CHAPTER 1

INTRODUCTION

1.1 BACKGROUND OF STUDY

The East Coast Expressway Phase 2 (ECE2) is a newly built highway where it was opened to public to provide road network to east coast side of Peninsular Malaysia. The phase 2 of the East Coast Expressway connecting Jabur at the Pahang – Terengganu border and Gemuroh in Terengganu, with a total of 184 km in length. It will enable motorists to travel between Kuala Terengganu and Kemaman in 90 minutes, and between Kuala Terengganu and Kuala Lumpur in 4 hours. This East Coast Expressway phase 2 containing 10 interchanges, 10 toll plazas, 3 rest services, 2 lay-bys and 90 bridges.

The East Coast Expressway Phase 2 extends the expressway to Kuala Terengganu, serving as the alternative for both Federal Route 3 and Jerangau-Jabur Highway. The construction of the second phase of East Coast Expressway began in 2006. The section built by MTD Group was monitored by the Malaysian Highway Authority, while the remaining section was
monitored by the Malaysian Public Works Department. The second phase of the East Coast Expressway was opened in stages. The sections from Telemong to Kuala Terengganu and Ajil-Bukit Besi were the earliest sections being opened to motorists on 22 August 2011, followed by Ajil-Telemong section on May 18 May 2012, Bukit Besi-Paka section on 25 January 2014, and Jabur-Cheneh section on 22 July 2014. On 31 January 2015, all sections of the Jabur-Kuala Terengganu of the East Coast Expressway has now opened to traffic.

Since it was opened to traffic on 2011, there were many crashes have occurred along East Coast Expressway Phase 2. New Straits Times (2015)
reported that, Deputy Works Minister, Datuk Rosnah Abdul Rashid Shirlin said that according to an analysis done between February and September 2015, 517 cases which is 78% of the crashes were caused by human factor, followed by 90 cases or 13% due to environment and the remaining occurred due to vehicle failure with 9%. East Coast Expressway Phase 2 was generally in good condition, but uneven surface was detected in several areas. This condition also may lead to road traffic crashes.

1.2 PROBLEM STATEMENT

The Malaysian Expressway System is a network of national controlled-access expressways in Malaysia that forms the primary backbone network of Malaysian national highways. The network begins with the North-South Expressway (NSE) and is being substantially developed. Malaysian Expressway are built by private companies under the supervision of the government highway authority, Malaysian Highway Authority. The Expressway network of Malaysia is considered the best controlled-access expressway network in Southeast Asia and also among the best network in Asia after China and Japan. They were 30 expressway in the country and the total length is 1821 kilometres and another 219.3 kilometres is under construction. The closed toll expressway system is similar to the Japanese Expressway System and Chinese Expressway System. All Malaysian toll expressway are controlled-access highway and managed in the Build-Operate-Transfer (BOT) system. There are expressway in West Malaysia and East Malaysia. One of the East Malaysia Expressway is East Coast Expressway.

East Coast Expressway is very useful to the users since it helped people to travel from one place to other place in short time compared to basic road. It is divided into two phase where Phase 1 is from Karak to Jabur, and Phase 2 extends from Jabur to Kuala Terengganu. The second phase of East Coast Expressway was opened in stages. The sections from Telemong to