JESTEC
Journal of Engineering Science and Technology

TAYLOR'S UNIVERSITY
Wisdom · Integrity · Excellence
SCHOOL OF ENGINEERING

CORRIGENDUM TO "OPTIMISING RAINFALL CLIMATE CHANGE FACTOR (CCF) FOR SUSTAINABLE DRAINAGE SYSTEM DESIGN: A CASE STUDY FOR MASS RAPID TRANSIT (MRT) DEVELOPMENT IN SELANGOR" [JOURNAL OF ENGINEERING SCIENCE AND TECHNOLOGY, VOL. 20, NO. 2 (2025) 536-557]

ROSIDHA FEBRIANA[1], JIUN HOR LOW[1,2,*], IZNI ZAHIDI[3,4], KAI SIANG OH[5]

[1]School of Engineering, Faculty of Innovation and Technology, Taylor's University, No. 1, Jalan Taylor's, 47500 Subang Jaya, Selangor, Malaysia
[2]Clean Technology Impact Lab, Taylor's University, No. 1, Jalan Taylor's, 47500 Subang Jaya, Selangor, Malaysia
[3]Department of Civil Engineering, School of Engineering, Monash University Malaysia, Jalan Lagoon Selatan, 47500 Bandar Sunway, Selangor, Malaysia
[4]Monash Climate-Resilient Infrastructure Research Hub (M-CRInfra), Malaysia
[5]Department of Chemical Engineering, Monash University Malaysia, Jalan Lagoon Selatan, 47500 Bandar Sunway, Selangor, Malaysia
*Corresponding Author: JiunHor.Low@taylors.edu.my; jiunhor@gmail.com

Corrigendum

This corrigendum clarifies that Figures 3, 4, and 5 in the article "Optimising Rainfall Climate Change Factor (CCF) for Sustainable Drainage System Design: A Case Study for Mass Rapid Transit (MRT) Development in Selangor" were adapted from base information originally presented in Febriana et al. [35].

The additional reference is as follows:

35. Febriana, R.; Hor, L.J.; Zahidi, I.; and Siang, O.K. (2025). Designing climate-resilient sustainable drainage system (SuDS) for mass rapid transit (MRT) development: A hydrodynamic modelling approach. *Journal of Hydrology*, 648, 132366.

This corrigendum does not affect the scientific results, discussion, or conclusions of the article. The authors apologize for this oversight and appreciate the opportunity to properly reference the relevant figures.