

**21 June 2009 (Sunday)**

## **THE PKFZ ISSUE PART 2: 'Converting land status increased its price'**

By : Kang Siew Li



**Datuk Faizal Abdullah, Wijaya Baru Global Bhd group deputy chief executive officer and executive director**

**FOURTEEN years ago, a little-known property developer bought 405ha of land in Pulau Indah, Selangor, from a local cooperative for an average cost of RM3 per sq ft.**

Seven years later, Kuala Dimensi Sdn Bhd sold the land to the government, through Port Klang Authority (PKA), for RM25 per sq ft -- a whopping eight-fold increase. Allegations of corruption were levelled against Kuala Dimensi senior executives and PKA officials for the huge price difference, a controversy that has dogged the Port Klang Free Zone (PKFZ) project until today.

Kuala Dimensi's credibility is once again being questioned after an audit report by PricewaterhouseCoopers Advisory Services Sdn Bhd (PwC) was released recently. The report, commissioned by PKA, claimed, among others, that PKA paid RM25 per sq ft for the land on the basis that it was of "special value". Wijaya Baru Global Bhd group deputy chief executive officer and executive director Datuk Faizal Abdullah said the statement had insinuated that Kuala Dimensi had reaped huge profits from the sale of the land to PKA. Wijaya Baru Global is an associated company with Kuala Dimensi.

"This is not true. Most people are not aware of what actually happened between 1995 (when Kuala Dimensi bought the land) and 2002 (when it sold the land to PKA). "When we bought the 405ha land from Kooperasi Pembangunan Pulau Lumut Bhd in 1995, it was zoned for agriculture. That's why land prices were relatively low. "We then sought to convert the agricultural land into 10 per cent commercial use, 30 per cent residential and 60 per cent industrial land at the end of 1995, which bumped up the land price.

"This was in line with our plan for mixed-use development there." Kuala Dimensi had also secured financing worth RM100 million from a local bank to proceed with the development of the area. "We put in place the infrastructure and sold portions of our land to various parties for between RM13 per sq ft and RM15 per sq ft between 1996 and early 1997," said Faizal.

In 1998, Kuala Dimensi was approached by PKA, which was then headed by general manager Datin Paduka O.C. Phang, to buy the land and develop it into a procurement and national load centre following a study made by the Ministry of Transport. "PKA found that the land owned by Kuala Dimensi was suitable as it was strategically located next to and has a common boundary with Westports. We never had any intention of selling the land to the government. The original purpose of the land was to develop it into a mixed-use development," said Faizal.

As PKA required all of the 405ha of land that Kuala Dimensi originally owned, the company bought back 42ha of land that was sold in 1996/97 at a cost of between RM21 and RM23 per sq ft in 1998. From then, Faizal said it took Kuala Dimensi and PKA four years to conclude talks as various government departments and agencies, including the Transport and Finance Ministries, the Economic Planning Unit and the Valuation and Property Services Department, were also involved in determining the price and mode of payment.

A sale and purchase agreement was finally signed at the end of 2002. "So, where are the huge profits that we're supposed to get? In fact, those four years (of negotiations) were practically lost opportunities for us. If we had our way, we would have sold our land at RM29 per sq ft." Another issue that has been raised in the PwC report was why the loan interest rate for one of the supplement agreements was revised from 5.0 per cent per year to 7.5 per cent per year in April 2006.

Faizal said the increase was to reflect the high base lending rate, which was hovering between six and seven per cent at the time. "We have now permanently locked in the interest rate at 7.5 per cent per year," said Faizal, dousing any hope that the rate may be reduced. Critics of the PKFZ project have also questioned how the plan to build only 512 warehouses, 2,000 covered parking bays, four eight-storey office buildings, a three-storey exhibition centre and a four-star hotel at the free zone came about and whether building them all at once was a wise move.

Faizal said the designs were decided by a steering committee chaired by the general manager of PKA and comprised representatives from Kuala Dimensi, PKA and other government departments. "The steering committee visited several free zones around the world (before coming up with the designs)." The decision to build the facilities over two years, instead of staggering the construction, was also driven by increasing building material prices, which saw no let up in 2003 and 2004 -- the years PKFZ was under construction. "We, as a turnkey developer, had proposed that we build the facilities at one go and the suggestion was accepted by PKA."

Faizal said as at June 19, PKA had paid a total of RM368 million, about 30 per cent of the land cost to Kuala Dimensi, leaving a balance of RM1.4 billion, payable over eight years through 2017. "And yet the land title was transferred to PKA two years ago," he added.

Some RM460 million in development costs has been paid out of RM1.2 billion under the development agreement. Faizal also condemned PwC's statement in its report that said: "PKA may not have received value for money due to its heavy reliance on Kuala Dimensi as the turnkey developer". He said the audit firm had underestimated the integrity, credibility

and ability of Kuala Dimensi as the turnkey developer of PKFZ. "We completed the project in two years, about 11/2 years ahead of schedule.

"Apart from PKA closely monitoring the project through the 4Qs (Quality Programme, Quality People, Quality Processes and Quality Systems), the Finance Ministry had appointed four independent quality systems firms to assess and evaluate the project. "All these (measures) showed how strict the ministry and port authority were on Kuala Dimensi in the PKFZ project." The PwC report also identified the need for PKA to restructure the Finance Ministry soft loan of RM4.632 billion immediately to avoid a potential default in 2012.

Faizal said the way forward for PKA was to restructure its loan and embark on an aggressive marketing campaign worldwide to attract more foreign investors and activities to the free zone. While some have questioned the viability of the project, Faizal said the group was willing to buy and take it over. "But the government must provide us with a soft loan and a grant like those given to operators of Port of Tanjung Pelepas in Johor, Westports and the KL International Airport." He also believes that full autonomy to PKFZ could be another solution to the viability of the project, as enjoyed by its counterpart in Dubai. It will remove the need to send proposals to different ministries and agencies, which creates delays. "Grant me these and I guarantee that I can turn around this project."

## **21 June 2009 (Sunday)**

### **Expert: Study the impact of hill projects**

Chai Mei Ling

#### **THERE is more than meets the eye, an engineering professional says of any project.**

In the case of the proposed Bukit Larut project, the question is not so much about the cable car, but that it's going to be on the slope. The hill has natural vegetation as cover, but if that's disturbed, erosion and landslides could happen, says Datuk Keizrul Abdullah, president of the Institute of Engineers Malaysia. "Even in natural conditions this is happening. If we go in, it will increase the impact." Keizrul says it's important for decision makers to look at the project holistically because "a cable car doesn't stand by itself".

If the impact is based just on the "cable car", Keizrul believes it would be small because all that are needed are pylons to hold the cables. But there would almost always be additional infrastructure to be put in place. "You have to build a road into the area to put in the pillars - this is the destructive one. As with logging, the bigger problem would be the logging trail."

Keizrul also raises the question of whether Bukit Larut's carrying capacity would be able to withstand the 1,000 tourists the project is expected to bring in. "How many people would go up just to look at the view? This project would not be as economically viable as one which has a casino or picnic spot up on the peak."

Even if 1,000 passengers pay RM20 each for the cable car ride, the annual takings would only be enough to cover the RM60 million loan's interest, says Keizrul. To recover the cost, the project proponent might have to generate economic activities. If the project expands to building of hotels and resorts, the impact on the environment would be even greater. Despite these reservations, Keizrul says most hillslope projects can be done safely because the technology is available. "Concept wise, it's not hard to do it in a good way. But holistically, what's the impact on the area? "If not so much of an adverse impact, even though the environmentalists might not be happy, then it's part and parcel of the development process.

"What's important is the project company must explain it in a holistic way so that we have a transparent and inclusive project. The consumer and environmental groups must be brought in to raise questions. "If the company says the project has little impact, there's no reason then why it can't do an environmental impact assessment (EIA) even though it's not legally required to."

**23 June 2009 (Tuesday)**

### **Spin-offs from stimulus packages**

**PRIME Minister Datuk Seri Najib Razak said RM6.8 billion from the RM7 billion in the first stimulus package had been channelled to the various ministries and agencies.**

In a written reply to Datuk Ong Ka Chuan (BN-Tanjong Malim), he said the government had given out 44,736 projects valued at RM4.2 billion. A total of 13,365 projects valued at RM1.5 billion had been completed. These included small projects like improving rural roads, bridges, schools and hospitals, which cost RM500 million.

Najib, who is also the finance minister, said under the Second Stimulus Package, 8,981 projects valued at RM4.3 billion had been given out and 545 projects valued at RM1.3 billion had been completed. Explaining the implementation of projects under the two stimulus packages and steps taken to mitigate the impact of the global economic downturn, he said the government had also increased its allocations for subsidy on foodstuff. He said the government had succeeded in reducing the inflation rate from 8.5 per cent in August last year to 2.4 per cent in May this year. The government's initiative to improve the economy had brought confidence to investors, especially in the stock market. Najib said this was evident by the strengthening of the Kuala Lumpur Composite Index since the second stimulus package was announced, with the KLCI going up to 1,070 points on June 8 from 855 points on March 10. The government would continue to monitor the implementation of the stimulus packages to ensure they were carried out efficiently and quickly, he added.

**23 June 2009 (Tuesday)**

**RM1.2b request 'was by port board'**

**KUALA LUMPUR: Port Klang Authority (PKA) chairman Datuk Lee Hwa Beng yesterday defended Transport Minister Datuk Seri Ong Tee Keat against accusations by the opposition that Ong was an accomplice to the ballooning costs of the Port Klang Free Zone (PKFZ).**

For the past week, Ong had been the target of opposition attacks after copies of a letter dated May 10, last year written by him to then prime minister Tun Abdullah Ahmad Badawi asking for an additional RM1.2 billion towards the building of PKFZ surfaced on the Internet. The opposition also claimed that the letter was never mentioned in the PricewaterhouseCoopers audit report, further accusing Ong of withholding information.

However, in a statement yesterday, Lee clarified that the letter was not Ong's request for more money to be approved but merely a relay of the PKA board's decision (that they needed more money) to the prime minister. "The letter from the transport minister dated May 10, 2008 to the then prime minister was to inform the latter that the PKA board had already deliberated and approved in February 2008, the final costs of the main development agreement of the contract with the developer."

Lee reasoned that the audit report did not mention the May 10, 2008 letter because the issue was not with the letter but rather the PKA board's way of deliberating on agreements. "In fact, the review of authority to enter into agreements, including the acceptance of any variation and cost escalation covering years 2002 to 2007 was probed by PwC and stated in paragraph 1.2 of the report.

"The report also stated the financial implications (risk of defaulting payment due to insufficient funds) of the agreements entered to by the board. "However, I wish to make it clear that I was not on the PKA board in February 2008 when it wrote to the transport minister asking for the RM1.2 billion," said Lee.

**24 June 2009 (Wednesday)**

**Forest reserve to stay, says MB**

By : Patrick Sennyah

**PORT DICKSON: The Sungai Menyala forest reserve in Pasir Panjang near here will be left undisturbed although the state government had received numerous proposals from the private sector to develop the area.**

Menteri Besar Datuk Seri Mohamad Hasan said although the investment proposals looked interesting and promised big returns, the state government felt that environmental

preservation was equally important. He said the forest reserve was along the coastline and apart from being a natural paradise, was also beautiful. "Also, many tourists come to Port Dickson to enjoy the various attractions here, including the beaches and vast greenery," he said after launching the 2007-2020 local development plan here yesterday.

Mohamad added that the state government wanted to further enhance the tourism industry in the district and various measures had been included in the plan. Under the plan, he said the state government wanted to improve the tourism facilities and upgrade the cleanliness of beaches from Batu 1 to Batu 13 of Jalan Pantai. He said Lukut and Tanah Merah, bordering Sepang in Selangor, would be turned into industrial areas due to their strategic location near the Kuala Lumpur International Airport in Sepang and also other developing areas.

**24 Jun 2009 (Wednesday)**

### **MACC tower brings worries**

By : Looi Sue-Chern

**GEORGE TOWN: Another high-rise building is set to dominate the skyline at Millionaire's Row in Jalan Sultan Ahmad Shah here soon.**

It is not going to be some posh condominium this time but a government housing project on Malaysian Anti-Corruption Commission (MACC) land, next to the Mayfair condominiums. The new waterfront development, located just behind MACC state headquarters, is a 21-storey Class E living quarters for the commission's officers and support staff. State MACC director Latifah Md Yatim told the New Straits Times piling works had already been completed. "The project began in November last year and we hope the building will be finished in May next year."

Latifah said it would comprise ordinary quarters for government employees, without facilities like swimming pools. "Facilities like the gymnasium and cafeteria are already available at our complex." However, the development is expected to raise concerns among the public, as the proposed building will be close to the heritage buffer zone here. An 18m, or five-storey, height restriction has been placed by the Penang Island Municipal Council on developments in both the inner city's heritage core and buffer zones. George Town was declared a Unesco World Heritage site on July 7 last year. The height ruling by the municipal council was enforced following a controversy related to four high-rise hotel developments, which were reported to be jeopardising the heritage-listing status.

**26 June 2009 (Friday)**

### **Dewan Rakyat Round-Up: No laying PKFZ ghost to rest**

By : V. Vasudevan



**THE controversial Port Klang Free Zone (PKFZ) issue dominated house proceedings most of this week with the opposition determined to bring it up whenever it had floor time.**

But the tone and thrust of the attacks revolved around Transport Minister Datuk Seri Ong Tee Keat and his statements in the house. On Monday, Ong took the floor twice on PKFZ - first to answer questions and the second to make his ministerial statement. DAP parliamentary leader Lim Kit Siang (DAP-Ipoh Timur) and the opposition heckled Ong, who kept his cool and told Lim to stop recycling questions from four years ago. The exchanges on the PKFZ culminated on Wednesday when an irate Barisan Nasional Backbenchers' Club chairman Datuk Seri Tiong King Sing (BN-Bintulu) challenged Lim to repeat his allegations outside the chamber. Lim had taken swipes at Tiong in the past but last Wednesday proved too much. "Don't hide behind parliamentary immunity. Come out and speak," he shouted at Lim after the latter had implied the project was a "gold mine to some" as he debated the motion to redistribute allocations for the defunct Cooperative and Entrepreneur Development Ministry.

Tiong is a major shareholder in Kuala Dimensi Sdn Bhd, which sold land to the Port Klang Authority as well as the project's turnkey developer. But veteran Lim did not take up the gauntlet and instead urged Tiong to behave like a gentleman. "We are MPs, not samseng (thugs). He (Tiong) has vested interest. Can we allow people to hold Parliament to ransom? If this is not samseng, what is it? Don't be scared. Truth hurts," Lim continued.

If Lim was an irritation then Datuk Tajuddin Abdul Rahman (BN-Pasir Salak) appeared "odd" when he debated the same motion. Tajuddin kept laughing each time he was heckled or when he had made a debating point -- much to the consternation of opposition members. "Forgot to take your medicine?" asked M. Manoharan (DAP-Teluk Intan) as Tajuddin giggled and brushed aside Manoharan. However, Tajuddin did manage to needle former Perak menteri besar Datuk Seri Mohammad Nizar Jamaluddin (Pas-Bukit Gantang) about the way Pakatan Rakyat administered the state.

Nizar and the Pakatan members did their best to defend their record as Tajuddin whacked the opposition. Last Thursday also marked the first step to closure for a story that began four years ago -- the house began debating the Enforcement Agency Integrity Commission (EAIC) which is the agency that will handle complaints against the police and 21 other federal enforcement agencies. The EAIC grew out of the Royal Malaysian Commission on Inquiry on the Police Force, which had proposed the formation of an Independent Police Complaints and Misconduct Commission. The debate on the EAIC continues on Monday. Talk of a unity government, which dominated the house and lobby last week, ended this week when Pas declared it was not leaving Pakatan.

**27 June 2009 (Saturday)**

**PKFZ Report: '300 copies sent to Parliament on June 15'**

By : Hamidah Atan and V. Shankar Ganesh

**PUTRAJAYA: Port Klang Authority chairman Datuk Lee Hwa Beng has dismissed claims by opposition leader Lim Kit Siang that the transport minister and PKA did not submit 300 copies of the Port Klang Free Zone (PKFZ) report to Parliament.**

Kit Siang had accused Datuk Seri Ong Tee Keat and the PKA of failure to submit the report and its appendices, which was prepared by audit firm PricewaterhouseCoopers Advisory Services Sdn Bhd. "We wish to clarify that the statements by Kit Siang are baseless," Lee said.

"We received a letter from Parliament secretary Datuk Roosme Hamzah on June 12, requesting 300 copies of the documents for the benefit of members of parliament. "On the same day, consent was obtained from Ong to deliver the documents to Parliament. We delivered the copies to her on Monday (June 15). We also received a signed acknowledgement from the office of Parliament." Lee said PKA had acted in a prompt and professional manner.

PricewaterhouseCoopers could face a multi-million ringgit suit for allegedly tarnishing the name of Sementa assemblyman Datuk Abdul Rahman Palil. Rahman was mentioned in the PKFZ audit report as one of several parties who had a potential conflict of interest. He said a suit would also be filed against the PKA and several media organisations. At a press conference here yesterday, he said the audit report had tarnished his reputation and made him a scapegoat in the multi-billion-ringgit scandal.

Rahman was a PKA board member and during a board meeting on Oct 24, 2001, had queried a proposal for compulsory acquisition of the land for the free zone. The report stated that since acquisition would have benefited PKA, his query was unclear. Rahman is also the president of a cooperative that sold the land to Kuala Dimensi Sdn Bhd, which subsequently sold it to PKA. He clarified yesterday that he had declared his interest as the cooperative chairman during the meeting and stepped out when the board made the decision to buy the land instead of acquiring it.

However, before he stepped out, he said he queried it, because acquisition should only be done if it was a public interest project and not a commercial one, as it was in this case. "My reputation is in tatters. Everyone is now looking at me differently. Looks like I might not even be able to stand in the next general election."



**28 June 2009 (Sunday)**

## **Ong: We will make PKFZ viable**

By : Kang Siew Li



KUALA LUMPUR: It was a seemingly unenviable appointment, but Datuk Seri Ong Tee Keat could not have been prepared enough for what came with the job as transport minister. From the word "go", Ong has had to handle heavy baggage that he inherited from his predecessors in the form of the Port Klang Free Zone (PKFZ). The project in Pulau Indah, Selangor, is at the heart of a bitter political battle between the MCA, of which Ong is also president, and the DAP over spiralling development costs, mismanagement of federal funds and allegations of corruption.

An audit report by consulting firm PricewaterhouseCoopers (PwC) had found that the project cost had risen nearly three-fold from RM1.957 billion in 2001 to RM7.453 billion, including interest. So far, Ong has endured criticism from opposition lawmakers and political bloggers, and remains committed to bringing closure to the controversial issue. He had last month even put his political career on the line, stating that he would ensure the PKFZ would be viable.

"It was not a matter of confidence (when I said it), but about carrying one's responsibility in public office and doing what is right. "I'm not here because I am power-crazy. I am here to do the best job that I can to save taxpayers' money," he told the New Sunday Times. "If PKFZ turns out to be viable, it should be able to attract new industries, bring employment to the people and enhance our trading and manufacturing capabilities. "That is a responsibility that I do not take lightly."

Ong said more serious enquiries had been received from potential investors and that French shipping group CMA CGM and several Chinese and Taiwanese export companies had expressed interest to invest in PKFZ. "As with many other national projects the country has undertaken in the past, it takes a while before we can see results. "I still remember the cynical remarks people made about the KL International Airport or the Petronas Twin Towers when they were first conceptualised. The opposition was dead set against them, but these projects are now national icons.

"The DAP even opposed vehemently the construction of the Penang bridge in the 1980s, but now that the DAP has seized control of Penang, it has asked the Federal Government to expedite the construction of the Second Penang Bridge. "Similarly, the Jebel Ali Free Zone (in Dubai), which PKFZ was modelled after, took many years before it became successful. "I am confident we can turn PKFZ into what it was originally intended to be if we put our

minds to it. "As I mentioned earlier, we will continue to give our fullest cooperation to the Malaysian Anti-Corruption Commission and the Public Accounts Committee."

The transport minister had last year told the Port Klang Authority (PKA), the owner of PKFZ, to get an independent audit on PKFZ's costs. "I cannot be playing the investigator's, the jury's, as well as the prosecutor's role. Or else I would be deemed to have a conflict of interest." While the ministry may not have the powers to punish those responsible for the escalating costs, it may take disciplinary action against PKA officers responsible for the poor controls and governance of the PKFZ project as highlighted in the PwC report.

Ong said one of the three committees that he had directed PKA to set up had been given two months from June 10 to give its recommendations on how to strengthen governance and project management at PKA and PKFZ. "These recommendations may include taking disciplinary action against certain officers." A task force together with a PKA ad hoc corporate governance committee and a PKFZ executive committee were formed earlier this month to look into issues arising from the PwC report.

"The task force will pursue legal remedies to wrong-doings, while the other two bodies will rectify weaknesses and strengthen PKA's management. "They have been given two months to give their recommendations. So, give them time to do what is necessary. "I am confident that they'll be able to do it." Ong added that one of the options to turn around PKFZ might include privatising it. Ong also shot down any possibility of setting up a Royal Commission of Inquiry. I do not think I have to dance to the opposition's tune, which has called for the setting up of a royal commission."

## **29 June 2009 (Monday)**

### **IJN's new wing to open on Wednesday**

**KUALA LUMPUR: After three-and-a-half years, the National Heart Institute (IJN) is finally ready to open its new wing to patients on Wednesday.**

IJN chief executive officer Datuk Mohd Radzif Mohd Yunus said the new wing would have 112 general ward beds and paediatric wards for cardiology and cardiothoracic cases. Other facilities include 12 intensive care unit beds for post-surgical cases, eight coronary care unit beds, six high dependency unit beds, two state-of-the art operating theatres and two invasive cardiovascular laboratories for interventional invasive cardiology procedures. He said the new wing would have spacious private suites to accommodate guests. There are VIP rooms, some opening on to gardens. "It gives patients the feel of being in a hotel instead of a hospital. We want patients to recover from their illnesses in a conducive environment," he added.

IJN's expansion started in 2005. A multi-storey car park was completed in 2007, providing 700 more parking bays at the hospital. He said IJN hoped to open the general wards, rehabilitation ward and the high-dependency unit at the new wing in stages from next

month. The critical care areas such as the ICU, CCU, invasive catheterisation laboratory and operating theatres will be operational by Aug 1. He said from 2000 to December last year, IJN had treated more than 1.5 million patients and carried out 41,700 heart surgeries, besides 95,500 interventional procedures. There were also 155,900 admissions and 1,503,000 outpatient visits.

Health Minister Datuk Seri Liow Tiong Lai is expected to officiate at the soft launch of the new wing while the official launch on Aug 1 will be done by Prime Minister Datuk Seri Najib Razak. Radzif said IJN would also be recruiting more medical officers, clinical specialists and consultants.

**30 June 2009 (Tuesday)**

### **Foreigners have not paid RM3m in medical bills**



**Datuk Rosnah Rashid Shirlin Deputy Health Minister**

### **KUALA LUMPUR: Foreign workers left RM3.05 million in unpaid medical bills at government hospitals in the first three months of the year.**

Deputy Health Minister Datuk Rosnah Rashid Shirlin said the problem was becoming serious and urged employers of foreign workers to take responsibility. She said the ministry would ask foreigners to place a deposit before being treated. "We will also ask them to provide a guarantee letter from their employers," she said after awarding Vendors Excellence Awards yesterday. She said some hospitals were insisting on deposits and guarantee letters for treatment of foreigners.

Rosnah said her ministry would seek the cooperation of the Human Resources Ministry to tackle the problem as the Health Ministry could not take action against employers who did not pay for their foreign workers' medical bills. She said the Human Resources Ministry would submit a paper to the cabinet on making it compulsory for employers to take up medical insurance for their foreign workers. She said Malaysians owed hospitals RM4.8 million in medical bills between January and March.

The Vendors Excellence Awards is an annual award ceremony to recognise vendors who have distinguished themselves in supplying and ensuring quality products and services. The vendors are registered with Pharmaniaga Bhd, a pharmaceutical company which supplies a quarter of drugs to the Health Ministry. She said RM756.4 million was allocated to buy drugs from Pharmaniaga this year.

**30 June 2009 (Tuesday)**

**RM19.9b worth of houses unsold**

**A TOTAL of 111,809 houses worth RM19.9 billion remained unsold between 2005 and 2008, said Housing and Local Government Minister Datuk Kong Cho Ha.**

He said according to the Valuation and Property Services Department, overhang properties accounted for 25,046 units worth RM4 billion in 2005, 31,253 units worth RM5.8 billion (2006), 29,481 units worth RM5.5 billion (2007) and 26,029 units worth RM4.4 billion (2008).

"Most of the overhang properties are in the Klang Valley. They remain unsold due to prices and unsuitable locations," he said in a written reply to a question from Hee Loy Sian (PKR-Petaling Jaya Selatan) yesterday. Hee said the ministry should solve the property overhang problem, especially in the Klang Valley, instead of approving new projects. – Bernama.