



## ECRL STATIONS

KELANTAN

### SECTION A

(Kelantan - Terengganu)

**210KM**

- Kota Baru
- Pasir Puteh
- Jerteh
- Bandar Permaisuri
- Kuala Terengganu
- Dungun

TERENGGANU

### SECTION B

(Terengganu - Pahang)

**210 KM + 41 KM**

- Kemasik
- Chukai
- Cherating
- Kuantan Port City
- KotaSAS
- Paya Besar
- Maran

PAHANG

### SECTION C

(Pahang - Selangor)

**172 KM + 32 KM**

- Kota Baru *Tok Bali Spurline (future)*
- Pasir Putih *(future)*
- Jerteh
- Bandar Permaisuri
- Kuala Terengganu
- Dungun *Kerteh Spurline*
- Kemasik *Kemaman Spurline*
- Chukai
- Cherating *Kuantan Port City Spurline*
- Kuantan Port City
- KotaSAS
- Paya Besar
- Maran
- Temerloh *KTMB existing*
- Bentong

ITT Gambak

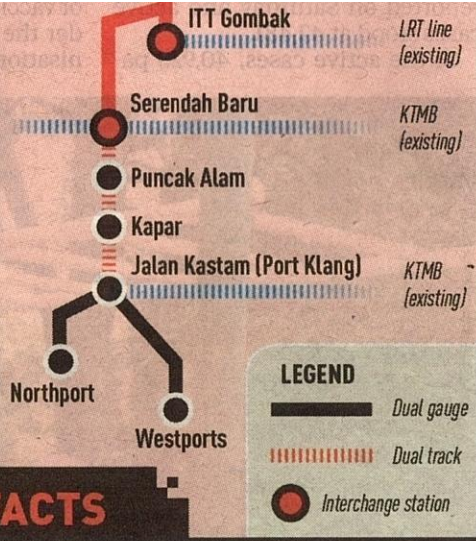


Lab assistant Muhammad Nazrul Amin Nordin (left) working at an East Coast Rail Link site in Kuantan.

## EAST COAST CONNECTIVITY

# NAZRUL KEEPS ECRL ON 'SOLID GROUND'

- Temerloh
- Bentong
- ITT Gombak
- Serendah Baru
- Puncak Alam
- Kapar
- Jalan Kastam (Port Klang)



## ECRL FAST FACTS

- **The RM50.27 billion project covers a 665km alignment** spanning Kelantan, Terengganu, Pahang and Selangor.
- **The ECRL will be owned by Malaysia Rail Link Sdn Bhd (MRL)**, a special purpose vehicle (SPV) wholly owned by the Minister of Finance (Incorporated) or MoF Inc.
- It will be **jointly operated and maintained by a 50:50 joint-venture** involving MRL and China Communications Construction Company (CCCC).
- The project is expected **to be completed in December 2026**.
- It will **offer passenger and cargo services**.
- **20 stations are being built** – 10 passenger stations, and 10 combined passenger and cargo stations.
- There are **4 transit routes** in Temerloh, ITT Gombak, Serendah Baru and Jalan Kastam.
- Last year, the **federal and Selangor governments agreed to revert to the original alignment** involving the Gombak-Serendah-Jalan Kastam (Port Klang) route.

## Lab assistant is among 500 graduates who completed the ECRL skills training programme

NURADZIMMAH DAIM  
**KUANTAN**  
 news@nst.com.my

**M**UHAMMAD Nazrul Amin Nordin aspires to contribute to his hometown in Maran while living close to his family.

The 26-year-old Universiti Malaysia Pahang (UMP) civil engineering graduate said he was grateful to secure employment with the East Coast Rail Link (ECRL) in 2019.

The lab assistant specialises in the fundamentals of railworks, focusing on ground surface preparation to support the track.

“Our team must ensure the ground is compressed and has fulfilled the requirements, before another layer of soil is added.

“This process is crucial before the laying of tracks can start.

“This is to ensure the ground

is able to withstand the train loads. Everything is done to ensure the ground is completely stabilised,” he said in an interview with the *New Straits Times*.

Nazrul, who leads a team, is in charge of a 30km ECRL stretch in the Maran district.

He said he was happy to be part of the rail project, which connects the east coast states and the Klang Valley.

“I’m thankful to be given the opportunity to work near my family, who have been supportive of my job.

“Upon completion, the project will offer an alternative mode of public transportation that reduces travel times between stops along the alignment.

“It is hoped that this will be able to ease the road congestion in the east coast during the festive season.”

Nazrul is among 500 higher learning institution graduates in Malaysia who completed the Industrial Skills Training Programme (PLKI).

The programme is a collaboration between ECRL and higher learning institutions, including UMP, the National Youth Advance Skills Training Institute and Malaysian Construction Academy.

Another civil engineering graduate from UMP, site coordinator Muhammad Syahmin Zainol, 29, from Kuantan, said the project

allowed him to learn and hone skills in specific areas in rail construction.

“I’m in one of the teams responsible for the relocation of utility cables, including identifying cables near construction sites, submitting applications to the relevant agencies, such as utility companies, and carrying out work to ensure that the construction does not affect services to consumers.

“I’m honoured to be part of this mega project.

“For now, my interest is more on railworks, but I plan to explore other relevant fields of specialisations as well.”

Syahmin, who was in the first batch of graduates participating in PLKI-ECRL five years ago, hoped that people would benefit from the ECRL when it begins operations in 2026.

Malaysia Rail Link Sdn Bhd (Infra) head of construction Noor Azlan Salleh said the programme offered hands-on experience in railworks to graduates.

“Each team in rail construction has its own role and responsibilities, and the graduates are able to learn specific skills in different tasks.

“We wish to prepare the youths for future rail projects, not just ECRL.

“They are our next generation

# 'ECRL will boost tourism along the alignment'

>> *From Page 6*

of experts in rail engineering.”

Apart from providing employment in rail construction, the project also created economic spillovers for the local communities.

Kampung Padang Village Security and Development Committee secretary Saiful Hakim Mohamed Yaacob, 39, said businesses such as restaurants, as well as rental homes, thrived with the migration of workers to the areas around the construction sites.

“Once completed, the ECRL will also help boost tourism along the alignment.

“The rail track in my area, for instance, offers a great vista of padi fields to the passengers.

“With reduced travel times from point to point, people can spend more time on leisure along the ECRL alignment, especially during festive seasons,” said Saiful, who is an assistant engineer in the Kuantan Public Works Department.