds of a nation. And from the smiles and cheers, it appears they won.

As Ms Veronica Er, a Dakota resident says: “In the beginning, we felt the inconvenience. But I accepted it. If I want the MRT, I have to accept that inconvenience, right? After all, at the end of it, I enjoy the fruits.”

“I think community engagement really reaches its high point when people also give you their support,” said Mrs Tammie Loke, Group Director, Corporate Communications. “Over the decade, the Community Engagement teams have had great moments when thousands of people have showed up for events, signed up to take their tours, gone on familiarisation visits. We’ve had letters from people thanking us for the experience, for the explanations, for the road, the tunnel or the track that’s finally open. For us at LTA, it’s a great feeling because it was all for the people anyway.”



CIRCLE LINE PHOTO COMPETITION 2010

The Circle Line is more than just a way to get from one place to another. Stations are in themselves architectural works of art and their surfaces are the backdrop to the life that flows around them.

The Circle Line Photo Competition of 2010 gave people a reason to pause, to look – and then to see. Not just the beauty of the station, or the trains or little features that individualise the stations, but the fact that it was ultimately, their station.



(Bottom) **1st Prize:** Suhaimi Abdullah

(Next page, clockwise)

2nd Prize: Ng Yean Fong

3rd Prize: Bernard Poh

Merit Prizes:

Chua Tiew Eng, Lee Kia Jiam, Tan Ai Bee





❖ TEST AND CHECK, GOOD TO GO!

The rails are in. From the outside, the stations look very nice. So why aren't the trains running yet?

Mass Rapid Transit systems are extremely complex in nature, consisting of many sub-systems. Each one needs to be checked and re-checked to make sure everything is working well – and working well together. Failures in any part of the system have the potential to disrupt the entire line, making it extremely inconvenient for commuters.

MAKING SURE IT WORKS FOR YOU

“The testing and commissioning process takes between 12 and 18 months,” said Mr Sim Wee Meng, Group Director, Rail (Circle & Downtown Lines).

In this period, LTA has to test and commission many systems to ensure everything works perfectly together before the trains can begin service. Systems include the driverless train system and its control centre, and the power systems that move the trains and power the lights and ventilation systems on the trains.

“After turning on the power supply to the equipment, we have to carry out thorough checks and rigorous testing to pre-empt all kinds of foreseeable failure scenarios. This ensures that the electrical and mechanical (E&M) systems can function to support the railway operation with emergency systems and back-up supply,” said Mr Goh Eng Joo, Deputy Director (Services), Circle & Downtown Lines.

“Rigorous tests have been carried out to confirm that all station lighting, station signages, air-conditioning systems, ventilation systems, fire protection systems, lifts and escalators, amongst other systems, will work as planned and under emergency situations to provide commuters with a good travel experience. It goes without saying that the other systems like faregates and platform screen doors have been similarly ‘stress tested’ too, to see that they work impeccably and safely,” added Mr Goh.

“But testing takes time,” said Mr Sim Wee Meng, Group Director, Rail (Circle & Downtown Lines).

“Based on lessons learnt from the implementation of the North-East Line, it has been envisaged that a lot of engineering and testing effort and time will be required to integrate the core systems (trains, signalling, communications and integrated supervisory control systems) to establish a safe, reliable and fully integrated system. As such, extensive pre-delivery systems integration testing outside Singapore was carried out to eliminate major system interfacing problems even before site testing commenced in Singapore.”



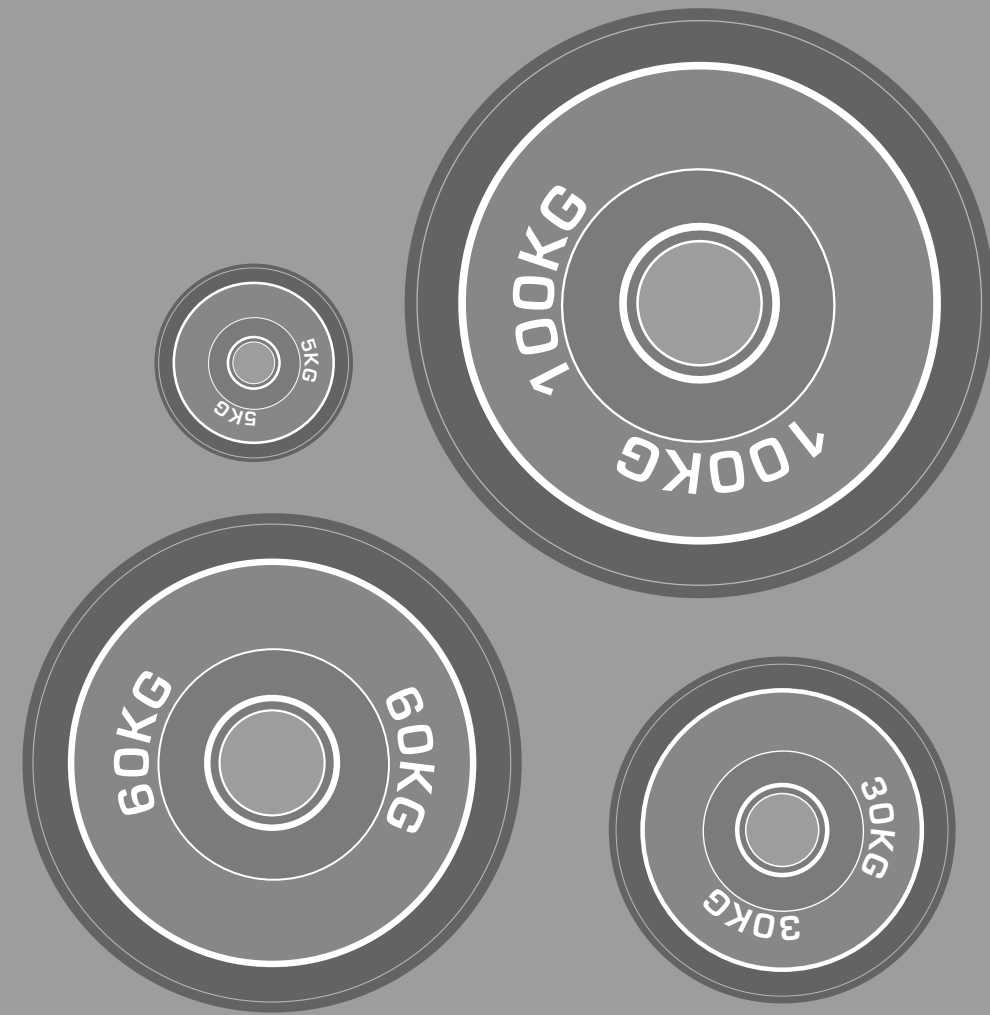
✓ (Facing page) The various systems are rigorously tested before the line is officially opened to commuters.



DO YOU KNOW?



How many passengers can
each Circle Line train carry?



ANSWER:
931 passengers in the three carriages



SOMEONE'S WATCHING OVER YOU

The Circle Line is fully automated. It has no drivers – at least not on board the train itself. Trains are controlled directly from the Operation Control Centre (OCC).

Said Mr Yee Boon Cheow, Deputy Director (Systems), of the OCC: “The Operation Control Centre or OCC is manned 24/7 to monitor the status of each individual train (e.g. position and movement) and other equipment on the line. Any incident would be immediately picked up by the OCC operators and managed accordingly as they are able to view the situation using the closed circuit television and if required, communicate with the commuters.”

THE PHYSICS OF SAFETY

Testing clearly cannot be static. Trains are not tested only while stationary at Kim Chuan Depot. They need to be tested on the move too. For example, is there a difference between trains with passengers and trains without? Given that each train on the Circle Line can carry just over 900 passengers in its three cars, variations in weight are an important consideration.

“I suppose someone can say we could have just extrapolated from a few data points,” said Mr Chia Choon Poh, Senior Project Manager, Rolling Stock. “If this were simply a train simulation, like those video games so popular in Japan, well, I suppose we could have. But in the real world, where real mechanical and electrical devices are concerned, there are far more variables, some of which might be difficult to anticipate. For example, how much more heat might braking generate as the weight goes up? Beyond a certain temperature, brakes lose some effectiveness. How much more braking effort to apply as the weight goes up? Too

“SO WE TEST, TEST AND TEST, COLLECT AS MUCH DATA AS WE CAN... THIS WAY, WE CAN BE SURE.”

Chia Choon Poh



(Top) Minister of State for Transport and Finance Mrs Josephine Teo having a preview of the Circle Line Stages 4 & 5 before it opens to the public.

(Bottom) President SR Nathan and the Council of Presidential Advisers taking a ride on the Circle Line.

GETTING THE TRAIN TO YOU

The Circle Line was not opened all at once. In an effort to make its benefits available as soon as possible to the communities it passed through, the Circle Line was opened in stages. This, however, presented the testing team with some challenges. With the Bartley to Marymount line being the first to open, they had to work out a way to carry out testing for the other stages of the line without affecting the Bartley to Marymount service.

“We wanted to put part of the line into service as soon as possible,” said Mr Ong Boon Ann, Director, E&M (Circle & Downtown Lines). “We wanted commuters who had waited so long and given us their support despite all the inconveniences, to have the convenience of the line as soon as it was possible. So here, we had the Circle Line Stage 3 ready to go – why wait another year or year and a half before making it available?”

“So yes, testing the other stages while Circle Line Stage 3 was in revenue service has required more work, but we got Stage 3 to the commuters. There was also the benefit of running only a small segment of the line first. The operator would then be able to fine-tune procedures and give us feedback for the rest of the stages.”



(Left) Dakota Crescent resident Mr Sebastian Yiang and his family at the entrance to Dakota MRT (before it opened in April 2010). The family was eagerly anticipating the opening of the station, as their flat is only a short walk away.





➔ TRAIN TRIVIA

- ⦿ Top speed: 90km/h, but operational speed is 80km/h. The older trains move at 70km/h.
- ⦿ The French-made Alstom Metropolis train is made up of only three cars. Total length – 70m.
- ⦿ Each train weighs 120 tons.
- ⦿ There are 146 seats and 2 wheelchair spaces. The first car has green seats, the middle car has blue seats, and the final car has maroon seats. (Useful if you are trying to meet a friend on the train!)
- ⦿ Each car has eight doors, each with its own emergency handle switch.
- ⦿ The emergency ventilation system is good for 45 minutes and the train has a fully redundant train management system.
- ⦿ There are also “detrainment” doors. These are on the face and rear of the train and open like jaws in an emergency. A ramp is released and passengers can get out that way.
- ⦿ The train is also equipped with smoke and heat detectors. And yes, it can be controlled by a driver if necessary and has a special low emergency speed of 18km/h.

The trains were part of C830, the contract for the provision of various systems such as trains, signalling, communications, control and power that make the trains run reliably and safely. Alstom Transport Asia-Pacific Region was the contractor responsible for this.

Said the company’s Senior Vice-President Mr Dominique Pouliquen: “With the strong partnership between LTA and Alstom, our teams, together with ST Electronics, were able to complete and hand over all stages of the Circle Line system on time and ahead of schedule for Stages 4 and 5 – this demonstrates our commitment to contribute to LTA’s plan and its successes.”



Kim Chuan Depot is the station that the commuter will never see. But the Kim Chuan Depot is 17m underground. What's more, it is also the largest underground rapid transit depot in the world and can stable up to 77 trains of three cars each.

It is from here that they slip out almost silently every morning to run their routes and it is to this place that they come home to rest. Here, crews will work overnight to clean them, carry out checks and maintenance and prepare them for the next day's work.

The depot was deliberately situated underground to maximise the use of space. The land above the depot is now vacant, but a building up to 9-storeys high can be erected safely over it.

“Kim Chuan Depot is a minor engineering marvel,” said LTA Chairman Michael Lim. “The depot is a showcase for the wide-ranging expertise of the LTA from engineering and construction, to IT. You can imagine that it is not easy to design and build a complex underground system that can stable up to 77 trains, but that is exactly what we have done.”

The depot itself had to be thoroughly tested too. Being underground, fresh air intake, exhaust and smoke extraction are vital to the safety of the crew who work there. Fire systems incorporated into the entire structure also had to be tested fully.

READY FOR EMERGENCIES TOO

Testing and checking does not apply only to hardware. Systems and procedures must be tested too – especially those needed in an emergency.



⏏ (Top) The control panel on board the train allows a driver to take over in case of an emergency.

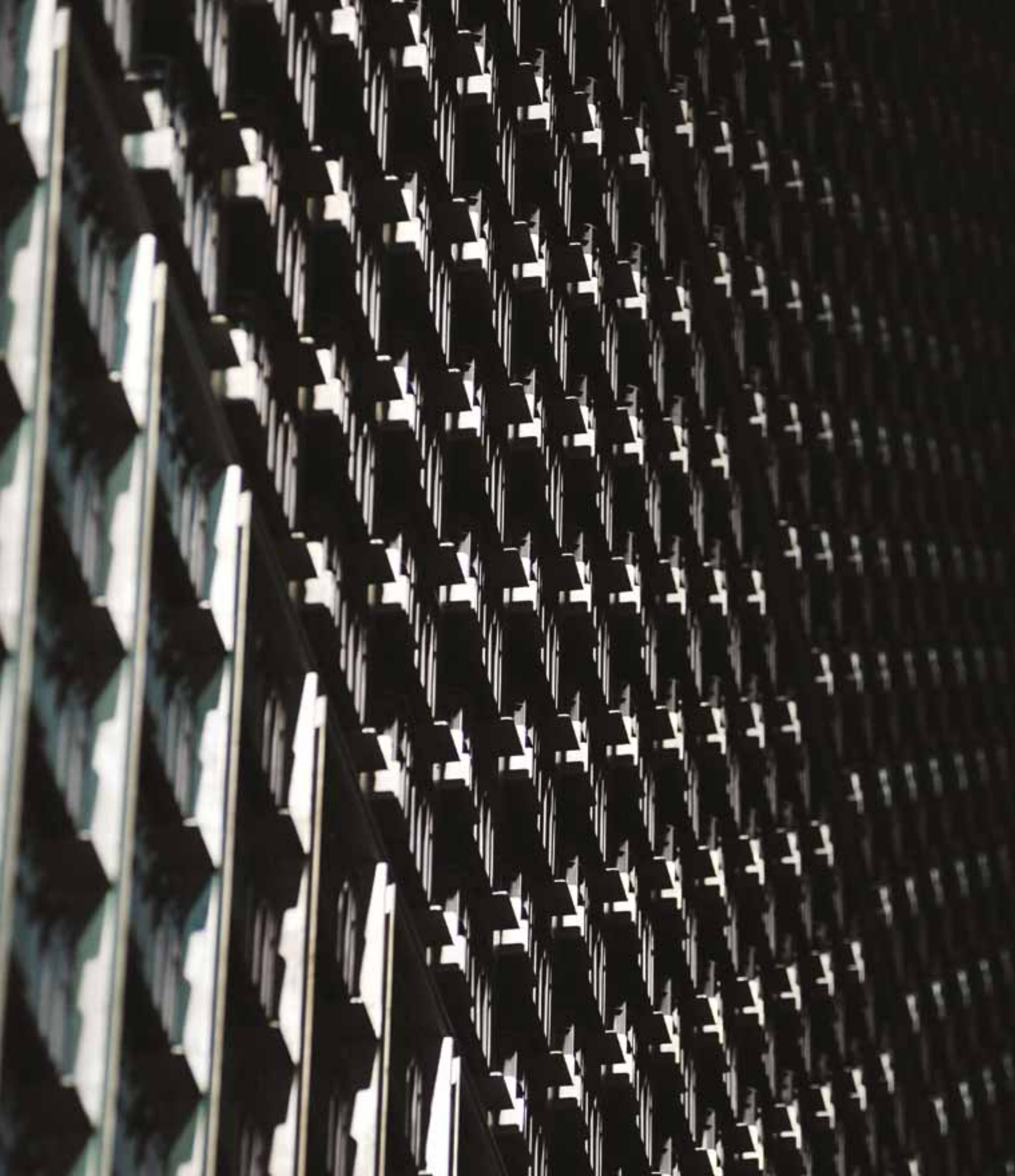
(Bottom) Celebrating the arrival of the first Circle Line train.



➡ KEEPING TRAINS IN GOOD RUNNING ORDER

As the last train completes its final run and heads back to Kim Chuan Depot, the other trains have already come in. Crews perform meticulous checks on the trains. If there are repairs to be made, the crew can get a part in just about 4 minutes, thanks to the fully-automated storage and retrieval system.

This gigantic rack is 23m high and has a floor area of 720 sq m. It can hold up to 24,000 individual spare parts. Once checked and maintained, the trains are cleaned. Even washing is automated, thanks to a machine that looks like a giant carwash. Interestingly, this is a “car” wash that is self-propelled and even provides a choice between a wash with or without detergent.



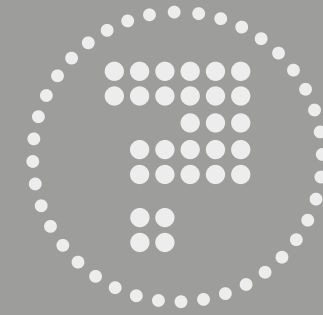
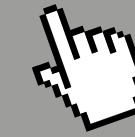
The Automatic Storage and Retrieval System, located at Kim Chuan Depot is the tallest underground automated warehouse storage system in Singapore. The 23m-high system is the central warehouse for the Circle Line and can hold up to 24,000 train spare parts.



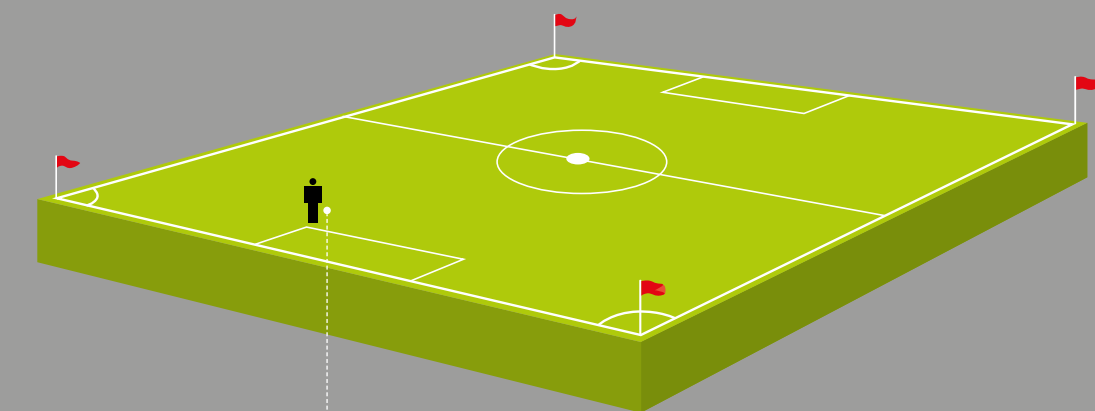
A train going through the automated trainwash.



DO YOU KNOW



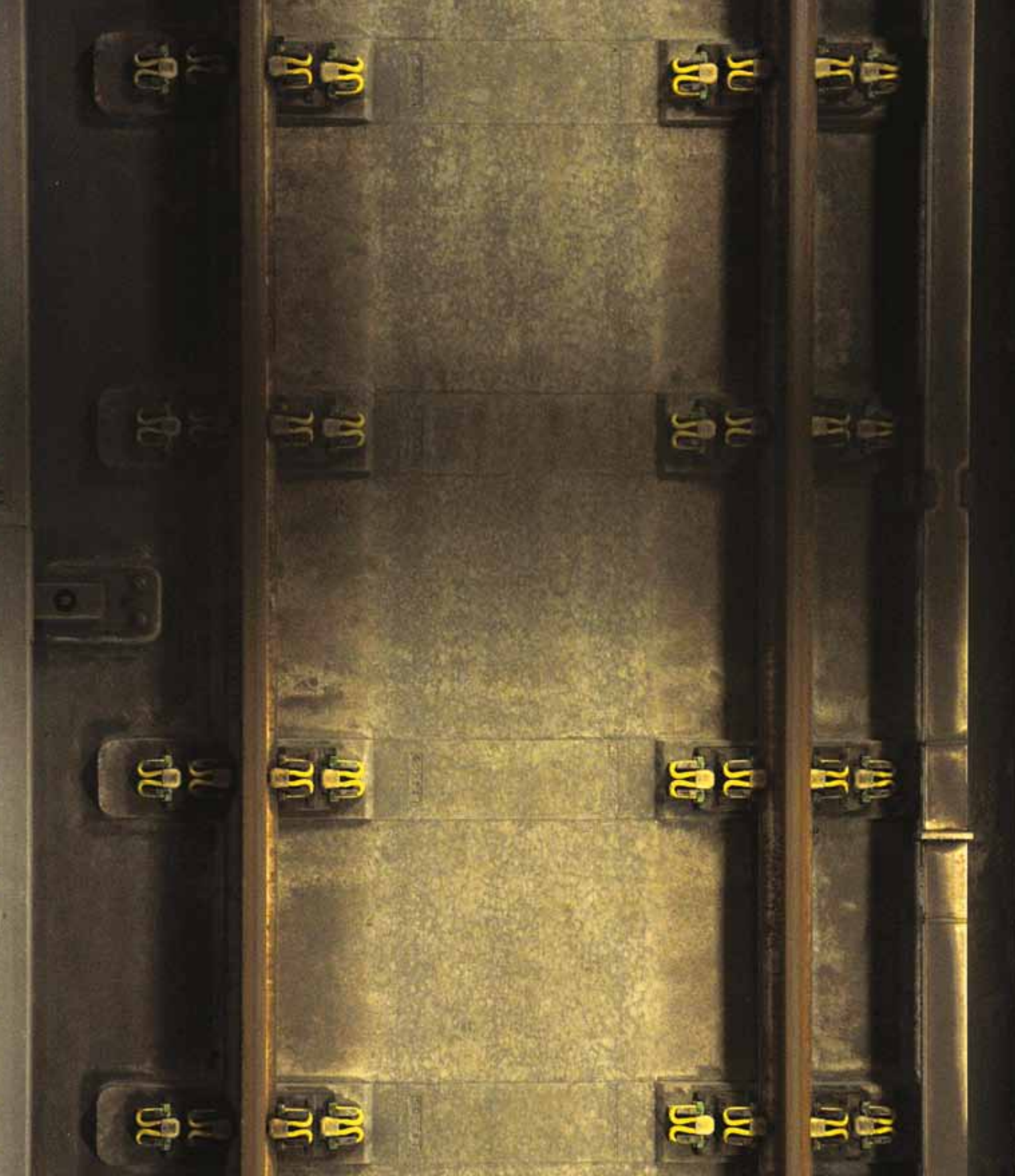
About 2.16 million cubic metres of earth was excavated in the construction of Kim Chuan Depot. The size of the Depot is equivalent to about 17 football fields! Much of the earth excavated was transported to Pulau Tekong for projects by the Ministry of Defence.



170cm
Average Asian man's height



The Operation Control Centre in Kim Chuan Depot is the “brain” controlling the entire Circle Line system.





During such tests, LTA is assisted by the Singapore Civil Defence Force, the Singapore Police Force and many volunteers who role-play as passengers or victims.

Said Mr Teo Ser Luck, Minister of State for the Ministry of Trade and Industry and Mayor of North-East District (former Senior Parliamentary Secretary of the Ministry of Transport and Ministry of Community Development, Youth and Sports) of a 2009 exercise before the opening of the first stages of the Circle Line: "Today's emergency exercise was an excellent opportunity for residents in the area to learn about safety procedures in a realistic setting."

"In all, I think we've built a really first class system for the Circle Line," said Ms Kok Yen Hui, Senior Project Manager, Signalling.

"The testing and commissioning work that we have conducted is not just to satisfy ourselves that the system delivered is safe, reliable and meets the expectations of the authority and operator as well as the commuters of Singapore. The Circle Line team put in effort in delivering the best product possible for our commuters. It is a moment of real pride when the testing and commissioning is over and we sign-off and hand over the system to the Operator."

Testing and commissioning are absolutely necessary before service is opened to the public. And every night, while Singapore sleeps, a daily test and maintenance cycle is carried out to ensure that the system will work flawlessly the next day too.

You can expect no less.



(Top) Minister for Transport and Second Minister for Foreign Affairs Lui Tuck Yew on a tour of Circle Line Stages 4 & 5 before it is opened to the public.



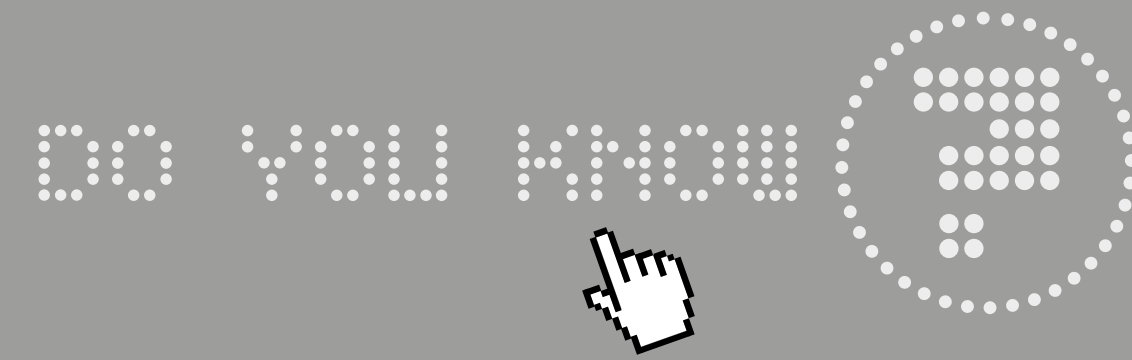
(Top) Minister of State for Ministry of Trade and Industry, Mayor for North-East District (former Senior Parliamentary Secretary for Transport and Ministry of Community Development, Youth and Sports) Teo Ser Luck participating in an emergency exercise for the Circle Line.

(Right) Press conference at Kim Chuan Depot.



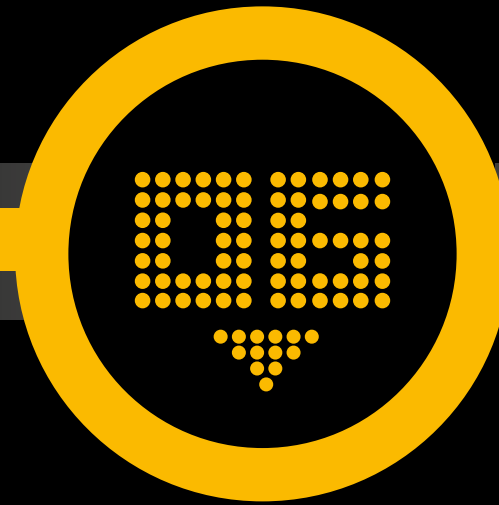


Officers from the Singapore Civil Defence Force (SCDF) evacuate "casualties" of a train explosion during an emergency exercise on 23 March 2009.



All Circle Line trains can be remotely driven from the Operation Control Centre. However, if necessary, they can also be driven from inside – there’s just no seat for the driver. This is why Kim Chuan Depot and the entire Circle Line is equipped with such lights, just in case – an on-board driver would need signal lights!





✦ YOUR LINE, YOUR STATION

The full Circle Line is now ready for passengers, such as the breathtakingly beautiful Bras Basah station and inspirational Stadium station.

You will be riding on the French-made Alstom Metropolis train, the latest rolling stock running on the MRT network. Completely automated – or driverless – these three-car trains will zip you from station to station in smooth and almost silent comfort.

DHOBY GHAUT: AN OLD FRIEND RENEWED

Dhoby Ghaut is an interchange station with three lines passing through it – it’s quite a conversion from its original status as a single station on the North-South Line. But thanks to efficient layout and clear signage, navigating this station is not a problem at all.

Passengers coming from the North-East Line have a long underpass to walk through, but they could also take a glide on some very long travelators. The Circle Line from the North-South Line is just a short escalator ride away.

Ms Chan Mei Chen, a teacher, finds the new-look Dhoby Ghaut impressive. “The station is so huge now and it’s been beautifully redesigned,” she said.



BARRIER-FREE ACCESS

Common to all stations is LTA’s commitment to providing Barrier-Free Access to all MRT stations. Since the Circle Line is new, commuters can expect all of these features to be already in place.

- Ramps at taxi stands and drop-off points help wheelchair-bound commuters move easily from the road to the path to the station.
- Wide faregates make moving a wheelchair or big bags through a cinch.
- Those with problems getting from the entrance to the concourse can use the lift. Every station has at least one.
- The visually-challenged have tactile tiles on the floor to guide them.
- Disabled-friendly toilets are available at all stations too.
- Designated areas in train cars for wheelchair users.

Interchange stations at Dhoby Ghaut, Paya Lebar, Serangoon, Bishan, HarbourFront and Buona Vista have routes that lead to other rail lines designed with wheelchair users in mind. There are lifts, of course – and clear signs to lead people to them.

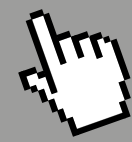


(Below left) Wheelchair ramps leading to the lift at Botanic Gardens station.

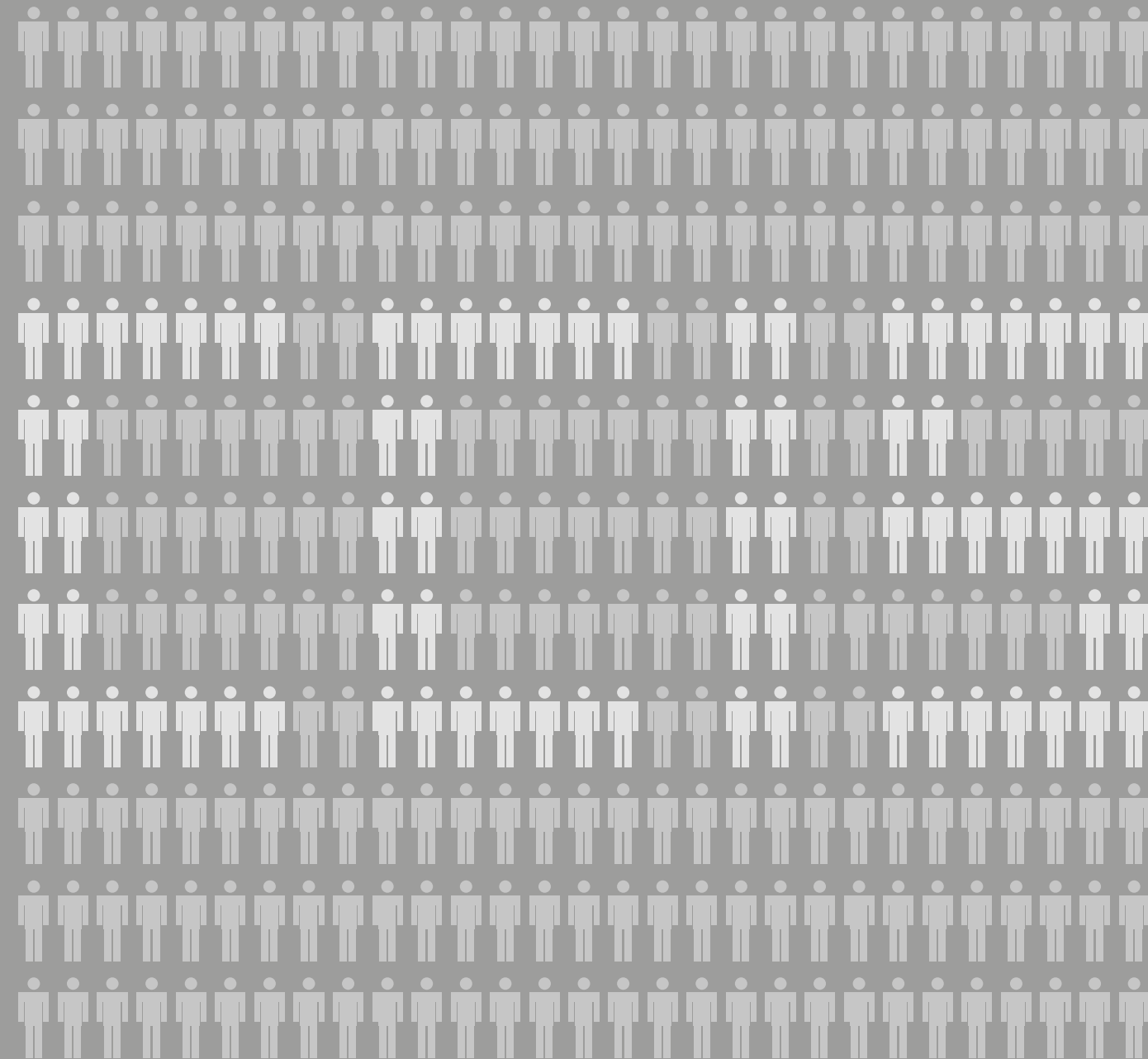
(Below right) Tactile tiles make an interesting addition to the design of Stadium station.



DO YOU KNOW?

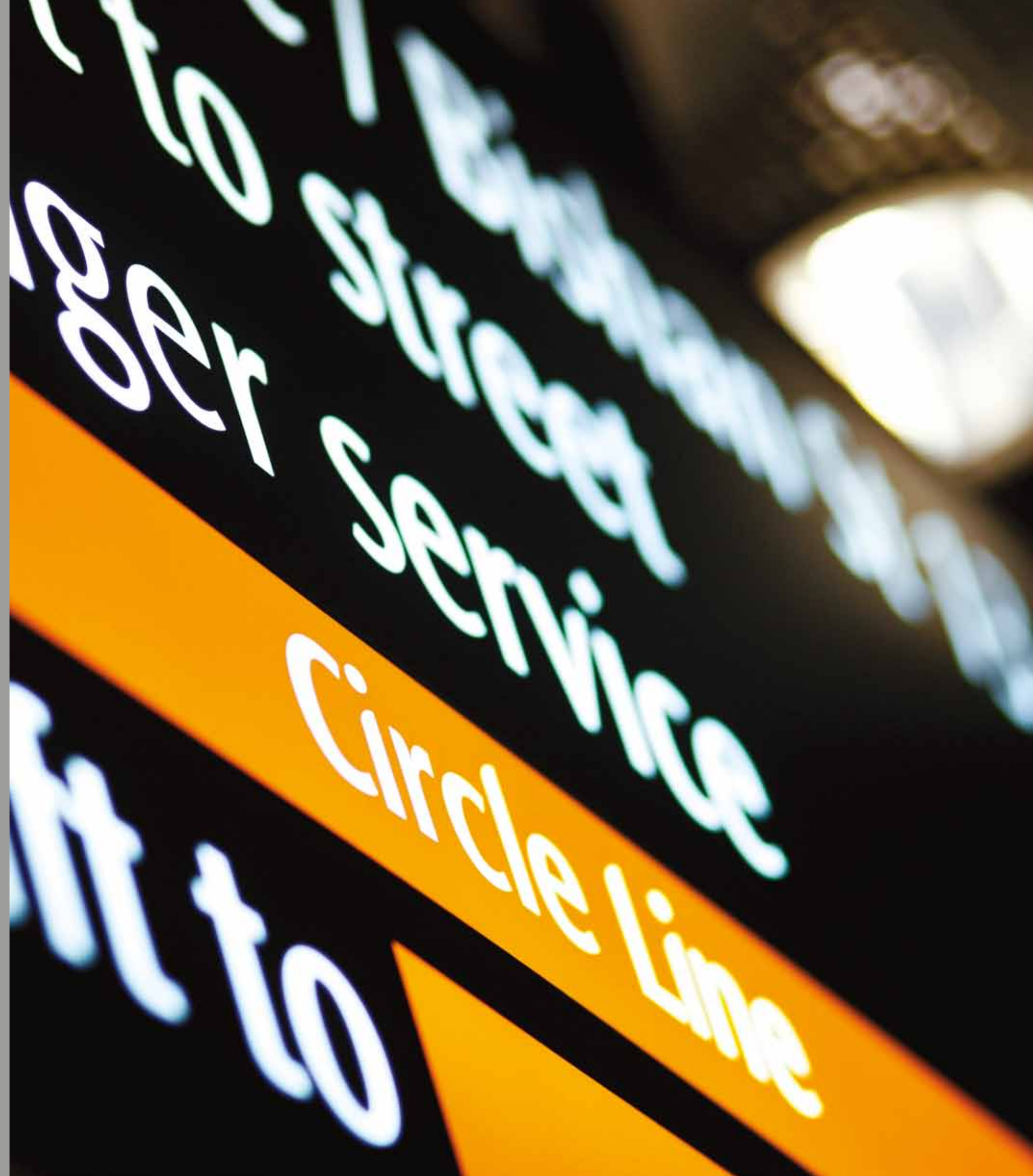


Which station is the busiest on the Circle Line?



CC15 Bishan

ANSWER:







**“THE PURPOSE OF THE
COMPETITION WAS TO
ATTRACT NEW TALENT.
THIS WAS THE FIRST TIME
LTA HAD ORGANISED A
DESIGN COMPETITION FOR
ITS STATIONS.”**

Andrew Mead



(Facing page) Light comes through the water in the roof pool to create a surreal experience for commuters.

(Preceding and Following pages) Still waters run deep – the Bras Basah station lies beneath this pool opposite the Singapore Art Museum.

BRAS BASAH: LIGHT AND WATER

In the heart of Singapore’s civic district is Bras Basah station. At 35m deep, it is built into the level of rock called the Kallang Formation, which overlies the Fort Canning Boulder Bed. It’s that deep because it has to go under and across the East-West Line beneath Victoria Street.

Mr Desmond Ong, a postgraduate student at SMU, thought the pool was a water feature that was part of the garden – until he went for his interviews at SMU.

“I was awestruck. It was really beautiful and I did not know that there was this MRT station right under that pool!”

A fellow SMU student, Mr Ng Jin Han, said: “It’s easier for me to get to SMU now that the Bras Basah station is open. Right next to school!”

WOHA Designs, the architectural firm responsible for Bras Basah, also designed Stadium station – and both designs won prestigious international awards. Bras Basah was named “World’s Best Transport Building of the Year” under the transport category at the World Architecture Festival in 2009. Stadium won an award for International Architecture given out by the Australian Institute of Architects in 2008, as well as a design award from the Singapore Institute of Architects.

Both stations were the result of a design competition in 2000 organised by LTA and the Singapore Institute of Architects. It attracted entries from all over the world. Called the Marine Line Architectural International Design Competition, it was the first time LTA had organised a design competition for its MRT stations.

“The purpose of the competition was to attract new talent. This was the first time LTA had organised a design competition for its stations,” said Mr Andrew Mead, LTA Senior Design Manager, Architecture.

“The contest called for designs for these two stations in particular as they offered different challenges,” says Mr Mead, who has worked on the Circle Line since 1997.

“Bras Basah station is at the heart of the civic district and it was a strategically important station,” he says. “Stadium station had to respond to surge crowds from the surrounding stadiums.

“It was a coincidence that WOHA won for both stations.”

One of WOHA’s founding directors, Mr Richard Hassell said, “The stations were inspired by European train stations of the 19th century – where train stations were grand, inspiring spaces that gave commuters a really exciting architectural experience as part of their travel or commute.”



SHOP THE LINE, RAIN OR SHINE

Like many other interchanges now, Esplanade features the “Xchange”, a small shopping mall within the station itself, just past the faregates and extending towards the other buildings in the area. Esplanade station is linked to Raffles City, One Raffles Link, Suntec City and Marina Square.

“You no longer need a car to go shopping now,” said Ms Grace Fu, Admin/Project Executive. “Especially if you’re not going to buy too many things but just want to window-shop and meet friends for tea. All you need to do is take a train to Orchard Station. From that station, you can walk under shelter to quite a number of places around that junction. It’s the same one stop further with Somerset. And then there’s Dhoby Ghaut and Esplanade... traffic, parking fees and the ridiculously short drive between malls just don’t make driving worth it. Too many malls, too little time! What’s a girl to do? The train helps.”

Ms Victoria Ang, another business executive agrees. “I’ll go one further and say I don’t think a car is necessary for anyone anymore, given the extensive network we already have and the upcoming lines.”

**“YOU NO LONGER
NEED A CAR TO GO
SHOPPING NOW.”**

Grace Fu



➤ IS EVERY STATION DIFFERENT?

Not every station looks as dramatic as Stadium, but all stations are designed with safety, comfort and convenience in mind. The other stations do need to look quietly high-tech too, in a way that will not go out of style anytime soon.

Besides cost, there is also another reason why it is good for stations to have a standardised look and layout – it makes it easier for commuters to find their way around.

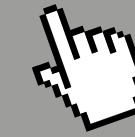
While it is simpler to build a standard station for lines that are above ground, putting a station underground presents different challenges. As a result, no two underground stations can look exactly the same.

“The main thing is to have a station that works, that integrates well with the other lines in the interchange, for example,” said Mdm Neo Bian Hong, Director, Design.

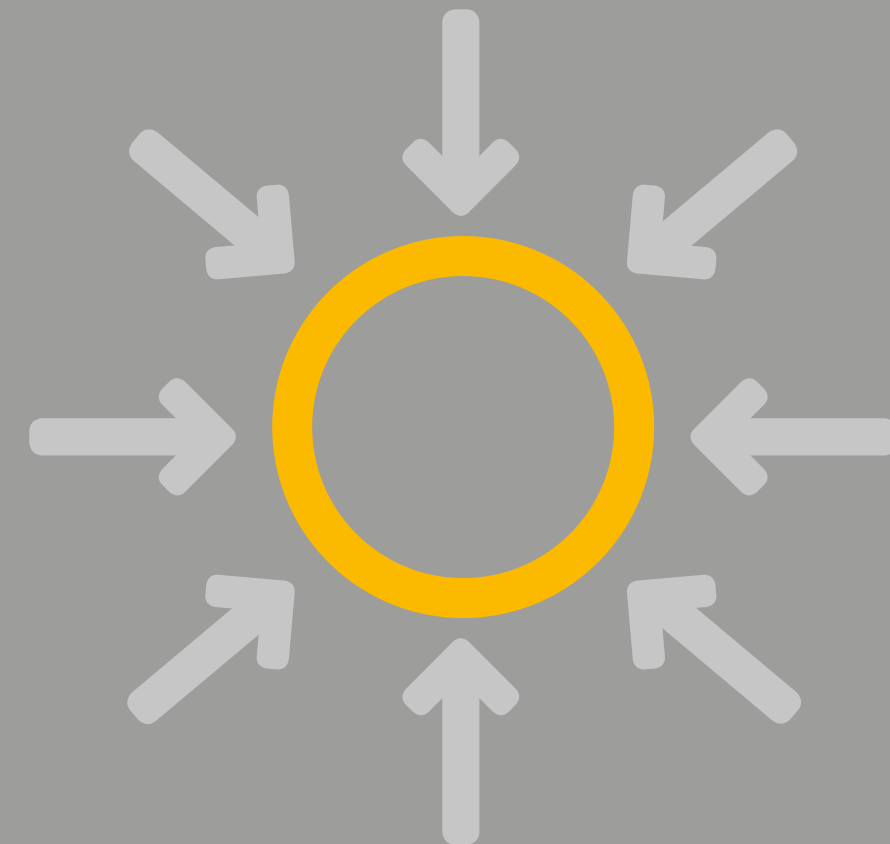
“But once that is settled, there is some room for creative expression in terms of colours, textures, finishes. We consider the integrated artwork – what are the predominant colours, for example? Sometimes, there is a need for the features, like the Y-shaped columns that support some of the stations such as Paya Lebar. What sort of panels do we have for ceilings? That can vary too – sometimes flat metal panels, other times, the ‘airfoil’ design. We can put in sweeping curves in some places, other places require straight edges. But sometimes, you want something quiet and understated too.”



DO YOU KNOW



At the opening of the first three stages of the Circle Line, various activities – from catwalks to story-telling sessions – were organised to entertain the throngs of curious Singaporeans who flocked to see the new line.





STADIUM STATION: HEAR US ROAR

The award-winning Stadium station is built in an area surrounded by the Indoor Stadium, Kallang Theatre, Leisure Park and the new National Stadium. It is built on a tiny sliver of space, but still pays a grand tribute to the spirit of sport.

You can actually see from one end of the station to the other – and high above the faregates, are giant images of athletes in action. As you come out of either end, the passage widens – a great idea for handling large crowds when either important matches or concerts are on. The only thing missing now is a great soundtrack like the Kallang Roar.

Mr Desmond Ong, postgraduate student, is too young to remember the Kallang Roar, but he has been to enough concerts at the Singapore Indoor Stadium to know how difficult it was to get to – and get away from after a show.

“Stadium really works out for people like me. I don’t drive and after paying for concert tickets, there’s not much left for cab fare. So having the MRT at Stadium is really perfect for me.”

**I DON’T DRIVE AND
AFTER PAYING FOR
CONCERT TICKETS,
THERE’S NOT MUCH LEFT
FOR CAB FARE ... THE MRT
AT STADIUM IS REALLY
PERFECT FOR ME.”**

Desmond Ong









ART IN TRANSIT

The Circle Line, in some ways, the “arts and heritage” line of the MRT network, because of its passage through some of Singapore’s most important art and heritage venues and beauty spots. LTA has taken it a step further and made some stations and trains art venues in themselves.

The Circle Line’s Art in Transit features Art Seats and Integrated Art. Art Seats are installed at all interchange station platforms on the Circle Line – Dhoby Ghaut, Paya Lebar, Serangoon, Bishan, Buona Vista and HarbourFront. These whimsical pieces of furniture serve two purposes: to arouse curiosity and spur inspiration. But they are also great for sitting on!

The Art Seats came from an international design competition launched at the Venice Biennale in 2006.

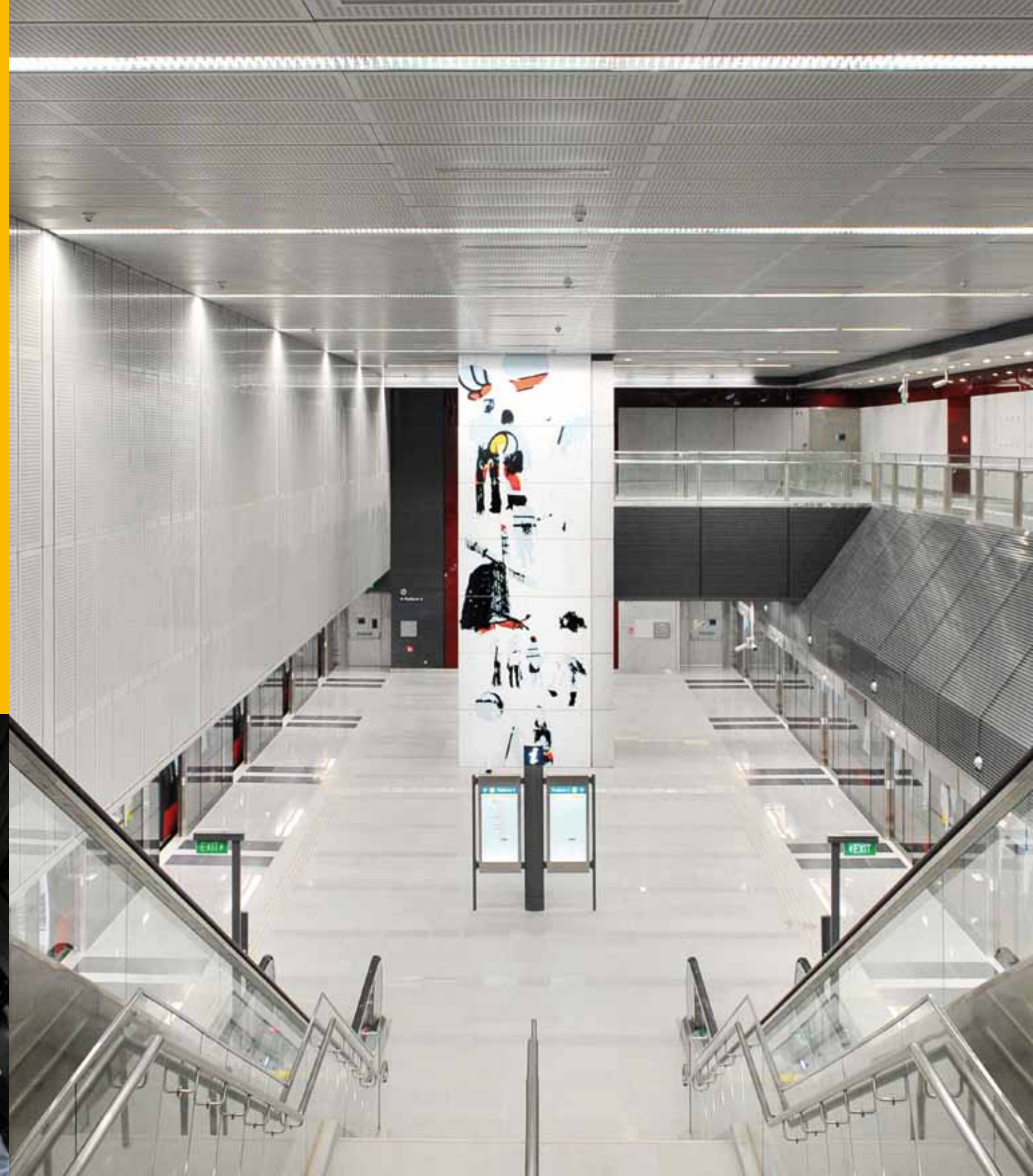
Integrated Art is, as the name suggests, built into the stations themselves as far as possible. Thus, instead of aluminium or glass panels, commuters will see works of art installed in their place.

Each of the 28 stations on the Circle Line is home to a unique work. Twenty-two were commissioned while the other six were competition-winning artworks.

To help create this collection, an eight-member Art Review Panel judged the competitions and provided guidance and support to artists, advising on how to develop artwork that could be displayed in the environment of an MRT station.

Mr Kwok Kian Chow, Chairman of the Art Review Panel and Director of the Singapore Art Museum said the Circle Line Art in Transit programme had yielded a fine collection of work by local artists.

“The quality is achieved through the strength of the artistic proposals as well as collaboration by multiple parties in the course of realising the works. Beyond the aesthetics of ‘beauty’, public art is also about social renewal, civic pride, public enjoyment, environmental improvement, and a clear relationship between the art and the local geography, features and communities.”

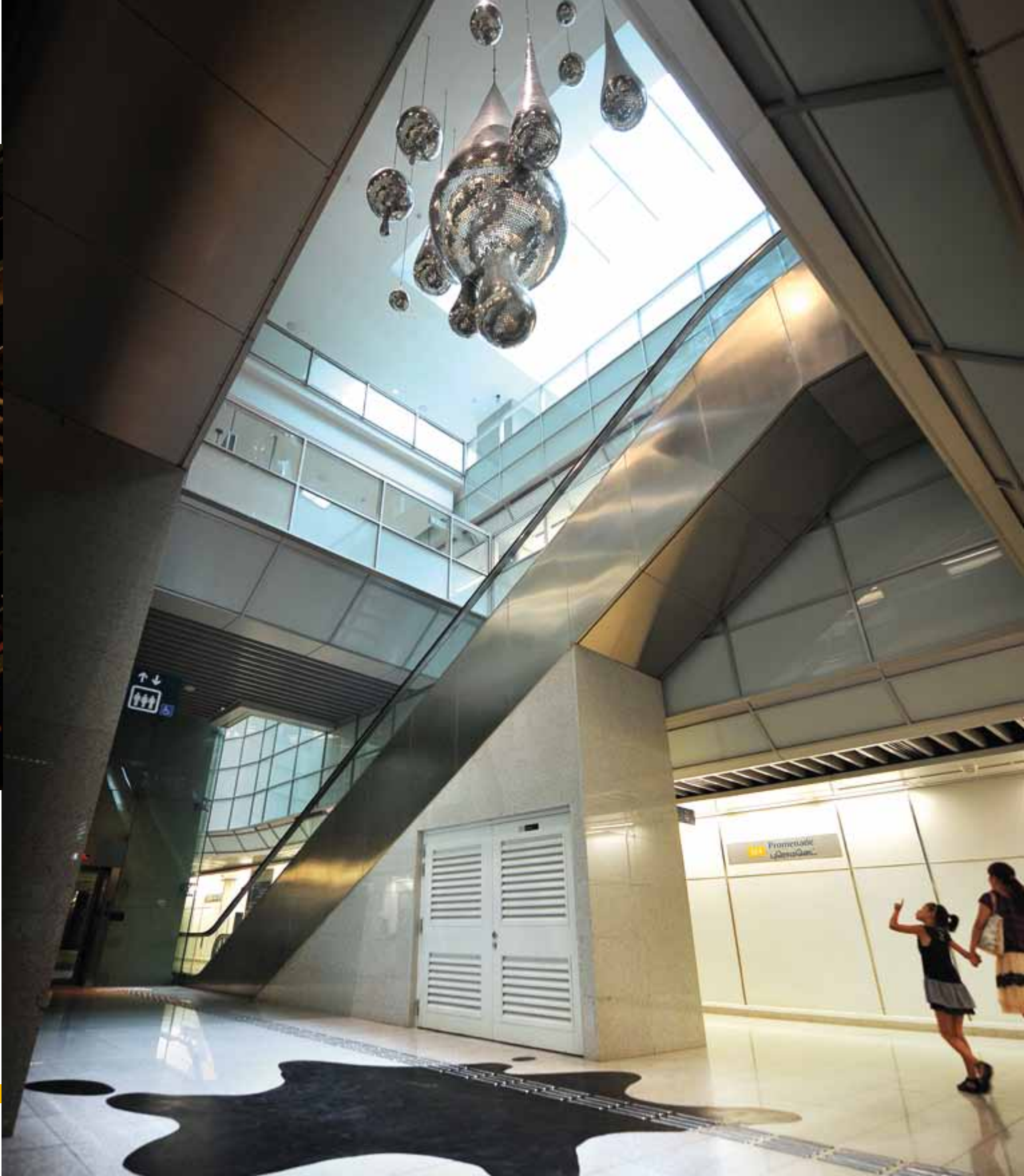




(Preceding pages) For Stadium station, the whole station is a piece of art; other stations have a more understated approach, with the artwork confined to the lift shaft – such as for Holland Village station.

(Top) The artwork at Esplanade station features stylised nostalgic scenes of the Esplanade area in the old days – a gentle reminder of the history of the place.

(Facing page) Splat! The large black splash on the floor leads the eye up to the mirrored drops hanging from the roof of Promenade station.



DO YOU KNOW?



How much electricity would you need to move one train (all lights and air-conditioning on) down the full loop of the Circle Line?



ANSWER:
The electricity needed to move one train is about 462 kwh - which could power 4,620 lightbulbs for an hour!







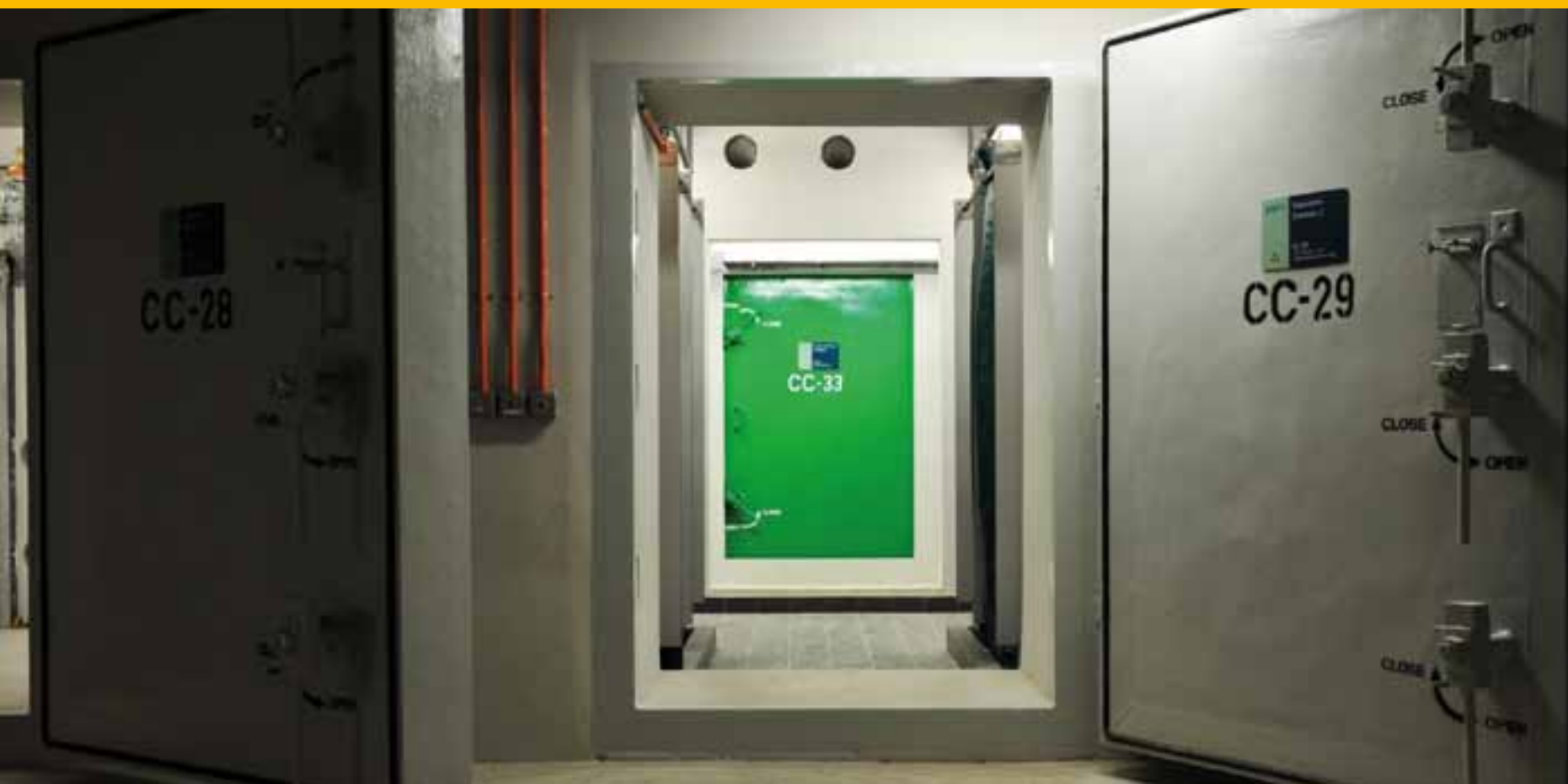
▶ TAKE COVER

Many MRT stations have been hardened to serve as Civil Defence shelters in wartime. In 1983, nine underground MRT stations on the North-South and East-West Lines were first hardened as public shelters. Today, there are 33 such shelters on the North-South, East-West, North-East and Circle Lines.

The Circle Line shelters are at:

- | | |
|----------------|-------------------|
| ● Mountbatten | ● Caldecott |
| ● Dakota | ● Botanic Gardens |
| ● MacPherson | ● Buona Vista |
| ● Bartley | ● Haw Par Villa |
| ● Lorong Chuan | ● Labrador Park |
| ● Bishan | |

Stations that are designated as shelters have special design considerations, apart from the necessary hardening. (CD shelter structures and fittings must be able to handle a force of 12g in all directions. 1g is earth gravity. 12g refers to 12 times the force of earth's gravity.) Botanic Gardens, for example, must be able to accommodate up to about 7,000 people below ground and still have sufficient ventilation. Wall tiles also need to be specially secured with metal bindings as well as epoxy so that they do not fall on people. CD shelters must also have extra generators that will provide the operational power requirements during emergencies as the station will stop taking power from the main grid.



BOTANIC GARDENS: GREEN IS GOOD

A special gate has been built for direct entry from the station to the Gardens. But before you leave the station, take a few minutes to look around. The moment you get off the train, look for the water feature – it covers an entire wall at one end of the platform. Above the platform doors are the panels of the thematic artwork. Let the peaceful green and earth hues of the station get you in the mood for a leisurely walk in the park.

“It can be difficult getting a parking lot at the Botanic Gardens,” said Ms Diana Phee, a business owner. “Especially early in the morning or evening. So having the train is nice. And I guess walking to the station and all that is just part of the overall green and healthy idea, right? The station is quite pretty too.”



(Facing page) The Botanic Gardens station is the only station with a water feature wall.

(Below) Lush greenery surrounds the Botanic Gardens station.





BUONA VISTA: STILL A PRETTY VIEW

Getting to the new Buona Vista station requires crossing the road – but on a pedestrian overpass. This bridge actually sits between two MRT viaducts.

“Launching this bridge was a tough job – it’s something that can only be done at night and needs to be completed before the trains start their runs in the morning,” said Mdm Neo Bian Hong, Director, Design.

“The new station will make it easier for me to get to work at the Ministry of Education,” said Ms Valerie Chia, civil servant. “I’m not senior enough to have a parking lot, so a car is pointless. I’ve been taking the bus since the old line didn’t go past my home, but with the new line, I have the option of a quick and comfy train ride.”



(Top) This passenger walkway was built between two tracks – a true engineering challenge.

(Following page) The 3D artwork on either side of the HarbourFront – is it a wave? A school of fish? You decide!



NO MORE MORNING DRIVE BLUES

Letter from Ms J. Soh, resident, after Circle Line Stage 3 opened.

“Our estate was almost perfect except for the ‘ills’ my husband and I experienced every morning while driving to work at Orchard Road. If we were not caught in the heavy traffic along Marymount Road for longer than usual, we would be upset with the seasonal and peak hours increased ERP rates.

“Finally, the Circle Line has provided the antidote for all the ‘morning sickness’. We only need to take a brisk morning walk to the Marymount station, pay only \$1.50 and we would be able to get to work in a breeze, comfortably and on time. Now there will be two cars less in the heavy traffic. And the presence of a nearby MRT station will no doubt boost the value of our homes in the area.”



HARBOURFRONT: CLOSING THE CIRCLE

The HarbourFront station is – depending on the end you start from – the start or end of the Circle Line. There have been suggestions that a line be built to connect HarbourFront to Promenade. Should that come to pass, the Circle Line will be a truly full circle. But as it stands now, the Circle Line is complete.

“The land transport system is not just about building more rail lines or adding more trains and buses to the network,” said Minister for Transport and Second Minister for Foreign Affairs Lui Tuck Yew in a June 2011 speech. “It is also about how it serves the needs of our people. Every day, millions of trips are taken on our trains and buses. Making our system one that is centred on people is an ongoing journey.”

THE CIRCLE LINE: IT’S YOUR LINE NOW

When a project the size of the Circle Line is carried out over such a long span of time, it is not only the men and women of a single agency that are involved. Besides the contractors, there are many other government agencies that bring their specialist knowledge and skills to the project.

But above all, the understanding, cooperation and support of the public are also vital.

For all that, thank you. The line is open. The line is yours. It has always been.



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• AFIDAH BTE ARI • AFIZA BTE OMAR • AGNES D/O A MITCHELL • AGNES NG WAN SIN • AGNES QUEK LEE CHENG • AGUILAR BERNARDO JR DANDYO • AHMAD BIN AWANG • AHMAD BIN KASIM • AHMAD EFFENDI BIN ABDUL GHANI • AHMAD EHWAN BIN SHARIFF • AHMAD FAIRUZ BIN ANNUAR • AHMAD JAYA BIN SAMSUDI • AHMAD KAMAL BIN MOHD SHAH • AHMAD TARMIZI BIN MOHAMED HASHIM • AHMAD ZAINUDDIN BIN ABU SAMAH • AHZELI BIN REBO • AIDA BTE SANI • AINON BINTE HAMZAH • AISAH BT KEMAT • AISAH BTE SAMON • AISHAH BTE ABDULLAH • AISYAH BINTE HUSSIN • ALANNA FRANCES LEAN SAW KIN • ALBERT CHIA JOO TECK • ALBERT LENG TECK SENG • ALEXIS CAI • ALFRED LOH YEW FATT • ALI BIN OTHMAN • ALICE TAN • ALIF REZAL BIN SULAIMAN • ALLAN GOH • ALLAN TANDIONO • ALLAN YEO CHEN LONG • ALVIN KOH SER WEI • AMAN BIN KARIM • AMANIAH BTE IDRES • AMARJIT KAUR D/O SURJAN SINGH • AMEENAL BEEVI BTE ABDUL MUTHALIFF • AMEERUDIN BIN ALI • AMINAH BINTE BUJANG • AMINAH BTE ISMAIL • AMINI BINTE ASAN • AMIR BIN HASHIM • AMIRUDIN BIN HARON • ANAMALAI GUNALAN • ANDI ZUBAIDAH BINTE ABDILLAH • ANDREA TEO LI • ANDREW JOHN MEAD • ANDY DINESH • ANDY RIZAL TANG • ANEESA BINTE ADAMSHA • ANEZA BTE SULAIMAN • ANG BENG HUAT • ANG BOON KUI • ANG BOON PAH • ANG CHEE HUAT • ANG CHEE KOON • ANG CHIN SHENG • ANG CHOR ING • ANG CHUN MENG JOSEPH • ANG ENG YEOW • ANG FADZLIN NURAZUIN BINTE NAZRUL H • ANG GEE LOCK • ANG HAI POH • ANG HOCK LENG NAZRUL HADY • ANG HUI LIN • JOSEPHINE • ANG HWEE KAH KIMBERLY • ANG JIN KIAT • ANG JINGLONG, PRIMERIO • ANG KIN MENG • ANG KOK HUA • ANG KOK WEE • ANG KWEE HEONG • ANG LAY KENG • ANG LAY PHENG • ANG LEE HOON • ANG MAU KOON • ANG MENG JOO • ANG MIAH YEW • ANG MUI ENG • ANG PUI BOON • ANG SEOK HOON • ANG SHU QIN, SABRINA • ANG SIEW KEW • ANG SIEW MUI • ANG SIN CHOON JACKIE • ANG SIOK HUI • ANG SIOW PENG • ANG SOK GIAM • ANG SONG ENG • ANG SUNNY • ANG SWEE ENG • ANG SWEE HONG • ANG TECK HIN • ANG TECK LENG • ANG TIAN SOON • ANG WAH CHIN • ANG WAN THENG • ANG WEI HAO • ANG WEI NGEN • ANG WEICHU • ANG WING LAM • ANG WOAN CHUEN • ANG YEE PEI • ANG YENG FONG • ANG YONG TONG • ANGELA LIM PEI SHI • ANGELINE PETER • ANIDAH BTE ADAM • ANILDAS S/O HARIDAS • ANN JUAT MUI • ANNABELLE IPULAN BATHAN • ANNABELLE YAP CHWEE CHENG • ANNAPOORANI • ANNIE TAN NUOYI • ANTHONY KIONG CHIN LANG • ANTO JOS MENACHERY • ANUREKHA D/O KRISHNAN • ARBIND KUMAR YADAV • ARIEL DUHAYLONGSOD CABATBAT • ARIES YANTO NUGROHO • ARIFIN BIN MOHD RAHIM • ARNULFO MANAOG ALEGRE • ARTHUR HO YEW CHAI • ARUMUGAM SHASHI • ARUN KUMAR SINGLA • ARVINA BINTE ABDULLAH • ARVINDERPAL SINGH GILL • ARWA KAIZAR ZAKIR • ASDAYANTI BINTE ALIMAN • ASHTON MAGENDRAN S/O MUTHU • ASIAH BINTE JANTAN • ASLINDA BINTE HASHIM • ASOGAN S/O SUBRAMANIAM • ASRI BIN ABDUL RAHMAN • ASUNCION MARIA AURORA DUYAO • ASZMI BIN MOHAMED HAMZAH • ATEEQAH SULAIMAN • AU FOONG YIN SHARON • AU KEE CHOUN • AU SIOW FONG • AU WAI YUIN, JENNIFER • AUDREY TEO LOH • AW BEE HUA, CHRISTINE • AW ENG MING • AW SHU KING • AYE THIDA KO • AZHAR BIN ABDUL RAHMAN • AZHARI BIN ABDUL RAHIM • AZIZ BIN SULAIMAN • AZIZAH BTE OMAR • AZIZAH BTE SAWIE • AZLAN BIN ABDUL RAHIM • AZLINDA BINTE IBRAHIM • AZLINDA BINTE SAMAT • AZMAN BIN ISMAIL • AZMAN BIN RAHIM • AZMAN BIN RAHMAT • AZMAN BIN TALIB • AZMI BIN AIDI • AZUL WONG • AZURINA BINTE AHMAD • BA DAPHNE • BABULAL S/O NYALCHAND GIRDHARLAL DOSH • BAHARUDIN BIN SOPANTI • BAHRAIN BIN KASSIM • BAI QIAN • BAMBANG SUMARYONO BIN ALI • BARLAAN ARDEN DE GUZMAN • BASANA BHANU HARIKA • BATHURUDEEN MOHAMED GANI • BAVANI D/O N VADAMALAI • BAY SEOK KHENG • BEK KOK CHING • BEK SHU MENG EUGENE • BERNARDO PANTOJA ARANAS • BEY CHING CHING • BEY PING PING • BISMONTE ALGER TALAGUIT • BLAISE MARK PEARCE • BOEK YIN HAR • BOEY CHING CHING • BORAC MARIECRIS ANDUYO • BRANSON ANDREW GERARD • BUSTAMAM BIN KOSHNI • CAI LINPAN • CAI XUEFEN • CAI YIXIAN • CAI ZHIHAO • CANEBA ALVIN ADUL • CARISSA MA LU MING • CAROLINE KOO SAW LUAN • CARRETAS AL VINCENT ESPRITU • CASTILLO FRANCIS HECTOR JIMENO • CHAI MIN SHIUNG • CHAI SIEW KOON • CHAI TZE CHONG • CHAI WAN MUI • CHAM LILY • CHAM WEE MENG • CHAMPA D/O RAM UTHUMAL • CHAN BEE LING • CHAN BENG SOON • CHAN BOON HUI • CHAN CHEE CHIAN CHUCK • CHAN CHEE GID • CHAN CHEE KONG • CHAN CHEE KONG • CHAN CHEE KWONG EDDY • CHAN CHEE WENG • CHAN CHENG HUI • CHAN CHEONG SHUEN • CHAN CHEW HWA • CHAN CHUA WEI • CHAN CHUN FEI • CHAN ENG HWEE • CHAN FOOK YIN • CHAN GUAN BOON • CHAN HAN SHEN, ALVIN • CHAN HAU MEI • CHAN HIN PHUNG • CHAN HON LEONG • CHAN HON WAI • CHAN HONG JOO • CHAN HUA KIAT • CHAN HWA SEONG • CHAN KA YAN • CHAN KAH LEONG, ERIC • CHAN KAM CHEONG • CHAN KAR FAI WILLIAM • CHAN KIN SENG • CHAN KOK CHOUN • CHAN KOK LEONG JOSEPH • CHAN KOON KAI THOMAS • CHAN KWEE CHUAN • CHAN KWOK CHEONG • CHAN LAI CHINE • CHAN LAI PHENG, JOANNE • CHAN LENG LENG • CHAN MEI KAM • CHAN MEI LENG • CHAN MEI YIN • CHAN MUN TUCK • CHAN OI LAI • CHAN PUI FUN FELICIA • CHAN SEONG NGAI ERIC • CHAN SEW CHENG • CHAN SING CHOW • CHAN SOCK HUANG • CHAN SONG CHUAN • CHAN SUAN HUAY • CHAN SZE MING • CHAN WAI SAMUEL • CHAN WING YEW • CHAN YEW CHOONG • CHAN YING YEN • CHAN YUK PUAI EDWIN • CHANDRASEKAR S/O PALANISAMY • CHANDRASEKARAN S/O KRISHNA MURTHI • CHANDRASEKHARAN KARTHA AJITH • CHANG ENG HOCK • CHANG GOH TUANG • CHANG HON FAI JOSEPH • CHANG HUI CHEN • CHANG HWEE PING • CHANG KIM YAM • CHANG KIN BOON • CHANG KOK LEONG • CHANG MOOK CHOONG • CHANG WEE ANN • CHANTEK BTE MOHD LIAS • CHARAN SINGH • CHARIS SIM SIAN HOON • CHARLES YAM MING YAUH • CHAW SOON YEOW • CHAY POH KHUM AUDREY • CHEAH CHEE KHOON • CHEAH SAU WAH • CHEAH SEK CHEONG • CHEAH WEI TECK • CHEAN AH KIONG • CHEANG PENG NAM • CHEANG SIEW LOON • CHEANG WAI KIONG • CHEE CHIEW BEE SHARON • CHEE CHIN TSAI • CHEE HUEY MIEN • CHEE KAM WOH • CHEE KOK CHIANG • CHEE KOON LONG • CHEE MEE ENG • CHELLIAH MURUGAMOORTHY • CHEN CHEK KIM • CHEN DIN CHONG • CHEN ENG HENG • CHEN GUANG HUA • CHEN JUN YAN • CHEN LIANG FANG • CHEN LING YAK • CHEN SHANSHAN • CHEN SHIHUI • CHEN SHIJIE • CHEN SHUWEI • CHEN SIEW KENG • CHEN SIYAN, BERNICE • CHEN WENQIN • CHEN ZHIHUI • CHEN ZHIXIONG • CHENG CHAO • CHENG CHEE SENG WILLIAM • CHENG CHIN POR, PAUL • CHENG CHIT SIONG • CHENG CHOU HWUANG ANTHONY • CHENG EE FEN • CHENG GIN HORNG • CHENG HENG YEW • CHENG KA PING • CHENG LAI CHING • CHENG LIM WENG • CHENG MUI LAN IRENE • CHENG MUI MUI EUNICE • CHENG SHIUH LIANG • CHENG SOEK WAI • CHENG SUNNY • CHENG WAI SUM • CHENG YEONG CHING • CHENG YONG MENG • CHENG YUEN FONG • CHEO JIELING JOLYN • CHEONG CHIN YEW • CHEONG KAH FOO • CHEONG KAM MENG • CHEONG KHOI MENG JOSEPH • CHEONG KIN CHUNG STEVEN • CHEONG MUN KIT • CHEONG MUN ONN • CHEONG NYEN FEE LARISSA • CHEONG PENG LAM • CHEONG POH YOKE • CHEONG POK SING • CHEONG PUI YEE JOANNE • CHEONG SHUN CHUNG • CHEONG SIEW SUI • CHEONG SUAT CHOO • CHEONG SUN TIEW • CHEONG WAH ONN, ADRIAN • CHEONG WAN YEW • CHEONG YEE KAM • CHEONG YEW SENG • CHEONG YIN YIN • CHEONG YOKE SHEN • CHEONG ZHIMING • CHEPARTHI NAGARAJU • CHEPURTHY VEERESH • CHER HOCK • CHER HWEE PENG • CHERYL TAN TWAN LYN • CHEW AH TEE • CHEW BAN SENG • CHEW BENG HUAT • CHEW BOON BWAN • CHEW CHOON CHEN • CHEW EK HOE • CHEW GHUE SIEONG • CHEW HEE MIEN • CHEW HENG HENG FLORENCE • CHEW KHENG LIAN • CHEW LEONG HO • CHEW SHIRLEY • CHEW SHU YI • CHEW SIANG TOK • CHEW SIO PENG • CHEW SOEN PING • CHEW SOON LEONG • CHEW TIONG CHENG • CHEW WEI LING, MARGARET • CHEW YU XIAN TERENCE • CHIA AIK YONG • CHIA BEE NAI • CHIA BENG TECK ALVIN • CHIA BOON KHENG BENSON • CHIA CHEE PENG • CHIA CHOON POH • CHIA CHUN WAH • CHIA GEK KIANG • CHIA HUNG MENG • CHIA KAH CHUAN MICHAEL • CHIA KIANG SIONG • CHIA MAY YOCK • CHIA MUI LING • CHIA SIEW YIN • CHIA SONG KHOON • CHIA SOO LEE PAULINE • CHIA SWEE FOOK • CHIA YEN JOO • CHIA ZHI KUN • CHIAM BOON HUI • CHIAM CHOON MENG • CHIAM HENG JEE • CHIAM SIE LING • CHIAM YEE LING • CHIAM ZHI WEI • CHIANG CHEE CHEONG • CHIANG CHEE PUN • CHIANG FEI LOONG, DESMOND • CHIANG KOK LEONG • CHIANG ME CHIAI • CHIANG POH HWA • CHIANG SEE HOCK • CHIN BENG CHOO • CHIN CHEE WAH • CHIN CHEE WOI • CHIN CHIA HAW • CHIN KUI LING • CHIN MENG FATT • CHIN SIEW LAI • CHIN SWEE SHEE • CHIN WAI KONG PAUL • CHIN WEI MIN • CHIN WUI TECK • CHIN YOUNG PONG • CHING SIEW HONG • CHING SWEE LENG STANLEY • CHINNATHAMBY KHALA • CHIOK PENG MENG • CHIONG PENG WAI • CHIONG YOK CHENG • CHNG ANGELINA • CH'NG CHAN ERN, JOSHUA • CHNG CHEE HIAN • CHNG ENG KEONG • CHNG HUI LI • CH'NG HUI LI • CHNG KING CHAI • CHNG PECK NANG • CHNG SOCK NGOH • CHNG SOK CHOON • CHNG TIAN TIAN • CHNG XIN RU SHANDY • CHNIOH LEE ENG • CHO GUAN WEE • CHOE YI YING • CHOI CHIK CHEONG • CHOI SIEW MUN • CHOMBE BTE KHAMIS • CHONG CHEE YANG •

CHONG CHEONG HENG • CHONG CHONG SIANG • CHONG JEOW KOON • CHONG JIA CHYI • CHONG KAH LEUNG, SOLOMON • CHONG KHENG JOKE • CHONG KOANG YIH • CHONG KWEE KONG • CHONG LIT YUNG • CHONG MING KEONG, JORDAN • CHONG NEONG KIEN • CHONG NYET KIW • CHONG PING LI • CHONG SAAN LEONG • CHONG SHAW FENG • CHONG SHAW RONG • CHONG SOO LEE KEN • CHONG SWEE BIAU • CHONG SWEE MING • CHONG TIAN CHIN • CHONG WAI KUAN • CHONG WAI WAH • CHONG WENG ONN • CHONG YA HUI, ADELINE • CHONG YI-KEE, JANICE • CHONG ZHONG YANG • CHOO CHAI FOONG • CHOO CHIH TUNG • CHOO ENG GEOK • CHOO HENG HOCK • CHOO HONG YOW • CHOO HUI CHENG • CHOO HUI KHIM FLORENCE • CHOO HUI MING • CHOO KIM HUI JONATHAN • CHOO KOK LIAN • CHOO KOK LOON GEVINE • CHOO KOK WAH • CHOO LEE NGOH • CHOO LIYUE, JULIET • CHOO SIEW YI • CHOO TZER CHING • CHOONG HUIQING, CANDICE • CHOR MIAW LING • CHOR YEW SENG • CHOU KA FAI MICHAEL • CHOW CHEE KHEONG • CHOW CHEI YEN • CHOW WAI FUNG • CHOW WEE KONG • CHOW YILIANG • CHOW YIN DIANE • CHOY LAI PING • CHRISTOPHER KANG POH LENG • CHU KA NAM • CHU LAI FONG • CHU WAH CHEUNG MICHAEL • CHUA AH LAN • CHUA BEE PENG • CHUA BOON NGOH • CHUA CHAI GEK, BETSY • CHUA CHAI KIN • CHUA CHEE MENG • CHUA CHENG GEOK • CHUA CHEW CHU • CHUA CHIN MIN • CHUA CHING HOCK • CHUA CHONG KHENG • CHUA CHONG MENG • CHUA CHOW CHON BENNY • CHUA CHYE GUAN • CHUA FUYONG • CHUA GEE TECK • CHUA GEOK THENG • CHUA GUAN FENG • CHUA HAN HUA • CHUA HARK TEE • CHUA HIANG PING • CHUA HUI RONG • CHUA HUI TIN • CHUA HUN MENG ERIC • CHUA HUN YONG • CHUA HWEI LING • CHUA HWI LING MAGDALENE • CHUA JIAHUI, TRICIA • CHUA JIN KUEN • CHUA KAI LING • CHUA KEE TECK • CHUA KHIM HONG FREDA CARMEN • CHUA KIAN TIONG • CHUA KIEN TIONG • CHUA LAY PENG • CHUA LEE CHING • CHUA LEE HONG • CHUA LEE SENG • CHUA LIN TIAM • CHUA LYE HENG • CHUA MEI YIN, SERENE • CHUA NGUEN CHUAR • CHUA ONN PHENG • CHUA POH HUAT • CHUA RONNIE • CHUA RUI XIAN • CHUA SAW SENG • CHUA SEOK KENG • CHUA SONG WAH • CHUA SOON MENG • CHUA SWEE FOON • CHUA TAT BEEN • CHUA TECK BENG • CHUA TECK CHEONG HENRY • CHUA TECK LEONG • CHUA TIAN HUAT • CHUA TONG SENG • CHUA WEI RONG • CHUA WEN BIN • CHUA YERK YEE • CHUA YI LI • CHUA YING CHYI • CHUA YITING • CHUAH HAN LEONG • CHUAI CHIP TIONG • CHUE KAR FATT, FRANCIS • CHUE SAN SAN • CHUNG KENG CHONG • CHUNG LAI HARN • CHUNG LAI PHENG • CHUNG SOW YAN ROLAND • CHUNG THAU HEN • CLEMENT TONG OON WEE • COLIN LIM • COLLADO ROMEO SALAZAR • CONSIGLIERE MARCUS HEDLY • CONSTANTIA GOH SEE KIAW • CRUZ ARTURO URBINO • D S SAKTHIVEL • DANIAL SAINI BIN AMAT • DANIEL QUEK GIM SAN • DAPHNE ZHENG MEIQIN • DARERCA FFION SIEW PEI PEI • DARWIN GARCIA EDANGAL • DASS JOSEPHINE • DAUD BIN AHAD • DAVID ANTHONY POWELL • DAVID JAAP • DAVID RUSLAN • DAVIS TANADI • DAYANG MAWAR MOHAMMAD • DE ROZARIO ESTHER JANE • DECLAN ANTHONY DOYLE • DEEPPAL SINGH DHILLON • DELA ROSA EMMANUEL SORIBEN • DENNIS CAPIRAL LASCOTA • DEVI D/O GOBINATHAN • DEVIN LUM KOK HWA • DEVINENI VEERENDRA NATH • DHANDAPANI PRITHIVIRAJAN • DHEERA CHATTERJI • DINESH S/O ACHRATLAL • DING WOON KEONG • DOBBALA RAMESH • DONG WEIHAO DERRICK • DR CHIN KIAN KEONG • DU DONGYANG • DU SHANG OIAN • DUHAMID BIN WASRI • DURRAH BINTE TAIB • DZULKIFLI BIN MOHAMED ALI • E SANTHI • EAN BIN HALID • EDDY RUZAIMAN BIN ZAINUL KHODRI • EE AI LAY • EE CHONG HAN • EE PO EAN • EE SIEW FONG • EGWIN LAW KWOK LOONG • EIO KIA WEE • ELFA ISMAIL • ELFI BIN TUSIRAN • ELIAS BIN MUSA • ELIZABETH GEORGE • ELLY DOMINIQUE LUO MEIFANG • ELLY TENANDO • ELMAR KOENTARJO • EMBANG EDGARDO JR PARDALES • EMILIA BINTE ABU BAKAR • EMMANUEL ALEX WONG KOK WEI • ENDOON BTE OMAR • ENDREA SAW HUI TING • ENG HWEE LENG • ENG JOO LENG • ENG KWONG CHEE RICHARD • ENG LI KHENG • ENG MEI LEE • ENG SEAH KHIANG • ENG SOON THIAM • ENG YOO LENG • ENG YUIN • ER CHANG YUH • ER KONG NAN • ER SUNG CHOON • ER SWEE MENG • ER SWEE NGUAN • ER WEILIE, KENNY • ERH KIM TIANG • ERIC HON MEU LIP • ERIC JAMES HAMILTON • ERIC NOVIHARTO BUDHARDJA • ERIC ONG PENG KIONG • ERMA KESUMAWATI ADAM • ESCANIELA JAMES PARAGAS • ESMAIL BIN MOHD NASIR • ESPENIDA JOSEPHINE GUTIERREZ • ESTHER RANI WILLIAM • EU AI MING • EVELYN HOUNG • FADZEL MIA BIN MOHAMED MIA • FAHMI BIN ISMAIL • FAHMIMAH BINTE SALLEH • FAISAL BIN MOHAMMAD • FAIZAH BINTE KASIM • FALISA BTE MOHAMED KASSIM • FAN AH CHUEN • FANG HAN XIN • FARA ZEAN BINTE SUATI • FARHAN BIN MOHAMED TAMIM • FARIDA BTE OTHMAN • FARIDA D/O HANIFFA • FARIDAH BEE BTE CHANBASHA • FARIDAH BEEVI BINTE ABDULLAH • FARIDAH BINTE ABDUL FATAH • FARIDAH BINTE GULAM WAIS • FARIDAH BINTE ISMAIL • FARIDAH BINTE SALIM • FARIDAH BTE SALLEH • FARIZAN BINTE KASIM • FATIMAH BINTE MOHAMED JADI • FATIMAH BTE OSMAN • FAUZI BIN MAIDIN • FAUZIAH BTE OMAR • FEBRINA ARYANI • FENNY DARMAWAN PURNOMO • FERGUSON JOHN • FERRER ARLEEN VENZON • FERRY CIALIS • FIONNA WILLIE • FLEURY JASON JUDE • FONG HOCK MUN • FONG KOK WENG • FONG KOK YEE • FONG MENG CHOO • FONG MUN KENG • FONG MUN YEE • FONG WEE LING PATRICIA • FOO CHEE CHIN • FOO CHIN HO • FOO JONG AI • FOO JONG WEE • FOO KIM PENG • FOO MEI FONG • FOO MUI LIN, EVELYN • FOO PEOW SHENG • FOO SAY YAW • FOO SEE JON • FOO SHAN SHAN • FOO SHU KAI • FOO SIANG HUAT • FOO TEK SHYONG • FOO TOON YONG • FOO YUNG THYE HENRY • FOONG KOK WAI • FOZIAH BINTE MUSA • FRANCIS SUMADHI • FREDDY NG WEI SIANG • FREDERICK WONG • FRISCA CHEWANDI NJOTO • FU WING KAY, LYDIA • FUN WUI SIUNG • FUNG CHOONG SYN FELIX • FWAH AI TIN • GAJENDRA S/O SUNDARARAJOO • GAN CHAN CHUIN • GAN ENG KEONG • GAN HOCK HUA • GAN HOCK SING • GAN HUI BENG • GAN KOK WEE • GAN KONG CHEONG • GAN TECK JOO • GAN WEI AUN • GANESAN MANGAYARKARASI • GANESAN S/O SUBRAMANIAM • GANESH S/O D R BALAKRISHNAN • GANESH S/O GOVINDASAMY • GANESH S/O KARUPPAN • GANESHAN THEVEINDRAN • GANG KAH KENG • GAO SHU • GAO WEI • GE CHENGLI • GEETHAPRIYAA • GENEVE TAN LIN YUH • GERALD LOUIS • GERALD PATHY • GHOR HWEE SEE, PAULINE • GIAN ZIJIE, EDDIE • GILBERT MAGDAY DE LOS SANTOS • GLEN COPSEY • GO NGEN BOON • GOH AH HOON • GOH BEE CHOO • GOH BEE LIANG JENNY • GOH BOON LENG • GOH CHAI HONG • GOH CHEE HOW • GOH CHEE LING • GOH CHEN CHEN JANET • GOH CHENG CHYE • GOH CHENG LAI • GOH CHENG YEN CHELSEY • GOH CHONG SUAN • GOH CHONG YONG • GOH CHUN KEONG KELVIN • GOH ENG HWEE • GOH ENG JOO • GOH GIN HOWE • GOH HAN LEONG • GOH HUEY YING SALLY • GOH HUI BOON • GOH HUI HIANG • GOH JOO HENG • GOH KAH GEK • GOH KAH HENG • GOH KAY LIAN, KAREN • GOH KENG SWEE SAMUEL • GOH KHENG LEONG • GOH KIAN HUAT • GOH KIAN HUAT • GOH KIM HUAY, ALETHEA • GOH KIM HWA • GOH KIM PIN • GOH KOK ENG • GOH KOK HIN • GOH KOK HUN • GOH KOK HWA • GOH KUNG GYEE • GOH KWEE HUI • GOH LEE MING • GOH LIAN WEE • GOH LIN HOE • GOH MAY CHEE, CINDY • GOH MUI LUANG • GOH NGUAN TIAN • GOH PEI LING • GOH PING HWEE • GOH POH HONG ALICE • GOH PUAY SAN • GOH PUEH SUAN • GOH SEOW JEK • GOH SEOW YAP • GOH SEW KEE • GOH SHOU XIAN • GOH SIEW TEE • GOH SIOK LUAN • GOH SOK ENG • GOH SWEE HEONG • GOH SWEE YEE • GOH TZE KHNG • GOH WAN THOH • GOH WEI CHUAN • GOH WENLIANG VINCENT • GOH XI HUI STEPHANIE • GOH YAK HONG JIMMY • GOH YAM SONG • GOH YOCK KIN • GOH YOCK WEN • GOH ZI XIN • GOH-CHIN SOO KEOW • GOPALA KRISHNAN S/O KUPPUSAMY • GOPALASAMY RAVIKUMAR • GOVINDARAJOO YUVARAJ • GUAM JU HAO, JOSHUA • GUAN PEISHAN SHARON • GUAN SAU KWIN • GUO DONGBIN • GUO ZEQIN • GUO ZHAO ZHE • GURMEIT KAUR • GURURAJA SUBBARAO • GUZMAN CARL PILUDEN • GWEE JEROME • GWEE MAY PING SUSAN • GWEE SHWU LIE • GWEE TAT MENG • GWEY SOON SENG • HA TUCK KEAT • HABIB RAJA MOHAMED NAGOOR PITCHAI • HADI WIJAYA • HADIZAM ARIS BIN HAGON • HAIRANI BTE SIDEK • HAIRUL NIZAM BIN RAMLE • HAIRULNIZAM BIN KADER • HAJA MOHIDEEN BIN MOHAYATHEEN GHANEY • HAJATI BTE SIDEK • HAJI ABDUL RAZIK BIN MOHD YUNOS • HAJJAH YURLINA BINTI YUSUF • HALIM BIN SLAMAT • HALIMAH BTE MOHD ALI • HAMDI RIZAL BIN RAJA MOHAMED MURSID • HAMIDAH BINTE HASSAN • HAN CHONG TENG FRANCIS • HAN DINGCHOU ALLAN • HAN GEOK LING ELYNN • HAN HANG KWANG • HAN JING • HAN PANG JUAN • HAN TWEE HENG • HAN YUNG FUNG • HANA NASUHA BINTE AHMAD • HANIS SYAFINAZ BINTE SULAIMAN • HAPET BIN SARMIN • HARIEZAM ARIS BIN HARON • HARITS BIN ABDUL LATIFF • HARON BIN MENAME • HARRISON EDWARD MICHAEL • HARTINI BTE KAMIS • HARUN HALIM • HARYADI BIN AYOB • HASANAH BINTE AHMAD • HASIA BTE MOHAMAD • HASLINDA BTE ABDUL RAHMAN • HASNAH BINTE ALI • HASZREN HASSAN • HAU LAU PENG • HAWA BINTI OMAN • HAYATI BINTE AHMAD • HAYATI BINTE OMAR • HAYATI BTE ABDULLAH • HAYATI BTE YUSOFF • HE YANHUI • HEAH HWEE HOONG MARY • HEE KOK HOCK • HEE-KOH YANG LIN JANE • HEIRYATI BINTE KORDI • HELEN GOH • HELEN LIM KWEE KEE • HELEN ROBERT • HELINA BTE JUHARI • HENDI TAN TAO HENG • HENG BAK SIONG • HENG CHIANG HAI • HENG GIM MENG • HENG JIANG LI • HENG KAI KOON • HENG KIAN PING • HENG KIM HUAT, EDWIN • HENG KOK LIANG • HENG MENG CHOON • HENG MEOW CHENG • HENG SWEE MENG • HENG WEE LOON • HENG WEI JING • HENG YAN LAN • HENRY TAM CHUAN YAP • HERDAWATI BINTE ABU BAKAR • HERLEYA BINTE BASAR • HERMANJIT SINGH S/O SARJIT SINGH • HERNOWO • HERWAN BIN MOHAMAD SALLEH • HETTY ROHAIDZAH BINTE ABDUL KARIM • HEW FEI MING • HIDAYAT BIN ABDUL TALIB • HIRWANI BTE ABDUL HAMID • HISAM BIN HASIM • HNIN EI PHYU • HO AH TEE • HO AH WAH • HO ANN CHING • HO BENG KUAN • HO BOON CHOO • HO CHAI YAN • HO CHEE BENG • HO CHEE HENG • HO CHEE WENG • HO CHER-ROH • HO CHERUB • HO CHIN LING • HO CHIN NING • HO CHWEE PENG • HO HOCK CHOON MALVIN • HO HONG GUAN • HO HUAT SENG • HO JIA SHIOUW • HO KAI WENG • HO KEE SANG • HO KHIM THIAM • HO KIM HUEY • HO KIM KIAT JAMES • HO KOH MUN • HO KOK KHUN • HO KUM FATT • HO KWAN YEEN • HO LEE FONG • HO LEE MIN • HO LEE MIN • HO LEK HOON • HO LI YAH • HO LIAN



CHAN • HO LOONG CHAN • HO LOONG HING • HO MARVIN • HO MAY LIN IVY • HO MENG CHIEW • HO MUI YOONG • HO POH LING • HO PUI JEE • HO PUI LENG • HO PUI MING • HO QI TING • HO SENG TIM • HO SENG YIP • HO SEOW YAN • HO SHEN YEONG • HO SHI MIN • HO SHI YING • HO SHU TAI ALAN • HO SHUEN SHIN • HO SOON WING • HO SUET HONG • HO SZE HONG • HO TAI CHEE • HO TECK CHOON • HO THYE SING • HO TUCK KAI • HO TZE HUI SHARON • HO WAI KEONG, JEFFREY • HO XUANYOU, GABRIELA • HO YEW LEONG, BENJAMIN • HO YEW THONG • HO YEW WAH • HO ZI JIAN • HOE KOON SENG • HOE SOOK FUN • HOE YONG KENG • HONG ENG THYE • HONG JIANHUI • HONG KIAN HUAT • HONG KIM HONG • HONG PEK FOONG • HONG SWEE OON JONES • HONG TAI TOONG • HONG YUELING, ALISON • HOOI WAI YEAN • HOON TAH YUAN • HOON WAN WEN, CANDRA • HOR KWAI YEOW • HOW ING IN REBECCA • HOW KIAM HONG • HOW MAY LAN • HOY CHOONG MENG • HSING HSIAO LAN • HU YAN • HUANG DONGYU • HUANG EAN SEONG • HUANG JIAHUI, CAROLINE • HUANG JUN • HUANG QIJIE • HUANG RONGFENG • HUANG SHAO FEI • HUANG ZHANFEI • HUI CHEE YEW • HUM WEE LONG • HUNG POH GEK • HUO WEIMIN ALWYN • HUSAIN KHANALI RATLAMWALA • HUSIN BIN KODERI • HUSSAIN BIN SARWI • HUSSIN BIN MOHD LAZIM • HWANG CHU SHENG • HWONG PENG SUNG VICTOR • JANSHAH BIN MD ISA • IBRAHIM BIN MALIK • IDA ERYANI BINTE ABDUL RAHMAN • IDA SHARAA BTE SAMSUDIN • I'DA SUKARSEH BINTE MAHAMUD • ILIANA BINTE SATLEE • INA NG LI PIN • INTAN ZAHIRINAH BTE ZAINALABIDIN • IP CHAK HUNG ANDY • IRENE CHEAH CHENG QUEE • IRENE TEH SOO BEE • ISA BIN KAMARI • ISKANDAR BIN HUSSAIN • ISKANDAR BIN KHAIRULDIN • ISKANDAR BIN SARTHY • ISMAIL BIN HASSAN • ISMAIL BIN KUSHEN • ISWARDY BIN ISHKANDAR SHAH • ITHNIN BIN MAHAT • JABAMANI ELIZABETH • JACKIE CHOO YONG YAU • JACKQUILINE CARMALETIA LOKE • JAFFAR BIN MOHD NOOR • JAGTAP MANISH TRIMBAKRAO • JAIME PACLIPAN INOCANDO • JALANI BIN SALAM • JALEHA BINTE MOHAMAD HANIFFA • JALIL BIN OMAR • JAMALIAH BTE MOHD YUNOS • JAMALIAH D/O CHINTHAMATHAR • JAMALIYAH BTE ARIF • JAMALLUDDIN BIN ALIAS • JAMALUDEEN BIN SHEIK NOORDIN • JAMALUDIN BIN OTHMAN • JAMES FINLAYSON MURRAY JACKSON • JAMILAH BTE JOHARI • JAMUNA D/O PARMASIVAM • JANAKY D/O JAGAJANUNTHAM • JAREENAH BEE BINTE MOHAMMED SALLEH • JARIAH BTE ALAF DIN • JASPER LIM POH KHENG • JASPER PHUA WOON SENG • JAY TEH GUI YUAN • JAYASRI RAGHUNATHAN • JAYATHI D/O SANEE • JEE MENG TU • JEETO KAUR • JEFFREY JOHN DE SILVA • JEFFREY YONG KHIN KUOK • JEFRI BIN MISWARI • JEHAN BINTE RAMLI • JEINTHI D/O SIVANANTHAM • JELITA BINTE MOHAMED ARIFFIN • JEMIAZLAN SHAH BIN MAHAT • JENNY NG SOH GUAT • JENNY ONG PEI PEI • JENNY TAN • JEOW MEI FUN KARINE • JEREMY CHUNG WEIJIE • JEREMY YAP • JEREMY YURI SIA CHEONG NGAN • JIA RU • JIMMY ONG JENG FENG • JIN YI QIONG • JOAN LIM MENG JOON • JOCELYN YAP JOCK SZE • JOEHARY WAHID BIN RAMLAN • JOEL LIM SHENG JIE • JOELLE KAN LAI YEE • JOHAN BIN KADARI • JOHAR BIN PATIMIN • JOHARI BIN OSMAN • JOHN WADHAM • JONG YIAN CHING • JOSEPH FATIMAH • JOSEPH JOHN • JOSEPH PHILIP • JOSHUA CHIA YEONG JIA • JOYCE HO CHEE HOI • JOYCE LEE JIA XIN • JOYCE SEAH SHIAU HWEI • JUAY MENG POH • JUDY DE GUZMAN CABUTOTAN • JUHAIRIAH BINTE HAIRI • JULAYHA BTE WORNOH • JULIANA BINTE SUMARYO • JULIANA BTE MOHAMED ISMAIL • JULIE TAN • JULIUS BONO HILARIO • JULIYANTI BINTE JUMMAAT • JUMIAH BINTE DAIMAN • JUNAIDA BINTE SAPARI • JUNAIDAH BINTE ABD JALIL • JUNAIDAH BINTE IBRAHIM • JUNAIDAH BINTE MOHAMED YUNUS • JUNAIDAH BTE AHMAT BOHARI • JURAIDAH BINTE WAHID • JURIAH BTE AHMAD • JURIANAH BTE JAMIL • JUSTIN HOW YEE KION • JUWITA BINTE JUMAAT • K. NADARAJAN • KAHIAH BINTE ANI • KAILANI BIN SAID • KALARIKANDY SHREYAS • KALIDASAN MUTHUSELVAM • KALIYAPERUMAL KAMALAKKANNAN • KAM CHOON LAY • KAM RHU WEI • KAMALLUDIN BIN IDRIS • KAMARUDIN BIN AHMAD • KAMARUDIN BIN SAPARI • KAMIL BIN MASHOED • KAN IRENE • KANAGA LAXSHIMI D/O RAMASAMY THANGAVE • KANDASWAMY KUMAR • KANG CHEE KEONG • KANG HAI NGUAN • KANG KHENG WEE • KANG KHOON THOR • KANG KIA HENG • KANG MENG LIAT • KANG SOK CHUA • KANG SOON YONG • KANG TAI HUNG • KANG TIANG HWEI DANNY • KANG YUEN SIN • KANNAN S/O KRISHNASAMY • KANNAN S/O P KESAVAN • KANWALJIT KAUR CHYLE D/O G. SINGH • KAREN CHUA MUI HOON • KAREN TAN LYE TENG • KAREN WILKINSON • KAREN WONG WAI LENG • KARPAGAM D/O VEERAMALAI • KARPAGAVALLI D/O KARUPPIAH • KARTINI BINTE MOHD ALI • KARUPPUSAMY SUNDARAVADIVELU • KATHLEEN JOYCE SCULLY • KAY TECK KIN • KEE CHEE HIONG • KEE JIU HWAI ROY • KEK SIEW HUA • KEK TENG LIP • KELVIN TAN TZEYANG • KELWANT SINGH • KENG BEN HOE • KEOW YUEUNG WEI • KER SIEW ENG • KERK CHEE SIONG • KERK ENG HUAT • KESANI DURGA PRASAD • KEVIN ORMEO GUILLEM • KEW GUOZHI • KEW HUIJING • KEW SEOW JUN • KHAIRON BINTE MOHAMED SALLEH • KHALIKUZZAMAN S/O ABDUL WAHAB • KHAW YANG JUAT • KHENG HWEE YAN • KHEW U-TET, ALFRED • KHIEW LIP BOON • KHINE WAH SOE • KHO CHEONG KIAT • KHO THIAM SOON • KHOE BENG SANG BENSON • KHOH TIO CHING • KHONG HUI MIAN • KHONG KHENG HONG • KHONG LYE PENG • KHONG SIAK LOONG • KHONG SIEW PUN, WINSTON • KHONG TUCK MENG • KHOO CHOON KIAT • KHOO CHU WEI • KHOO HIN KOK • KHOO HUI WEN JANICE • KHOO LI LING • KHOO LOCK CHYE • KHOO PEK NE • KHOO SAN YOON YVONNE • KHOO SHEE KANG • KHOO WEE NGENG • KHOO YEN LING • KHOR HWEE LEING • KIM CHANG YI • KINSKI KOMANECI HALIM • KNG TAT SENG • KO CHEE MIN JIMMY • KOAH YEW CHUAN • KOE ING LING • KOH AI LIN • KOH AI LING • KOH BEE CHEE, VERON • KOH BEE YEONG • KOH BOCK GUAN • KOH BOON HENG COLIN • KOH BOON HUA ROY • KOH BUAY TIANG • KOH CHANG KHEM • KOH CHENG WATT • KOH CHENG WEI • KOH CHIN KEONG • KOH CHIN SENG • KOH FEI SHU DOREEN • KOH GUAN CHYE • KOH GUAT DAY • KOH GUEK NGOH SUSAN • KOH HUI TING • KOH JONG MENG • KOH JOO AI ANNA • KOH KAI MENG • KOH KIAN MING JOHN • KOH KIM LEE VICTOR • KOH KOK THYE • KOH LAY HUI • KOH LAY KHENG • KOH LEI JIN, VINCENT • KOH LI CHENG • KOH LI HWA • KOH LI LI • KOH LIAN HEOK • KOH LIP YUNG • KOH MIU HUONG • KOH MUI CHONG ALBERT • KOH POH CHOON • KOH PUAY PING • KOH SAN HOONG • KOH SER OON • KOH SIEW HONG • KOH SIEW HOON • KOH SIEW HUANG • KOH SIEW SEE • KOH SOK HOON • KOH SUI SAN, SAMANTHA • KOH TEE TONG • KOH WEE PHENG • KOH WEE PING • KOH YONG MING • KOK CHONG ANI • KOK KAM SUN • KOK LI CHING • KOK PHUI YING • KOK YEN HUI • KONG HAI YUH • KONG JIAN YUAN • KONG SIEW PIN • KONG TIAN LING JAIME • KONG YEW MUN • KOO GEK POH • KOO I-WEI • KOO JYH KWANG • KOO SIEW NGUAN • KOO TOH CHUAN • KOO TUCK SENG • KOO YEW FAI • KOOH YEE TZE • KOR JOHNLIM • KOW HUI WAH • KOW HWEE MEI • KRISHNAKUMARI ALAGARSAMY • KRISHNAMOORTHY VIJAYASRI • KRISHNAMURTHI MOHANADAS • KRISHNAN S/O M RAMASAMY • KRISHNAVANI D/O KRISHNAN • KRUMMERT KATHERINE ANN • KUA XIONG HUI, ALFRED • KUAH KIM WAH • KUAH SIEW LUANG • KUAY JUN YI • KUEK CHIN MENG • KULAINDRAN ARIARATNAM • KULASERGARAN S/O SINNATHAMBY KATHIRGA • KULENTHYVELU UDAYAR SELVAKUMAR • KUM CHEE CHYI • KUM CHI LENG • KUMARASAMY JEYATHARAN • KUNIYIL BASHEER MUHAMMED RAFI • KWA CHEOW YAN • KWA GUAN SIN • KWA KIM SOON • KWAN CHEEN CHOO • KWAN CHOON WAH • KWAN HENG LENG • KWAN MEI FONG • KWAN WEI CHYE • KWANG SAI WENG • KWANG SING CHYE WILLIAM • KWEH JUI KHOON • KWEK AI LING • KWEK KWEE HUA • KWEK LEE TIANG • KWEK SOH HOON • KWEK SOON PHENG KELVIN • KWOK CHIOU ING EMILY • L. CHRISTIE • LABRADOR ROEL MELLA • LAI CHEE LEONG • LAI CHEW CHING, JOYCE • LAI MOH SIM • LAI PATSY • LAI SOH HOE • LAI WEE KEONG • LAI WENG KONG, ALVIN • LAILA BTE SALLEH • LAM JIMMY • LAM KAH SUN • LAM LEE CHOY • LAM MENG TECK RICHARD • LAM POH WAH • LAM SIAK KUAN • LAM SOO FOONG MAGGIE • LAM THYE CHIN • LAM TIAM YUEN • LAM WAI HENG • LAM YONG LING LESTER • LAMBERTO II TAN RELLEGUE • LAM-TEO SUAN KHEM • LANG JIE • LAU CHIEW WAH • LAU CHIN MING • LAU CHUN MENG • LAU FOON YONG • LAU HUA TIN, JANET • LAU HWA CHEONG • LAU JING XI • LAU KWONG TAT, ERIC • LAU LAI SAN • LAU LEI MEENG • LAU MEE KEOW • LAU MEOW HOON • LAU MOH KWAN • LAU MUI HENG • LAU SIEW LAN • LAU SOON POH • LAU WEE BOON, KEVIN • LAU WHEE LING, MICHELLE • LAU YUEN FAN • LAW AH TEE • LAW KIAN YONG • LAW KENG HUI • LAW TIAM POH • LAW WAI HUNG • LAW YONG FAI • LE THI THUY HANG • LECK JIN CHWEE • LEE AH KAM FLORENCE • LEE BEE ENG • LEE BENG HOOI • LEE BETTY • LEE BOON PAH • LEE BRENDA • LEE BUAY CHIANG • LEE CHAO FUNG • LEE CHAY KOON • LEE CHEE HIUNG • LEE CHEE HUNG • LEE CHEE WAH • LEE CHEK CHOO • LEE CHENG CHUEN • LEE CHEOK FAI • LEE CHEOW KUEN • LEE CHER YONG • LEE CHI LIH GERARD • LEE CHIAN HENG • LEE CHIEW KAM • LEE CHIK MENG • LEE CHIN ANN • LEE CHIN CHONG • LEE CHIN LEONG • LEE CHIN WAI • LEE CHING HOW • LEE CHING WEI • LEE CHOR TECK • LEE CHUI YOKE • LEE CHWEE KUAN • LEE CHYE MENG, BENNY • LEE CONWENN CECILIA • LEE ENG JOO • LEE ENG LOK • LEE FOOK LIONG • LEE FUE HWAN • LEE FURN LI • LEE GEOK SAN • LEE GUAN HENG • LEE GUAT MUI • LEE GWO MEY • LEE HAN POH • LEE HENG KAH • LEE HENG LIN • LEE HOCK EAM • LEE HOCK LAI ANTHONY • LEE HOCK SENG • LEE HONG ENG • LEE HOON HWEE STEVEN • LEE HUI CHING • LEE HUI KHIM • LEE HWEE GEK • LEE JIAK SUAN • LEE JIAN XIONG • LEE JIN HWUI • LEE JOON KIAT • LEE KAH WEI • LEE KAM CHUNG • LEE KAM LEONG • LEE KAR SEONG, WILSONS • LEE KAR WEI • LEE KEE LEONG • LEE KHENG HOE • LEE KHIM CHYE • LEE KIANG CHAK • LEE KIM HAI • LEE KIM LENG JOSEPH • LEE KIM MENG • LEE KIM SAR • LEE KIM TECK • LEE KOK LIANG • LEE KOK WAH STEPHEN CHARLES • LEE KWEE KHONG • LEE LAY CHOO • LEE LAY HUA • LEE LEE CHENG • LEE LIAT HONG • LEE LING CHUNG • LEE LIP SWAN • LEE LUEN SHEE • LEE LYE FONG KATHRYN • LEE MEI CHING • LEE MEI HUI • LEE MEI LING • LEE MEI SHAN • LEE MEI THIM • LEE MENG HENG • LEE MEOW TIANG SERENE • LEE MIN KWANG • LEE NGEE HOCK • LEE OI KWAN • LEE PEK LIAN • LEE PHAIK LAN • LEE PHAY LEE • LEE PHECK GEK • LEE PING SING, ERIC • LEE POH POH • LEE POH POH • LEE POO KHIANG EDWIN • LEE PUI SHAN • LEE RUILIN • LEE SAU HOON • LEE SENG ENG • LEE SENG HANG • LEE SENG KEAT • LEE SEOK PHAN • LEE SEONG HUAT • LEE SHANG PANG • LEE SHU WEY • LEE SIEW GNEE • LEE SIEW HOON • LEE SIEW LING FLORENCE • LEE SIEW TIN • LEE SIONG KOON • LEE SIU CHIONG • LEE SOK CHEN, LUCY • LEE SONG JOO • LEE SOO LIANG • LEE SOO SENG • LEE SOO SHIANG • LEE SOON HUANG • LEE SOON LIAN FRANCIS • LEE SUAN CHENG • LEE SUSAN • LEE SWEE KWANG • LEE SWEE PENG • LEE TECK WEE DOMINIQUE • LEE TEE YANG • LEE TEOW HEE • LEE THEAN CHEN • LEE THONG

PERNG • LEE TIP CHOY • LEE TONG FATT • LEE TZE YANG • LEE TZE YEE • LEE WAN HER • LEE WAN QI, GERALDINE • LEE WEE CHAY • LEE WEE LENG • LEE WEI LING, GERALDINE • LEE WENG HONG • LEE WING HAY • LEE YAH FANG • LEE YEE WEN • LEE YEW FONG • LEE YIEW KIEN • LEE YIN MUN • LEE YIN ONN, STEWART • LEE YOKE LENG • LEE YONG YEAN • LEE YUANZHANG, IVAN • LEE-LIAN GEOK SIM • LEK CHUN CHEUN • LEM KIAH CHEN • LENG JYH YING • LENG SOON PAK • LENNY SURIANIE BINTE SAFFIE • LEO AH EE • LEONG CHEE FATT • LEONG CHEE KIN • LEONG CHEE SIONG • LEONG CHEE WAI • LEONG CHEE YOKE, JANET • LEONG CHENG YEE • LEONG CHIN TOON • LEONG CHING YEE • LEONG CHOONG YIOK • LEONG FOOK WAH • LEONG HAN SENG • LEONG HON WAH • LEONG KOK HOONG • LEONG KOON FOONG • LEONG KUAN YU • LEONG KUM HONG • LEONG KWOK CHEONG • LEONG KWOK WENG • LEONG LAI YEE • LEONG MAY FOONG • LEONG MEI YEE, WENDY • LEONG MUN KIT DENNIS • LEONG SEK HAN PAUL • LEONG SENG FATT • LEONG SHEAN YUI PETER • LEONG TEE PHUANG DESMOND • LEONG WAI LING JANE • LEONG WEI MING • LEONG WENG CHEOU • LEONG WENG KAY BENJAMIN • LEONG WENG KWAI • LEONG WING SOON • LEONG YEN MING • LEONG YIM WAH • LEONG YIN FONG • LEONG YOKE CHENG • LEONG YUEN YEW • LEOW BOK WEE • LEOW HEE YUAN • LEOW HWEE PENG • LEOW MOI KAY • LEOW YEW CHIN • LEOW YONG JYE • LEOW YOON TONG • LEOW YOONG NEN DERRICK • LEPAJI MOHAMED YASEEN HABIB HASSAN • LETCHMI • LETCHMI D/O MARIMUTHU • LEUNG FAT YUEN, SAMMY • LEW CHEE KONG • LEW KIM LENG • LEW SIEW HONG • LEW SOW GI • LEW SWEE HENG • LEW YII DER • LI AILING JASMINE • LI KELUN • LI KUN • LI LI • LI MAN • LI MING • LI QIU FANG • LI WEIWEI • LI YITONG • LI YUNYI • LI ZHAO GUO • LIA PENG SIONG • LIANG HUIKAI • LIANG SZE LEONG • LIANG TACK KING • LIAW HWEE KIAT • LIESDA BINTE KAANI • LIEW HUAY PING • LIEW KENG MING LAWRENCE • LIEW SEW NGIM • LIEW SIAU WEI • LIEW SUET FONG • LIEW WAI MENG FARID • LIEW YU LING IRENE • LILIAN TAN AI LING • LIM AH CHENG • LIM AH CHWEE • LIM AH ENG PATRICK • LIM AH HOOK, PETER • LIM AI LAY • LIM AI LIAN • LIM AI LING • LIM AI PENG • LIM AIK KIAT • LIM BEE ENG • LIM BEE KEOW • LIM BI ZHI JESSIE • LIM BOCK HO • LIM BOCK LAN • LIM BOK NGAM • LIM BOON HOH BENEDICT • LIM BOON LAI, ANDREW • LIM BOON LI AGNES • LIM BUK GUAN ROGER • LIM CHAI KWEE • LIM CHAI LING • LIM CHANG WOEL • LIM CHEE BOON • LIM CHEE HOE • LIM CHEE HONG • LIM CHEE HOONG • LIM CHEE SIONG • LIM CHEE WEI • LIM CHEK HONG • LIM CHENG HENG • LIM CHER HWA • LIM CHEW HUA • LIM CHI ENG • LIM CHIA CHUAN • LIM CHIN HENG • LIM CHIN KEE • LIM CHIN TIAN • LIM CHING LIANG • LIM CHIOW LENG WINSTON • LIM CHNG WUI • LIM CHONG ENG • LIM CHONG HIANG • LIM CHONG HWEI • LIM CHONG TEIK • LIM CHOON HUANG • LIM CHOON NGUAN • LIM CHUAN KWEE • LIM CHUNG TENG • LIM CHYE HOCK TERENCE • LIM CHYI DAR • LIM DAH KWAN • LIM DAW MAY • LIM EE LEE • LIM ENG LAI • LIM E-SIN, JANICIA • LIM GEOK CHOO • LIM GEOK HONG • LIM GEOK KIAN • LIM GEOK SAN • LIM GEOK TIN AGNES • LIM GIM HUA • LIM GIM HUAT, JEFFREY • LIM GUAN CHOO • LIM GUAT KOON • LIM GUET LEE • LIM HAN YI JONATHAN • LIM HENG NIAN • LIM HENG TOH • LIM HOCK HUAT, PAUL • LIM HOCK SIEW • LIM HON CHOON CLAYTON • LIM HOON HOON ANNIE • LIM HOON LAN • LIM HUA BEE • LIM HUEY FANG • LIM HUEY HANG • LIM HUI IN • LIM HUI JUAN • LIM HUI SIEN • LIM HWEE HENG • LIM HWEE KHENG • LIM HWEE MIN • LIM JEW JING • LIM JIA YI • LIM JIARONG SHERMAN • LIM JIN SENG MICHAEL • LIM JOO YAK • LIM KAI • LIM KEE HONG • LIM KENG MENG • LIM KENG SIANG • LIM KIA KEE • LIM KIAN HUAT • LIM KIAN HUAT • LIM KIAN PENG • LIM KIAN SENG ROY • LIM KIEN TENG • LIM KIM KWANG • LIM KIM POH • LIM KIP JIAH • LIM KIP SWEE • LIM KWANG HWEE • LIM KWANG SIAH RAYMUND • LIM KWEE CHEW • LIM KWEE SENG • LIM LAI HUAT • LIM LAI KAM KOY, MICHAEL • LIM LAY CHOO • LIM LAY HOON • LIM LE LING • LIM LEAN WAN CHARLIE • LIM LEE FENG • LIM LEE HUANG • LIM LEE KIM • LIM LEE KIM PAULINE • LIM LEE PING • LIM LEE YEA • LIM LEK SHENG • LIM LI LI PING • LIM LI PING • LIM LI TING • LIM LI WEN ESTHER • LIM LI YING ROSALIND • LIM LIAN HOCK • LIM LIAN TIONG • LIM LIANG CHUAN • LIM LIK HUAK • LIM LING LING • LIM LOO YEN • LIM LOOT YIN, JERLIYN • LIM LYE HOCK • LIM MAY HSIA JORDAN • LIM MENG CHOO, JULIET • LIM MING CHAI • LIM MING CHANG • LIM NGAN SENG • LIM NUEN THYE • LIM OEI LENG • LIM PECK LENG • LIM PEI LING • LIM PEI LING, PEARLENE • LIM PEI WEN • LIM PENG HWA • LIM PHENG LAY • LIM PI FEEI • LIM POEY HUANG • LIM POH ENG • LIM POH LIAN • LIM POH SENG • LIM POH SIEW • LIM POO YAM • LIM POOI KEE • LIM QWEN LING • LIM RUNG PENG • LIM SAU JUIN • LIM SEE YEN • LIM SENG LAN • LIM SENG THYE VINCENT • LIM SENG YEOW • LIM SEOK TING • LIM SEOW CHIN • LIM SHI JIE • LIM SHIN LIK • LIM SIEW CHENG • LIM SIEW LAY HANNAH • LIM SIEW LIAN • LIM SIEW YANG MADELINE • LIM SIN BOK • LIM SING LOONG • LIM SIONG BOH DANIEL • LIM SOCK CHENG • LIM SOCK KIM • LIM SOO ANN • LIM SOO MENG, JONATHAN • LIM SOON PENG • LIM SUAT HOON • LIM SUAT KHENG • LIM SUN KIAT • LIM SWEE CHOO • LIM SWEE HENG • LIM SWEE KAY FREDERICK • LIM TAO HENG • LIM TECK PENG • LIM TIAK HEE • LIM TIAN HONG • LIM TUCK FANG • LIM TUNG MING VINCENT • LIM TZE BENG • LIM WAI ERH WILSON • LIM WEE BENG • LIM WEE HOON • LIM WEE LIANG • LIM WEE SEN • LIM WEE TIONG • LIM WEI LIANG, ALVIN • LIM WEI LING • LIM WEI XIONG PARRY • LIM WENFANG • LIM WING WHYE • LIM YAN LING • LIM YAN CHOO • LIM YEOW HOO • LIM YEW CHAN • LIM YEW CHEONG • LIM YEW TIONG • LIM YIN FONG • LIM YONG CHUNG, ALAN • LIM YONG KIAT • LIM ZHIQIANG • LIM ZHU LIANG • LINA LIM • LIN DE • LIN GUO MING • LIN HUITIAN • LIN I WUN • LIN LEAN LEAN • LIN MIN • LIN RENJIE • LIN XIAOXIN • LIN XUENI • LIN YAMEI • LINDA NEO SHIN HUEY • LING AI SANG • LING BEE HONG • LING CHAO YIN • LING JOO HUA • LING-TAI MEI KWAN • LIONEL YONG KUM CHEW • LIU GUOQIANG • LIU KOK MUN LAWRENCE • LIU NA • LIU PNG HOCK • LIU WENG KEONG, IAN • LIU XUAN • LIU YAN • LIU YIEN KIAN • LIW CHEE WEI • LO CHEE MENG MITCH • LO KWAI THIANG • LOCK WIN CHONG • LOCK YAN MI • LOGANATHAN S/O APPAU MARIAMUTHU VEERA • LOH CHEW KAI, ALFRED • LOH CHOW KUANG • LOH CHYU SENG • LOH FENG YIH • LOH GEOK KHEM • LOH HAK KEONG • LOH HONG YONG • LOH HUI NGEE • LOH KIM LEONG • LOH KOK FAH • LOH KOOT KHIN • LOH KWAI WAI CONSTANCE • LOH LI HUI • LOH MENG NAN • LOH PUAY JOO • LOH SIEW CHUE • LOH SIEW HUI • LOH SOON KEE • LOH SWEE LIAN • LOH SWEE MENG • LOH TAH WUI • LOH TECK HONG IVAN • LOH TECK KHENG • LOH TECK MENG • LOH TIA KOK • LOH TSUI YEE GENEVIEVE • LOH VINCENT • LOH WEE HWA • LOH WENG CHIANG ERIC • LOH WING CHIEW • LOH WOON HONG • LOH YING FOONG • LOH YONG HWEE • LOI BOON TOON • LOI YAW CHEN • LOK BEE LAI • LOK HOWE YING • LOK SHEN LUI SHARON • LOK TEE NGOH DOREEN • LOKE CHIN YEE • LOKE CHUEN KIT ALFRED WILSON • LOKE KOK CHEONG • LOKE LI YIAN • LOKE SOW LENG • LOKE YIN YIN • LOKESH ANAND • LONG SAY JEE • LONG SIEW FONG • LONG SZE KONG • LOO BEE LAN • LOO KIM CHWEE • LOO LEONG HENG • LOO SAI KIANG • LOO SEO HOON • LOO SIEW LIAN • LOO SIEW MUI • LOO TIAN POH • LOO WEI KOK • LOOI SOOK FONG • LOOI TEIK SOON • LOPEZ NORMAN DELA CRUZ • LOU TOW YONG • LOU XIAN XIN • LOUIS ENG HENG SOON • LOUIS YAK CHEE SIONG • LOW ANNIE • LOW BEE ENG • LOW BENG CHOO • LOW CHEE SIONG • LOW CHEN WAH • LOW CHOO HENG • LOW CHOR HONG • LOW HEE ENG • LOW HO PENG • LOW HUAY HUAY • LOW HUI CHENG • LOW HWEE YEE MANDY • LOW JANG HER • LOW JOO HONG • LOW KENG WAH ALEX • LOW KHENG KEONG • LOW KHENG MONG • LOW KIM LIAN • LOW LEE CHENG, DAISY • LOW LEE LING • LOW LEE VEE NAOMI • LOW LYE YING • LOW POH WAH • LOW POO NOI • LOW SHU QING • LOW SIEW ENG • LOW SONG CHYE • LOW THIAM TECK • LOW TIAN LENG • LOW YEW CHOH • LOW YEW HUAT • LOW YIN FUN • LOW YING SAN • LOW YOKE CHEOW • LOW YOKE FUN • LOW-ONG CHWEE NGOH • LOY PEI PING • LOY SAI WEE • LOY SOO KHEM • LU GUANYI • LUA BEE HIN • LUA HOCK KEONG • LUBIS CARLO MENDIOLA • LUKMAN • LUM CHAN CHUNG • LUM LYE KIT • LUM OI KWAN • LUM SOON WAH • LUM-LEE FONG CHAN • LUOMAN BIN ESUOPE • LUOMANUL HAKIM BIN JAMALUDIN • LYE KENG FATT • LYE MEI YING CECILIA • LYE YEW HWA • M. KALATHAVI • M RAJENDRA • MA CHANGBING • MAGERET ELY • MAGNAYE ARNOLD NADUA • MAH LAY HOON • MAH POOI THIM • MAH SIEW FEI • MAH SIEW MEY • MAH SIEW WAH • MAHANI BINTE MODH • MAHAT BIN HAMID • MAHBOB BIN MASRI • MAHESH PANDHARINATH SHELKE • MAK BEE LENG • MAK BENG YEW VINCENT • MAK KENG SENG • MAK KOK WENG ALPHONSUS • MAK KUM HOONG • MAK WENG CHEONG • MAK YIN YEE • MAKSON BIN OSLAND • MALARVILY D/O SIVARAMAN • MANISAH BTE KHAMIS • MANO JACINTHA • MANSOOR SHAH BIN MOHAMED ISMAIL • MANUARN DANIAN • MAPPING SEAN CUANGUEY • MARCELO ROBERT ABELLO • MARCUS LE • MARCUS LEE SHIANG LEOONG • MARCUS LEVON KARAKASHIAN • MARGARET BELLA XAVIER • MARIA CHEN MEIHUI • MARIA CHOY • MARIA TAY KIM KEE • MARIAM BINTE YAHYA • MARIANA BINTE HUSSAIN • MARICON MAGAT LIM • MARINA BTE OMAR • MARIYATI BTE ARIFIN • MARKUS CHRISTOPHER RUDDOCK • MARLON CABIGTING CRUZ • MARLON FRANCISCO PRUDENCIO • MARLYNA BINTE MANAF • MARNI BINTE MASNI • MARSITA BTE CHE MAT • MARSITA BTE OTHMAN • MARTIN PHILIP WHITE • MARTIZANO JOBET GENORGA • MARUTHANAYAGAM SOORIA KALA • MARUTHAPPAN SHANMUGANATHAN • MARY ANTONETTE D/O SIRONMANI • MARY JOSEPHINE JOHN • MAS'AD BIN IDRIS • MASNA BINTE DAHALAN • MASRINAH BINTE AWI • MASSIMO MAROTTA • MASTURA BINTE MOHD DAN • MASZELAN BIN REBO • MASZURIN BINTE SUFAR • MATHUSOOTHANAN SREEDARAN • MATTHEW CHEAH CHERN • MATTHEW JONATHAN HUM • MAZA NESTOR JR NUNAG • MAZITA BINTE TALIB • MAZNAH BINTE MASHOR • MAZNAH BTE MOHD • MAZNAH BINTE MAZHAN • MAZRIANI BINTE MAZHAN • MD AZHAR BIN MAAMIN • MD ROSLAN BIN IDROSE • MD YUSOFF BIN JAIS • MENG LIN • METZE LER LEONG HWA • MICHAEL EASTWOOD • MICHAEL JOHN ALEXANDER LESLIE • MICHAEL KENNETH SIMON • MICHAEL TOM • MICHELLE ANG POH CHENG • MICHELLE NEO PEK LIAN • MIRZA ABDUL MALIK • MISRAN BIN WALET • MOHAMAD AMIN BIN ABDUL RASHID • MOHAMAD AZMAN BIN OTHMAN • MOHAMAD BIN IBRAHIM • MOHAMAD EZAN BIN AHMAD • MOHAMAD FADILA BIN AZALI • MOHAMAD FAIRUZ BIN ABDUL MUTALIB • MOHAMAD FIRDHAUS BIN AMIR • MOHAMAD HADI BIN ALI • MOHAMAD HAILMIE BIN ISMAIL • MOHAMAD HALIM BIN RAMLAN • MOHAMAD HANIFF BIN ALI • MOHAMAD IAN BIN ANANG • MOHAMAD IRWAN BIN MANSOR • MOHAMAD KAMAL BIN HARON • MOHAMAD KAMAL BIN ISKANDAR • MOHAMAD KHALID BIN OTHMAN • MOHAMAD KHIZAR BIN ANI • MOHAMAD NASROM BIN OMAR • MOHAMAD NOR BIN BACHOK • MOHAMAD RIDAN BIN MOHAMED RAIS • MOHAMAD RIDHWAN BIN ABDUL LAZIM • MOHAMAD RIZAL BIN TABAN • MOHAMAD ROZMAND BIN

JAMALUDIN • MOHAMAD SAUFI SYAZWAN BIN MOHAMAD • MOHAMAD YUSOF BIN KARIM • MOHAMED ADHAM BIN MOHAMED YUNOS • MOHAMED ALI BIN ABDUL AZIZ • MOHAMED AMINUDIN BIN SAAT • MOHAMED ARIFFIN BIN MOHAMED ALI • MOHAMED AZMY BIN MOHAMED SALLEH • MOHAMED B ABD RAHIM • MOHAMED DZULFAZELY BIN RASHID • MOHAMED EHSAN BIN SAIDIN • MOHAMED FAIZAL BIN SULAIMAN • MOHAMED FARED BIN MAKMON • MOHAMED FAROOK ABDUL WAHAB • MOHAMED HAFIZ BIN MOHAMED ALI • MOHAMED HELMIE BIN RAHMAT • MOHAMED ISMAIL BIN ABDUL HAKIM • MOHAMED JAMIL BIN AHMAD • MOHAMED JUSRI BIN BANGI • MOHAMED NAZARUDIN BIN ANUAR • MOHAMED NOOR BIN HAJI MAIDEEN • MOHAMED OMAR BIN NOOR MOHAMED • MOHAMED RAFI BIN MOHAMED • MOHAMED RAMADAN BIN MOHAMED YUSOFF • MOHAMED SADDIQ BIN ABDUL HAMID MOHAME • MOHAMED SADHIQ BIN MOHAMED ASHAD • MOHAMED SALLEH B MOHD GOZALI • MOHAMED SHAFIE BIN MOHAMED OSMAN • MOHAMED SHAFIRUDEEN S/O AJEES • MOHAMED SHAHRIL BIN MOHAMED ATAN • MOHAMED TOHA BIN SUKARDI • MOHAMED YAZEED BIN UONOS MOHAMED • MOHAMED YUSOF BIN ABDULLAH • MOHAMED YUSOFF BIN SHARIF MOHAMED • MOHAMED ZIYARD MOHAMED MUZNI • MOHAMMAD ARZANJANI BIN SIKIN • MOHAMMAD AZRON BIN BASRUN • MOHAMMAD FADZULI BIN ABDUL MANAF • MOHAMMAD FAUZI BIN ABU BAKAR • MOHAMMAD FAZEL BIN MOHAMMAD YUNUS • MOHAMMAD HAFIZ BIN ABDUL MANAN • MOHAMMAD SHAHRIL BIN SAMAT • MOHAMMED ALI BIN A RAHMAN • MOHAMMED AZNOR BIN ZAINAL • MOHAMMED FADZIL BIN ISA • MOHAMMED FAHMY BIN JAAFAR • MOHAMMED FAIZAL BIN JOHARI • MOHAMMED FAIZAL BIN KHAMIS • MOHAMMED FAUZI BIN ANUAR • MOHAMMED IRWAN BIN SAHIR • MOHAMMED RAHUMATULLAH BIN ABDUL BAZIR • MOHAMMED RAZIEE BIN SULAIMAN • MOHAMMED RIDWAN BIN ABDUL KAHAR • MOHAMMED YUSRI BIN MOHAMMED YASSIN • MOHANAN S/O P R RAGHAVAN • MOHD AFANDI BIN MOHD NOH • MOHD AFFANDI B MOHD ISMAIL • MOHD FADZILLAN BIN MOHAMED HUSSEIN • MOHD ILMI BIN AB JALIL • MOHD ISKANDAR BIN ALI • MOHD MULIANA BIN DOLMAT • MOHD REEZWAN BIN AMAN • MOHD REHAN BIN MOHAMAD PADILAH • MOHD RIDZWAN BIN RAMLI • MOHD RIPIN BIN ALI • MOHD SULAIMAN BIN SAID • MOHINDER SINGH • MOK CHIN YEN • MOK FUH LING, JASON • MOK POOI KENG • MONCELITO CASTILLO BATHAN • MORNIWATI BTE KASIM • MUHAMAD FAUZI BIN MAT ISA • MUHAMAD GANI BIN AHMAT • MUHAMAD HAFIZ BIN SAPARI • MUHAMAD REDZWAN BIN ISNIN • MUHAMAD RIDHA BIN MOTAR • MUHAMAD ROSLI BIN MOKTAR • MUHAMAD SHAH REZA BIN AHMAD • MUHAMAD SHAHIFUL BIN MAHMOOD • MUHAMADNOH BIN WANDY • MUHAMMAD AFIQ BIN ZAINUDDIN • MUHAMMAD ALFIE BIN JASRAH • MUHAMMAD ALI BIN KAMIS • MUHAMMAD ASHAARI BIN ARIFF • MUHAMMAD ASRI BIN OMAR • MUHAMMAD BIN ISMAIL • MUHAMMAD DANIAL BIN FADZLON • MUHAMMAD EDRIN BIN ASMAWI • MUHAMMAD FADDLY BIN KAMARI • MUHAMMAD FADZIL BIN MOHAMED SHAHRIR • MUHAMMAD FAHMI BIN MAHONY • MUHAMMAD FAIRUZ BIN SYED MOHAMED SALL • MUHAMMAD FAIZAL BIN ISMAIL • MUHAMMAD FIRDAUS BIN RAZIF • MUHAMMAD HAFFIZ BIN ABDUL MAJID • MUHAMMAD HAFIZ BIN MOHD ZIN • MUHAMMAD HASNI BIN KARSANI • MUHAMMAD HILMY BIN OMAR • MUHAMMAD HISHAM BIN ALIAS • MUHAMMAD IQBAL BIN SHAIK ISMAIL MARIC • MUHAMMAD JUMALI BIN AYOB • MUHAMMAD KHALID BIN SAZLI • MUHAMMAD NAEEM BIN MD TAIB • MUHAMMAD NAJIB BIN JAAFAAR • MUHAMMAD NAZREE BIN ABDUL RAHMAN • MUHAMMAD RAZALI BIN HALIM • MUHAMMAD RHAZALI BIN MOHD ISMAIL • MUHAMMAD SAZALIE BIN DAHLAN • MUHAMMAD SYALIHIN BIN JUNAIDI • MUHAMMAD ZAHID BIN ROHMAN • MUHAMMAD ZAID BIN SALLEH • MUHAMMAD ZURAIMI BIN SANI • MUHAMMED FAIZAL BIN RADZUAN • MUHAMMED YUSRY BIN AHMAD • MUHLISAH BINTE HAMID • MUHSIN BIN MUSTAFA • MUJTABA MOHAMMAD SHARIQ • MUKESH KUMAR BACHHAS • MULLIADY TANDIL • MULYADI BIN KAMIS • MUMBALLI BIJESH • MUNIRAH BINTE MANAP • MUNTOHA BIN MOENIR • MURNIRAH BINTE MOHAMAD RIDWAN • MUS ISKANDAR BIN MOHAMED SIDIK • MUSTAFAH BIN OSMAN • MUTHUKRISHNAN RAVINDARAN • MUTHUSAMY S/O P. VENGADASALAM • MUZALIFAH BINTE HARON • NADAISON SUBRAMANIAM • NADARAJAH THURAIRAJA SINGAM • NAEMAH BTE AHMED • NAGARAJAN SELVARAJ KARTHIKRAJ • NAGENDRA SINGH • NAH SONG CHYE • NAI MUI LING • NAINA MOHAMED ARJIS SHAIK ABDUL KADAR • NALINA D/O THAVARAJOO • NAM KENG LOON • NARAGIMMON S/O GANESAN • NATHAN S/O MUTHUSAMY • NAZEERA BEGUM BINTE MOHAMAD SHARIF • NAZLI BIN ADNAN • NAZREEN PARVEEN BINTE ABDUL AZEEZ • NEDUMARAN S/O RAMASAMY • NEO AIK HING • NEO BEE GUAT • NEO BEE HONG • NEO BIAN HONG • NEO CHIN TEONG • NEO CHU WENG • NEO CHUN SENG JOHNSON • NEO DENG CHOO • NEO HWEE PIN • NEO JING YING KATHY • NEO KAT SENG STEVEN • NEO KEE CHENG • NEO KHIM HAN PHIL • NEO KONG YONG • NEO LENG KEOW • NEO SAY KHEAN • NEO SIJIE • NEO THIAM CHYE • MICHAEL • NEO TZE QIN DOREEN • NEO WAN YEE • NEO WEI SHENG • NEOM YEW CHEE • NEWIN LIU JIAN LIN • NG AH SING • NG AI KING • NG BEE CHING • NG BOON HUANG • NG BOON YONG • NG CHAI HUAT • NG CHEE PENG • NG CHEE PENG • NG CHEE WEI • NG CHENG BOON • NG CHENG KHEONG • NG CHEONG PHENG • NG CHER CHIN • NG CHIAP HONG • NG CHIEN ONN THOMAS • NG CHIN KONG • NG CHIN NAM • NG CHONG SENG • NG CHONG YEW • NG CHOON CHEONG, RON • NG CHOON YEANG • NG CHOR NENG • NG CHUN SHENG • NG CHUN WUI • NG GEAK ENG • NG GEK LANG KAREN • NG GEOK LENG • NG GEOK LIAN • NG GEOK SUAN • NG GIM KWEE • NG HAI CHING • NG HAI YIM • NG HAK HOCK • NG HOCK CHWEE • NG HOCK HENG • NG HOCK SOON • NG HON WAI • NG HUAT CHOO • NG HUI LIN • NG HWEE LIAN • NG HWEE TONG • NG JIN TEIK • NG JIUNN SHYONG • NG JOO HEE • NG JOO LENG • NG JUN HUA, CALVIN • NG KAH YONG • NG KAR LENG • NG KEE NAM • NG KEE WHEE • NG KEK KENG • NG KENG LENG • NG KHAY GUAN KELVIN • NG KHENG LEONG • NG KIM HUAT • NG KIM WAH • NG KIN SIU • NG KOK CHENG • NG KOK CHUAN • NG KOK HOONG • NG KOK PENG • NG KUN YAN • NG KWEE GEOK • NG KWEE HUANG • NG KWEE LEE • NG KWEE LIAN • NG LAI KUEN SUSAN • NG LAY BIAN • NG LAY CHOO • NG LAY HAR JOSEPHINE • NG LAY PENG • NG LAY TING • NG LEE EN, GRACE • NG LEI TING • NG LI WEI, CALVIN • NG LIAM TECK • NG LILY • NG LI-SHIAN • NG LOK YEE • NG LU SI • NG MAH HENG • NG MEE KIEN • NG MEI LING • NG MEI PENG • NG MENG LI EILEEN • NG MEW WAH ANGIE • NG MIN LAY • NG MING ZHE • NG MUI HIONG • NG MUI NOI • NG NAM SENG • NG NGIN KHWANG • NG PECK GUAN • NG PECK HONG • NG PENG CHOONG • NG PENG LEONG • NG PEY LI • NG PIA LEE, SUZIE • NG POH KUAN • NG PUAY GIM • NG QUEE HUAY • NG QUEE SIN • NG SAY CHEONG • NG SAY WEE • NG SENG THIAM • NG SEOK YIAN • NG SEOW WANG • NG SHEAN CHYNG • NG SIEW BUI • NG SIEW CHENG • NG SIEW MEI • NG SIEW THIN • NG SING KWONG • NG SOCK KING • NG SOK FERN • NG SOO CHIN SUSAN • NG SOO VEE • NG SOON CHUAN • NG SOON HAN FRANKIE • NG SOON HUEY • NG SOON HWA • NG SUE HUI • NG SWEE HIN • NG SWEE KIANG RAYMOND • NG SWEE SIONG • NG TARN NEE • NG TECK HONG • NG TIAN BENG • NG TIONG HEE • NG WEE HONG • NG WEI BIN • NG WEI FENG • NG WEI HIONG • NG WOON TIM • NG XIANGRUI • NG YAN TIAK • NG YAT SIANG • NG YEN YING • NG YEOK KAI • NG YEW WEI • NG YIM SUAN • NG YOKE FOONG, MARGARITA-DIANA • NG YONG HOE • NG YONG SENG • NG YONG TAT • NG YUH SHU • NGALIMAN • NGIAM FOOK KEE • NGIN HONG • NGO JINGLI • NGO SEE JOHN • NGOH WAN PING, KAREN • NGU TENG KWANG • NGUYEN KHAC NGOC DUY • NIASZ MAHAMAD • NICHOLAS WANG KOK YAW • NINA FARHANA BINTE ABDUL JALIL • NIZAM A HAJA • NJIAUW CHEW YUEN NURDIN • NONIDAYU BINTE BACHOK • NOOR AZARINA BINTE AHMAD • NOOR AZLIN BTE MUSA • NOOR FARIHAH ZAINAL ABIDIN • NOOR HAIZAD BIN MOHAMAD • NOOR HAYATI BTE MATSON • NOOR HUMAIRA BINTE LATIFF • NOOR LINA BINTE RASUL • NOORAINI BTE ARIFFIN • NOORAINI BTE IBRAHIM • NOORWANI BINTE MOHAMED SUPRI • NOR AISHAH BINTE MOHAMAD ARSHAD • NOR A'SIKIN BTE YUSOFF • NOR AZIZAH BTE MOHD ALI • NOR ERLINDA BTE AINI • NOR HASIM BIN ABD WAHAB • NOR HASNI BTE SALLEH • NOR JANNAH BINTE AHMAD • NORAIN BINTE AHMAD • NORAIN BINTE KAMAL • NORAINI BINTE ABU BAKAR • NORAINI BINTE ISMAIL • NOR'AINI BINTE MOHAMED • NORAINI BTE ABDUL HAMID • NORAIZAN BTE RAHMAT • NORANITA BINTE AHMAD • NORASHIKIN BINTE KOMARI • NORASHIKIN BINTE MOHAMMED ALI • NORASKIN BINTE IBRAHIM • NORASLINA BINTE RAMLAN • NORASLINDA BINTE SELAMAT • NORHIDAH BINTE JEMAHAT • NORHUDA BTI RAMLI • NORIANAH BINTE HASBOLAH • NORIATI BINTE NOOR RASHID • NORISAH BINTE YAHYA • NORITA BINTE NURDIN • NORJEHAN BINTE S M ISHAKUDDIN • NORLAILAH BINTE ABDUL TALIB • NORLAYANA BINTE SAMIAN • NORLAYHA BINTE ALMAS • NORLELA BINTE SHAHARUDDIN • NORLELA BTE NAWI • NORLELAH BTE ARIFFIN • NORLIAH BINTE OSMAN • NORLIDA BINTE IDRIS • NORLINA BINTE MD ARIAS • NORLIZA BTE AMIN • NORLIZA BT MOHD YATIM • NORLYDIA BINTE MOHD SIDEK • NORMAH BINTE ABDUL RAHMAN • NORMAH BTE SAINI • NORMALAH BINTE BAHARAH • NORMAN JUMAL • NORNI BINTE SALIM • NORRA BTE HASHIM • NORSALAWATI BINTE SAFARI • NORSALINA BINTE SALLEH • NORSIAH BTE MOHAMED ZIN • NORSITAH BTE ISMAIL • NORUL NORHIDAYAT BIN MOHAMED NOOR • NORZITA BTE MUSA • NOVILIA SILMAN • NUR AISHA BINTE MUSTAFA • NUR AMALINA BINTE JAMAL • NUR AZILA BINTE AMAT • NUR HIDAYAH BINTE MOHAMED SALLEH • NUR LIYANA BINTE MOHAMED ISHAK • NUR RUZANNA BINTE ZAINAL • NUR SHAM BIN MOHAMED • NURESAH BINTE ABDUL GHANI • NURHADY BIN ABDUL RASID • NURHAKIM BIN HUDRI • NURHANA BINTE KAMASINI • NURLY BINTE SUDIN • NURMALA BINTE NOORDIN • NURSAA'DAH BINTE ABDUL GHANI • NURUL'AIN BTE MOHD TAUFIK • NURUL HUDA ABDULLAH • NYA KOK HWA • NYAM CHIU SHIN • NYE JIAAN RONG • OH BENG HUAT • OH KHIM SIONG • OH KOK WEE • OH LAY CHOO • OH LING JIA • OH POH KEONG, STEVEN • OH SEW HUA • OH SI YUN JASMINE • OH SIN HIN • OMAR BIN AHMAD BADIB • ONG AH LEE • ONG AH TIONG • ONG AI LING • ONG BEE GUAT • ONG BEE KEE JOSEPHINE • ONG BEE NEO • ONG BENG KEE • ONG BIN HAN ELNA • ONG BOK LAN • ONG BOON ANN • ONG CHAI HENG • ONG CHEE KEONG • ONG CHEE SENG • ONG CHIN KIM • ONG CHONG HIAN • ONG CHOO PENG • ONG CHOON FATT • ONG ENG CHIN • ONG ENG CHOK • ONG ENG HUAT • ONG ENG JOO • ONG EU-GENE • ONG FONG YING • ONG GECK ENG • ONG GEK LIAN • ONG GEOK HUA • ONG HENG TONG • ONG HO PENG • ONG HONG LING • ONG HOOD KENG, WINSTON • ONG HUI HUA • ONG JUN LONG • ONG KAR WEE • ONG KIAM HO • ONG KIM CHYE • ONG KOK CHIN • ONG KOK GUAN • ONG LAY HONG • ONG LEE MOOI • ONG LEH HUAH • ONG LIAN KHEONG VINCENT • ONG LIAN SHENG EDWIN • ONG LOO CHENG • ONG LUI LIN • ONG MICHAEL • ONG MIN CHOR • ONG PEI SIN • ONG PEI SUNG JESLIN • ONG PENG PENG SERENE • ONG PENG SZE • ONG PHUI KAI • ONG POH AIK • ONG PUAY

KEE • ONG SAY PUAY • ONG SEOK QUEE • ONG SHIYUN • ONG SHUN JIE • ONG SIN MAY • ONG SOON HO • ONG SUAT BUAN • ONG SUET DEE • ONG SWAY NA • ONG SWEE LING SERENA • ONG SWEE LING, JO-ANNA • ONG TECK CHUAN • ONG THIAM SER • ONG TIAN SENG • ONG TSING YUEN • ONG WAH WEI • ONG WAN KOON IRIS • ONG WEILIN • ONG WEISEN • ONG YEE LENG • ONG YEW CHUNG • ONG YUOUE • ONG ZHI WEI, DESMOND • OOI AH CHOOH • OOI LYE HOCK • OOI TECK YANG • OOI WEI BENG • ORE SIEW WAH • OSMAN BIN SAAD • OU YONG KENG CHIANG • OW CHIEN TING • OW CHUN NAM • OW HO KENG, AUDREY • OW POH KUEN • P VASANTH • PAK CHEE HOE HOWARD • PALANIAPPA CHETTIAR MEENAL • PALMERO MARCELINO JR SERRANO • PALVI D/O M A JASANI • PAN DI • PAN LEK FONG • PANDEY JAIPRAKASH • PANG CHIA NENG • PANG FENG HWEE • PANG FOCK JOO • PANG GUAN LIN • PANG HUI MIN RACHEL • PANG JOON KIONG • PANG KIM LUAN • PANG KIM PAING • PANG KONG LING • PANG KWAI SUN • PANG LAY KUAN • PANG NGHEE AUN MARTIN • PANG NYUK FOONG, PATRICIA • PANG SENG KIANG ROLAND • PANG SIONG CHOON • PANG TONG TIN • PANG WEI SZU • PARAMASIVAM MURUGAN • PARAMESWARI D/O GOVINDASAMY • PARARAJASINGAM SHANTHIKUMAR • PARASURAMAN SHIYALNATH • PARTHIBAN S/O PALAMANI • PARWATHI D/O RENGASAMY • PASCUAL ROBERTO BESABE • PAT SIO POH • PATRICK SEBASTIAN • PATTON VINCENT • PAUL FOK • PAUZIAH BINTE TALIB • PAY SWEE CHOO • PAZANIAPPAN S/O CHELLAPAN • PEH AH YOO • PEH CHENG JIE • PEH CHIN LYE • PEH ENG TECK • PEH LIAN HIONG • PEH LIWA • PEH NEE HOCK • PEH SEONG HOCK • PEH SHIAN HONG • PEH SIOK HOON CATHERINE • PEH YIXIANG • PEK CHOOH CHYE • PEK ENG BENG • PENG CHYE HAR • PENG WEI LING • PER AH HOCK • PERUMAL SELLAMUTHU • PETER JOHN EDWARDS • PETRUS RICKY HANDOJO • PHAN XUAN DUNG • PHANG CHE CHONG • PHANG KOK PIN • PHANG MUI CHENG • PHILIP SHEPPARD • PHILLIP TEO POH TAT • PHOAH HOCK LYE PATRICK • PHOO SOON BOEY • PHOON CHUNG FATT • PHOON KOK YONG • PHUA CHEN CHIN • PHUA GIOK ENG • PHUA HOOI LENG • PHUA KATHLEEN • PHUA KIA KWANG • PHUA MEI LING • PHUAK HOON SON • PHYLLIS LEONG POH PENG • PLACIDO JR SODOY TUAZON • PNG BOON PING • PNG GEK HONG • PNG KOK CHOON JEFFREY • PNH GEK LIAN • POH CHEE KEONG • POH CHOON KWAI • POH ENG LAM • POH FATT CHYE • POH HOU CHEE • POH HWEE PING • POH LEE PENG • POH LEE YIEN • POH QIU SHI • POH SIEW LAY • POH WEI MENG • POH WEI TSE, PEARLYN • POK ENG KEONG • POK YUAN CHONG • POO YEW HUI • POON BOON PANG • POON CHEE KEONG • POON CHEE MING • POON CHING YEE • POON CHUN WAH • POON JIAN • POON JOE FAI • POON MENG JIN DENNIS • POON MENG SIEW • PORE LENG CHYE • PRABHEJA D/O NARAYANAN • PRAKASAM SILVESTER ARUL SOOSAI • PRAKASH S/O PAPPUNaidu • PREMAJA D/O MADHAVAN • PREMKUMAR S/O ERAKUNATHAN • PUAH KHIM TAT • PUAH KOK PIN • PUAH TSAI WEI • PUNITHAM D/O SOMASUNDARAM • PUNK CHANG YONG • PUSPALATHA D/O MARIMUTHU • PUSPAWALLI D/O N DAMODHARAN • QIAN YUNRU • QIAO HONG • QIU JINWEI • QUAH LYE HOCK • QUAH POH HUA • QUAK ENG KWEE • QUEK AI LING • QUEK BOON HWEE • QUEK BOON JOO • QUEK CHIU HWA • QUEK HAN BOO • QUEK HOCK LIM • QUEK HONG KHENG • QUEK HUI ZHEN • QUEK HWEE CHERN • QUEK KAI XIN • QUEK KA-WAH GARY • QUEK KWEE CHENG • QUEK LAI KOON • QUEK LEE TIANG TRINA • QUEK LYE HOE • QUEK MING HUAT • QUEK MUI CHOO • QUEK SOO HUI • QUEK SWEE WEE • QUEK TECK BENG • QUEK WEI MIN • QUEK ZHAO HONG, KENNY • R. JAYSANKAR • RABIAH BINTE MOHAMED SHARIFF • RACHMAT HIDAYAT BIN ISNAN • RAFIDAH BINTE MOHAMED IBRAHIM SAHIB • RAFIDAH BTE ITHNIN • RAHIM BIN AHMAD • RAHIM BIN ATTAN • RAHMAH BTE ABDUL AZIZ • RAHMAT BIN ABDUL HAMID • RAHMAT BIN ADNAN • RAHSIAH BTE SELAMAT • RAIMON BIN BUDIN • RAI'ZAN BIN VIJAYA KESUMA • RAJA MUHAMAD HILMI BIN RAJA HASSAN • RAJA RADIAH BINTE RAJA ABDUL AZIZ • RAJA S/O RAMACHAMDRA • RAJA SAHUDIN BIN RAJA SHAMSAD • RAJAGOPAL SURESH • RAJAM HELEN THERESA • RAJANDRAM S/O SINGARAM ALYAN • RAJANGUM SUMATHI • RAJESH D/O RAMO • RAJESH RAMAKRISHNAN • RAJESH SUBHA AYYAPPAN • RAJESWARY D/O CHELLIAH MAHALINGAM • RAMASAMY RAJA KUMARI • RAMASWAMY SIVAKUMAR • RAMATHAM D/O SHUNNUGATHEVER • RAMESH S/O SREEDHARAN NAIR • RAMYA MELOTH VEETIL • RANDOLPH JUNG TING CHONG • RAPIDAH BINTE AHMAD • RASHID BIN TARIKH AFFANDI • RASHID OSMAN • RASIDA BINTE AB RASID • RASIDAH BINTE MOHAMED NOR • RATINA BINTE ABDUL RAHIM • RAUDA BTE MOHAMED ABU BAKAR • RAVEENDRAN S/O SINGARAVELU • RAVIDHARAN S/O KRISHNAN NAIR • RAVINDRA KUMAR MANDA • RAVINDRAN KALAMOGEN • RAVINDRAN S/O PERUMAL ARUNASALAM • RAZALI BIN BASRI • RAZAMAN BIN JURIM • RAZIMAH BINTE HASIBON • REDUWAN BIN HASHIM • REDZUAN BIN ABDUL RAHMAN • REGINA PEH LI YIN • REYNALDO JR NAVARRO CANIEDO • RICHARD JOHN DAY • RIDUAN BIN HASSIM • RIDWAN BIN MOHD • RINA CHUA • RINA TEO MUI NOI • RINI BINTE MOHAMED SALLEH • RODELIO AQUINO MACALINAO • RODRIGO FRIAS DE LEON • ROGINI D/O KANDAYAH • ROHAIDA BINTE KASMANI • ROHAINA BINTE MAULUD • ROHAIYA BTE JUSOH • ROHAIZAH BIN RAHMAT • ROHANA BINTE AHMAD • ROHANA BTE AB MAJID • ROHANI BINTE HURI • ROHANI BINTE RAHMAT • ROHANI BINTE SARIP • ROHANI BINTE YUSOF • ROKHSANA BEE BEE D/O ANWAR KHAN • ROLAND GOH • ROMAN RODERICK YUPO • ROMMEL GARDOSE OBIENDA • RONALD NG • ROSALINA BINTE MOHSIN • ROSANA TEO YEN PENG • ROSELINE NG JIN JIN • ROSENA BEEVI • ROSEYANTIE BINTE RAHMAT • ROSHAN MATHEW GEORGE • ROSHIDA BINTE JAMARI • ROSIMAH BINTE MOHD SAID • ROSINA HOWE • ROSLAN BIN ADAM • ROSLAN BIN MUSTAFFA • ROSLANI BIN YUSOFF • ROSLEE BIN ABU BAKAR • ROSLI BIN ANWARI • ROSLI BIN MOHAMED YUSOF • ROSLILA BTE HUSAIN • ROSLIN BINTE RUSTAM • ROSLINA BT ROHANI • ROSLINAH BINTE ABDUL WAHID • ROSLINDA BINTE ABD SAMAT • ROSNAH BINTI HAMID • ROSNAH BTE ISMAIL • ROSNI BTE MOHD JADI • ROSNIWATI BINTE POSNI • ROWANNA BTE ABDULLAH • ROZANA BINTE ABDUL KARIM • ROZANA BTE KARIM • ROZELLS MELVIN SIDNEY • ROZITA BINTE HAMID • ROZITAH BINTE JALIL • ROZLIN BINTE MOHAMED ROSLI • RUBIANTI BINTE JANAL • RUBIN VARUGHESE • RUCHCHAN SUNDEEP • RU DUAN BIN IBERHIM • RUMAIZAH BINTE ABDUL RASHIP • RUMZI BIN KAMIN • RUSLI BIN DUKI • RUSNITAH BTE OTHMAN • RUZLIAWATI BINTE KASMAN • S A S ERIC LEONARD CALISTUS JANSE • S INDRANI • S MEENACHI • S NIRMALA • S P LALLITHA • S THILAGAVATHI • S Uma MAGESHWARY • SA'ADIAH BINTE SANUSE • SA'AT BIN MAWI • SABRI BIN AMAT • SABRINA BINTE SHUKOR • SADIAH BTE MAHABOOR • SAEDAH BTE MOHD SALIM • SAEDAH BTE SALLEH • SAFIYANAH BINTE SALEH • SAGAYAMURTHI S/O EAYAMALAY • SAHADDEEN MOHAMED MOHIDEEN • SAHARAH BTE MOHAMMAD ALI • SAID ALI BIN OTHMAN • SAIFOL BIN BUKHARI • SAIFULBAHRI BIN RASNO • SAITHUPATHY SANTHALECHUMY • SALAHUDDIN BIN MOHAMED SAID • SALBEAH BINTE SUID • SALEEM BASHA MUSTHAF A IBRAHIM • SALIHA BT EBRAHIM • SALIM BIN HUSSAIN • SALINA BTE SATLEE • SALIZA BTE ABDUL HAMID • SALLY TAN CHOON KIANG • SALMAH BINTI BAHARI • SALMAH BTE BUANG • SALMIAH BINTE OTHMAN • SALWA BTE OTHMAN • SAM CHANG LOUNG • SAM CHOY HA • SAM PENG YEW • SAMUEL ADAIR MCCHESENEY • SAMUEL CHANG MINXIANG • SAMUEL LEE YIN • SAMUEL WEE KUAN KIAT • SANDRA MOHAN S/O VEERAIYAH PALAIYAH • SANGEETA DEVI D/O DEFI RAJ • SANIAH BINTE SOEDAR • SANKAR GANAPATHY IYER • SANTHI D/O SINNATHAMBY • SANTIAGO ALLAN REY PASTRANA • SANTOKH SINGH S/O LASKKAR SINGH • SAPII BIN AHMAD • SAPIYAH BINTE MOHAMED • SAQIB YASIN • SARAVANAN THIRUNEELAKANTAN • SAREENA BTE RATMAN • SARIMA BTE HAMIN • SARINAH BEE BINTE MOHAMED GANI • SARITA RAI D/O NAGAN PRASAD • SARMINAH BINTI MOHAMED SUPRI • SASWATI BTE ISNIN • SATHIABAMA D/O RAJAH SEGARAN • SATHIYAVANI D/O MUTHU • SATWANT KAU R D/O SURJAN SINGH • SAW HSAR LAW LA • SAW KHAING HTOO PANBU • SAW WILLIAM BLESSING PAUL • SEAH AI HUA • SEAH CHEE WEI • SEAH CHEN LENG • SEAH CHONG BENG • SEAH GEK CHOO • SEAH GINA • SEAH HAN KUAN • SEAH HWEE LING GWYNN • SEAH JIAJUN • SEAH KIT SAN • SEAH LAY KIAN • SEAH MIN YUE • SEAH PEY FANG • SEAH SIEW JOO, SERENE • SEAH SOON KEOW • SEAK POH HEE • SEAN BIN SORJAJI • SEE CHENG GUAN • SEE ENG KEONG • SEE SIEW BUAN • SEE SOK ENG • SEE SWEE LIAN • SEE SWEE PENG • SEE TOH HENG FATT • SEE TOH JI SHENG • SEE WEE THAI • SEE WENG CHOONG • SEET QIU YIONG • SEETHO KOK FOO • SEETOH HON HOY • SEKHAR SIRIPURAM • SELAMAT BIN MOHAMED ISHA • SELMA MERCY GOMEZ • SELVAKUMAR S/O A CHELLAPPAN • SELVARAJOO SIVAGAMY • SELVARANI D/O MUNIYANDY MADAMUTHU • SENG CHUI PENG • SENG SEOK LENG • SEO LILY • SEO SUAT HOON • SEOW HONG TEONG • SEOW HUI LIN, JOYCELYN • SEOW MINH SHAN • SEOW SEE HOCK ALAN • SEOW YAT MENG, MICHAEL • SEOW YOON KHIAN • SER AH BOK • SER YUANCAI • SHAH REZAD BIN ABDUL RAHIM • SHAHIREEN KHATON D/O SULTAN KHAN SURA • SHAHRIMAN BIN ARIP • SHAFUL FAUZI BIN RAHMAN • SHAIK SHA MARICAN BIN AHMED KASSIM • SHAM CHONG CHUI QIN • SHAMSUDIN BIN MOHD SALLEH • SHAMSUL BAHRI BIN ABD RAHMAN • SHAMUS WONG THIAN KHOEN • SHANKAR S/O BALA • SHANMUGAM S/O RAMASWAMI • SHANMUGANATHAN V. V. • SHAO YUHANG • SHAPANDI BIN SARDI • SHAREENA D/O SYED MOHAMED • SHARIFA AMINA D/O K P KOYAKUTTY • SHARIFAH NOOR BINTE IDROS ALBAR • SHARMA KRISHNA PRASAD • SHARON SIM PUAY LENG • SHEIK OSMAN BIN MOHAMAD YUSOFF • SHEN WEIJIAN • SHEN ZONGWEI, MELVIN • SHENG CAI FEI • SHENG LI-CHING • SHERLYN CHIA GEK CHENG • SHI CHIN SOO • SHI HAO • SHI HONG • SHIA PING NGOH • SHIH CHE-YAO • SHIH SOO CHWEN • SHU WEN BIN • SHUM CHEE KEEN • SHUM HON FAI STEPHEN • SIA MEAR LEONG • SIAH LAY PENG, COLLEN • SIAN CHEAN CHIN • SIAW CHENG YEE • SIAW SIEW PIN • SIEW SOON YUEN CALVIN • SIEW YAU KOK • SIH TIONG MENG • SIHAN SADIKIN • SILVIA HALIM • SIM AI HOONG • SIM BEE KIOU • SIM BOON HENG • SIM CHENG SWEE • SIM CHONG SIANG • SIM CHUN PEOW • SIM HOCK ANN • SIM HOCK SOON • SIM HWEE YEE • SIM JIA QING, ALVIN • SIM KHENG HONG • SIM KWAN HUI, RYAN • SIM LEE NAH • SIM LI GEK JULIE • SIM PEI KOON • SIM PEI LING • SIM SEOK HIANG • SIM SIANG BOON • SIM SIEW JOO • SIM SIEW KIM • SIM SIEW TENG • SIM SZE JONG • SIM WEE MENG • SIM WEE TIONG • SIM WEI TECK • SIM YIN PING • SIM YONG KAR • SIMON HOBLYN • SIN YEW TEK • SINNATHAMBY VALAR MATHY • SIOU CHENG YONG • SIOU SHU FEN • SITHARAMAN PARTHEEBAN • SITI AFSAH BINTE MISRAN • SITI AIDA BINTE ATAN • SITI AISHA BINTE DAUD • SITI AMINAH BINTE PONANG • SITI AMINAH BTE OTHMAN • SITI ARLIANA BINTE RAMLY • SITI AZIZAH BINTE AHMAD • SITI FAREEZA BINTE MOHAMED YUSOFF • SITI HANITA BTE ABDUL HANAN • SITI HASHIDAH BINTE ABDUL MAJID • SITI MASLINDAH BTE ISNIN • SITI NUR AISHAH BINTE YACOB • SITI NUR

DIYANA BINTE SALEH · SITI NURBAYA BINTE MASRAN · SITI NURJIHAN BTE ABD RAHIM · SITI NURSINA BINTE ISMAIL · SITI NURZAIMAH BINTE SUDAR · SITI RATNA SARI BINTE MOHAMED SARIF · SITI ROHANI BINTE MOHAMED IDRIS · SITI ROHANI BTE KASMANY · SITI SALAWATI BINTE KASMAWI · SITI SALIMAH BINTE ZAINUL · SITI SHABARILAH BINTE JUMAIL · SITI ZAIDA BINTE ROSLAN · SITOH MON HONG · SIU CHUN WAI · SNG AI CHENG · SNG CHOOI KEON · SNG CHUN HUI · SNG ENG CHYE RICHARD · SNG ENG JOO · SNG HWEE KOONG · SNG XUE YING · SO JUNWEN, EDMUND · SOEGIARTO SOENARTO · SOFIAH BINTE SAHARUDIN · SOH BEE HONG · SOH BEE HUA · SOH CHEE KONG · SOH CHENG HAI SANTANA · SOH CHEOW SIAN · SOH ENG KIEN · SOH ENG NGOH SHEILA · SOH GEK NGOH · SOH HOCK BEE · SOH HWEE LAY · SOH KEE BOON, STEVEN · SOH KIN MENG · SOH LIAN KIAT · SOH LING LI · SOH LING TIM · SOH MUI HONG · SOH PHENG SIANG · SOH PUAY NGEe · SOH SAM LONG · SOH SAW CHIN · SOH SIN LING · SOH YOKE PING · SOH YONG NEE · SOMAN VASAVAN · SONG BE FONG · SONG HUI · SONG KHEE BOON EDDY · SONG SIAK KEONG · SOO AH KOK · SOO CHANG CHEN · SOO CHEE WENG ERIC · SOO WENG KEONG · SOO WENG TUCK · SOON CHIN AIK · SOON JOO HIANG · SOON LIM SENG · SOON SOI ANG · SOONG KHENG BOON ALVIN · SORINDER SINGH S/O AMAR SINGH · SOTHINATHAN KAPILAN · SOUNDCHETTIAR NATARAJAN MURUGESAN · SRI KAYATHTHIR D/O BALAN · SRI RANJANI D/O NADARAJAH · SRIDHARAN HARIDAS · SRIHANI BTE MOHD YUSOF · STEPHANIE NG AI LING · STEPHEN LEE CHONG CHEE · STEVEN LAM SONG HENG · STEWART DARREN SCOTT · STEWART KELLY ANN · SU YING · SU YIWEN STEPHANIE · SU YU · SUA'ADAH HANEM BTE MOHAMED SAID · SUAH SHING CHYAU · SUBANDRIO BIN SATEMAN · SUBATHRA MURUGAIAN · SUBHAGAN S/O CHAKRAPANI · SUBRAMANIA RADHAKRISHNAN · SUEY KOK HUA · SUGUNA D/O MURIGASAN · SUHAILY BINTE ZAKARIA · SUHAIMI BIN MOHAMED ISMAIL · SUHAINA · SUHANA BINTE KHARUDIN · SUHOD BIN MOHAMED · SUKAIMI BIN MOHAMED YUN · SUKALPA RAGHUKUMAR · SUKHWINDER KAUR D/O AVATAR SINGH · SUKOOR MUHAMMAD BIN AMIN · SUKUMARAN SARAVANAN · SULAIMAN BIN ALIAS · SULAIMAN BIN HASSAN · SULAIMAN BIN MAHAROBIN · SULAIMI BIN SALLEH · SULEKA D/O A BALAKRISHNAN · SULINA BTE SAYANO · SULONG BIN BASIRON · SULPHONAN BIN ADAM · SUM WAI LEONG · SUMATHI D/O DORAISAMY · SUMATHI D/O GOVINDASAMY · SUN QIZHI GEORGE · SUN WIN · SUNAM BIN MIJAN · SUPIYANTI BINTE MUKREI · SUPPIAH KARTHEKESON · SUPPIAH S/O GANESAN · SURAINI BINTE SUNREH · SURAIYA HANEEM BINTE ABU BAKAR · SURIANI BTE MASOUD · SURIANI BTE MOHD SAID · SURIATI BTE MD YUSOP · SURINA BINTE HARON · SURINAH BTE AHMAD · SURIYANI BTE BUANG SIDEK · SURIYATI BTE RAWI · SURYANA BINTE ABDUL RAHMAN · SURYANI BINTE MHD SALEH · SUSHEELA D/O M KRISHNAN · SUTRIS BIN KARTIMIN · SUZANA BINTE ISHAK · SUZYANAH BTE MOHD ALI · SWAMINATHAN RAMANATHAN · SWATI JAIN · SWEE SEBASTIAN · SWEE WEE LENG · SY HONG SOON · SYED ABDUL RAHMAN BIN ALI ALKAFF · SYED FAIZAL BIN SYED ABDULLAH · SYED MUBARAK BIN SUBUKUTHEEN · SYED OTHMAN BIN AHMAD ALKAFF · SYLVANUS DUNCAN · SZE AI HWA · SZE YU SHENG · SZIE CHAY KHING · TAI CHUN MUN, JEREMY · TAI FATT MING · TAI LIP PIN GEORGE · TAM CHEE KAT · TAMIL CHELVI SUNDARAM · TAMIL SELVI D/O KUMARAVELU · TAMILSELVAN SINGH S/O RAMASAMY · TAMMIE LOKE · TAN AH MUAY · TAN AH SEE · TAN AI CHIN · TAN AI CHOO · TAN AI HOON · TAN AI HWA · TAN AI PING · TAN AI POH · TAN ANNA · TAN ANNIE · TAN BAN CHENG · TAN BEE BEE · TAN BEE GEOK · TAN BEE HONG · TAN BEE HUA · TAN BEE LIAN MARY · TAN BEE SUAN CYNTHIA · TAN BENG HIN · TAN BENG HWEE FRANCIS · TAN BENG KIAT · TAN BENG TIONG · TAN BOON HAI · TAN BOON HEE · TAN BOON HOCK · TAN BOON HWA · TAN BOON TONG · TAN BUCK JUAY · TAN CAI QIN · TAN CHEE BENG · TAN CHEE ENG · TAN CHEE LEONG · TAN CHEE THEEM · TAN CHEK KAI · TAN CHENG HO · TAN CHENG PUAY · TAN CHEOK ENG · TAN CHEOW KIAK · TAN CHER SIN · TAN CHEW KIOK · TAN CHI SIANG CLARENCE · TAN CHIAN CHIEW · TAN CHIEW LUAN · TAN CHIH SIM · TAN CHIN ENG · TAN CHIN HOCK · TAN CHIN HOCK · TAN CHIN KOK, HELEN · TAN CHO MENG · TAN CHOI TECK · TAN CHOK KWANG VINCENT · TAN CHONG TIM MOSES · TAN CHOON KIANG · TAN CHWEE ENG BENNY · TAN CHWEE LIAN · TAN CHYE THIAN · TAN EE SIEW · TAN EILEEN · TAN EING HOW · TAN ENG KIM · TAN ENG KIM · TAN FONG KWAN · TAN GEK HUA · TAN GEK THIANG · TAN GEOK CHENG · TAN GEOK LIEW MARIE · TAN GIM CHOO · TAN GUAN HONG · TAN GUAN KICT · TAN GUAT KIAN · TAN GUAT PENG · TAN HAO RUI · TAN HENG KEE · TAN HERNG HSI · TAN HIOK SENG · TAN HO KIONG · TAN HOCK CHUAN · TAN HOCK SENG ANDREW · TAN HOK QUAN · TAN HONG KIN · TAN HOW SUE · TAN HUI FANG · TAN HUI LING · TAN HUIZHAN · TAN HUNG YONG · TAN HWEE HUA · TAN HWEE KOB · TAN JANE · TAN JAY LING VIVIAN · TAN JEE SIANG · TAN JENNY · TAN JIA HUI SOPHIE · TAN JIN XIANG · TAN JIT CHENG · TAN JI-YE, BENJAMIN · TAN JOO THIAM · TAN JOON BUAY · TAN JUI CHENG · TAN JUI POH · TAN JUN YANG · TAN JWAY KWEE · TAN KAH LENG · TAN KAREN · TAN KEE HOON · TAN KEE SENG · TAN KEK SIONG · TAN KENG LAK · TAN KENG SIONG · TAN KEOW LIN · TAN KHAH CHEONG · TAN KHAR KUAN · TAN KHENG HOCK KELVIN · TAN KHENG SWEE NICHOLAS · TAN KHIM LYE · TAN KIA HENG · TAN KIAN ANN · TAN KIAN HONG · TAN KIAN THONG · TAN KIAN WEE · TAN KIM BOON PATRICK · TAN KIM CHOO, MARY · TAN KIM CHOO · TAN KIM HONG · TAN KIM HWA · TAN KIM NOY · TAN KIN PAR · TAN KIN PENG · TAN KIN WAI ANDREW · TAN KIU K HEE · TAN KOK CHIAN · TAN KOK ENG, EDDIE · TAN KOK FAN · TAN KOK HWA · TAN KOK JIN · TAN KOK KHENG · TAN KOK WAH · TAN KOON HIAU · TAN KUAN KWANG, ALVIN · TAN KUI CHUAN · TAN KUN GUAN · TAN KWAN THYE · TAN KWANG HUNG ALVIN · TAN LAK SUAN RAYMOND · TAN LAN SIM · TAN LAY HONG · TAN LAY HONG · TAN LAY TIN · TAN LAY WAH · TAN LEE KWEE · TAN LEE WAH · TAN LEE WAN · TAN LENG PIOW · TAN LI CHOO · TAN LI CHUEN, AMANDA · TAN LI HWA · TAN LI LING · TAN LIAN TIN ANNIE · TAN LIANG HAO · TAN LIH CHAU · TAN LILY · TAN LIN NAH · TAN LIN NEE · TAN LIP CHIANG CEDRIC · TAN LUM HOE · TAN LYE SENG · TAN MEAU HUAT · TAN MEE CHING SANDRA · TAN MEE NEO · TAN MEI FOONG JENIFER · TAN MEI LING · TAN MENG FATT · TAN MENG KWANG · TAN MENG LAN · TAN MENG PHUI · TAN MING KEE · TAN MING WOOL · TAN MUI ENG · TAN MUI YIN · TAN NGIAP JOON · TAN PANG HONG · TAN PEH ZHEN · TAN PEI LIAN CELIA · TAN PEK SZE · TAN PENG HENG · TAN PIN WAH · TAN POH CHOO · TAN POH CHOO · TAN POH CHOO CAROL · TAN POH CHUAN · TAN POH GEOK MARY · TAN SAI GECK, EVELYN · TAN SAY CHIAN · TAN SEE HIONG · TAN SEE MUN · TAN SEK LENG · TAN SENG TONG · TAN SENG WOON · TAN SEOK YONG · TAN SEOW LEE · TAN SERENE · TAN SHANG SHU, KEITH · TAN SHARON · TAN SHEN MENG · TAN SHIN GEE · TAN SHON LEI · TAN SHU FEN · TAN SHU QIN SHERYL SYL · TAN SHU-HUI · TAN SIANG YONG · TAN SIEW BEE · TAN SIEW BENG · TAN SIEW BIN EUGENE · TAN SIEW CHEEN GINNY · TAN SIEW YEE · TAN SIEW YING PAULINE · TAN SIM CHUAN · TAN SIO LING · TAN SIOK KEOW · TAN SIOK LAY · TAN SOCK PENG · TAN SOK CHING, CAROLYN · TAN SOK YEE · TAN SOON SIN JOYCE · TAN SOONG HOE NICHOLAS · TAN SOR LUAN · TAN SU PIN · TAN SUAN WEE · TAN SUE YIN EVELYN · TAN SUI LING GRACIA · TAN SWEE ENG · TAN SWEE GUAN · TAN SWEE HIANG · TAN SZE MIN NATALIE · TAN TAI GUAN · TAN TAU PENG · TAN TECK ANN PHILIP · TAN TECK LENG · TAN TECK SU · TAN TEE NEE · TAN TEE SIANG · TAN TENG BOON · TAN THENG LING · TAN THIAM CHYE · TAN THIAM TECK CHRISTOPHER · TAN THIAM TENG · TAN THIAN HUAT · TAN THING LING · TAN THOE LENG · TAN THUAN KIONG · TAN THUAN YONG, DARYL · TAN THUANG HIONG · TAN TIK HWEE · TAN TOAY · TAN TSING LING, JOCELYN · TAN TUAN KIAT · TAN TUANG HO · TAN WEE BENG · TAN WEE LEONG · TAN WEE LING · TAN WEE LOI · TAN WEE MENG · TAN WEE THONG · TAN WEI GHANG · TAN WEI KHOON JASON · TAN WEI YUE · TAN WENHUI JILL · TAN WIL LIAM · TAN WOON CHENG · TAN YANG KWAN · TAN YANWEN AARON · TAN YEN NEE · TAN YEN NEE WENDY · TAN YIH LONG · TAN YIN SAN · TAN YONG CHUAN · TAN YONG HUAT · TAN YONG MENG · TAN YONG PEOW · TAN YORK HAN · TAN YU · TAN YUH YAW · TAN ZHI CHIANG · TANALECHIMY D/O MUTHUSAMY VEERAPPAN · TANG CHAK LUM · TANG CHEE MENG · TANG CHIANG HEE KELLY · TANG CHIN NANG · TANG CHOY WAN · TANG CHYE HEE · TANG ENG HING · TANG HIN CHING · TANG HUI KHENG · TANG IKIN · TANG JACK LING · TANG JING · TANG KAH ANN · TANG KAR LOKE · TANG KIEV CHAY · TANG KOON CHNG · TANG KWANG MENG · TANG KWEK LEONG · TANG LI KOON, THERENE · TANG MAN · TANG MEE YEAN · TANG MENG MENG · TANG MENG WEE · TANG SI SHENG WILFRED · TANG SYLVIE · TANG TAK WEI ANDREW · TANG WAI CHENG · TANG WEE THENG JUSTIN · TANG YEW HOE · TANG YOKE CHEONG · TANG YONG CHYE PHILIP · TAO GUO RUI · TATIANA GOVINDASAMY · TAY AH LEK · TAY BEE PENG · TAY BOCK HUA · TAY BOON HENG · TAY CHAI YIM · TAY CHENG CHUA · TAY CHENG TIONG, EMMANUEL · TAY CHI WEN GERMAINE · TAY CHIN GUAN · TAY CHIN WAH · TAY CHOW KOON · TAY GEK LING · TAY GIM GUAN · TAY KUAN LYE · TAY HOCK CHOON · TAY HWEE KIANG JEANIE · TAY HWEE LENG · TAY JIN HIONG · TAY KAR CHOO · TAY KHAY HENG JIMMY · TAY KIAN SUAN MICHELLE · TAY KOK SIONG · TAY LAY PENG · TAY LENG SEE · TAY LIAN HONG DOROTHY · TAY LIM HOCK · TAY MENG HONG · TAY MEOW CHENG · TAY MUI JOO · TAY MUI KEOW · TAY NGUAN JOO · TAY PEI SHAN, THERESA · TAY PENG KEONG · TAY PENG KIAT · TAY QIU MIN · TAY SENG HUAT · TAY SIEW HOON · TAY SOO HUI · TAY SOOK ENG IRENE · TAY SUAN KHENG LINDA · TAY SWEE HOON · TAY SWEE HUA · TAY SZE BENG · TAY TAIN WEE · TAY TIONG WEE · TAY TOK YONG · TAY TUN LING · TAY WEE CHEN SOPHIA · TAY YAP YEE · TAY YOKE POH CHARLENE · TAY ZAR LWIN · TEE HUN WAH · TEE LAY PENG · TEE POH LIAN · TEE SIEW TIN · TEE TEK YAU · TEH BENG LAY · TEH BOON TONG · TEH SEE · TEH SEE SEE · TEH SWEE CHOON · TEH WEE SIONG · TEH YAK LIANG · TEH YEW KHENG · TEN SIEW LEE · TENG AH NGUK, ROSA · TENG KOON CHUAH · TENG PECK JOO · TENG SWEE CHONG · TENG YU HAU · TENGKU AZMANSAH BIN TENGKU AZIZ · TEO AI LIN · TEO BAN CHONG · TEO BEE HOON · TEO BEE LOON · TEO BENG CHOON · TEO BENG SAI · TEO BOON LENG · TEO CHIEW KEOK · TEO CHIN HUAT · TEO CHOO HOON · TEO CHUI LIAN · TEO CHYE HOCK · TEO CHYE HUAT ANTHONY THOMAS · TEO ENG HOW · TEO ENG KWANG · TEO ENG SHENG · TEO ERM TIK · TEO GEE CHEE · TEO GIAM HOO · TEO GUEK HONG · TEO HAP SIM · TEO HOON TAT · TEO HUI HUI · TEO HUI YING · TEO JIEH PING · TEO JIN LEONG ADRIAN · TEO KAH MING · TEO KHEE HWANG · TEO KIAN BENG · TEO KIAN HUAT · TEO KIAT YEE, JESSICA · TEO KIM YON · TEO KOK GUAN · TEO KOON HUI · TEO KOON SIA RICHARD · TEO KWANG HUI, ERWIN · TEO KWANG LIAK · TEO LAM PENG JOE · TEO LAY BENG · TEO LAY CHING, DOREEN · TEO LEE HOON · TEO LEE PENG · TEO MING-EN JOSES · TEO PECK YEN SHIRLEY · TEO PUAY HOON · TEO SEAK KEOW · TEO SEE QUEK · TEO SERN HAN · TEO SHI LAN · TEO SIEW HOW · TEO SIEW YAM · TEO SOO

PHIN · TEO SOON HWEE · TEO SWEE · TEO TIAN BOCK · TEO TIONG ENG · TEO WAH TZE RAYMOND · TEO WEE LENG · TEO WEE PENG, RENA · TEO WEI MENG · TEO WEI PENG · TEO WEI YONG · TEO WEIZHI MICHELLE · TEO XUAN HAO, BERNARD · TEO YEE LAN · TEO YI WEI · TEO YOKE KOON · TEO YONG CHOON · TEO YOW KHOON SOLO · TEOH HOON HOON · TEOH JIAO LI, GRACE · TEOH KHYE HUAT · TEOH YEOW LAM · TEOH YI-LING, ELAINE · TEONG GEK TEE · TEONG LANG HIN DAVID · TEOW CHEOW POH · TERENCE TAN KIM BOCK · TERM SIOK LIM · TERENCE AUGUSTINE SIM WEI-MEIN · TEU SYE WEI JERLIN · TEUM YEEN WAH · TEW LI KEOW · TEY CHUNBO AUDREY · THAM BOON LEONG · THAM GEOK PING · THAM HENG FOUNG · THAM KOK HOU · THAM KONG SUN · THAM KONG WENG · THAM SAM CHUAN · THAM WAI LENG, CORRINE · THAM WEI JIE · THAM WENG CHUNG · THAM YAOJIN · THAM YUET SENG · THAMBIAH RAMASAMY · THAVAMALAR D/O R VALLIPURAM · THAVASI TAMILKODI · THEINGI WIN · THIAN PUI LING · THIEN SHU MEI · THILAGARANI D/O SHUMMUGAM · THIO SYU HONG · THO GEOK KIOU · THO SAI THUM · THONG SIEN MEE · THONG TUCK LOONG · THUM HOU YUEN · TIANG CHIN TECK · TIEN SIEW SHUEN · TINA BINTE ANDAM · TING MAY YIN · TING SENG KUNG · TIO CHUAN AIK · TIONG PEE CHOR · TIYO CHIAT LING · TNG TECK HENG · TNG THIAM HENG · TOH AH POH WENDY · TOH CHEE TIONG · TOH CHENG TEE · TOH CHIN HWEE · TOH CHOO CHYE · TOH ENG HOCK · TOH HONG YONG · TOH IAN LEE · TOH JIA PEI · TOH KAI YEN · TOH KIM TOON · TOH KWOK WENG · TOH LAY ENG · TOH LAY LING · TOH LEE KIAN GRACE · TOH MARY · TOH SAY LEONG · TOH SIEW LENG · TOH SIN CHUAN · TOH SOCK HAR · TOH SWEE BENG · TOH SWEE KIM · TOH SWEE KOON · TOH TEEN SAN · TOH WEI JING, TIMOTHY · TOH XIN NI · TOH YAO KWANG · TOH YUDE · TOI MIAW JEE, BREND A · TOIN GEK HUA · TOK CHEE CHYE · TOK SENG KIM · TOLENTINO ARTURO PENA · TOMAS JR SORIANO DANGAT · TONG KUM KONG · TONG MOO TAIN · TONG SHI YI · TONY NG MUN CHOY · TOR JIA TONG · TRICIA TEO SWEE HOON · TU JHI YUAN · TUAN BAGOOS BIN ALANG MOHAMMAD ROM · TUNG CHEE LENG · TUNG WENG CHEONG · TUNG YEW CHONG · TUTY MARLINA TAIB · UTANES JOY CRUZ · UTHYAKUMAR S/O ANAMALAY · VADALI SRINIVAS · VADIVEL MOGANA KUMARAN · VAITHILINGAM DEREK KUMARAN · VAKULABHARNAM NAVEEN KUMAR · VALIENTE RAYMUNDO JR CURAMMING · VANITHA SUBRAMANI · VASANTAHRA D/O DORAISAMY · VASANTHA DEVI D/O K NAGARATNAM · VASU S/O MUNIYANDI KANDASAMY · VASUKI D/O MUTHUKUMARAN · VEERAIAH THANGAVELU · VEERAPPAN SUBRAMANIAM · VEERAPPAN THILLAIVENDHAN · VENGADASALAM S/O RAMASAMY · VENKATASALAM JAYABASKARAN · VENKTARAMANA A/L V VIJAYARAGAVAN · VERMA LALIT KUMAR · VESALINI D/O SACHE · VICENTE CAPIOSO TAYONG · VICKNESON S/O ULAGANATHAN · VICTOR SHU TAU KWANG · VICTOR TAN TECK HOE · VICTOR VJAYAN BALAKRISHNAN · VIJAYAN S/O GOPALAN NAIR · VIMALATULASI D/O VETRIVEL · VINCENS TAY YI XIONG · VINCENT TAN CHUN KIONG · VINCENT YAP PAO TENG · VINCENT ZILLIANSTETRA · VISUVANATHAN S/O SAMYNATHAN · VIVI YUANITA · VIVIEN LEE PEIQIN · VOO CHWEE LENG · VOON LEE YIN · VU VINH AN · WAH TEH HOONG · WAHID BIN ALMI · WAI CHENG HAR JENNY · WALTER LAWRENCE DICKMAN · WAN AIZAH BTE WAN IDRIS · WAN AZEAN BINTE WAN IDRIS · WAN CHEE WAI · WAN KENG MUN · WAN KEENG TUCK · WAN MAHMOOD BIN WAN YA'ACOB · WAN ZIN BIN ALI · WANG CHIU HUA · WANG GUAN LIN · WANG HUAN RAN, RICARDO · WANG JONG KOK · WANG KE · WANG KOON KIAT, JERRY · WANG LIDA · WANG NGIAP WENG · WANG SOO FUNG ADELINE · WANG TAI LIM · WANG WEI JUN · WANG YEAN-MEI · WANG YING · WAYNE LIM TZE SEAH · WE HER LEE · WEE CHIU HOON · WEE EE CHIN · WEE GEK HUAK · WEE HOCK ANN, BILLY · WEE HSU-TING · WEE JIN PEI · WEE LAY KHUANG · WEE LAY KUAN · WEE LOKE YAN · WEE SIEW CHOO, VERONICA · WEE SUNG LIN · WEE TECK CHYE DERRICK · WEE TEE CHIANG · WEE THIAM HUAT · WEN DAZHI · WEN JIE · WENDELL BUSCAR DIESTO · WENDY CHAN SZE YEE · WILLIAM ESPINOSA CANALES · WINSTON DONALD HENG · WONG AH LIN WILLIAM · WONG AH NGOW · WONG AI LIN · WONG BAO LING LINDA · WONG BENG LUN GABRIEL · WONG BOON KOK · WONG BOON ONN · WONG CHAN MAN · WONG CHEE SENG JASPER · WONG CHEE SING · WONG CHI HANG · WONG CHI WENG · WONG CHIA LEE · WONG CHIN SIM VINCENT · WONG CHING HWA · WONG CHONG HENG · WONG CHOR HENG · WONG CHUAN SERN · WONG CHUI PING ANGELINE · WONG CHUN LEONG MERVYN · WONG CHUNG KET · WONG FAI YIN · WONG FOOK CHEE · WONG FOOK KHEE · WONG GEOK PEY · WONG HIA SEE, DEBORAH · WONG HOE · WONG HOW · WONG HSIE HONG · WONG HSIEN HAN · WONG HUI LI · WONG JEE ENG · WONG JIA JING · WONG KAI CHOH · WONG KANG WEI · WONG KEE MING · WONG KEE SING · WONG KENG WAH · WONG KHAY TUCK JENTIS · WONG KIM LING · WONG KIONG HWA · WONG KOK FAI · WONG KOK HONG · WONG KOK HOO · WONG KOK HOONG · WONG KOK WAI, KENNETH · WONG KONG KOY · WONG KUM KIT · WONG KUM LAI · WONG KUNG HUA · WONG KWANG HAN · WONG LAI CHENG · WONG LEE HENG · WONG LEE LIANG · WONG LI FANG · WONG LIANG TOON · WONG LYE HENG, JEFFREY · WONG LYE YING · WONG MAY LUAN · WONG MAY MEI · WONG MAY PHING · WONG MEE MEE · WONG MEE POH MABEL · WONG MEI MENG · WONG MEI YUI MADELINE · WONG MIAO LING · WONG MUN LAI · WONG MUN YIH · WONG NAM SANG · WONG NGAI KEEN · WONG PECK PEGGY · WONG PENG WUI, SAMUEL · WONG PHUAY YEE · WONG PING WU · WONG POH CHUAN · WONG REN JIE · WONG SAI HENG · WONG SHI HUI · WONG SIAK WENG · WONG SIEW CHEE · WONG SOH LENG · WONG SOO YUEN · WONG SOOK KWAN · WONG SOOK TENG · WONG SOON THO GEORGE · WONG SOOT MEIN ELENA · WONG SZE WEE · WONG TECK CHUAN · WONG TECK HAN · WONG TECK KHUAN · WONG TECK SENG · WONG THIAM SONG · WONG THIM CHIEW · WONG TIAM YONG · WONG TOH PEE · WONG WAH MENG VINCENT · WONG WAI KOON LINCOLN · WONG WAI PUN · WONG WAI WENG · WONG WAI YING · WONG WEE LEE · WONG WEE LIN DAVE · WONG WENG CHUEN · WONG WILLIAM · WONG WING CHOI · WONG YAN FANG · WONG YAN KIT · WONG YANG NGEe SHARON · WONG YAT SHING SUNNY · WONG YING WEI, ELIDA · WONG YOKE HENG · WONG YOKE KHIAN · WONG YOKE KUM MOLLY · WONG YUEN KEAT DANIAL · WONG YUEN YIN · WOO CHAI CHERNG · WOO HANDA RAYMOND · WOO LAI SUM · WOO MUN HOE, EDMUND · WOO SZE MING · WOO WAI MEI · WOO WAN YING · WOO WEN YEN · WOO YOKE MUI · WOON CHEE PENG · WOON SIEW PANG, PHYLLIS · WOON WILLY · WU FENG CHU · WU GANG · WU HAO BO · WU KUOK WING · WU MAY LAN · WU OI LENG · WU SUTING · WU TSE WOO · WU VOON SING · WUU KEK SIONG · XIE HUIRU · XIE LITIAN · XIE MINGFENG · XU GUONENG · XU YEFAN · XUN HAI TAO · YAHYA BIN ALI BAHAJAJ · YAM KIN HOONG · YAM WAI LENG · YAMUNA SRI D/O MUNKUTHY · YAN CHUI LENG · YANG AI LI · YANG CHENG · YANG FAN · YANG HYE PING VINCENT · YANG JIA LING · YANG JIANPING · YANG PEE NIAN HENRY · YANG SEE YEW · YANG SEN · YANG XUE · YANG XUEJING · YANG ZHEN WEI · YAO CHUAN SAM · YAP BOON LEONG · YAP CHEE MING, JOHN · YAP CHEE YONG · YAP CHENG CHWEE · YAP CHIEW YAN · YAP CHUNG YIM · YAP EE GUAN · YAP EK CHOR · YAP ENG HOCK · YAP ENG HOK · YAP ENG KHIEM EVELYN · YAP FANG YU · YAP HUI JIN · YAP HWEE KHENG · YAP HWEE SIAN · YAP JEE MUI · YAP JIEW KOONG · YAP KIM YEOW · YAP KUAN WEI · YAP KUEN MUI · YAP KWEE SENG · YAP KWEI LONG · YAP LAI YEE · YAP NANG SUAN · YAP PAK KEONG · YAP SIOK ENG · YAP SOEK LING PHYLLIS · YAP WEE YEOW · YAP YI REN GERALD · YAP YONG YIOW ANDREW · YAP ZHAN YEE · YAP ZHEE LIAN · YAU FOOK TAK · YAU KONG FUAT · YEANG HOONG CHIN · YEAP SOK LING · YEE BOON CHEOW · YEE CHEE SENG · YEE KIT FAN · YEE MEI PENG · YEE PUI YING · YEE SEE FONG · YEN LING PATERSON · YEN WAI KEAT · YEO AI LI · YEO BEE LENG · YEO BEE SEE · YEO CHAY JOO · YEO CHIAN WEI · YEO CHONG YONG MELVIN · YEO GEOK LENG JUDY · YEO GUAT CHENG · YEO HAN LENG · YEO HOE KIAT · YEO HUI CHIN, CANDICE · YEO HUI CHOO · YEO HUI LAY · YEO HWAN MEOW · YEO JOO LENG · YEO JOON FUNN ROSEMARY · YEO KEE MENG · YEO KENG KWEE, KENNETH · YEO KOK BENG · YEO KOK SIONG · YEO KOK YEW, DENNIS · YEO KOON CHENG · YEO LAY GEOK · YEO LAY MUI · YEO LEE KHENG · YEO LEE WAH · YEO PUAY HOON · YEO PUAY KHOON · YEO SE LAY · YEO SHI WEI · YEO SIEW BEE · YEO SIEW HUA · YEO SIOK EWE · YEO SOCK HUI · YEO SOH KUAN · YEO SOON LAY · YEO SOON YONG · YEO SUNG SIEN ADRIAN · YEO TECK GUAN · YEO THENG YAM DENNIS · YEO THIAM HUAT · YEO TIAN HOCK · YEO TZY CHANG · YEO WEE KWANG JASON · YEO WEE LEONG · YEO WEI YANG, WILSON · YEO WHYE SIAH · YEO YIN YEW · YEO YUAN XIU · YEOH WEI HEAN · YEO-LIM SEH CHOO, JOSEPHINE · YEONG HOE KIAT · YEONG KUAN MENG · YEONG PUI CHENG · YEONG SIEW FU · YEONG WHYE KWOK · YEOW BOCK CHIN · YEOW CHIN SHIN · YEOW EE KHIAN · YEU ENG HOCK · YEUNG FAN · YEW AI HUA · YEW FOON LIAN MARTHA · YEW KAI SIANG · YEW KIAN MING · YEW SOW KUEN · YII NGA HUONG · YIN HUI · YIN KUM KIM · YIP CHEY HOONG · YIP JUI YONG · YIP SOOK FONG · YIP SOW YONG · YOGESWARI D/O K. BALA KISNAN · YONG AH POH · YONG DE EN, LUKE · YONG ED-MUN · YONG FOO NYEN · YONG HOON KWONG · YONG JING YI · YONG KHIAN FEE · YONG KHIN CHEONG · YONG KUM THONG · YONG LAI YEN · YONG LI-LING SHARON · YONG NANZA · YONG POH LIN · YONG SHAO CHONG · YONG SHIE KIM · YONG SIM KUI · YONG SIN FAH · YONG TIAN POH · YONG WEI WEN · YONG YIN KAT RON · YONG-TAN LI WAH · YOONG CHIN CHONG · YOONG YEW MENG · YOUSOF SAIRA BANU · YOW INN FONG · YUE KOK KEE · YUEN HOOI LING · YUEN KAI THYE · YUEN PEY JIUN · YUEN SU PING MILLY · YUNOS BIN OSMAN · YUSMAN BIN YUNOS · YUSRI BIN YUSOF · YVONNE TSEN MUI YUN · ZAELANI BIN MISWADI · ZAIDANI BTE RAMLI · ZAILANI BIN MOHAMED IDRIS · ZAIMAH BTE GARMIN · ZAINAB BINTE MOHEMED YUSUF · ZAINAB BIVI D/O GULAM MOHAMED · ZAINAF BTE YIM · ZAINAL ABIDIN BIN ALI · ZAINAL BIN AMAT · ZAINAL BIN MAAT · ZAINI BIN MD SANI · ZAINOL BIN SAMIAN · ZAINUDDIN BIN ABDUL SAMAD · ZAINUL ARIFIN BIN SULONG · ZAITON BINTE TAMBY · ZAKARIA BIN HITAM · ZARINA BINTE MOHAMED YATIM · ZARINA BINTE ZADI · ZEE YEONG ANN · ZEENATH BEGUM · ZEENATH BIVI BTE ABDUL AZIZ · ZENG JIANCHENG · ZHA XIAOJING · ZHAN YANXIN · ZHAN YAYUN · ZHANG YONG · ZHANG YUNHUO · ZHANG ZHIWEI · ZHANG ZHONGZHI · ZHENG HUI CHAO · ZHENG JUNYUAN · ZHENG MINGHUI, EUNICE · ZHENG QINGYU · ZHENG SHIYA, CLARA · ZHENG WENXIANG · ZHENG XIAOMEI · ZHENG YI · ZHONG CONG · ZHONG JINJIANG · ZHOU CHUAN · ZHOU LIYING · ZHOU YI · ZHU HUI · ZHU JUN · ZHU LING · ZHUANG XIANGHONG · ZHUO CAITONG · ZHUO HUITING · ZHUO SHUMEI · ZOBAIDAH BINTE BUSTAMAN · ZOHRAH BINTE HARON · ZUBAIDAH BTE ALI · ZUBAIDAH D/O V V A SAMSUDIN · ZUFRI BIN ABDUL WAHAB · ZUHAIRUL BIN JURAEME · ZULKARNAI BIN HARON · ZURAIDA BINTE MOHAMED ARIFF · ZURAIDI BIN MOHAMED ANWAR · ZURAIMI BIN MOHD APANDI

