



**TEKS UCAPAN
YB TUAN LOKE SIEW FOOK
MENTERI PENGANGKUTAN**

**BERSEMPENA
MAJLIS PENEMBUSAN
TEROWONG ECRL GENTING**

**DI
TEROWONG ECRL GENTING,
BENTONG**

12 Julai 2025 (Sabtu) | 12:00 tengah hari

Terima kasih diucapkan kepada pengacara majlis.

Salam Sejahtera dan Salam Malaysia MADANI.

SALUTASI

Mr. Sun Shuqiang,

Penasihat Menteri Urusan Ekonomi dan Perdagangan Kedutaan Besar China di Malaysia, mewakili Duta Besar China ke Malaysia;

Yang Berhormat Dato' Ir. Razali bin Kassim,

Pengerusi Jawatankuasa Kerja Raya, Pengangkutan dan Kesihatan Negeri Pahang;

Yang Berhormat Datuk Haji Hasbi bin Haji Habibollah,

Timbalan Menteri Pengangkutan;

Yang Berbahagia Dato' Jana Santhiran Muniayan,

Ketua Setiausaha Kementerian Pengangkutan;

Yang Berbahagia Dato' Sri Darwis bin Abdul Razak,

Ketua Pegawai Eksekutif Malaysia Rail Link Sdn Bhd (MRL);

Mr. Deng Bo,

*Pengarah Urusan China Communications Construction (ECRL) Sdn Bhd
(CCC-ECRL);*

Ahli-Ahli Majlis Pengurusan Tertinggi Kementerian Pengangkutan;

Ahli-Ahli Lembaga Pengarah dan Pengurusan Tertinggi MRL;

Ketua-Ketua Jabatan dan Agensi Kerajaan;

Pegawai-Pegawai Kanan CCC-ECRL dan Warga Kerja Projek ECRL;

Dif-Dif Kehormat, Para Pengamal Media, dan Hadirin yang dihormati sekalian.

1. Pertama sekali, saya ingin menzahirkan sekalung penghargaan atas penganjuran ke '**Majlis Penembusan Terowong ECRL Genting**' pada hari yang berbahagia ini. Majlis ini merupakan detik bersejarah bagi menyaksikan kejayaan penembusan Terowong ECRL Genting, iaitu terowong terpanjang dalam jajaran ECRL serta bakal menjadi terowong rel terpanjang di Asia Tenggara.
2. Pengorekan Terowong ECRL Genting yang sepanjang 16.39-kilometer ini telah berjaya ditembusi mengikut jadual dan sekaligus menandakan kejayaan penembusan terowong ke-41 daripada keseluruhan jajaran rel infrastruktur nasional sepanjang 665-kilometer, saya ingin mengucapkan setinggi-tinggi tahniah dan syabas kepada semua pihak yang terlibat atas kejayaan cemerlang ini.
3. Ini merupakan lawatan kerja saya yang ketiga ke tapak pembinaan Terowong ECRL Genting. Lawatan pertama telah

diadakan pada April 2023, ketika kerja-kerja pengorekan baru sahaja dimulakan dan hanya mencapai kedalaman sekitar 2,500 meter. Seterusnya, lawatan kedua pada November 2023, saya berpeluang menaiki lokomotif penyelenggaraan untuk memasuki terowong serta memantau operasi pengorekan secara langsung dari bilik kawalan. Kini, selepas dua tahun, saya berasa amat berbangga dapat menyaksikan sendiri kejayaan penembusan terowong ini, yang merupakan satu pencapaian kejuruteraan yang amat mengagumkan.

4. Terowong Berkembar Genting ini adalah antara segmen paling mencabar dalam keseluruhan jajaran ECRL. Ia melibatkan kerja-kerja pengorekan merentasi Banjaran Titiwangsa dengan menggunakan teknologi *Tunnel Boring Machine* (TBM) serta kaedah “gerudi dan letup”. Kerja-kerja ini melengkapkan fasa pembinaan keseluruhan 41 terowong sepanjang jajaran ECRL dari Kota Bharu, Kelantan ke Pelabuhan Klang, Selangor.
5. Untuk rekod, TBM bagi projek ECRL telah direka khas untuk kegunaan dalam keadaan batuan keras, di mana setiap kepala TBM mempunyai berat 900-tan dengan diameter 8.98-meter dan panjang 25-meter. Dengan gantri sokongan yang menempatkan bilik kawalan dan pencawang, setiap TBM mempunyai berat 1,600 tan dan berukuran 266-meter panjang, menjadikannya antara TBM yang terbesar untuk kerja pengorekan terowong rel di Malaysia.

Hadirin yang dihormati sekalian,

6. Selaras dengan prinsip Malaysia MADANI yang menekankan pembangunan mampan dan seimbang, saya ingin menegaskan bahawa kelestarian alam sekitar sentiasa diberi keutamaan dalam pelaksanaan Projek ECRL. Antara pendekatan utama yang diambil adalah dengan membina terowong bagi mengurangkan impak kepada ekosistem dan habitat semula jadi. Reka bentuk dan jajaran projek telah ditambah baik secara signifikan demi memastikan pembangunan berjalan seiring dengan pemeliharaan alam.
7. Dengan inisiatif pembinaan terowong-terowong ini, jumlah kawasan hutan yang perlu ditebang juga telah dikurangkan secara drastik, iaitu daripada anggaran 2,000 hektar jika mengikut reka bentuk awal kepada sekitar 276 hektar sahaja dengan penerapan reka bentuk yang telah ditambah baik. Justeru, sebanyak 41 buah terowong dengan jumlah panjang 69-kilometer telah ditetapkan di sepanjang jajaran ECRL bagi meminimumkan kacau ganggu kepada alam sekitar dengan mengelakkan semaksimum kawasan hutan simpan dan tadahan air.

8. Pembinaan 41 terowong ini turut merupakan elemen penting bagi memastikan jajaran landasan ECRL mengekalkan kecerunan maksimum 0.9 peratus. Dengan pembinaan terowong dan laluan bertingkat di lokasi strategik, reka bentuk geometri landasan ini membolehkan tren penumpang mencapai kelajuan sehingga 160 km/j, manakala tren kargo mampu bergerak pada 80 km/j. Kejuruteraan ini turut memastikan operasi ECRL kekal lancar walaupun ketika hujan lebat dan banjir pada musim tengkujuh, khususnya di kawasan Pantai Timur.

[ENGLISH]

Distinguished Guests, Ladies and Gentlemen,

9. The ECRL Project has registered yet another major milestone with the breakthrough of the 16.39-kilometre Genting Tunnel today, using a combination of TBM and drill & blast methods for its tunnel excavation works. Today's achievement at Genting Tunnel demonstrates the commitment to engineering technology transfer between the Government of the People's Republic of China and the Government of Malaysia following the implementation of the ECRL Project as part of the Belt and Road Initiative (BRI).

10. MOT is pleased with the ECRL Project's achievement at the twin-bore Genting Tunnel, mainly underpinned by two China-made state-of-the-art TBMs catered for hard rock conditions. With a cutter diameter of 8.98 meter each, the TBMs successfully bored through the Titiwangsa Range as per schedule to establish a railway link between Bentong, Pahang and Gombak, Selangor. The achievement also showcases the strong collaboration among ECRL personnel at all levels in carrying out tunnel excavation works at 41 tunnels along the ECRL alignment.
11. The ambitious 16.39-kilometre Genting Tunnel, which is expected to be the longest railway tunnel in Southeast Asia upon completion, is a key component of the ECRL Project as it will complete the ECRL landbridge to connect Kuantan Port on the East Coast to Port Klang on the West Coast of Peninsular Malaysia. It will certainly complement international trade, making it more attractive for businesses by boosting export-oriented industries as its 'last-mile' connectivity linking Kuantan Port and Port Klang will bring both coasts closer together and ease the transfer of goods along the ECRL network.
12. The ECRL landbridge's port-to-port connectivity will also facilitate easier access to East-West trade, as it is poised to slash cargo vessel travel time by up to 2.5 days, with a direct connection between Kuantan Port, which faces the South China

Sea and Port Klang along the Straits of Malacca. In addition, ECRL's services will have vast potential through deepwater seaports such as Kuantan Port and Kemaman Port in the East Coast to serve cargo from Sabah and Sarawak, as well as the eastern regional corridor with shipping routes to China and Japan, among others.

13. Furthermore, the ECRL may potentially be part of the Pan Asian railway system should its alignment in the state of Kelantan be extended to the key connection point of Rantau Panjang, which borders with Thailand. If that were to materialise, the ECRL would be able to tap into Thailand's entire rail network and link with Kunming, in Southwestern China, via the Lao PDR, achieving greater free flow of goods and passengers within the ASEAN region. In short, both MRL and KTMB are working towards reactivating the Rantau Panjang rail connection to Thailand, hence boosting cross-border trade between the two countries and providing further options for neighbouring cargo to be transported via Malaysian seaports.
14. On the local front, MOT is also pleased to note that more than 40 key locations have been identified for the ECRL-Economic Accelerator Project (ECRL-EAP) developments across the states of Kelantan, Terengganu, Pahang, and Selangor. They include Kota Bharu Sentral in Kelantan; Kertih Biopolymer Park and Kemaman Heavy Industrial Park in Terengganu; Gambang

Halal Park and Malaysia-China Kuantan Industrial Park in Pahang; as well as Serendah Cargo Hub in Selangor. These developments within the ECRL-EAP framework are expected to drive a host of sectors such as manufacturing, tourism, human capital development, logistics & services, agribusiness, and oil, gas & petrochemicals.

15. Therefore, MOT is optimistic that ECRL's operations from January 2027 onwards will significantly complement the "Road-to-Rail" initiative that prioritises railway over that of trucks or heavy vehicles for the transportation of containers and goods in Peninsular Malaysia. The ECRL, which is primarily an electrified railway network, will promote greener modes of transportation and is envisioned as a strategic infrastructure initiative to serve as the primary backbone of rail connection in Peninsular Malaysia.
16. The ECRL is also touted as a "game changer" for the movement of passengers and freight in Peninsular Malaysia, as this rail infrastructure will link state capitals, major urban centres, industrial hubs, seaports, airports, and tourism zones while interchanging with existing railway lines along the ECRL corridor. On that note, the ECRL's connectivity will correspond with its business model projection wherein it anticipates 70 percent of its revenue to be derived from the freight sector and the remaining 30 percent stemming from passenger services.

17. Akhir kata, dengan sukacitanya saya merasmikan **‘Majlis Penembusan Terowong ECRL Genting’**.

Sekian, terima kasih.