PROLINTAS
INFRA BUSINESS TRUST



GROWING OUR VALUE

Integrated Annual Report 2024

ON TRACK
GROWING OUR VALUE



This inaugural Integrated Annual Report ("IAR 2024") reflects a defining chapter for Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust") following its successful listing as the first Islamic Business Trust on Bursa Malaysia on 25 March 2024.

Themed **"On Track, Growing Our Value"**, the IAR 2024 encapsulates the momentum of a business built on foresight, resilience and a commitment to shaping the future of infrastructure.

As experts in specialised construction of essential highways, cutting across densely populated areas, this expertise signifies more than just progress; it represents the Trust's strategic agility in navigating challenges, capturing opportunities and reinforcing its role in advancing Malaysia's infrastructure and mobility landscape.

By enhancing connectivity, optimising operations and prioritising Environmental, Social and Governance ("ESG") initiatives, the Trust drives meaningful progress while ensuring long-term value for stakeholders.

1st Annual General Meeting

Urban Park Hall @ LKSA,
Alam Impian,
40470 Shah Alam,
Selangor Darul Ehsan

Wednesday, 30 April 2025

10:00 a.m.



A historic milestone as Malaysia's 1st Islamic & Business Trust to be listed

Highway Operations Revenue
RM313.8
million

Total Assets
RM3.7
billion

Paid and Declared Distribution
RM70.0
million

Nation's first listed Islamic Business Trust

Prolintas Infra BT is the nation's first listed Islamic Business Trust on the Main Market of Bursa Malaysia Securities Berhad, with the aim of providing stable distribution payouts.

Prolintas Managers Sdn. Bhd.

Prolintas Infra BT is managed by Prolintas Managers Sdn. Bhd. as the Trustee-Manager with the key objectives of safeguarding unitholders' interests, executing investment and financing strategies and overseeing the management of trust-held assets.

Integrated Approach in Our Value Creation Journey

With a portfolio of high-quality assets designed to enhance connectivity and ease congestion in the Klang Valley, Prolintas Infra BT remains steadfast in its commitment to delivering greater convenience and efficiency. 'Elevating Lives' is the foundation of our business, driving us to innovate, optimise and enhance mobility for a better tomorrow.

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PROLINTAS INFRA BUSINESS TRUST

INTRODUCTION 01

Basis of Our Report

Integrated Reporting Overview

Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust") is proud to present its inaugural Integrated Annual Report 2024 ("IAR 2024"), developed in reference with the International Integrated Reporting Council's ("IIRC") International <IR> Framework.

Through the adoption of the <IR> reporting approach, we strive to offer our stakeholders concise and comprehensive insights into our business, strategies and the value we create and share.

Scope and Boundary

Prolintas Infra BT's IAR 2024 encompasses both financial and non-financial aspects, including performance, opportunities, risks and outcomes associated with our key stakeholders, factors that play a vital role in shaping our ability to create value.

This report presents our performance for the financial year from 1 January 2024 to 31 December 2024, building on the insights shared during our debut as Malaysia's first Islamic and first business trust to be listed on the Main Market of Bursa Malaysia.

Approval by the Board of Directors (the "Board")

The Board has exercised collective judgement in the preparation and presentation of Prolintas Infra BT's inaugural IAR 2024, guided by the International <IR> Framework established by the IIRC.

Materiality

We identify the information included in our IAR 2024 based on the principle of materiality. This assessment covered risks, opportunities and other factors that influence the materiality and value creation for our stakeholders.

A comprehensive materiality assessment was conducted, identifying key topics of significance to both internal and external stakeholders. The findings of this materiality assessment guide our long-term strategy and the execution of our business model, ensuring value-added outcomes for all stakeholders.

Forward-Looking Statements

The IAR 2024 includes forward-looking statements that are meant to provide our stakeholders with the opportunity to understand our opinions and future plans. These statements should not be construed as definitive or predictions of Prolintas Infra BT's future outcomes. There are marked degrees of uncertainty involved and are based on expectations that may change due to various uncertainties beyond our control.

Statement of Assurance

The sustainability-related information in the IAR 2024 has been assured by Rapid Genesis Sdn. Bhd. for its adherence to materiality, inclusivity and responsiveness principles. Please refer to the Independent Assurance Opinion Statement on pages 199 to 201 of this Report.

OUR 2024 REPORTING SUITE

Overview

Provides a comprehensive overview of Prolintas Infra BT's performance and our outlook in Financial Year 2024.

This report focuses on matters that reflect the Trust's significant impact on Economic, Environmental, Social and Governance ("EESG"). This integrated approach emphasises creating value through the lens of the six identified capitals.

The Audited Financial Statements provide a true and fair view of the financial position of the Trust Group and the Trust as of 31 December 2024, as well as the financial performance and cash flows for the year ended, with appropriate accounting policies consistently applied and prudent judgments made in accordance with the applicable financial reporting framework.

Reporting Suite



Prolintas Infra Business Trust Integrated Annual Report 2024
**View Online*

Guided By

- Bursa Malaysia Main Market Listing Requirements
- International Integrated Reporting Framework (January 2021) under IFRS Foundation
- Bursa Malaysia's Corporate Governance Guide (4th Edition)

Feedback

Share your feedback to improve our reporting by scanning the QR code below. Use the same QR code to access our IAR online.

OUR SIX CAPITALS

Financial Capital

Our business is funded through revenue from operations, investments and support from capital providers.

Intellectual Capital

Our strong brand, trusted reputation, recognised credentials and innovative solutions give us a competitive edge in the market.

Social and Relationship Capital

Building strong, trusted relationships with key stakeholders and strategic partners is essential to our success.

Manufactured Capital

Our tangible/physical assets, including infrastructure and office buildings, are key drivers of our competitive advantage.

Human Capital

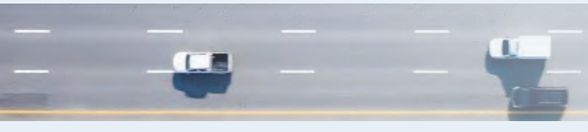
Prolintas Infra BT thrives because of its talented and diverse team, whose innovation and dedication fuel our success.

Natural Capital

We use energy and water to run our operations and require land for telco towers and other ancillary facilities. Additionally, our operations generate some waste as an inevitable by-product.

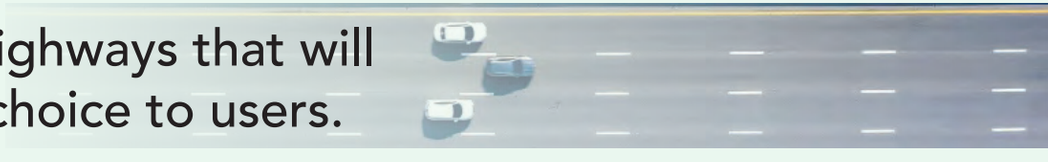
Corporate Vision & Mission





OUR VISION To be the leading highway concessionaire in Malaysia.

OUR MISSION To build and operate highways that will become the routes of choice to users.



We are committed to:

- Delivering excellent customer service
- Managing costs effectively
- Optimising assets and resources
- Driving continuous business growth
- Leading Environment, Social and Governance ("ESG") initiatives
- Embracing a technology-driven approach
- Meeting and exceeding all relevant quality, safety and regulatory standards

Prolintas Infra BT, managed by Prolintas Managers Sdn. Bhd. as the Trustee-Manager, aims to provide unitholders with stable and consistent distributions. As the first of its kind to be listed on the Main Market of Bursa Malaysia, it offers investors the opportunity to invest in highway-related infrastructure assets.

Prolintas Infra BT's primary business activities include:

- Managing toll collection, as well as the construction, operations and maintenance of its highways, which serve as the core focus.
- Providing ancillary facilities to support highway operations and enhance the convenience and experience of road users.

Reflections from Our Chairman



> Prolintas Infra BT's sustainable success and long-term value creation are deeply intertwined with our commitment to robust corporate governance, which is central to maintaining stakeholder trust and operational integrity.

YBHG. DATO' IKMAL HIJAZ BIN HASHIM
Non-Independent
Non-Executive Chairman

Reflections from Our Chairman

Assalamualaikum Warahmatullahi Wabarakatuh,

Dear Esteemed Unitholders,

It is my pleasure to present Prolintas Infra Business Trust's ("Prolintas Infra BT" or the "Trust") inaugural Integrated Annual Report 2024 ("IAR 2024") for the financial year ended 31 December 2024 ("FY2024").

The IAR 2024 embraces the theme, **On Track, Growing Our Value** which reflects Prolintas Infra BT's commitment to sustainable growth and value creation. Our strategy prioritises portfolio strengthening, optimising operational efficiency and upholding Shariah principles. With a clear vision and disciplined execution, we remain on track to progress towards creating long-term value while contributing to Malaysia's infrastructure development.

As Chairman of Prolintas Managers Sdn. Bhd., the Trustee-Manager of Prolintas Infra BT, I am immensely proud of our journey and the outstanding performance we have delivered as a highway concessionaire over the years. This success has culminated in our Initial Public Offering ("IPO") and our historic listing as the first Islamic and the first Business Trust on the Main Market of Bursa Malaysia Securities Berhad ("Bursa Malaysia").

I am also honoured to mention that our emphasis on quality, reliability and commitment to safety and sustainability in building and operating critical infrastructure has significantly contributed to Malaysia's socioeconomic development. Our highways have become vital arteries that enhance seamless connectivity, stimulate urban growth and support the overall progress of the nation.

The Journey to IPO and Listing

Reflecting on our journey, the vision for listing Prolintas Infra BT evolved significantly over several years. Initially planned for a conventional listing, dynamic changes in the political landscape and ever-changing sentiment towards tolled highways prompted a reassessment of our approach.

In response to these shifts, we embarked on a concession restructuring initiative to ensure the long-term affordability and sustainability of our highways. The restructuring resulted in lower toll rates for users, a key component in sustaining our business.

The exercise laid the foundation for the eventual listing, encompassing four income-generating highways under the Trust's umbrella: Ampang-Kuala Lumpur Elevated Highway ("AKLEH"), Guthrie Corridor Expressway ("GCE"), Lebuhraya Kemuning-Shah Alam ("LKSA") and Sistem Lingkaran Lebuhraya Kajang ("SILK").

In contrast, the Sungai Besi-Ulu Kelang Elevated Expressway ("SUKE") and Damansara-Shah Alam Elevated Expressway ("DASH"), completed by our parent company Projek Lintasan Kota Holdings Sdn. Bhd. ("PLKH"), were excluded from the Trust's assets. SUKE's phased operations began in September 2022 and concluded in October 2023, while DASH was fully operational as of October 2022. A comprehensive evaluation of their performance and strategic alignment will be conducted before any decision on their future inclusion is made.

By restructuring the concessions, we have enhanced Prolintas Infra BT's capacity to address future challenges and meet Malaysia's infrastructure demands.

On 25 March 2024, we announced the successful listing of Prolintas Infra BT on Bursa Malaysia, marking a momentous milestone that positions us among the few global toll highway operators to achieve an IPO.

The transition to a business trust structure enables us to generate and distribute value to our stakeholders more effectively, while further strengthening our position as a leader in the highway infrastructure sector. Prolintas Infra BT now has the flexibility and capacity to continue expanding and diversifying its operations, which will drive long-term value and sustainable returns for all stakeholders.

Building on our proven operational excellence, we remain dedicated to accelerating growth, boosting unitholder value and delivering meaningful benefits to the communities we serve and all other stakeholders. With an agile, forward-thinking approach, Prolintas Infra BT is well positioned to ease commuter burdens, support Malaysia's development and generate sustainable value for the long term.

Sound Circumstances for Public Listing

Prolintas Infra BT's public listing is underpinned by several strong and compelling reasons driven by the Trust's strategic position in Malaysia's highway sector. The listing allows investors to access a stable income stream backed by substantial growth opportunities, while also acknowledging potential risks that may affect the business and its future performance.

A key factor supporting our listing is the Trust's long-term visibility, emerging from its remaining concession period averaging approximately 31 years. This extended period provides a clear and predictable outlook for future toll revenues and cash flow, translating into sustainable distributions to unitholders.

The Trust operates a portfolio of highway infrastructure assets that generate consistent toll revenues, with the business trust structure facilitating income to be distributed from cash flow generated and without being hindered by non-cash expenses such as amortisation of highway development expenditures ("HDE"). This structural flexibility offers a key advantage to investors, ensuring dependable returns and long-term growth opportunities.

The Trust's highways are strategically situated in the high-traffic Klang Valley area, which serves nearly half a million road users daily. As the population in this region continues to grow, coupled with ongoing development of new townships and transport corridors, demand for efficient road infrastructure will increase and contribute to rising traffic volume on Prolintas Infra BT's highways.

This growth in traffic volume directly translates into higher toll revenues, which is expected to sustain the performance of Prolintas Infra BT's assets for years to come. The Trust is primed to benefit from these growth catalysts, with growing demand for road networks expected to enhance toll revenue over time.

Another significant reason for Prolintas Infra BT's listing is the opportunity to invest in a highway concession business that is characterised by high barriers to entry. The Trust operates in a highly regulated environment, with the Federal Government granting long-term concession agreements to qualified operators.

Prolintas Infra BT has secured exclusive rights to operate and maintain key highways within its designated catchment zones, enabling the generation of substantial revenues without direct competition from other operators. This strategic advantage is pivotal in maintaining our market leadership, allowing us to capitalise on current and future traffic volumes across our network.

The Trust is led by qualified and experienced Trustee-Manager supported by a team of senior management with proven track records in both highway construction and management. Leveraging a seasoned management team alongside PLKH's proven track record, Prolintas Infra BT is uniquely positioned to drive impactful results and create enduring value. Further, we have implemented robust ISO-compliant management systems that standardise operations, improve consistency and enhance efficiency across our highway network.

Cognisant of the rapid technological evolution, Prolintas Infra BT is committed to innovation. By integrating solutions like Artificial Intelligence ("AI") and the Internet of Things ("IoT"), we enhance traffic management, elevate customer experience and streamline operations, ensuring efficient asset management and alignment with evolving market demands.

Prolintas Infra BT's proven track record is built on decades of experience and reinforced by the strong performance of our parent company. As a newly listed entity, we are committed to rigorous ESG standards through targeted green technology investments, disciplined corporate governance and focused community initiatives. While acknowledging that challenges exist, our results-driven approach continues to reinforce stakeholder trust and sustain our market leadership.

Prolintas Infra BT's listing comes after a meticulous review and careful consideration of certain risks, which nevertheless include unlikely scenarios such as the expiration or early termination of concession agreements. In addition, toll revenues are heavily dependent on traffic volumes, which in turn, are influenced by external factors such as competing routes and alternative modes of transportation.

Other risks include unforeseen events such as natural disasters, pandemics or government regulatory changes, which may impact the Trust's operations and financial performance. Toll rate adjustments present an additional risk, as Prolintas Infra BT does not have control over the toll rates and compensation arrangements may not fully cover any revenue losses arising from lower toll rates.

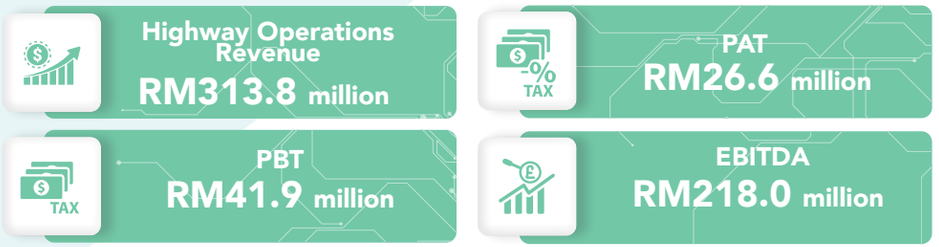
The Trust also faces the challenge of maintaining or expanding our market share in an environment where new infrastructure developments or alternative transportation modes may compete for the same user base.

While these challenges exist, Prolintas Infra BT's listing remains a strategic investment opportunity, underpinned by long-term growth prospects, effective operational management and a dedication to innovation and sustainability.

Assuring Returns to Unitholders

Prolintas Infra BT's first year of operations as a publicly-listed entity demonstrates notable financial performance, underscoring our ability and commitment to delivering stable and sustainable returns to unitholders.

In FY2024, the Trust recorded highway operations revenue of RM313.8 million, with Profit Before Tax ("PBT") of RM41.9 million and Profit After Tax ("PAT") of RM26.6 million. These results are indicative of our ability to generate consistent income from our highway infrastructure assets, translating into healthy Earnings Before Interest, Tax, Depreciation, Amortisation ("EBITDA") margin of 69.5% or amounting to RM218.0 million. This strong operational efficiency provides a solid foundation for Prolintas Infra BT's financial sustainability moving forward.



In line with our distribution policy, the Trust is committed to providing unitholders with consistent distributions reflective of our financial performance. For the first financial year ended 31 December 2024, the Trust has declared an income distribution of RM70.0 million, equivalent to 6.36 sen per unit, delivering an attractive yield of 6.56%.

This distribution is a clear demonstration of our ability to convert strong cash flow into tangible returns for investors. At the close of the financial year, Prolintas Infra BT had a cash reserve of RM485.3 million, ensuring we have the liquidity necessary to support distributions as well as future investments, operational needs and strategic initiatives. The income distribution is calculated based on the Trust's distributable amount, with non-cash and non-operational expenses excluded.

For FY2024, the distributable amount was calculated at RM74.2 million. In line with its commitment to distribute at least 90% of the distributable amount annually, the Trust has the option to distribute RM66.8 million.

Several adjustments were needed to align our PBT with the final distribution amount. These included the addition of non-cash items such as the amortisation of HDE amounting to RM47.4 million and the unwinding discount for lane widening on SILK, along with the construction of the Strathairlie Interchange on GCE totalling RM10.1 million. Further adjustments included income tax paid of RM17.2 million and capital expenditure for upgrading and development works not funded by debt or Islamic financing amounting to RM13.4 million. Listing expenses of RM5.2 million were also considered, providing a comprehensive approach to determining the distributable amount.

Despite the flexibility, we chose to distribute a higher total of RM70.0 million or 94.5% of the distributable amount, as committed in the Prospectus dated 6 March 2024. This reaffirms our commitment to delivering additional distributions and aligns with the Trust's intention and objective to provide stable returns to unitholders.

Looking forward, Prolintas Infra BT's strategy of maintaining a strong cash flow position and distributing a substantial portion of its distributable amount ensures unitholders can expect stable returns, backed by solid financial foundation and growth prospects. This reinforces the Trust's position as an attractive investment within Malaysia's infrastructure sector.

Replicating Good Corporate Governance Practices

Prolintas Infra BT's sustainable success and long-term value creation are deeply intertwined with our commitment to robust corporate governance, which is central to maintaining stakeholder trust and operational integrity. The foundation of our corporate governance practices is built on strong principles instilled by our parent company and this has been pivotal in enhancing Prolintas Infra BT's value proposition.

As we continue to operate and grow in the highway infrastructure sector, the imperative to uphold high ethical standards remains paramount. Our direct engagement with the public, coupled with our critical role in managing vital transportation infrastructure requires that we operate with the highest levels of business ethics and integrity.

Our commitment to high standards reinforces our reputation as a responsible operator, earning the confidence of investors, key stakeholders and road users. Corporate governance is at the core of our operations and we have adopted a dual approach by leveraging the proven practices of PLKH.

First, a comprehensive policy framework establishes clear ethical standards and operational expectations. Covering anti-corruption, transparency, compliance and social responsibility, these policies set the foundation for ethical conduct across all engagements with employees, contractors, vendors and service providers.

Second, robust monitoring mechanisms ensure these standards are consistently applied, reinforcing accountability and driving strong operational performance.

In addition to these governance mechanisms, Prolintas Infra BT's pursuit of ISO certifications underscores our commitment to operational excellence. With certifications such as ISO 9001:2015 (Quality Management), ISO 45001:2018 (Occupational Health and Safety) and ISO 14001:2015 (Environmental Management), the Trust demonstrates our dedication to maintaining quality standards and ensuring workplace safety.

Such certifications ensure our operations comply with regulatory requirements and contribute to the sustainable development of the highway sector, while safeguarding the interests of our stakeholders.

By embedding governance practices into our operations, we strengthen stakeholder confidence and create an environment where long-term value is continuously delivered. Our commitment to good corporate governance ensures that we remain a trustworthy, transparent and responsible leader in the highway infrastructure sector, thereby supporting the sustained growth and success of our business for years ahead.

Looking Ahead

Malaysia's positive economic forecast for 2025 augurs well for Prolintas Infra BT's growth, ensuring long-term value creation for all stakeholders. With GDP expected to grow within a range of 4.5%-5.5%, supported by strong consumer spending and private investment, Prolintas Infra BT is strategically positioned to tap into the expected increase in economic activity, especially in the Klang Valley.

The continued rise in employment, disposable income and vehicle ownership is expected to drive sustained demand for road infrastructure, which will directly support our operations and long-term revenue growth. As the Klang Valley continues to experience rapid urbanisation, particularly with the development of new townships, our highways are well-placed to alleviate the congestion on overburdened roads.

Prolintas Infra BT's highway network ensures that the Trust is well-positioned to benefit from the region's ongoing growth while delivering value to key stakeholders, including investors, employees and the communities they serve. Public transport limitations in the region highlight the growing reliance on efficient highway systems and Prolintas Infra BT's strategic infrastructure plays a crucial role in providing fast and convenient travel options.

The forecast Compound Annual Growth Rate ("CAGR") of 4.6% in toll revenues, driven by increasing traffic volume and rising vehicle ownership, directly contributes to our long-term profitability, providing consistent returns for unitholders and supporting continued investments in infrastructure development.

By upholding operational excellence and driving innovation, Prolintas Infra BT is set to deliver sustained value to all stakeholders, including investors and local communities, further solidifying our position as a leading highway operator and an essential player in Malaysia's economic development. With this focus on sustainable success, Prolintas Infra BT will continue to create enduring value, strengthening our role as a reliable and forward-thinking partner for all our stakeholders.

> "Prolintas Infra BT's highway network ensures that the Trust is well-positioned to benefit from the region's ongoing growth while delivering value to key stakeholders, including investors, employees and the communities they serve."



Appreciation and Acknowledgement

I extend my sincere appreciation to all unitholders and stakeholders for their essential support and trust throughout our journey, culminating in our successful IPO and listing on Bursa Malaysia.

This milestone would not have been possible without the dedication and hard work of everyone involved, particularly the team at Prolintas Infra BT, whose unwavering commitment to excellence played a pivotal role in leading the Trust to this remarkable achievement.

I would also like to express my sincere gratitude to our financial and legal advisors, underwriters and all other external partners whose invaluable expertise and guidance were instrumental in the success of our IPO.

On behalf of the Board, I would like to extend our special thanks to Dato' Mohammad Azlan Bin Abdullah for his contributions during his tenure as Non-Independent Non-Executive Director. His insights and guidance have been invaluable to the Trust. Dato' Mohammad Azlan stepped down from his position effective 3 February 2025 and we wish him the very best in his future endeavours.

The listing of Prolintas Infra BT ushers in a new phase in our growth trajectory and we remain focused on maintaining the highest standards of corporate governance, operational excellence and sustainability as we continue to deliver value to our unitholders and all stakeholders.

I look forward to the continued collaboration with all our partners as we work together to shape the future of Prolintas Infra BT and build on the positive momentum of our first year as a publicly-listed business trust.

Thank you.

YBhg. Dato' Ikmal Hijaz Bin Hashim
Non-Independent Non-Executive Chairman



> "Prolintas Infra BT makes history as the first publicly listed Islamic Business Trust in Malaysia, setting a new standard for Shariah-compliant infrastructure investments."

Reflections from Our Chairman





Zooming through the heart of Kuala Lumpur on AKLEH - where city lights meet the open road.





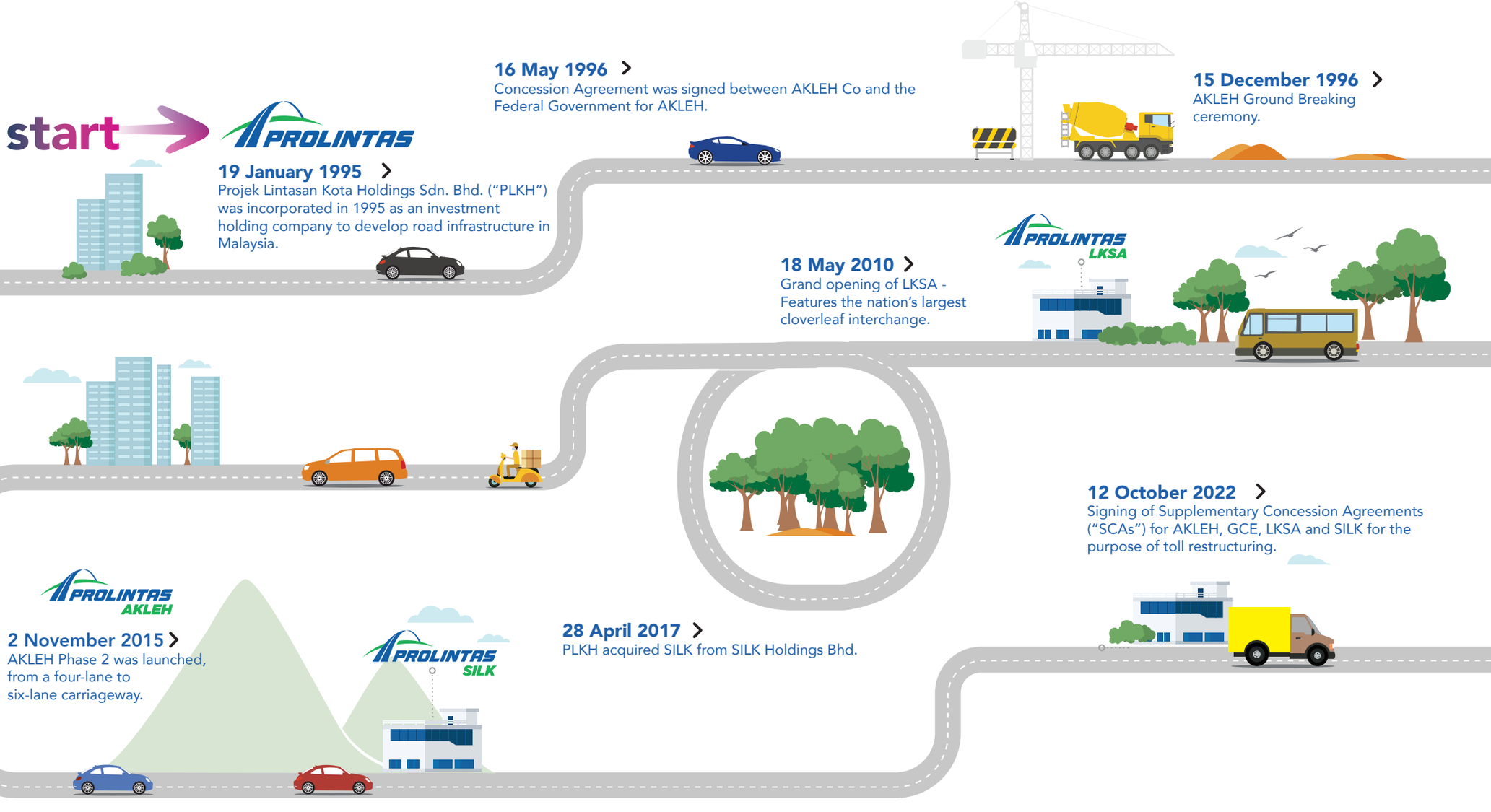
PROLINTAS INFRA BUSINESS TRUST

WHO WE ARE

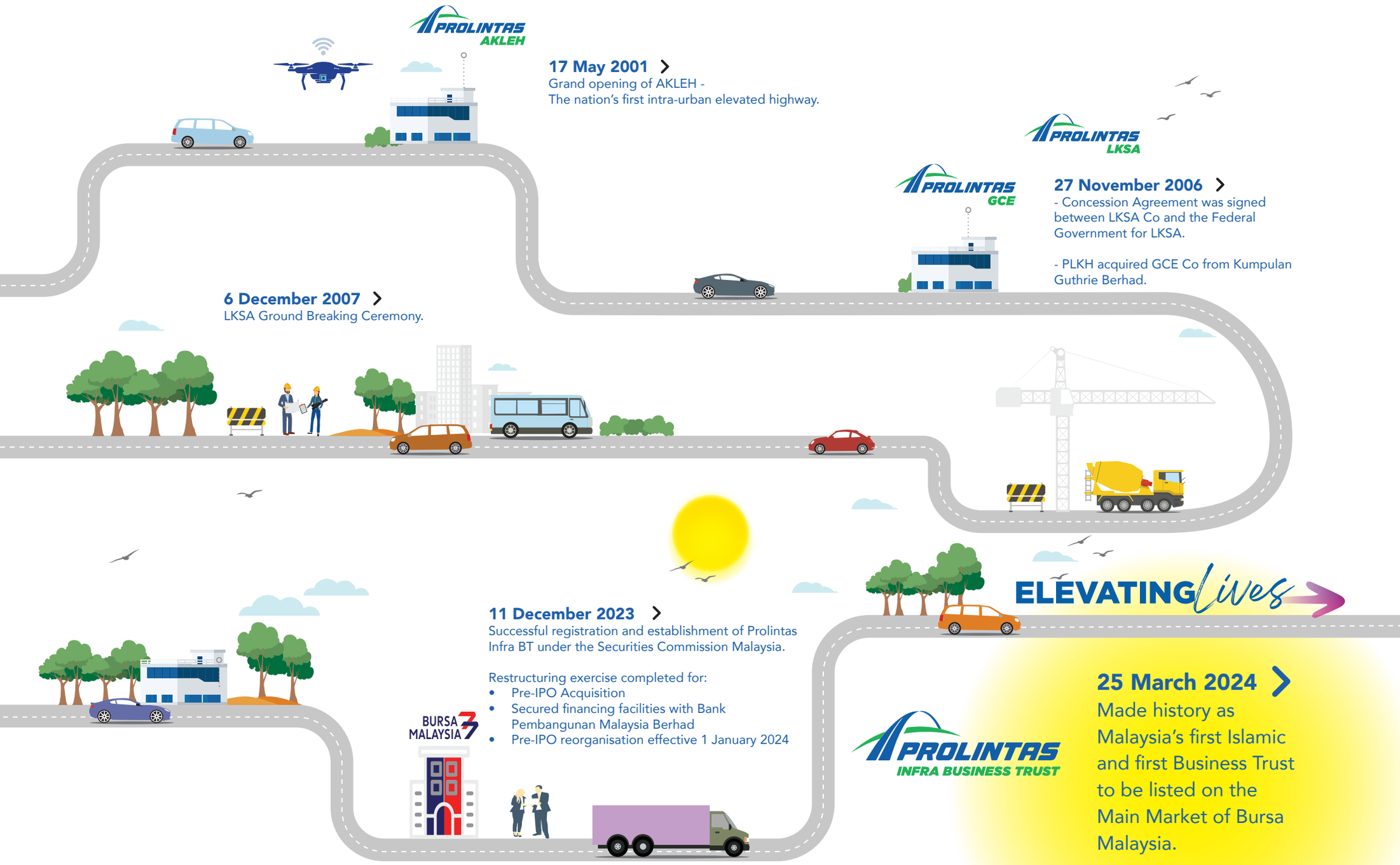
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Key Milestones

From a conventional listing plan to a transformative concession restructuring, Prolintas Infra BT's listing on 25 March 2024 reflects our resilience and commitment to Elevating Lives. More than a corporate milestone, it reinforces our long-term vision of sustainable growth by embedding Environmental, Social, Governance ("ESG") and economic priorities into our operations. Our highways ensure seamless connectivity from Kuala Lumpur City Centre to the suburbs and beyond the Klang Valley, with sustainability at the core. We prioritise road user safety, efficient mobility and environmental responsibility through green highway initiatives, smart traffic systems and carbon-conscious imperatives. Our governance framework strengthens transparency and financial sustainability, ensuring long-term value for stakeholders. This listing is not just a financial exercise but a step towards redefining connectivity through sustainability-led innovation, creating lasting economic and social impact.



Key Milestones



About Us

Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust") was established on 11 December 2023. Formed in Malaysia under the Trust Deed and registered with the Securities Commission Malaysia ("SC"), it is recognised as the first Islamic Business Trust to be listed on the Main Market of Bursa Malaysia Securities Berhad ("Bursa Malaysia"). The Trust offers an investment opportunity in Malaysia's infrastructure sector, with an initial public offering ("IPO") price of RM0.95 per unit and a total of 1,100 million units issued, resulting in an initial market capitalisation of RM1,045.0 million.

Our Portfolio

The Trust Group's primary assets are four strategically located, mature highway concessions, collectively referred to as the "Highways":

- Ampang-Kuala Lumpur Elevated Highway ("AKLEH")
- Guthrie Corridor Expressway ("GCE")
- Lebuhraya Kemuning–Shah Alam ("LKSA")
- Sistem Lingkaran Lebuhraya Kajang ("SILK")

These Highways are managed and operated by dedicated concession companies, all of which are wholly owned subsidiaries and collectively referred to as the Trust Group:

- Projek Lintasan Kota Sdn. Bhd. ("AKLEH Co")
- Prolintas Expressway Sdn. Bhd. ("GCE Co")
- Projek Lintasan Shah Alam Sdn. Bhd. ("LKSA Co")
- Sistem Lingkaran-Lebuhraya Kajang Sdn. Bhd. ("SILK Co")

Our Principal Activities

Prolintas Infra BT, through its subsidiaries, is primarily involved in the toll collection, construction, operation and maintenance of the Highways. The Trust Group also develops and provides ancillary facilities that complement the Highways' operations to enhance the experience and convenience of road users.

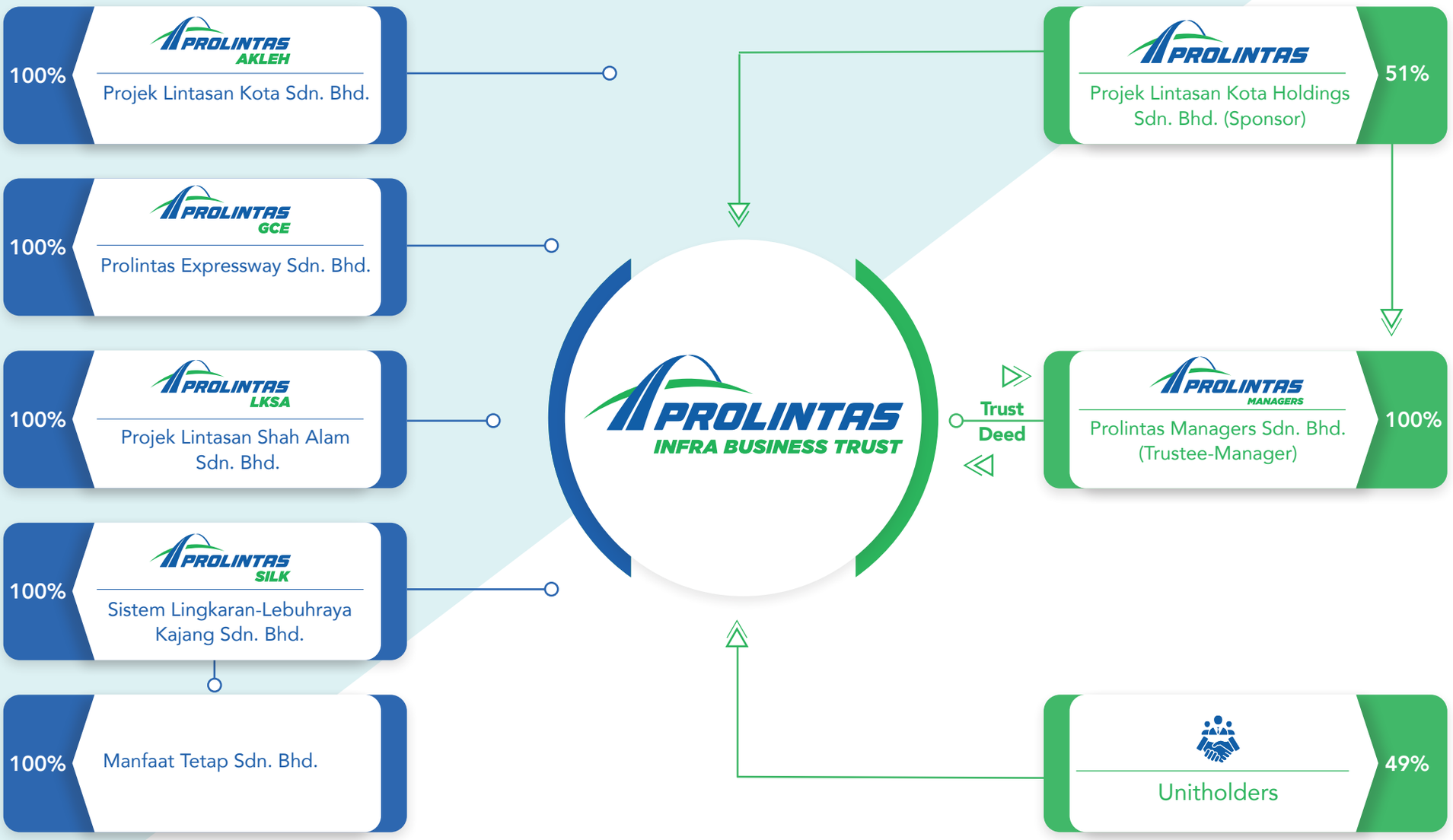
Our Key Objective

Prolintas Infra BT is committed to delivering stable and sustainable distributions to its unitholders by optimising the cash flows generated from its portfolio of matured highway assets. As a Business Trust, Prolintas Infra BT benefits from a flexible distribution framework that allows it to return distributable cash flows to unitholders, rather than being constrained by accounting profits.

By leveraging its strategically located highway concessions, Prolintas Infra BT aims to generate long-term, predictable revenue streams, ensuring financial resilience while continuously enhancing operational efficiencies.

The Trust is dedicated to maximising value for unitholders through prudent asset management, proactive operational strategies and sustainable business practices.

Our Trust Structure



Our Corporate Information

Board of Directors

Dato' Ikmal Hijaz Bin Hashim
Chairman
Non-Independent Non-Executive Director

Datuk Syed Azmi Bin Syed Othman
Independent Non-Executive Director

Dato' Abdul Mutalib Bin Alias
Independent Non-Executive Director

Datin Nona Binti Salleh
Independent Non-Executive Director

Nik Fazila Binti Nik Mohamed Shihabuddin
Independent Non-Executive Director

Dato' Mohammad Azlan Bin Abdullah
Non-Independent Non-Executive Director
(Resigned on 3 February 2025)

Malik Parvez Ahmad Bin Nazir Ahmad
Non-Independent Non-Executive Director
(Redesignated effective 3 February 2025)

Registered Office

12th Floor Menara PNB
201-A Jalan Tun Razak,
50400 Kuala Lumpur,
Wilayah Persekutuan Kuala Lumpur,
Malaysia
Tel: +603 2164 2450
Fax: +603 2164 2795
E-mail: einfo@prolintasmanagers.com.my

Unit Registrar

Boardroom Share Registrars Sdn. Bhd
11th Floor, Menara Symphony,
No. 5, Jalan Prof. Khoo Kay Kim,
Seksyen 13,
46200 Petaling Jaya,
Selangor Darul Ehsan,
Malaysia
Tel: +603 7890 4700
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Company Secretaries

Nurdiana Binti Kamarudin
LS0009805
(SSM PC No. 202108000224)

Leong Shiak Wan
MAICSA 7012855
(SSM PC No. 202008002757)

Zuriati Binti Yaacob
LS0010898
(SSM PC No. 202008003191)

Auditors

Ernst & Young PLT
Level 23A Menara Milenium,
Jalan Damanlela, Pusat Bandar Damansara,
50490 Kuala Lumpur,
Wilayah Persekutuan Kuala Lumpur,
Malaysia
Tel: +603 7495 8000

Investor Relations And Enquiries

12th Floor Menara PNB
201-A Jalan Tun Razak
50400 Kuala Lumpur,
Wilayah Persekutuan Kuala Lumpur,
Malaysia
Tel: 1-800-22-8888
Website: prolintasinfra.com.my
E-mail: ir@prolintasmanagers.com.my

Stock Exchange Listing

Main Market of Bursa Malaysia Securities Berhad
Listed since 25 March 2024
Stock Code : 5320

Our 6 Capitals

Salient Features of Prolintas Infra BT

FINANCIAL CAPITAL

Financial Year End
31 December

Fund Category
Business Trust

Fund Type
Income and Growth

Stock Code
PLINTAS 5320

Units Issued
1,100,000,000

IPO Price Per Unit
RM0.95

Market Capitalisation
RM1,045,000,000

Net Asset Value Per Unit
58.41 sen

Declared Distribution Per Unit ("DPU") sen
6.36 sen

Market Price on 31 December 2024
RM0.97

Distribution Yield
6.56%

MANUFACTURED CAPITAL

Highways Portfolio

PROLINTAS AKLEH

PROLINTAS GCE

PROLINTAS LKSA

PROLINTAS SILK

INTELLECTUAL CAPITAL

Investment Objective
To deliver stable and consistent distributions to unitholders.

Distribution Policy
At least 90% of the Trust Group's distributable amount.

HUMAN CAPITAL

Trustee-Manager
5 headcount

Subsidiaries
336 headcount as of December 2024

SOCIAL AND RELATIONSHIP CAPITAL

Date of Listing
25 March 2024

Compliance
Securities Commission Malaysia ("SC"), Bursa Malaysia and other relevant regulatory agencies and authorities.

Relationship
Relationship with unitholders (investors) and the broader investment community, including engagement with analysts, fund managers and market participants.

Trustee-Manager and Shariah Governance

Our Trustee-Manager

Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager") was incorporated on 2 June 2022 as a private limited company under the Companies Act 2016. As a wholly owned subsidiary of Projek Lintasan Kota Holdings Sdn. Bhd. ("PLKH"). PMSB acts as the Trustee-Manager for Prolintas Infra BT, overseeing its operations and governance.

The primary responsibilities of Trustee-Manager include:

- Safeguarding the interests of the unitholders.
- Managing the Trust Group's assets and liabilities for the benefit of all unitholders.
- Implementing Prolintas Infra BT's investment and financing strategies
- Overseeing the overall management of the concession companies and/or assets held in trust for the unitholders.

As part of its fiduciary duties, the Trustee-Manager is responsible for a range of strategic and operational functions, including:

- Developing and implementing the overall strategy.
- Formulating risk management strategies.
- Conducting analysis of new acquisitions and divestments.
- Managing marketing and communications.
- Overseeing the performance of individual assets and business planning.
- Analysing market performance.
- Other activities as outlined in the Trust Deed.

The Trustee-Manager is required to exercise due care, demonstrating the highest levels of care, diligence and fiduciary responsibility as expected of a business trust manager.

This includes compliance with:

- All applicable laws and regulations governing business trusts.
- Bursa Malaysia Listing Requirements and other statutory obligations.
- The Trust Deed, ensuring strict adherence to the terms and conditions governing Prolintas Infra BT.

Our Shariah Adviser

Amanie Advisors Sdn. Bhd. ("Amanie" or "Shariah Adviser") has been appointed as the Trust Group's Shariah adviser. The company was incorporated on 10 March 2005 as a private company limited by shares under the Companies Act 1965.

Duties and Responsibilities of the Shariah Adviser

Amanie's key role involves ensuring that the Trust's operations and investments comply with Shariah principles. Its key responsibilities are categorised as follows:

Compliance Oversight

- Conduct review of the Trust Group's portfolio to assess Shariah compliance
- Ensure that all operations and investments adhere to Shariah principles.
- Prepare an annual Shariah compliance report for inclusion in the Trust Group's annual report.

Advisory and Guidance

- Offer Shariah expertise on Prolintas Infra BT's structure, management, investment strategies and operations matters.
- Provide Shariah guidance on key documents, including the trust deed, circulars to unitholders regarding asset acquisition or disposal and along with other relevant materials documents.

Regulatory Compliance

- Ensure Prolintas Infra BT's management and operations align with Shariah principles, relevant SC regulations and guidelines and rulings and resolutions issued by the Shariah Advisory Council ("SAC").

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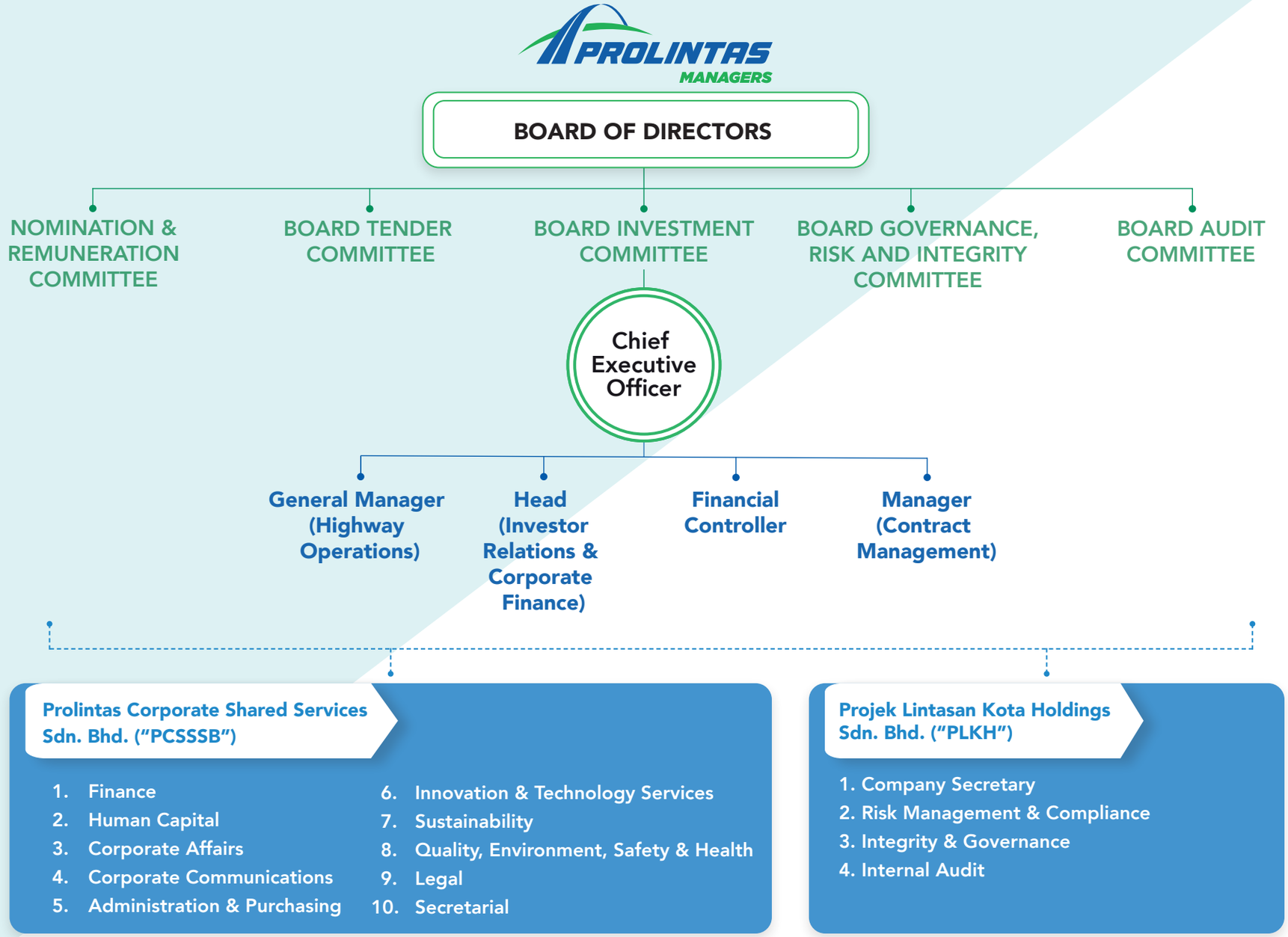
Reporting and Communication

- Prepare an annual report stating the Shariah Adviser's opinion on Prolintas Infra BT's compliance with Shariah principles.
- Consult the SAC in cases of ambiguity or uncertainty regarding any aspects of Prolintas Infra BT.
- Immediately notify the Trustee-Manager in the event that the SC has deregistered the Shariah Adviser.

Ongoing Monitoring

- Ensure ongoing adherence to Shariah principles and other relevant standards.

Management Reporting Structure



------ *Dotted lines denote outsourced functions supporting the Trustee-Manager.*

Our Highway Network

Highway Assets

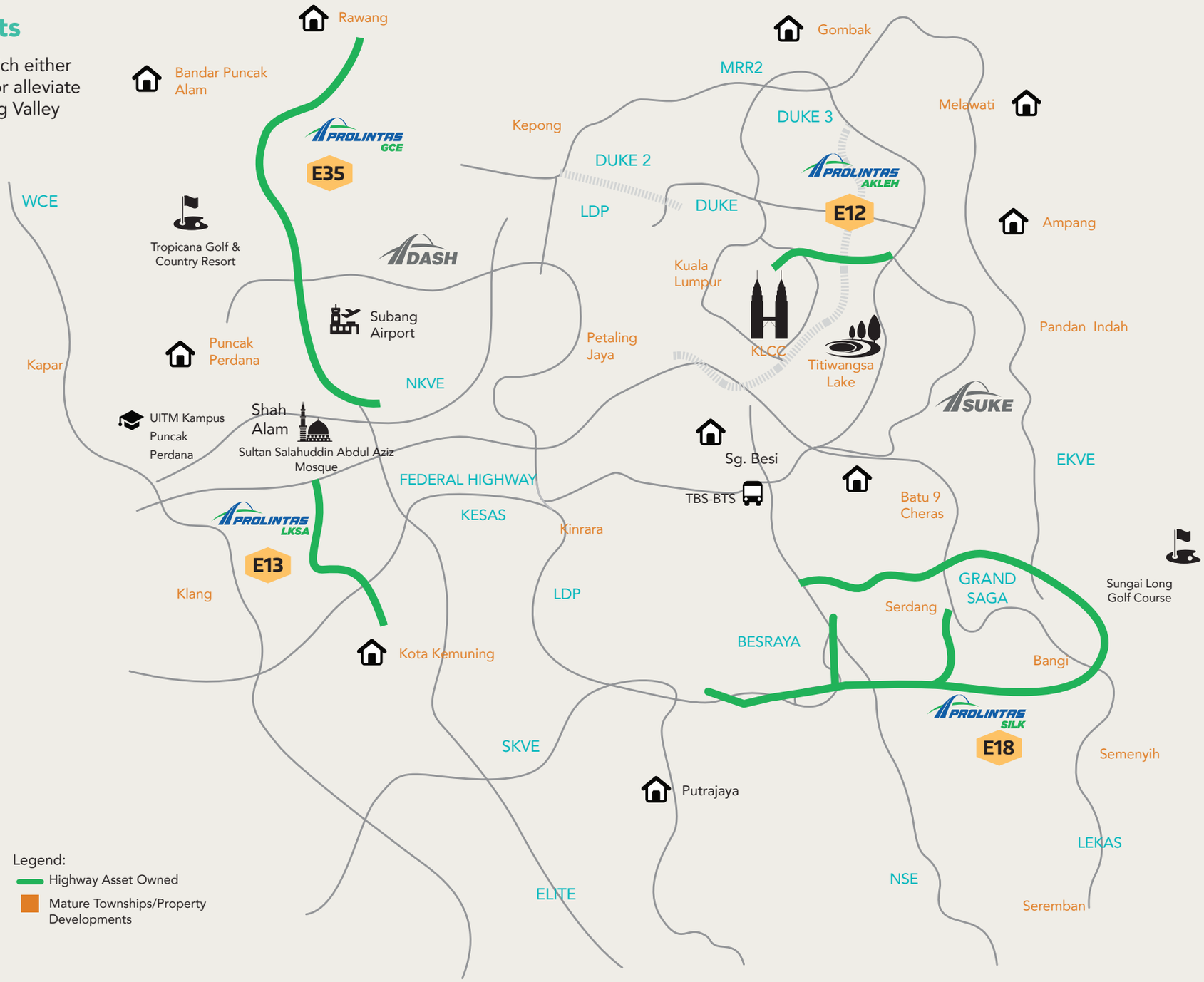
High quality assets which either enhance connectivity or alleviate congestion in the Klang Valley

Highways
4

Toll Plazas
10

Highway Length
84.1
km

Total Assets
RM3.7
billion



Our Highway Network



PROLINTAS AKLEH

7.4 km
Highway length

7
Interchanges

The nation's first intra-urban elevated highway:

- Direct access into KL City Centre.
- Improves mobility & convenience.
- Supports the rapid urbanisation of Ampang and Ulu Kelang.



PROLINTAS GCE

25.0 km
Highway length

8
Interchanges

A smooth link between Shah Alam and Rawang. Alternative route from Klang Valley to the northern states.



PROLINTAS LKSA

14.7 km
Highway length

6
Interchanges

High-speed, high-capacity link connecting Shah Alam Expressway (KESAS), Federal Highway Route 2 & Alam Impian township..



PROLINTAS SILK

37.0 km
Highway length

12
Interchanges

Effective traffic dispersal network for the matured commercial and residential areas of Kajang.

Our Highway Footprint

Prolintas Infra BT manages a critical highway network that underpins the transportation infrastructure of Malaysia's Klang Valley, the nation's economic epicentre and most densely populated urban hub. Spanning across Selangor and Kuala Lumpur, this network plays a pivotal role in enhancing connectivity, supporting economic growth and facilitating daily mobility in one of the country's most rapidly developing regions.

Recognising the complexities of this vibrant metropolitan landscape, Prolintas Infra BT has strategically positioned its highway assets to meet the region's evolving mobility needs. Through innovation and adaptive transportation solutions, we ensure seamless connectivity for millions of residents and businesses, reinforcing our role as a fundamental aspect in Malaysia's economic progress.

The Trust's highway network includes key routes namely Ampang-Kuala Lumpur Elevated Highway (E12), Guthrie Corridor Expressway (E35), Lebuhraya Kemuning-Shah Alam (E13) and Sistem Lingkaran Lebuhraya Kajang (E18), which interconnect major urban centres and rapidly developing suburbs. These high-quality assets serve a dual purpose:

1 Enhancing connectivity between vital economic hubs

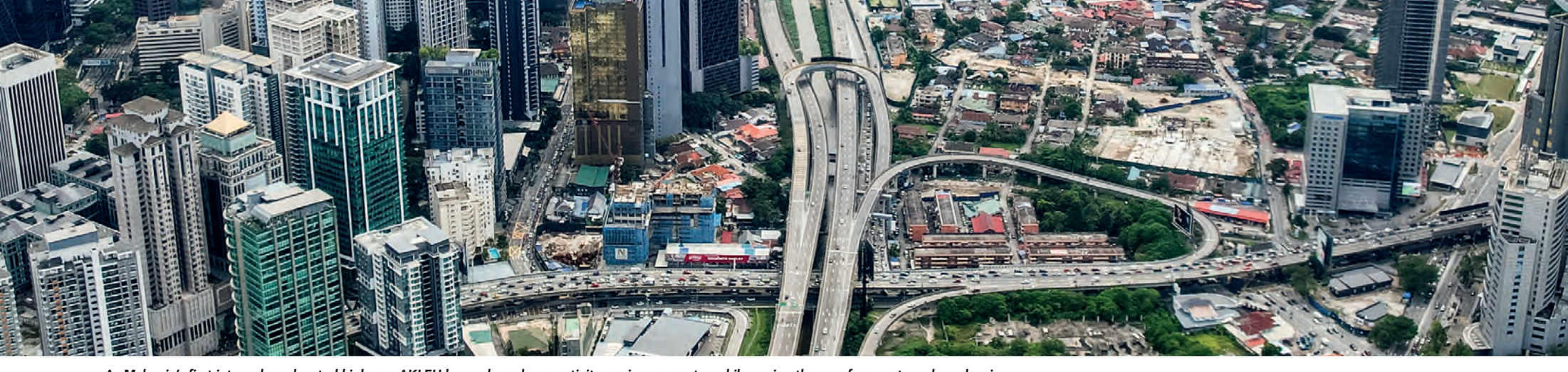
2 Alleviating congestion in high-traffic corridors

The highway network spans from Rawang in the north to Kajang in the south, seamlessly connecting residential areas, industrial zones and commercial districts. By strategically positioning its highways, Prolintas Infra BT ensures efficient movement not only within Kuala Lumpur but also to satellite cities. This coverage facilitates daily commutes, supports logistics and supply chains and promotes regional economic integration.



Key Information of Our Highways

Highways	PROLINTAS AKLEH	PROLINTAS GCE	PROLINTAS LKSA	PROLINTAS SILK
Expiry of Concession	15 May 2037	31 May 2062	31 July 2062	31 July 2062
Remaining Tenure	12 years 4 months	37 years 5 months	37 years 7 months	37 years 7 months
Highway Length	7.4 km	25.0 km	14.7 km	37.0 km
Number of Toll Plazas	1	3	2	4
Toll Hike	No toll hike	Two more times • Year 2033 • Year 2043	Two more times • Year 2033 • Year 2043	Two more times • Year 2033 • Year 2043
Remarks	• First intra-urban elevated highway in Malaysia. • Connects Ampang and Kuala Lumpur	• Connects Shah Alam to Rawang • Forms the western link of the Kuala Lumpur Outer Ring Road	• Connects the areas of Kota Kemuning and Shah Alam	• Expressway built to disperse the traffic flow in Kajang area

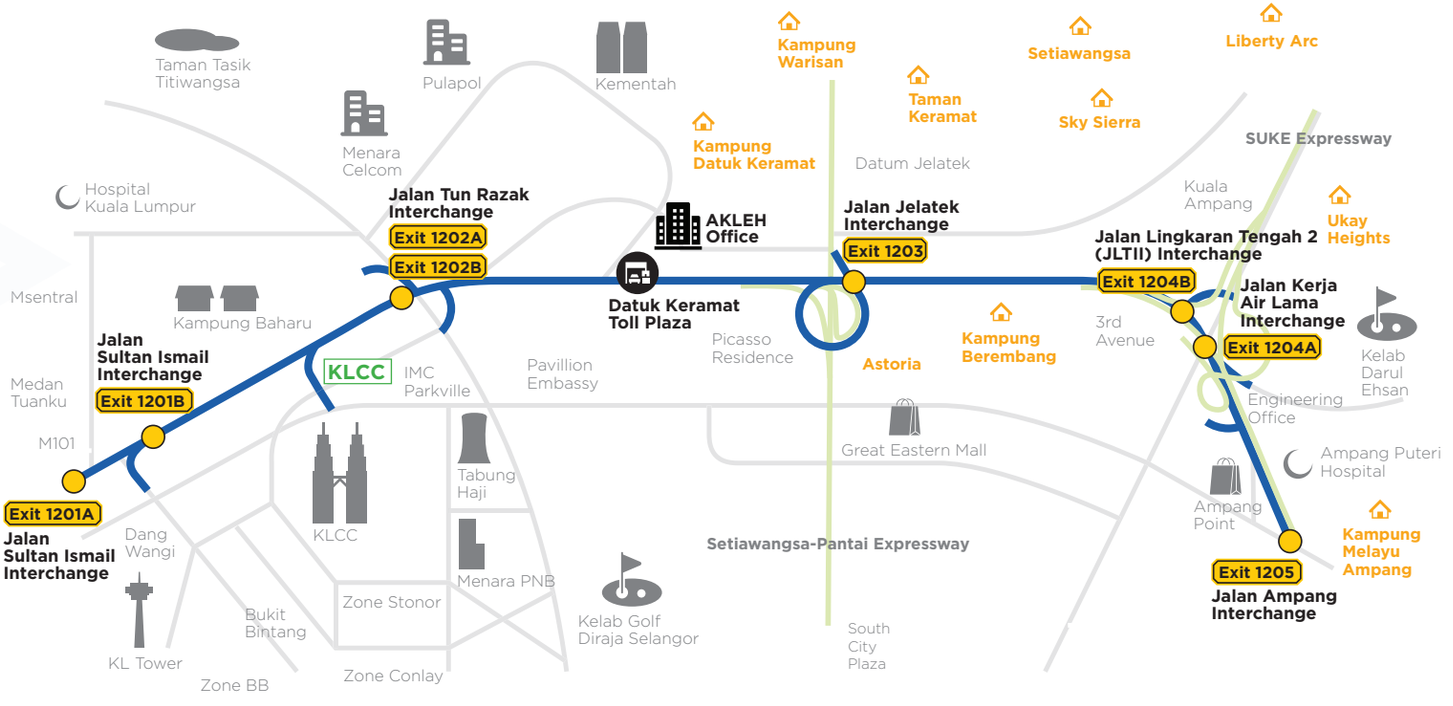


As Malaysia's first intra-urban elevated highway, AKLEH has reshaped connectivity, easing commutes while paving the way for smarter urban planning.

Our Asset Portfolio

PROLINTAS AKLEH

The nation's first intra-urban elevated highway connecting Ampang, Selangor and Kuala Lumpur.



Legend:
- AKLEH
- Connecting highways
- Mature townships/Developments

MANUFACTURED CAPITAL

Toll Plazas 1 | **Interchanges** 7 | **Highway Length** 7.4 KM

INTELLECTUAL CAPITAL

Strategic Route Development
- Connects Ampang corridor to city centre via 7 interchanges
- Complements congested Jalan Ampang
- Integrates with Sungai Besi-Ulu Kelang Elevated Expressway ("SUKE") and Setiawangsa-Pantai Expressway ("SPE")

Traffic Management
- Disperses traffic from overburdened Jalan Ampang
- Contributes to congestion alleviation

SOCIAL AND RELATIONSHIP CAPITAL

Community Impact
- Enhances connectivity for residents and businesses
- Provides alternative travel routes
- Improves overall traffic flow

NATURAL CAPITAL

Environmental Considerations
- Potential for reduced emissions due to improved traffic flow
- Supports sustainable urban development

HUMAN CAPITAL

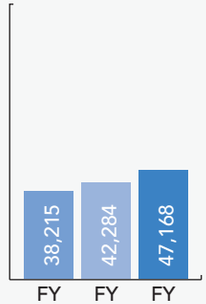
Workforce
- 48 Employees

FINANCIAL CAPITAL

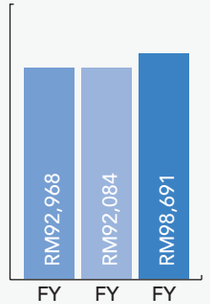
Current Toll Rates

Type	Class	Description	Fare (RM)
	1	Vehicles with 2 axles and 3/4 wheels	RM2.13
	2	Vehicles with 2 axles and 5/6 wheels	RM7.00
	3	Vehicles with 3 or more axles	RM10.50
	4	Taxi	RM1.53
	5	Bus	RM1.28

Annual Average Daily Traffic ("AADT")



Annual Average Daily Collection ("AADC")



Our Asset Portfolio

PROLINTAS GCE

An efficient transportation corridor that seamlessly connects Shah Alam and Rawang in Selangor.



Legend:
- GCE
- Connecting highways
- Mature townships/Developments

MANUFACTURED CAPITAL

Toll Plazas 3 **Interchanges** 8 **Highway Length** 25.0 KM

INTELLECTUAL CAPITAL

Strategic Route Development
- Forms the western link of the Kuala Lumpur Outer Ring Road ("KLORR")
- Complements North-South Expressway ("NSE") via Kuala Lumpur-Kuala Selangor Expressway ("LATAR")
- Links to North-South Expressway Central Link ("ELITE") and West Coast Expressway ("WCE").

Traffic Management
- Strategically bypasses congested areas in Shah Alam
- Implements grade-separated intersections and dedicated motorcycle lanes

SOCIAL AND RELATIONSHIP CAPITAL

Community Impact
- Connects multiple townships (Shah Alam, Bukit Jelutong and Denai Alam)
- Eases daily traffic congestion in Shah Alam
- Improves access to southern and northern states

NATURAL CAPITAL

Environmental Considerations
- Potential for reduced emissions due to improved traffic flow
- Supports sustainable urban development

HUMAN CAPITAL

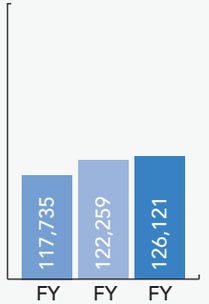
Workforce
- 99 Employees

FINANCIAL CAPITAL

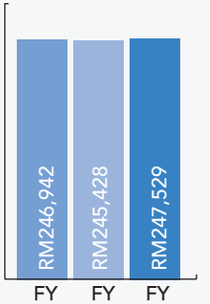
Current Toll Rates

Type	Class	Description	Fare (RM)
	1	Vehicles with 2 axles and 3/4 wheels	RM1.75
	2	Vehicles with 2 axles and 5/6 wheels	RM3.80
	3	Vehicles with 3 or more axles	RM5.70
	4	Taxi	RM0.83
	5	Bus	RM1.29

Annual Average Daily Traffic ("AADT")



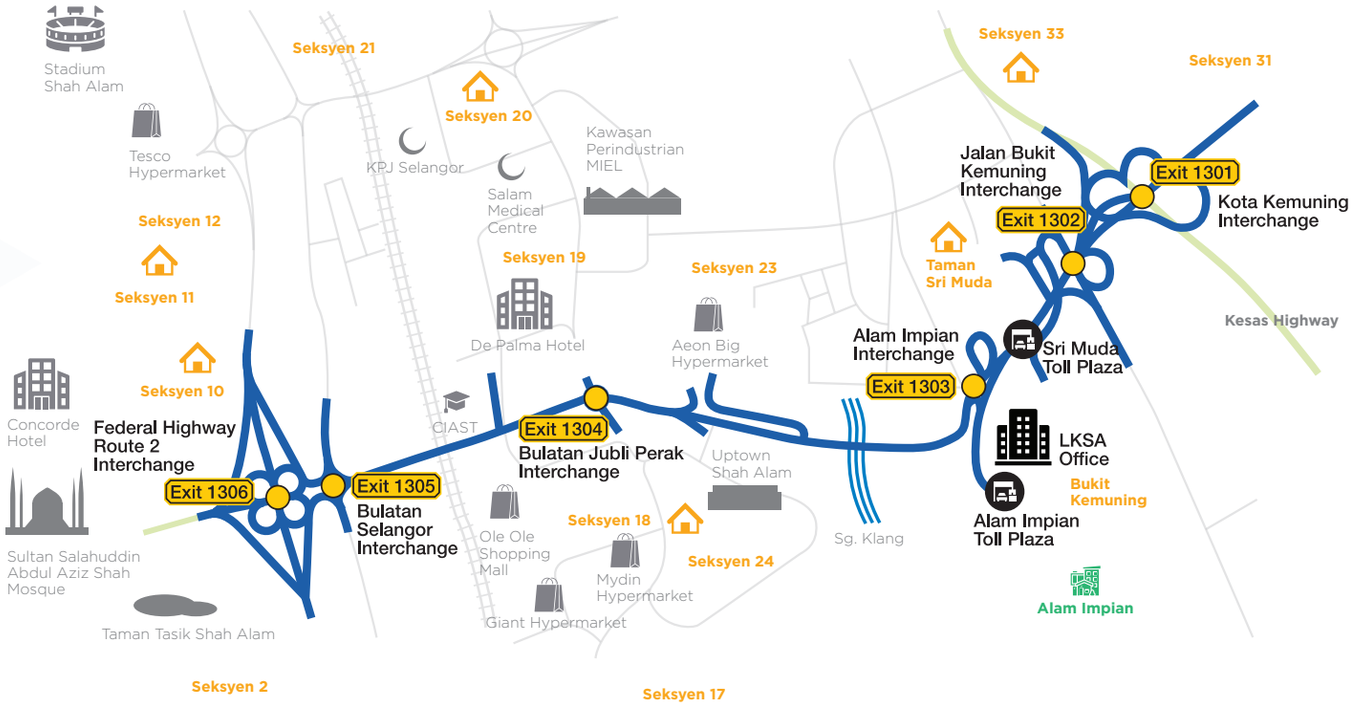
Annual Average Daily Collection ("AADC")



Our Asset Portfolio

PROLINTAS LKSA

Facilitates swift connectivity between the established townships of Shah Alam and Kota Kemuning in Selangor.



Legend:
- LKSA
- Connecting highways
- Mature townships/Developments

MANUFACTURED CAPITAL

Toll Plazas 2 | **Interchanges** 6 | **Highway Length** 14.7 KM

INTELLECTUAL CAPITAL

Strategic Route Development
- Primary link between Lebuhraya Shah Alam ("KESAS") and Federal Highway Route 2
- Uninterrupted high-speed route connecting multiple areas
- Six interchanges for seamless access

Traffic Management
- Strategic traffic dispersion from the congested Federal Highway and KESAS
- Complements existing congested routes
- Serves as an alternative north-south route

SOCIAL AND RELATIONSHIP CAPITAL

Community Impact
- Supports growing population in new townships including in Alam Impian
- Seamless connectivity between Shah Alam and Kota Kemuning
- Eliminates need for longer detours on public roads

NATURAL CAPITAL

Environmental Considerations
- Potential for reduced emissions due to improved traffic flow
- Supports sustainable urban development

HUMAN CAPITAL

Workforce • 67 Employees

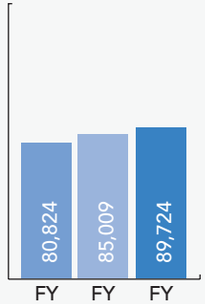
FINANCIAL CAPITAL

Current Toll Rates

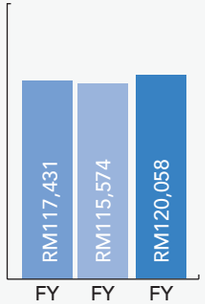
Type	Class	Description	Fare(RM)
	1	Vehicles with 2 axles and 3/4 wheels	[1]RM1.56/ [2]RM0.83
	2	Vehicles with 2 axles and 5/6 wheels	[1]RM3.40/ [2]RM1.80
	3	Vehicles with 3 or more axles	[1]RM5.10/ [2]RM2.70
	4	Taxi	[1]RM0.83/ [2]RM0.83
	5	Bus	[1]RM1.10/ [2]RM0.55

1: Sri Muda Toll Plaza fare
2: Alam Impian Toll Plaza fare

Annual Average Daily Traffic ("AADT")



Annual Average Daily Collection ("AADC")



Our Asset Portfolio

PROLINTAS SILK

It serves as the primary ring road for the town of Kajang, providing access to various key locations in the surrounding area.



Legend:
- SILK
- Connecting highways
- Mature townships/Developments

MANUFACTURED CAPITAL

Toll Plazas 4 **Interchanges** 12 **Highway Length** 37.0 KM

INTELLECTUAL CAPITAL

Strategic Route Development
- Primary ring road in the Kajang area
- Connects to network of major highways including Sungai Besi Expressway ("BESRAYA"), South Klang Valley Expressway ("SKVE"), Cheras-Kajang Expressway ("GRAND SAGA") and Kajang-Seremban Highway ("LEKAS")
- Future integration with East Klang Valley Expressway ("EKVE")

Traffic Management
- Provides direct route between North and South Kajang
- Increases road network capacity within Kajang

SOCIAL AND RELATIONSHIP CAPITAL

Community Impact
- Offers access to key locations including Kuala Lumpur, Cheras, Sungai Long, Balakong, Putrajaya, Puchong, Seremban, Semenyih, Nilai, Bangi and more
- Enhances regional connectivity
- Alleviates congestion in Kajang

NATURAL CAPITAL

Environmental Considerations
- Potential for reduced emissions due to improved traffic flow
- Supports sustainable urban development

HUMAN CAPITAL

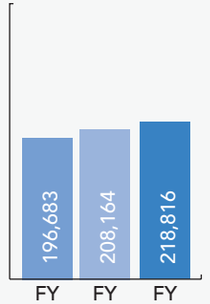
Workforce • 122 Employees

FINANCIAL CAPITAL

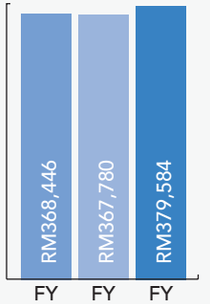
Current Toll Rates

Type	Class	Description	Fare(RM)
	1	Vehicles with 2 axles and 3/4 wheels	RM1.66
	2	Vehicles with 2 axles and 5/6 wheels	RM3.60
	3	Vehicles with 3 or more axles	RM5.40
	4	Taxi	RM0.83
	5	Bus	RM0.92

Annual Average Daily Traffic ("AADT")



Annual Average Daily Collection ("AADC")



Board of Directors

Our Leadership





Board of Directors

1. **YBHG. DATO' IKMAL HIJAZ BIN HASHIM**
   Non-Independent Non-Executive Chairman

2. **YBHG. DATO' MOHAMMAD AZLAN BIN ABDULLAH**
   Non-Independent Non-Executive Director
   (resigned effective 3 February 2025)

3. **YBHG. DATO' ABDUL MUTALIB BIN ALIAS**
   Independent Non-Executive Director

4. **YBHG. DATUK SYED AZMI BIN SYED OTHMAN**
   Independent Non-Executive Director

5. **NIK FAZILA BINTI NIK MOHAMED SHIHABUDDIN**
   Independent Non-Executive Director

6. **YBHG. DATIN NONA BINTI SALLEH**
   Independent Non-Executive Director

7. **MALIK PARVEZ AHMAD BIN NAZIR AHMAD**
   Non-Independent Non-Executive Director
   (redesignated effective 3 February 2025)

Board of Directors' Profile



YBHG. DATO' IKMAL HIJAZ BIN HASHIM

CHAIRMAN
Non-Independent Non-Executive Chairman

Age 72

Date of Appointment
2 June 2022

Tenure
2 Years

Total Meetings Attended
12/12

Academic/Professional Qualification(s)/Membership(s)
- Bachelor of Arts with Honours, *University of Malaya*
- Master of Philosophy in Land Management, *University of Reading, United Kingdom*

Board Committee(s)
- Nil

Present Directorship(s)

Other Listed Entities
- Kumpulan Perangsang Selangor Berhad

Other Public Companies
- Nil

Dato' Ikmal began his career in the Administrative and Diplomatic Service of the Government of Malaysia in 1976. In late 1991, he left the government service and joined United Engineers (M) Berhad as General Manager of the Malaysia Singapore Second Crossing project.

In 1993, he became the Chief Operating Officer of Projek Lebuhraya Utara-Selatan Berhad (PLUS) and in 1995, he was promoted to the company's Managing Director.

In 1999, he was appointed as the Managing Director of Prolink Development Sdn Bhd (Prolink) and concurrently assumed the position of President for the Property Division of the Group. He was subsequently appointed as Managing Director of Renong Berhad from 2002 until 2003.

In November 2003, Dato' Ikmal was seconded to Pos Malaysia Berhad as the Chief Executive Officer/Managing Director as well as the Group Managing Director of Pos Malaysia and Services Holdings Berhad. In November 2007, he was appointed as Chief Executive of the Iskandar Regional Development Authority (IRDA) until February 2009. He then became the Chairman of Faber Group Berhad from 1 March 2009 until June 2014. During that period, he was also appointed as an Independent Non-Executive Director of UEM Land Berhad.

YBHG. DATO' MOHAMMAD AZLAN BIN ABDULLAH

Non-Independent Non-Executive Director

Age 56

Date of Appointment
2 June 2022
(Resigned effective
3 February 2025)

Tenure
2 Years

Total Meetings Attended
7/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Business (Accountancy), *University of Tasmania, Australia*
- Fellow of the Certified Practising Accountant (CPA) *Australia*
- Chartered Accountant, *Malaysia Institute of Accountants (MIA)*
- Fellow of the Institute of Corporate Directors Malaysia (ICDM)

Board Committee(s)

- Nil

Present Directorship(s)

Other Listed Entities

- Sapura Energy Berhad
  (Resigned effective 31 January 2025)

Other Public Companies

- Nil





YBHG. DATO' ABDUL MUTALIB BIN ALIAS

Independent Non-Executive Director

Age 63

Date of Appointment
9 June 2023

Tenure
1 Year

Total Meetings Attended
12/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Science in Accountancy, *Northern Illinois University, DeKalb, Illinois, USA*
- Master of Business Administration, *Governors State University, University Park, Illinois, USA*

Present Directorship(s)

Other Listed Entities
- AirAsia X Berhad

Other Public Companies
- Ekuiti Nasional Berhad

Board Committee(s)

- Chairman, Nomination and Remuneration Committee
- Member, Board Audit Committee
- Member, Board Governance, Risk and Integrity Committee

Dato' Mutalib has over 35 years of experience in the banking sector and government sector. Dato' Mutalib started his career at The Chase Manhattan Bank (as it was then known), in 1985 as a Credit Analyst. During his time with The Chase Manhattan Bank, he transitioned into Investment Banking and his last position with The Chase Manhattan Bank was Vice President (Investment Banking).

From 2000 to 2011, he worked for the Government of Malaysia as a Special Officer and Political Secretary to Ministers attached to various governmental ministries including the Ministry of Finance, Ministry of Science, Technology and Innovation, Ministry of Energy, Water and Communications and Ministry of Works, between 2000 to 2011.

In 2011, he was tasked to set up a new government housing agency, Perumahan Rakyat 1Malaysia (PR1MA) and served as the Chief Executive Officer of Prima Corporation Malaysia until January 2019.

From 2021 up to May 2023, he was the Non-Executive Chairman of Bintulu Port Holdings Berhad. He was also the Non-Executive Chairman of Icon Offshore Berhad from 6 June 2023 to 30 May 2024. He was formerly a board member of the Bank Rakyat Group from 2010 to 2015 and Majlis Amanah Rakyat from 1996 to 2000.

YBHG. DATUK SYED AZMI BIN SYED OTHMAN

Independent Non-Executive Director

Age 68

Date of Appointment
9 June 2023

Tenure
1 Year

Total Meetings Attended
12/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Engineering, *Monash University, Melbourne, Australia*
- Member of Institution of Engineers
- Registered as a professional engineer with the Board of Engineers of Malaysia

Board Committee(s)

- Chairman, Board Tender Committee
- Member, Board Audit Committee
- Member, Nomination and Remuneration Committee

Present Directorship(s)

Other Listed Entities
- Nil

Other Public Companies
- Nil



Datuk Syed Azmi has over 40 years of experience in the construction and engineering industry. Datuk Syed Azmi started his career as a Trainee Engineer at Pernas Construction Sdn. Bhd. in 1980. He left Pernas Construction Sdn. Bhd. in 1990 and his last position in the said company was Senior Manager.

He joined United Engineers (M) Berhad as a Senior Manager from 1990 to 1993. He then joined Projek Lebuhraya Utara-Selatan Berhad from 1993 to 1994 where he was appointed as the General Manager, Project Division. From 1994 to 1999, he left Projek Lebuhraya Utara-Selatan Berhad and re-joined United Engineers (M) Berhad as the Project Director for the National Sports Complex and Games Village project at Bukit Jalil.

From 1999 to 2004, he was appointed as Managing Director of Kualiti Alam Sdn. Bhd. and from 2004 to 2006, he was appointed as Managing Director of Denia Development Sdn. Bhd. and Development Director of Metro Ikram Sdn. Bhd. He joined Maxcorp Development Sdn. Bhd. as Deputy Chief Executive/Director from 2006 to 2010.

From 2010 to 2016, he was appointed as Chief Executive Officer of Straits Consulting Engineers Sdn. Bhd. From 2016 to 2021, he was appointed as Managing Director of Tadmax Indah Power Sdn. Bhd. (presently known as Pulau Indah Power Plant Sdn. Bhd.) and was later appointed Chief Executive Officer and Chief Commercial Officer. He retired from the said position in 2022.



NIK FAZILA BINTI NIK MOHAMED SHIHABUDDIN

Independent Non-Executive Director

Age 58

Date of Appointment
9 June 2023

Tenure
1 Year

Total Meetings Attended
12/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Economics (Accounting) *Flinders University of South Australia*
- Chartered Accountant, *Malaysian Institute of Accountants (MIA)*
- Certified Public Accountants, *Malaysian Institute of Certified Public Accountants (MICPA)*

Board Committee(s)

- Chairman, Board Audit Committee
- Member, Board Tender Committee
- Member, Board Investment Committee

Present Directorship(s)

Other Listed Entities

- Duopharma Biotech Berhad
- MBM Resources Berhad
- Farm Fresh Berhad

Other Public Companies

- Nil

Pn. Nik Fazila has over 35 years of experience in the field of financial accounting, financial management and reporting and corporate restructuring exercises. Pn. Nik Fazila started her career in 1988 in the audit and business advisory team at Price Waterhouse Coopers Malaysia (now known as PricewaterhouseCoopers) and was later promoted to Senior Manager. She left PricewaterhouseCoopers Malaysia in 1998 to work as a General Manager, Corporate Audit at Sapura Telecommunications Berhad until year 2000, carrying out internal audit plans and investigation exercises for the Sapura Group.

From 2001 to 2006, she worked as the Group General Manager (Finance) of KUB Malaysia Berhad, leading the finance and accounts division. From 2006 to 2007, she was appointed as the Chief Financial Officer of UDA Holdings Berhad and was responsible for all financial and fiscal management aspects of the company and its subsidiaries.

From 2007 to 2012, she was the Chief Financial Officer for Biotropics Malaysia Berhad. She was appointed as Group Chief Financial Officer of the Chemical Company of Malaysia Berhad in 2012 and was promoted to Group Managing Director in 2017 up to 2021. She was formerly a board member of FGV Holdings Berhad from July 2021 to June 2024 and MSM Malaysia Holdings Berhad from October 2021 to June 2024.

YBHG. DATIN NONA BINTI SALLEH

Independent Non-Executive Director

Age 57

Date of Appointment
20 September 2023

Tenure
1 Year

Total Meetings Attended
12/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Science (Honours) in Economics, specialising in Accounting and Finance, London School of Economics, *University of London, United Kingdom*
- A certified member of the Financial Planning Association of Malaysia
- Investment Management Certificate from the *Institute of Investment Management & Research, United Kingdom*
- Holds a Capital Markets Services Representative's Licence no. CMSRL/A3012/2007 from the Securities Commission of Malaysia

Board Committee(s)

- Chairman, Board Investment Committee
- Chairman, Board Governance, Risk and Integrity Committee
- Member, Board Tender Committee

Present Directorship(s)

Other Listed Entities
- Nil

Other Public Companies
- Nil



Datin Nona Binti Salleh began her career as an Investment Officer of Aseambankers Malaysia Berhad (now known as Maybank Investment Bank Berhad) from 1992 to 1994 and was subsequently appointed as an Investment Assistant Manager in January 1995. She then joined BHLB Asset Management Sdn. Bhd. as an Assistant Manager in Investment in February 1995, before being appointed as Investment - Associate Director in January 1997.

She served as Associate Investment Director of Phillip Capital Management Sdn. Bhd. (previously known as Allied Phillip Capital Management Sdn. Bhd) between February 1997 to 1999. Other key past employments include her role as Chief Investment Officer of PBB Assets Management Sdn. Bhd. between 1999 to 2000 and Chief Investment Officer of Maybank Asset Management Sdn. Bhd. (formerly known as Maybank Investment Management Sdn. Bhd.) between 2000 to 2001.

In 2001, she re-joined Phillip Capital Management Sdn. Bhd. as the Executive Director and was subsequently appointed as Executive Chairperson in 2007, which is a role she still principally undertakes to date. She has 11 other existing non-executive directorships in Malaysian companies within the same group of companies as Phillip Capital Management Sdn. Bhd.

She is also a director of IFS Capital (Malaysia) Sdn. Bhd., (a subsidiary of IFS Capital Limited, Singapore which is a company listed on the Singapore Exchange) and IFS Factors (Malaysia) Sdn. Bhd., in which she has a minority shareholding.



MALIK PARVEZ AHMAD BIN NAZIR AHMAD

Non-Independent Non-Executive Director

Age 55

Date of Appointment
19 October 2023

Tenure
1 Year

Total Meetings Attended
7/12

Academic/Professional Qualification(s)/Membership(s)

- Bachelor of Science (Accounting), *International Islamic University Malaysia*
- Chartered Accountant, *Malaysian Institute of Accountants*
- Attended Senior Management Development Programme, *INSEAD, Fontainebleau, France*

Board Committee(s)

- Member, Nomination and Remuneration Committee
- Member, Board Investment Committee
- Member, Board Governance, Risk and Integrity Committee

Present Directorship(s)

Other Listed Entities
- Nil

Other Public Companies
- Nil

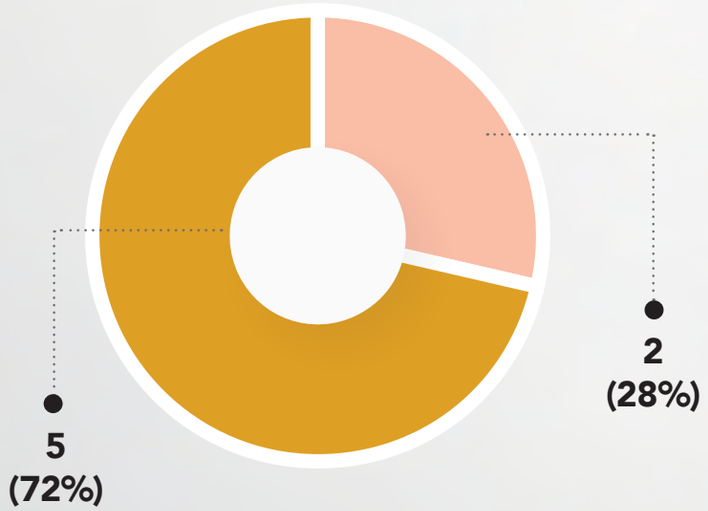
En. Malik began his career in 1992 as an Auditor at KPMG Peat Marwick (as it was then known) where he was involved in audit, business advisory and taxation matters and was promoted to Senior Auditor in 1996. He joined Medtexx Partners Inc. in 1998 as a Financial Controller where he was mainly involved in financial management and financial reporting matters as well as liaising with the local tax authorities. In 2002, En. Malik joined D.B.E. Group of Companies (as it was then known) as a Financial Controller where he managed the financial and accounting matters of D.B.E. Poultry Sdn. Bhd., with an added focus on the listing of D.B.E Gurney Berhad (as it was then known).

In 2004, he was appointed as the Group Financial Officer of Latexx Partners Berhad, with a focus on the restructuring of the company. During the pre-restructuring stage, he was involved in the overseeing of finance and accounting, due diligence and operation matters and he played an active role in the debt settlement negotiations with the relevant banks. During the post-restructuring stage, he was also responsible for the reporting to Bursa Malaysia and the securing of financing for working capital and expansion plans.

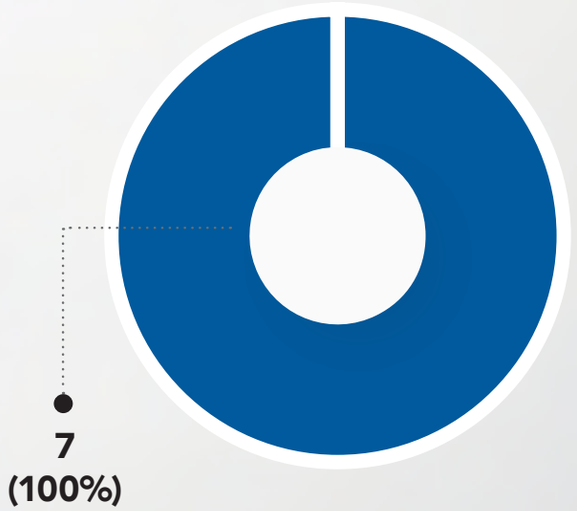
He joined PLKH Group in 2008 where he was appointed as Chief Financial Officer of PLKH and was later appointed as Chief Operating Officer (Commercial and Finance) in 2016. On 4 December 2023, he has resigned from his position in PLKH and immediately assumed the position as Chief Executive Officer of the Trustee-Manager on the same date until 3 February 2025 and was appointed as the Group Chief Operating Officer of PLKH on 3 February 2025.

Board of Directors' Profile

BOARD GENDER



BOARD AGE



BOARD TENURE

0-3 Years	7
4-6 Years	0
> 7 Years	0

BOARD QUALIFICATIONS

Finance and Accounting	5
Engineering	1
Real Estate	1

Notes:
None of the Directors have:

- *any family relationship with any director and/or major unitholder of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager").*
- *any conflict of interest with the Trustee-Manager save as disclosed in the related party transactions of the Annual Report and the Circular to the Unitholders dated 28 March 2025.*
- *been convicted of any offenses with the past 5 years (other than traffic offences (if any), and have not been imposed any public sanctions and/or penalties by relevant regulatory bodies during the financial year ended 31 December 2024.*

Senior Management



LATIF BIN IBRAHIM
Head, Investor Relations & Corporate Finance

AZMEE BIN NIN
General Manager, Highway Operations

MALIK PARVEZ AHMAD BIN NAZIR AHMAD
Chief Executive Officer
(resigned effective 3 February 2025)

MUKHOLISAH BINTI MOHD MAJID
Financial Controller

From left to right

Senior Management Profile



MALIK PARVEZ AHMAD BIN NAZIR AHMAD

Chief Executive Officer
(Resigned effective 3 February 2025)

Age 55

For more information please refer to the Board of Directors' Profile section on page 40.



AZMEE BIN NIN

General Manager, Highway Operations

Age 62

Date of Appointment
1January 2024

QUALIFICATIONS

- Diploma in Building from *Institut Teknologi MARA, Malaysia*
- Bachelor of Science in Building, *Glasgow College of Technology, Scotland*

RELEVANT WORKING EXPERIENCE

En. Azmee has over 35 years of experience in the engineering and infrastructure industry. He started his career at Ingeback (M) Sdn. Bhd. as a Technical Assistant from 1984 to 1987. He then went to pursue a Bachelor of Science in Building at the Glasgow College of Technology before returning to Ingeback (M) Sdn. Bhd. in 1990 where he worked as Site Manager up till 1991.

From 1991 to 1994, he joined Projek Lebuhraya Utara-Selatan Berhad as a Senior Technical Executive and was later promoted to Section Manager (Operations) in 1994, Regional Manager in 1996, Senior Manager (Project Management) in 1998, Senior Manager (Toll Department) in 2000 and subsequently Assistant General Manager (Traffic Safety) in 2003, up to 2005.

From 2006 to 2007, he was appointed as General Manager of Linkedua (M) Sdn. Bhd. and ELITE Expressway (M) Sdn. Bhd.. He joined PLUS BKSP Toll Limited in 2008 as an Operations Director and was appointed as Executive Director in 2009 and held the position up to 2010, where he was responsible for, among others, managing the entire operations and maintenance of the highway, managing project refinancing with the local banks and reporting to the board of directors.

From 2010 to 2013, he was appointed as the Chief Executive Director of Indu Navayuga Infra Project Pvt. Ltd., where he developed and implemented strategic and operational plans as well as managed the project refinancing of the corporation.

From 2013 to 2016, he joined Projek Lebuhraya Usahama Bhd. as a Senior General Manager and Project Director, managing and overseeing the construction of a new interchange and lane widening works.

Later from 2016 to 2018, he joined Lebuhraya Borneo Utara as Head Project Management and was appointed as Head of Operations and Maintenance and General Manager in 2018 up to 2019. During his tenure with Lebuhraya Borneo Utara, he led the construction of the Pan Borneo Highway in Sarawak and led the project planning and management team for the project. In the period of 2019 to 2020, he was mainly engaged in freelance advisory work.

He was subsequently appointed as General Manager of the PLKH Group in 2021. His responsibility includes, among others, the management of the highway operations, toll collection and traffic safety and maintenance of the highways under the group. He also oversees human capital management and highway development works. On 1 January 2024, he resigned from his position in PLKH and immediately assumed the position as General Manager (BT Highway Operations) of the Trustee-Manager on the same date. He is currently a director of Projek Lintasan Kota Sdn. Bhd., Prolintas Expressway Sdn. Bhd., Projek Lintasan Shah Alam Sdn. Bhd., Sistem Lingkaran-Lebuhraya Kajang Sdn. Bhd. and Manfaat Tetap Sdn. Bhd. under the Prolintas Infra Business Trust Group effective from 19 June 2024.

Senior Management Profile



MUKHOLISAH BINTI MOHD MAJID

Financial Controller

Age 37

Date of Appointment
1January 2024

QUALIFICATIONS

- Diploma in Accounting from *Universiti Teknologi MARA, Malaysia*
- Bachelor in Accounting from *Universiti Teknologi MARA, Malaysia*
- Chartered Accountant of the *Malaysian Institute of Accountants (MIA)*
- Member of the Association of Chartered Certified Accountants

RELEVANT WORKING EXPERIENCE

Cik Mukholisah brings over a decade of experience in financial accounting, reporting and strategic finance across diverse industries including insurance, pharmaceuticals, oil and gas and telecommunications. She began her career at MNRB Holdings Berhad and later served in finance roles at UTSB Management Sdn. Bhd., Pfizer (M) Sdn. Bhd. and Technip Geoproduction Sdn. Bhd., where she developed expertise in credit control, management reporting and joint-venture accounting.

She continued her career at Intertek Moody International Sdn. Bhd. as an Accountant, managing core finance functions including financial reporting, budgeting, receivables and payables. She then joined Speedcast (M) Sdn. Bhd. as a Senior Accountant, overseeing monthly closings and financial analysis. In 2023, she was appointed Senior Manager at PLKH Group, where she led the finance division's operations and statutory reporting.

On 1 January 2024, she was appointed Financial Controller of the Trustee-Manager of Prolintas Infra Business Trust. In this role, she is responsible for leading the financial reporting, operational finance and strategic financial planning for the business trust, supporting strong governance and sustainable financial performance.



LATIF BIN IBRAHIM

Head, Investor Relations & Corporate Finance

Age 43

Date of Appointment
1April 2024

QUALIFICATIONS

- Bachelor of Accountancy (Information System) from *Universiti Utara Malaysia (UUM)*
- Chartered Accountant of the *Malaysian Institute of Accountants (MIA)*
- Harvard Business School Alumni Club of Malaysia (HBSACM)
- Completed ASEAN Senior Management Development Program

RELEVANT WORKING EXPERIENCE

Encik Latif holds a Capital Markets Services Representative License (CMSRL) under the Securities Commission Malaysia. He has nearly 20 years of experience in corporate finance, capital markets and investor relations, with strong expertise in fundraising, M&A, financial structuring and treasury management.

He began his career as a Management Trainee at Boustead Holdings Berhad in 2005, gaining cross-industry exposure through secondments across key subsidiaries, including Boustead Plantations, Boustead Sissons Paints, Boustead Building Materials, Idaman Pharma Manufacturing and the University of Nottingham Malaysia.

In 2009, he joined PLKH Group, where he was involved in the refinancing of the GCE and LKSA highways, drafting and execution of concession agreements for SUKE and DASH, as well as the strategic acquisition of the SILK Highway in 2017.

He later played a key role in the successful toll restructuring with the Government involving AKLEH, GCE, LKSA and SILK, which led to the listing of Prolintas Infra Business Trust on Bursa Malaysia in March 2024 as Malaysia's first Islamic Business Trust.

He currently serves as Head of Investor Relations, overseeing capital markets strategy, investor engagement and regulatory communication. He was appointed to his current role on 1 April 2024.

Notes:
None of the Senior Management have:

- *any family relationship with any director and/or major unitholder of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager").*
- *any conflict of interest with the Trustee Manager save as disclosed in the related party transactions of the Annual Report and the Circular to the Unitholders dated 28 March 2025.*
- *been convicted of any offenses with the past 5 years (other than traffic offences (if any) and have not been imposed any public sanctions and/or penalties by relevant regulatory bodies during the financial year ended 31 December 2024.*

Head of **Subsidiaries**



MOHD HAMERIN BIN MOHAMAD EHSAN
(LKSA)

KHAIRUL IKHWAN BIN MD YUSOF
(AKLEH)

MUHAMAD HILMI BIN MUHAMAD SAUKI
(GCE)

MUHAMMAD FAIZ BIN IBRAHIM
(SILK)

From left to right

Defining Moments of 2024

11 January 2024

DRIVING CHANGE: SECURED RM2.7 BILLION TAWARRUQ FINANCING FACILITIES TO MAKE HIGHWAYS BETTER FOR ALL



This financing serves as a crucial economic driver to assist in the comprehensive restructuring exercise involving four of its concessions, namely AKLEH, GCE, LKSA and SILK. PLKH embarked on a concession restructuring initiative to ensure the sustainability and affordability of the highways, with lower toll rates to the users. This restructuring also laid the foundation for the listing exercise involving the concession companies.

14 February 2024

A MILESTONE ACHIEVED: GEARING UP FOR IPO WITH UNDERWRITING DEAL



PMSB, the Trustee-Manager of Prolintas Infra BT, Malaysia's first highway Business Trust to be listed and the sponsor, PLKH, signed an underwriting agreement with AmInvestment Bank Berhad, CIMB Investment Bank Berhad, Maybank Investment Bank Berhad and RHB Investment Bank Berhad (Joint Underwriters) in conjunction with Prolintas Infra BT's IPO exercise on the Main Market of Bursa Malaysia.



26 February 2024

PROLINTAS INFRA BT TOWNHALL: EMPOWERING EMPLOYEES AHEAD OF OUR BURSA MALAYSIA LISTING

A townhall was held to brief employees on Prolintas Infra BT's IPO process, its purpose, timeline and implications. The session highlighted reasons for going public, CDS account setup, share allocations and IPO prospects, ensuring clarity and engagement ahead of Prolintas Infra BT's Bursa Malaysia listing.

6 March 2024

SHAPING TOMORROW: PROLINTAS INFRA BT'S PROSPECTUS LAUNCH



PMSB launched the IPO prospectus for Prolintas Infra BT, Malaysia's first listed Business Trust. The move marks a significant milestone in the country's infrastructure sector, offering investors an opportunity to participate in the Trust's growth. Backed by PLKH, the listing aims to enhance capital efficiency and drive long-term value. The IPO will support infrastructure expansion while ensuring sustainable returns for stakeholders.

25 March 2024

PROLINTAS INFRA BT DEBUTS ON BURSA: MALAYSIA'S FIRST LISTED BUSINESS TRUST!



Prolintas Infra BT premiered as the first listed Business Trust in Malaysia on the Main Market of Bursa Malaysia under the stock name PLINTAS and stock code 5320. Based on Prolintas Infra BT's total issued units of 1.1 billion and the IPO price of 95 sen per unit, the stock was listed with a market capitalisation of approximately RM1.045 billion.



June-December 2024

COMMUNITY CSR: OUTREACH PROGRAMME AT CHOW KIT

Staffs volunteered their time to feed the displaced and homeless people of Chow Kit in Kuala Lumpur, as part of the highway concessionaire's efforts to improve the lives of those in need and build a more just and equitable society. Among those who assisted us in our efforts was PMSB's Independent Non-Executive Director, Datuk Syed Azmi Syed Othman. Since we first launched the programme in 2024, we successfully distributed a total of 1,000 nutritious food packs and other essential items such as diapers and milk powder to impoverished families.



9 - 10 August 2024

BERSAMA KUMPULAN PNB 2024: BRINGING MSAM CLOSER TO COMMUNITIES

Leading up to Minggu Saham Amanah Malaysia ("MSAM") 2024, we once again collaborated with Permodalan Nasional Berhad ("PNB") on the Bersama Kumpulan PNB programme, to promote the main MSAM exhibition and increase booth engagement, among the rural communities. The initiative was also part of our endeavours to cultivate and deepen our relationship with communities through impactful activities in-line with our CSR commitments. The two-day programme was held at Kampung Tok Muda in Kapar (situated in the vicinity of GCE) entailed various engaging activities including fun sports games, interactive digital games, a mini booth exhibition by the Human Capital division, as well as a financial literacy seminar by Amanah Saham Nasional Berhad ("ASNB") and free health check by the Ministry of Health Malaysia. Bersama Kumpulan PNB 2024 saw the participation of approximately 2,000 people, mostly made up of Kampung Tok Muda villagers.



22 - 25 August 2024

BUILDING RESILIENCE, WEALTH AND KNOWLEDGE: MSAM 2024

We participated in MSAM 2024 at Setia City Convention Centre, Shah Alam, as a partner sponsor. The event, themed around Science, Technology, Engineering and Mathematics ("STEM"), focused on promoting financial literacy and investment in unit trusts. MSAM 2024 also served as a platform to reintroduce Prolintas Infra BT to potential investors and the public since its listing, while enhancing understanding of its role and subsidiaries.

2 October-28 December 2024

EDUCATION CSR: "GIVING BACK TO THE NATION…LEARN FROM THE PROS"

The year 2024 marked the second time we sponsored the "Giving Back to the Nation…Learn from the Pros" programme in partnership with Yayasan Kebajikan Atlet Kebangsaan ("YAKEB"), which serves as a platform for students to cultivate teamwork and self-discipline while acquiring the essential skills required for sports. Simultaneously, former national athletes had the chance to contribute to society by training and mentoring the participants in three sports: football, hockey and martial arts (silat olahraga). The "Giving Back to the Nation… Learn from the Pros" was held for a period of three months beginning 2 October 2024 and for a total sponsorship cost of RM28,600.

Training was held at three secondary schools along PLKH's highway alignments, with two located along highways under Prolintas Infra BT:

SMK Seksyen 18, Shah Alam (LKSA)
SMK TTDI Jaya (GCE)



16 October 2024

EDUCATION CSR: "SELANGKAH KE UNIVERSITI"



For the third year in a row, we partnered Yayasan Pelajaran MARA ("YPM") to assist secondary school / SPM leavers in making the right choice on tertiary studies through the "Selangkah ke Universiti" programme. This initiative was organised in collaboration with the Selangor State Education Department (Jabatan Pendidikan Negeri Selangor) and Majlis Guru Kaunseling Kebangsaan Negeri Selangor, with the aim of giving students the opportunity to prepare for university. Combined with Program Tuisyen Pintar (free tuition) programme sponsored by PLKH since 2022, the "Selangkah ke Universiti" programme has had a positive impact on over 1,000 students.

6 & 7 November 2024

COMMUNITY CSR: DEEPAVALI OUTREACH PROGRAMME

A CSR outreach programme specially for Deepavali was organised for old folks' homes and orphanages. The objective was to ease the burden of those in need and facilitate their access to basic needs and other essential items. To support the Indians from the B40 category, staffs generously contributed groceries and other essential items worth RM26,000.



16 November 2024 :
Elmina Rest & Service Area ("RSA") Southbound, GCE

21 December 2024 :
Layby, Seri Muda Toll Plaza, LKSA

25 January 2025 :
Layby, Sungai Balak Toll Plaza, SILK

VEHICLE SAFETY AWARENESS CAMPAIGN SERIES: 1 VEHICLE, 1 FIRE EXTINGUISHER



We held our inaugural "1 Vehicle, 1 Extinguisher" vehicle fire safety and awareness programme in 2024, to promote the importance of safety precaution and educate the public and our stakeholders on the dangers of fire hazards while on the road. As part of this initiative, we collaborated with the Fire and Rescue Department (BOMBA) to conduct several activities including fire extinguisher demonstrations and practical sessions with visitors, aimed towards road users as they prepared for festivities including Deepavali, Christmas and the 2025 Chinese New Year and Hari Raya holidays.

Additionally, by the end of each programme, we distributed free vehicle fire extinguishers to lucky participants, with the hope that they will be more equipped for emergencies.

21 December 2024

ENVIRONMENTAL CSR: BENGKEL TERRARIUM PROLINTAS

The necessity for environmental protection has become increasingly pressing due to the growing effects of human activity on the planet.

Wrapping up the year, we worked alongside Universiti Putra Malaysia ("UPM"), which is located along SILK, to organise a terrarium workshop and promote community involvement, teamwork and environmental awareness. In collaboration with the Faculty of Agriculture and Terrarium Garden Malaysia, the half-day module began with an overview of terrariums, highlighting their ecological importance and the benefits they bring to the environment. Participants also engaged in a guided activity where they had the opportunity to create their own terrariums under expert supervision. The programme saw the participation of 150 students.



Awards & Recognitions



UN Global Compact Network Malaysia & Brunei Forward Faster Sustainability Awards 2024

PLKH is a proud recipient of three Forward Faster Sustainability Awards, recognising its commitment to sustainability and corporate responsibility:

Forward Faster Sustainability Award for Gender Equality - Mid-Tier Company category
Forward Faster Sustainability Awareness and Employee Engagement - Mid-Tier Company category
Forward Faster Sustainability Manager Award - Juliana Abdul Jalil, Manager of Sustainability

These awards were presented by the United Nations Global Compact Network Malaysia & Brunei ("UNGCMYB") in November 2024.

The Forward Faster Sustainability programme (formerly the Sustainability Performance Awards) celebrates companies driving impactful sustainability practices and inspiring industry-wide change. With these achievements, PLKH reaffirms its commitment to "Elevating Lives" and advancing sustainable growth in harmony with the environment and society.

13th International Conference on Geotechnical Engineering in Tropical Regions and 3rd International Conference on Highway and Transportation Engineering ("GEOCHITRA 2024")

PLKH clinched the prestigious Best Presenter Award at GEOCHITRA 2024 held on 4 and 5 September 2024 in Kuala Lumpur. The winning paper, titled "Assessment and Mitigation of Post Tension Tendon Cable Damage at Span E22S Bridge E12 002/47 EB Ampang - Kuala Lumpur Elevated Highway: A Case Study", was co-authored by members of PLKH's' Civil & Structure Engineering Division ("CSED") and highlights the highway concessionaire's innovative approach to highway safety.

GEOCHITRA 2024 was organised by the Department of Geotechnics and Transportation at the Faculty of Civil Engineering of Universiti Teknologi Malaysia ("UTM"), with the theme "Disaster Resiliency for the Future Development in Geotechnical and Transportation Engineering'. The event sought to address the challenges and opportunities in tropical geotechnical and transportation engineering, disaster resiliency as well as sustainable development. Winning the Best Presenter Award placed PLKH at the forefront of infrastructure development, fortifying its mission to build and operate highways that will become the routes of choice to users.



12th Malaysian Road Conference & Exhibition 2024 & 5th International Road Federation Global Asia-Pacific Regional Congress





Organised by the Road Engineering Association of Malaysia ("REAM") from 5 to 7 November 2024, the 12th Malaysian Road Conference ("MRC") & Exhibition 2024 brought together professionals, experts internationally and government officials, showcasing advancements in road engineering through technical sessions, workshops and exhibitions. The theme "Driving Innovation for Better Roads" underscored the commitment to embracing innovation as a core driver for improving the quality, safety and sustainability of road infrastructure. With a focus on innovation, the conference aimed to inspire participants to contribute to the continuous improvement of road networks. The event attracted over 1,000 participants from various countries, including the United States, Germany, Austria, India, China, Indonesia, Korea and Vietnam. The conference featured 106 technical paper presentations by both local and international experts, covering ten subfields of road engineering.

We successfully presented two technical papers:

- Improving Road Safety with Cold-Applied Polymer Pavement: Enhanced Skid Resistance on Concrete Surfaces
- Future in Slope and Geotechnical Technologies: Instrumentation on Slope Movement Monitoring for Early Warning System at Kajang SILK Highway

MIZU Paint Certification

We engaged MIZU 水 Paint to support initiatives at SILK and LKSA. MIZU 水 Paint is a specially formulated paint that chemically sequesters carbon dioxide ("CO2") through absorption and neutralisation, serving as an excellent complement to carbon reduction strategies.

The paint is capable of removing 40.97 grams of CO2 per square metre of painted area per year, as tested and certified by a European ECO PASSPORT certified lab. MIZU 水 Paint is also equipped with passive cooling technology that helps maintain lower temperatures within buildings when applied.

Extensive R&D have demonstrated that MIZU 水 Paint can reduce surface temperature by up to 8°C. Furthermore, MIZU 水 Paint incorporates biomass waste materials into its nano coating and paint formulations, ensuring compliance with high sustainability standards while promoting a circular economy.



MIZU PAINT

MIZU PAINT CERTIFICATION
PROJECT PROPOSED REPAINTING WORKS AT LAYBY SG. RAMAL AND SG. LONG, KAJANG SILK HIGHWAY

Date : 05 November 2024

To: **PROLINTAS GROUP OF COMPANIES**

We are pleased to confirm that Mizu Paint has successfully completed the painting of the layby areas on **Sg. Ramal and Sg. Long, Kajang SILK Highway**, using our proprietary carbon absorption paint, MIZU 水 Paint. This letter serves as official certification that the painting work has been carried out according to the agreed specifications and quality standards.
This letter has been prepared in collaboration with our sustainability consultant, Evenergy Network, to estimate the potential carbon sequestration resulting from this project. Our consultants are GRI-trained professionals, and the following report is prepared with reference to **GRI 305: Emissions 2016**.

About MIZU 水 Paint
MIZU 水 Paint is a specialty formulated paint that chemically sequesters carbon dioxide (CO_2) through absorption and neutralization, serving as an excellent complement to carbon reduction strategies. The paint is capable of removing 40.97 grams of CO_2 per square meter of painted area per year, as tested and certified by a European ECO PASSPORT certified lab.
MIZU 水 Paint is also equipped with passive cooling technology that helps maintain lower temperatures within buildings when applied. Extensive R&D have demonstrated that MIZU 水 Paint can reduce surface temperature by up to 8°C. Furthermore, MIZU 水 Paint incorporates biomass waste materials into its nanocoating and paint formulations, ensuring compliance with high sustainability standards while promoting a circular economy.

This initiative aligns with **UN Sustainable Development Goal 13: Climate Action**, by leveraging innovative materials to reduce greenhouse gas emissions.

Project Details
PROLINTAS Group of Companies has engaged MIZU 水 Paint for the painting project at Layby Sg. Ramal and Sg. Long along the Kajang SILK Highway. This project involves an area of:
- Sg. Ramal: 511 m²
- Sg. Long: 556 m²

Total Painted Area: 1107 m²

SILK:

- Project: Proposed repainting works at Layby Sg. Ramal And Sg. Long, Kajang SILK Highway
- Total painted area: Approximately 1,107m2
- **MIZU paint:**
- Projected to eliminate approximately 40.97 grams of CO2 per square metre of painted area per year
- Potential carbon adsorption is estimated at approximately 45.35kg of CO2 per year across the 1,107m² of painted area.
- Average surface temperature of the layby building painted with MIZU 水 Paint was recorded at 29.45°C, while the adjacent building without MIZU 水 paint averaged 33.34°C.

LKSA:

- Project: Rejuvenating building facade through exterior painting along LKSA
- Total painted area: Approximately 6,223 m2
- MIZU paint:
  - Projected to eliminate approximately 40.97 grams of CO2 per square metre of painted area per year
  - Potential carbon adsorption is estimated at approximately 254.96kg of CO2 per year across the 6,223 m2 of painted area.
  - Average surface temperature of the building coated with MIZU 水 Paint was 36.8°C, significantly lower than the 40.13°C recorded on the adjacent building painted with a non-MIZU 水 paint.



MIZU PAINT

MIZU PAINT CERTIFICATION

REJUVENATING BUILDING FACADE THROUGH EXTERIOR PAINTING ALONG LEBUHRAYA KEMUNING - SHAH ALAM (LKSA) FOR PROJEK LINTASAN SHAH ALAM SDN. BHD.
CONTACT NO.: LKSA/CMD/RFQ/2024.003

Date: 23 December 2024

To: **PROLINTAS GROUP OF COMPANIES**

We are pleased to confirm that Mizu 水 Paint has successfully completed the painting of the rejuvenating building façade through exterior painting along Lebuhraya Kemuning – Shah Alam (LKSA) for Projek Lintasan Shah Alam Sdn. Bhd. This project took place at Plaza Tol Sri Muda and Plaza Tol Alam Impian, utilizing our proprietary carbon absorption paint, MIZU 水 Paint.
This letter has been prepared in collaboration with our sustainability consultant, Evanergy Network, to estimate the potential carbon sequestration resulting from this project. Our consultants are GRI-trained professionals, and the following report is prepared with reference to **GRI 305: Emissions 2016**.

About MIZU 水 Paint

MIZU 水 Paint is a specially formulated paint that chemically sequesters carbon dioxide (CO_2) through absorption and neutralization, serving as an excellent complement to carbon reduction strategies. The paint is capable of removing 40.97 grams of CO_2 per square meter of painted area per year, as tested and certified by a European ECO PASSPORT-certified lab.
MIZU 水 Paint is also equipped with passive cooling technology that helps maintain lower temperatures within buildings when applied. Extensive R&D have demonstrated that MIZU 水 Paint can reduce surface temperature by up to 8°C. Furthermore, MIZU 水 Paint incorporates biomass waste materials into its nanocoating and paint formulations, ensuring compliance with high sustainability standards while promoting a circular economy.

This initiative aligns with **UN Sustainable Development Goal 13: Climate Action**, by leveraging innovative materials to reduce greenhouse gas emissions.



UTM

Certificate of Award

This is to certify that

Ts. Dr. Rozzeta Binti Dolah
Dr. Shazwin Binti Mat Taib
Azmee Bin Nin
Noor Hastinda Binti Hamdan
Nur Fatin Binti Dolah
Mohamad Afiq Bin Roslan
Yusnita Binti Dolah
Siti Norhuda Binti Abdullah
Wan Nur Aqlima Binti Wan Ali

has been presented with

GOLD AWARD / WINNER 1

in

FAI SDG Championship 2024
organized by Unit Pelestarian, Faculty of Artificial Intelligence
for the program/project/initiative/ SDG related participation & collaboration

"Empowering Sustainability With Mizu Paint And Prolintas: A Nano-CO_2 Ultracool And CO_2 Adsorbent Paint"

PROF. MADYA Ts. DR. MOHD NAZ'RI MAHRIN
Dean
Faculty of Artificial Intelligence

FACULTY OF ARTIFICIAL INTELLIGENCE ("FAI") SDG CHAMPIONSHIP 2024

UNIVERSITI TEKNOLOGI MALAYSIA ("UTM")

We were awarded the Gold Winner title at the FAI SDG Championship 2024, organised by UTM, for our project, "Empowering Sustainability with MIZU Paint & PROLINTAS: A Nano-CO2 Ultracool and CO2 Adsorbent Paint."

The FAI SDG Championship 2024, hosted by the Unit Pelestarian, under the FAI of UTM, aims to promote enthusiasm for the Sustainable Development Goals and encourage action toward achieving these global objectives. As part of this award-winning initiative, MIZU Paint was applied at SILK and LKSA to support sustainability efforts. Winning this award highlights our dedication to integrating innovative and environmentally friendly solutions into infrastructure development.



PROLINTAS INFRA BUSINESS TRUST

OUR BUSINESS ENVIRONMENT

03

Value Creation Model

Prolintas Infra BT aims to be Malaysia's leading operator of sustainable highways. We strive to create value in our core business while maintaining a balanced approach to economic, environmental, social and governance ("EESG") requirements. Our commitment to sustainability ensures we address the needs and concerns of our stakeholders.

OUR SIX CAPITAL INPUTS

FINANCIAL
Our business is funded through revenue from operations, investments, and support from capital providers.

- Unitholders' equity: **RM642.5 million**
- Total assets: **RM3.7 billion**
- Total borrowings: **RM2.3 billion**

HUMAN
Prolintas Infra BT thrives because of its talented and diverse team, whose innovation and dedication fuel our success.

- Total employees: **341**
- Total salaries and benefits: **RM21.8 million**
- Investment in training and development: **RM451,011.91**
- Average training hours by employee (Senior Management, Middle Management and Operations & Support): **34.6 hours**

INTELLECTUAL
Our strong brand, trusted reputation, recognised credentials, and innovative solutions give us a competitive edge in the market.

- Accreditations with five ISO Certifications (9001:2015, 14001:2015, 37001:2016, 39001:2012, 45001:2018)
- Smart Surveillance System ("S3")
- PROLINTAS Integrated Maintenance Escalation ("PRIME") System

SOCIAL & RELATIONSHIP
Building strong, trusted relationships with key stakeholders and strategic partners is essential to our success.

- Customer satisfaction surveys
- Engagement with external providers
- Community engagement campaigns
- Collaboration with regulators and authorities
- Briefings with shareholders, investors, and financial institutions
- Employee engagement initiatives

MANUFACTURED
Our tangible / physical assets, including infrastructure and office buildings, are key drivers of our competitive advantage.

- Highway length: **84.1 km (four highways)**
- Toll plazas and supervision buildings: **10 units**
- Rest and Service Areas: **31 units of commercial lots, stalls, kiosks and push carts**
- Outdoor billboard advertising structures: **52 units (including owned by third parties)**
- Telco tower structures: **16 sites**

NATURAL
We use energy and water to run our operations and require land for telco towers and other ancillary facilities. Additionally, our operations generate some waste as an inevitable by-product.

- Energy used: **12,273.2 MWh**
- Fuel used: **112,363.0 litres**
- Water consumed: **102,941.0 m³**
- Waste repurposed: **12.1 tonnes**

TRIPLE CORE BUSINESSES

PROJECTS | OPERATIONS | CORPORATE



Value Creation Model

FIVE SUSTAINABILITY FOCUS AREAS

SF1 Strategic Focus Area 1: Advancing Road Safety and User Wellbeing

We prioritise safety and wellbeing, ensuring our infrastructure and services protect lives while enhancing the quality of journeys for all road users.

SF2 Strategic Focus Area 2: Governance, People and Industrial Development

Committed to strong governance, empowering people, and fostering industrial growth, we drive sustainable progress aligned with ethical practices.

SF3 Strategic Focus Area 3: Reducing Carbon Footprint

Leading the way to a greener future, we embrace innovation and collaboration to achieve our low-carbon goals.

SF4 Strategic Focus Area 4: Sustainable Supply Chain

Embedding sustainability into our supply chain, we create resilient partnerships that deliver long-term environmental and social value.

SF5 Strategic Focus Area 5: Responsible Resource Management

We are dedicated to efficient resource utilisation, waste reduction, and environmental stewardship, ensuring the sustainability of our operations and the preservation of natural ecosystems.

STAKEHOLDERS: Road Users; External Providers; Regulators & Authorities; Shareholders, Investors & Financial Institutions; Employees; Communities

OUR SIX CAPITALS OUTPUTS	OUTCOMES	STAKEHOLDERS
FINANCIAL CAPITAL • Highway Operations Revenue: **RM313.8 million** • EBITDA: **RM218.0 million** • Paid and Declared Distribution: **RM70.0 million**	Delivering long-term value to unitholders.	
HUMAN CAPITAL • Return on Human Capital Investment: **RM10.74 for every RM1 invested for employees**	Our team is highly skilled, adaptable, and ready to respond quickly to market changes. We have the expertise to innovate continuously, ensuring we stay ahead of industry trends and capitalise on new opportunities.	
INTELLECTUAL CAPITAL • High-quality service level, eco-centric and strong governance practices in our business relationships with all stakeholders • Prompt issue resolution to increase road safety and emergency responses • Optimisation of cost management and operational efficiency	Better decision-making, cost savings, increased revenue, and a more sustainable, future-proof highway business.	
SOCIAL & RELATIONSHIP CAPITAL • CSR programmes benefitted **7,000 beneficiaries** • Outreach programme with Chow Kit • Back To School Programme 2024	Actively contributing to the wellbeing and development of the communities in which we operate.	
MANUFACTURED CAPITAL • Total Annual Average Daily Traffic ("AADT"): **481,829** • RSA occupancy rate: **94%** • Billboard occupancy rate: **44.2%** • Telco towers occupancy rate: **100%**	Transforming highways into integrated corridors of economic growth and social connectivity.	
NATURAL CAPITAL • Carbon intensity: **172.1 tCO^2e per million traffic** • Water intensity: **583.7 m^3 per million traffic** • Recycling rate: **2.4 %**	Driving towards more sustainable and efficient business practices.	

Sustainability Framework and Governance

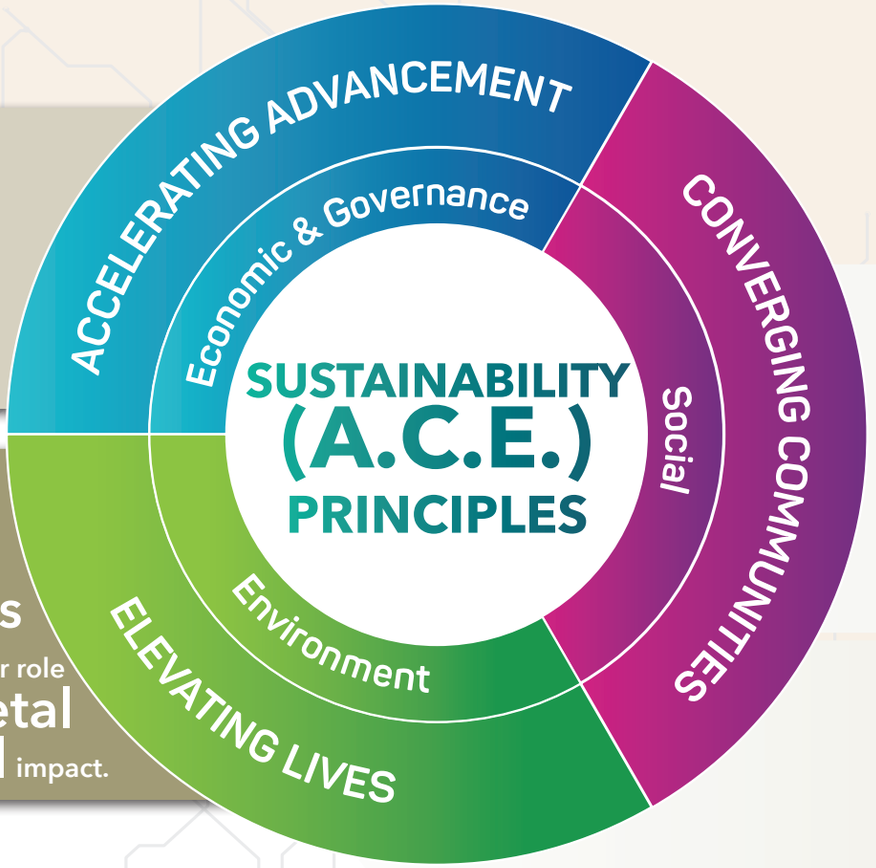
Prolintas Infra BT has integrated sustainability considerations, aligning its priorities with the needs, concerns, and aspirations of its stakeholders. This commitment is embodied in our three Sustainability Principles, which we have redefined as A.C.E. Principles:

Vision

Dynamic highway **network** fuelling **sustainable value.**

Mission

Our mission is to deliver **sustainable business growth** while strengthening our role in promoting **positive societal** and **environmental** impact.



OUR SUSTAINABILITY FRAMEWORK

The **A.C.E.** Principles form the foundation of our Sustainability Framework, guiding our actions and decisions across all facets of our business. By aligning our 14 material matters with these principles, we ensure that our sustainability efforts are thorough, focused, and impactful.

BRINGING IMPACT

FOCUSED TO

ACCELERATING ADVANCEMENT

We are committed to advancing progress by implementing a robust strategy that responds to changing business environments, keeping our approach innovative and relevant. We aim to:

1. Providing high-quality road infrastructure.
2. Generating strong financial performance and responsible corporate governance.
3. Unlocking career advancement opportunities and innovative work environment.
4. Catalysing opportunities for business growth and innovation.
5. Strengthening compliance with governance standards and best practices.
6. Fostering economic activities along the highway corridors.

CONVERGING COMMUNITIES

We are committed to delivering lasting positive impacts for all stakeholders by providing high-quality infrastructure networks and nurturing strong partnerships. We aim to:

1. Enhancing road safety measures and user experience.
2. Bolstering corporate reputation and stakeholder trust.
3. Prioritising occupational safety, work-life balance and personal development.
4. Forging collaborative partnerships to enhance social impact.
5. Alignment with social development goals.
6. Promoting social inclusion, quality of life improvements and community engagement.

ELEVATING LIVES

We are committed to building a sustainable future where green growth strategies elevate lives. We aim to:

1. Mitigating environmental impact by using sustainable materials and various green initiatives in road infrastructure.
2. Ensuring long-term climate sustainability and risk management.
3. Implementing environmental initiatives and sustainable workplace practices.
4. Embedding sustainable practices in the supply chain.
5. Championing environmental regulations and proactive green initiatives.
6. Protecting the environment, biodiversity conservation and sustainable local development.

5 STRATEGIC FOCUS AREAS

1. ADVANCING ROAD SAFETY AND USER WELLBEING
2. GOVERNANCE, PEOPLE AND INDUSTRIAL DEVELOPMENT
3. REDUCING CARBON FOOTPRINT
4. SUSTAINABLE SUPPLY CHAIN
5. RESPONSIBLE RESOURCE MANAGEMENT

This strategic alignment ensures our initiatives not only meet current sustainability standards but also lay the foundation for long-term resilience and positive impact across all stakeholders and operational domains.

Sustainability Framework and Governance

Governance in Sustainability

The Board of Directors (the "Board") oversees the Trust's business strategy and performance, emphasising the integration of material Environmental, Social, and Governance ("ESG") factors into strategic decision-making. Supported by its committee members, the Board meets regularly to address operational matters and sustainability initiatives, ensuring ESG considerations are embedded in governance and business strategy.

The Chief Executive Officer of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager") works closely with the Board to lead ESG initiatives within Prolintas Infra BT. The Trustee-Manager sets sustainability goals aligned with key stakeholder priorities, ensuring ESG objectives are comprehensive, actionable and responsive to expectations.

To operationalise these goals, PMSB collaborates with the Sustainability Team of Projek Lintasan Kota Holdings Sdn. Bhd. ("PLKH") which oversees and coordinates sustainability efforts across PLKH and its subsidiaries, including Prolintas Infra BT. This partnership ensures alignment and consistent progress on sustainability initiatives.

Through this governance framework, Prolintas Infra BT maintains sustainability as a core priority, driving long-term value creation while addressing stakeholder needs and contributing to environmental stewardship and social responsibility.







Driving sustainable growth through strong governance—our Board actively integrates ESG considerations into strategic decision-making, ensuring long-term value creation and responsible business practices.

Sustainability Framework and Governance



Prioritising sustainability in highway development, we integrate water retention and detention ponds to enhance green corridors while ensuring road user safety, especially during heavy rainfall. As leaders in elevated intracity highways, our governance approach extends in advocating biodiversity preseversation, restoring natural habitats and designing scenic routes that balance safety with environmental responsibility.

These initiatives align with our commitment to sustainable infrastructure, developing eco-friendly economic growth for the communities we serve.

Our Strategic Focus Areas

STRATEGIC FOCUS AREAS

SF1 – Advancing Road Safety And User Welbeing
- Sustainable Road Safety and Wellbeing
- Upgrading and Maintenance of Highway Infrastructure
- Emergency Preparedness and Response
- Road Awareness and Engagement

SF2 – Governance, People and Industrial Development
- Capacity Building
- Capability and Competency Building
- Culture Building

SF3 – Reducing Carbon Footprint
- Carbon Reduction Strategy
- Climate Action

SF4 – Sustainable Supply Chain
- Sustainable Materials
- Sustainable Supply Chain

SF5 – Responsible Resource Management
- Water Management
- Waste Management
- Biodiversity

Operational Excellence | Creating Shared Values

Our Strategic Focus Areas

SF1 ADVANCING ROAD SAFETY AND USER WELLBEING

- Addresses the top priority identified in the materiality matrix.
- Encompasses initiatives such as hotspot area mitigation, highway infrastructure upgrade and emergency response training.
- Aligns with the increasing participation and interest of road users in the stakeholder survey.

SF2 GOVERNANCE, PEOPLE AND INDUSTRIAL DEVELOPMENT

- Responds to the high importance of Employee Wellbeing, Safety and Health.
- Focuses on capacity, capability, and competency building.
- Incorporates cultural building to foster a sustainable mindset throughout the organisation.

SF3 REDUCING CARBON FOOTPRINT

- Despite the decline in the materiality ranking, we understand that climate action remains crucial for the future.
- Includes developing and implementing a carbon reduction strategy.
- Demonstrates proactive leadership in addressing global climate challenges.

SF4 SUSTAINABLE SUPPLY CHAIN

- Addresses the growing importance of sustainable materials and responsible sourcing.
- Aims to extend sustainability practices beyond our direct operations.
- Supports the Trust's broader impact on communities and economic contributions.

SF5 RESPONSIBLE RESOURCE MANAGEMENT

- Responds to the significant rise in the importance of waste and water management.
- Incorporates biodiversity considerations, showcasing a holistic approach to environmental stewardship.
- Aligns with stakeholders' increased focus on environmental impact.

These focus areas provide a strategic framework that:



Directly addresses the key concerns identified in the materiality matrix.



Responds to the changing composition and interests of stakeholders, as revealed by the survey.



Balances short-term priorities with long-term sustainability goals.



Creates a comprehensive approach that encompasses social, environmental and governance aspects of sustainability.

This approach enables targeted resource allocation, clear communication of priorities, and effective tracking and reporting of progress across critical sustainability dimensions.

2024 Stakeholder Survey

The inaugural Stakeholder Survey, conducted during FY2024, marks the first survey under Prolintas Infra BT's banner. It is built upon the proven expertise of our parent company, Projek Lintasan Kota Holdings Sdn. Bhd. ("PLKH"), which has successfully executed similar initiatives over the past four years.

Building on a Strong Foundation

Our Sustainability Principles, Framework and Material Matters are aligned ensuring a cohesive strategic direction. Recognising the invaluable insights stakeholders provide, we decided to conduct this survey to shape our strategies and operations effectively. Based on established practices, we employed similar stakeholder categories and survey questions. This approach allowed us to refine our methods while maintaining consistency in gathering and interpreting stakeholder feedback.

Survey Participation

We received a commendable response to the survey, with 1,264 participants contributing their views. This strong engagement reflects the importance our stakeholders place on having their voices heard and their commitment to our shared success.

Leveraging Experience and Fresh Perspectives

While we are a newly established entity, our approach is rooted in continuity and expertise. By adopting the proven survey framework of our parent company, we are able to craft targeted questions and interpret results with a depth of context honed over years of experience. This continuity empowers us to capitalise on the insights gained from previous surveys, while our fresh perspective as a newly listed entity equips us to explore challenges and opportunities through a renewed lens—potentially uncovering valuable insights that might have been previously overlooked.

Key Findings

Stakeholder Survey Analysis

Total Distributed via online survey (excluding road users) **2,118**

Total Responses **1,264**



Employees
(262 responses out of 341)

Road Users
(744 responses out of 744)

External Providers
(152 responses out of 835)

Communities
(49 responses out of 49)

Regulators & Authorities
(31 responses out of 80)

Financial Providers
(26 responses out of 69)

- **Road Users (59%):** The largest group of respondents, highlighting the critical role they play in our operations.
- **Employees (21%):** A significant portion that demonstrated strong internal engagement.
- **External Providers (12%):** Offering valuable insights from our supply chain and partners.
- **Communities (4%):** Providing perspective on our local impact.
- **Regulators & Authorities (2%):** Ensured we remain aligned with regulatory expectations.
- **Financial Providers (2%):** Offered input on our financial health and sustainability.

These stakeholder categories reflect those used by PLKH, reinforcing our commitment to a consistent approach to understanding and addressing the needs of all relevant parties.

Moving Forward

The insights gained from this survey will be instrumental in:

- Aligning our goals with stakeholder expectations.
- Strengthening our relationships across all stakeholder groups.
- Identifying areas for improvement and innovation within the framework established by our parent company.
- Informing our strategic planning processes while ensuring alignment with the overall direction set by our parent company.

As we embark on this journey, we acknowledge the strong foundation laid by our parent company and the invaluable engagement of our stakeholders. This inaugural survey serves as the cornerstone of a continuous, data-driven dialogue aimed at shaping a shared and progressive future. By harnessing the insights and collaborative contributions from our stakeholders, we are committed to driving meaningful growth and fostering enduring partnerships.

Our Materiality Matrix

Aligning Strategies and Frameworks

Prolintas Infra BT's sustainability principles, framework and material matters align directly with those of our parent company, PLKH, ensuring consistency in our strategic initiatives. However, we recognise that our stakeholders may prioritise these material matters differently. To address this, we have developed a dedicated materiality matrix for the Trust. This approach enables us to effectively address our stakeholders' concerns while ensuring alignment with our parent company's overarching goals.

Significance of Our First Assessment

This materiality matrix reflects our commitment to identifying and tackling the most important sustainability challenges as our business grows. It helps us stay focused on what truly matters and ensures we are making responsible decisions.

This assessment serves several key purposes:

Baseline Establishment
It provides a starting point for measuring our progress in sustainability efforts over time.

Stakeholder Engagement
The process of creating this matrix involved consulting various stakeholders, which helped us build relationships and gather diverse perspectives.

Risk Identification
By identifying key sustainability issues, we can better anticipate and mitigate potential risks to our business and stakeholders.

Strategic Alignment
This assessment helps ensure that our sustainability efforts align with our overall business strategy and objectives.

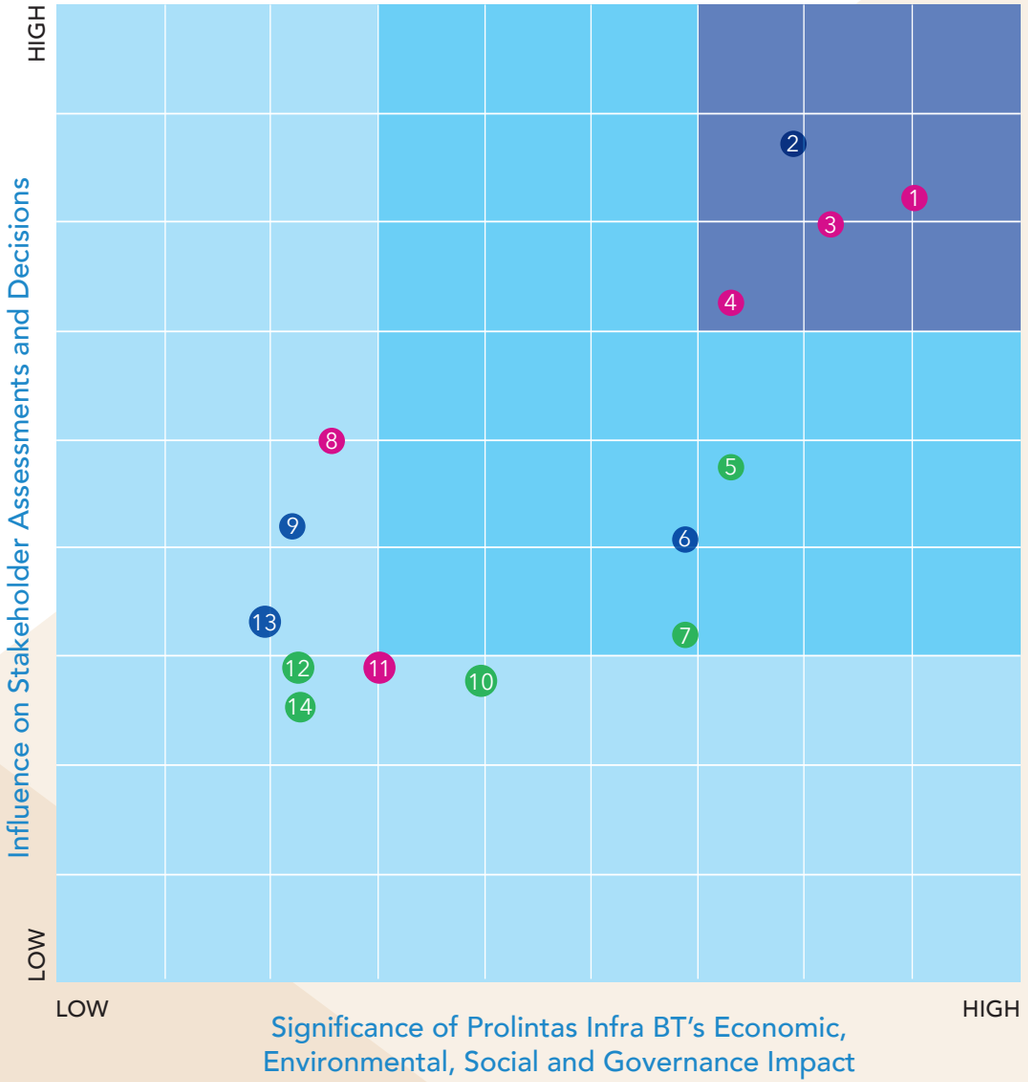
Resource Allocation
Understanding the relative importance of various sustainability issues allows us to allocate our resources more effectively.

Transparency
By sharing this assessment, we want to be transparent about what matters most to us and the challenges we face in our sustainability journey.

This is just the beginning of our journey, and we recognise that our understanding and approach will evolve as we learn and grow. We are committed to regularly reviewing our priorities to make sure we focus on what truly matters and create a meaningful impact.

Our Materiality Matrix

Material Matters	Ranking
Road User Wellbeing	1
Ethics and Integrity	2
Employee Wellbeing, Safety and Health	3
Capacity, Capability, Competency and Culture	4
Waste Management	5
Innovation and Technology	6
Water Management	7
Impact on Communities	8
Economic Contribution	9
Sustainable Materials	10
Diversity, Equity and Inclusivity	11
Biodiversity	12
Sustainable Supply Chain	13
Greenhouse Gases and Climate Action	14



Legend

- ACCELERATING ADVANCEMENT - ECONOMIC & GOVERNANCE
- CONVERGING COMMUNITIES - SOCIAL
- ELEVATING LIVES - ENVIRONMENTAL

Our Materiality Matrix



Smarter technology for smoother journeys. Using drones to inspect and monitor our highways for better safety and efficiency.

Our Materiality Matrix

Based on our assessment, we identified 14 material matters, each ranked according to their importance to our business and stakeholders. The top five issues emerging from this analysis were:

1. **Road User Wellbeing**
2. **Ethics and Integrity**
3. **Employee Wellbeing, Safety and Health**
4. **Capacity, Capability, Competency and Culture**
5. **Waste Management**

These priorities reflect our core values and the areas where we believe we can make the most significant impact.

Key Findings

HIGH IMPORTANCE, HIGH IMPACT

The top-right section of our matrix highlights the most critical issues:

- Road User Wellbeing
- Ethics and Integrity
- Employee Wellbeing, Safety and Health
- Capacity, Capability, Competency and Culture

These areas will be the primary focus of our sustainability efforts and resource allocation in the coming years.

MEDIUM IMPORTANCE, MEDIUM IMPACT

At the centre of our matrix, we identify issues such as:

- Waste Management
- Innovation and Technology
- Water Management

Although these issues are not our top priorities, they are still important and will be thoughtfully addressed in our sustainability strategy.

LOW IMPORTANCE, LOW IMPACT

Issues such as biodiversity, greenhouse gases ("GHG") and climate action appear in the lower left quadrant.

While these issues are currently considered to have low importance and impact, we acknowledge the evolving nature of sustainability concerns and remain committed to monitoring and reassessing their significance over time.

- Impact On Communities
- Economic Contribution
- Sustainable Materials
- Diversity, Equity and Inclusivity
- Biodiversity
- Sustainable Supply Chain
- GHG and Climate Action

Looking Ahead

As we embark on our corporate journey, this materiality matrix will serve as a compass, guiding our sustainability efforts and helping us allocate resources effectively. Our next steps include:

- Integrating these findings into our overall business strategy
- Developing targeted strategies for our high-priority issues
- Establishing key performance indicators ("KPIs") for key material matters

We look forward to building on this strong foundation and continue making meaningful progress toward sustainable and responsible business practices. As the world evolves, so do our commitments, and we remain dedicated to integrating sustainability into everything we do. By taking thoughtful action and continuously improving, we aim to create a positive impact for our stakeholders, our communities, and the environment in the years ahead.

Stakeholder-Driven Approach

We structure our stakeholder relationships into distinct sections, outlining how their concerns influence our sustainability strategy. By systematically addressing their priorities, we integrate stakeholder expectations into our decision-making process, ensuring alignment with environmental, social and governance ("ESG") commitments.

This engagement-driven approach allows us to identify emerging risks and opportunities, fostering long-term value creation while maintaining transparency and accountability in our sustainability efforts.



Identify and prioritise the issues most relevant to each stakeholder group.

Proactively manage risks while capitalising on opportunities.

Develop and implement strategic initiatives and responses that address stakeholders' needs and create shared value.

Measure and communicate our performance effectively.

Contribute to global sustainability objectives.



ROAD USERS

This group, consisting of motorists and patrons at our Rest and Service Areas, is the primary beneficiary of our highway infrastructure and services.

Why Are They Important

Our success is intrinsically linked to the safety and satisfaction of road users. The operational efficiency, financial performance, and long-term sustainability of our organisation are directly correlated with user experience, safety metrics, and traffic volumes.

Engagement Methods

- Telephone calls
- Emails
- Social media
- Customer Satisfaction Surveys
- Centralised Call Centre
- Awareness Campaigns

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT **Ethics and Integrity**	Non-compliance with legal and ethical standards may cause operational disruptions, resulting in penalties or work stoppages. Ethical practices foster efficiency, sustainability, and transparency, while reducing risks and promoting accountability.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Protect user data collected through electronic toll systems and traffic monitoring, adhering to strict privacy policies. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust.
Innovation and Technology	Rapid technological advancement demands continuous investment and caution against over-reliance on automated systems, as they risk obsolescence, failure, or errors. Harnessing advanced technologies can optimise traffic flow, reduce accidents, and enhance maintenance schedules, thereby improving safety and efficiency.	• Establish and implement a Centralised Call Centre ("CCC") to enhance traffic management and communication. • Collaborate with tech companies and startups for innovative solutions, including the Smart Surveillance System ("S3"). • Develop the PROLINTAS Digital Assist application to provide real-time traffic updates, emergency response, and direct access to patrolmen for quick assistance.

RISKS OPPORTUNITIES

Stakeholder-Driven Approach

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KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES Road User Wellbeing	Inadequate safety measures, poor highway conditions, and ineffective traffic management can heighten accident risk, worsen congestion, and erode public trust in transportation systems. Implement advanced safety features, launch awareness campaigns, and establish partnerships to enhance road safety and road user wellbeing.	• Uphold stringent safety standards that surpass regulatory requirements, including the ISO 39001:2012 for Road Traffic Safety Management Systems, to safeguard all road users. • Implement and maintain high-quality safety features through regular maintenance, upgrades, and adherence to the ISO 9001:2015 Quality Management Systems. • Provide proper illumination of highways, signages and road markings to enhance visibility and reduce accident risks. • Implement appropriate speed limits and enforcement measures to promote safe driving speeds across various sections of the highways. • Maintain rapid response teams and emergency call systems to swiftly address accidents, breakdowns, or other incidents on the highways. • Establish well-equipped rest stops with adequate amenities to ensure comfort and convenience and to promote safe driving practices. • Ensure efficient and user-friendly toll collection systems to minimise delays and frustration for road users. • Conduct public awareness campaigns on road safety.
Capacity, Capability, Competency and Culture	Insufficient employee training can result in operational inefficiencies and delays, due to the workforce's difficulty in adapting to technological and industry changes. Foster an innovative, inclusive culture to attract top talent while strategically collaborating with educational and industrial partners to enhance competencies and maintain a competitive edge.	• Cultivate a skilled workforce and deliver exceptional customer service. • Regularly evaluate and enhance highway capacity to address increasing demands.

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- Centralised Call Centre
- Awareness Campaigns

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ELEVATING LIVES GHG and Climate Action	Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Invest in energy-efficient equipment and vehicles. • Explore and use renewable energy sources to enhance highway operations and improve long-term efficiency. • Explore and use green materials to minimise environmental impact in construction, maintenance and highway operations.
Sustainable Materials	Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Research and implement sustainable materials in highway operations.
Biodiversity	Potential regulatory risks arise from non-compliance with environmental laws protecting biodiversity, which, coupled with public perception of the impact on local ecosystems and financial risks associated with biodiversity loss–including remediation costs, habitat restoration, and potential fines–can affect reputation among environmentally conscious stakeholders. Green initiatives on conservation projects, offer opportunities to enhance local ecosystems and enhance reputation.	• Use native plants for highway landscaping to support local ecosystems. • Implement erosion control measures along highway embankments near river areas to prevent sediment runoff and protect aquatic ecosystems.

Stakeholder-Driven Approach

SHAREHOLDERS, INVESTORS AND FINANCIAL INSTITUTIONS

This group, comprising of shareholders, investors, fund managers, analysts, and bankers, represents the primary stakeholders in the Group's financial performance and strategic direction.

Why Are They Important

They play a pivotal role in the Group's trajectory by providing financial capital and shaping market perception. Their financial support drives our business growth and sustainability initiatives, and their confidence in our vision guides our long-term strategies.

Engagement Methods

- Management Meetings
- Board Meetings
- Annual General Meeting
- Periodic Reports
- Liaison Activities

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT Ethics and Integrity	Risks to reputation arise from ethical lapses or regulatory non-compliance. Upholding strong ethical standards enhances reputation and reliability, bolstering public trust and confidence. The financial implications of unethical practices include fines, penalties, and lost business opportunities due to eroded trust and credibility. Demonstrate ethics and integrity to attract and retain high-quality partners, vendors, and employees, fostering collaborations that align with the Group's values and standards. Non-compliance with legal and ethical standards may cause operational disruptions, resulting in penalties or work stoppages. Ethical practices foster efficiency, sustainability, and transparency, while reducing risks and promoting accountability.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust
Economic Contribution	Vulnerability to economic downturns and new regulations poses dual threats, potentially decreasing traffic and toll collection while imposing financial burdens or limiting toll increases. Highway development enhances connectivity, driving regional economic growth while creating opportunities to diversify services and generate new revenue streams through commercial development along these routes.	• Maintain a balanced approach to business and financial performance to ensure both stability and growth. • Diversify income streams through the strategic development of facilities and services along the highway networks.

Stakeholder-Driven Approach

SHAREHOLDERS, INVESTORS AND FINANCIAL INSTITUTIONS

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KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES **Capacity, Capability, Competency and Culture**	Insufficient employee training can result in operational inefficiencies and delays, due to the workforce's difficulty in adapting to technological and industry changes. Foster an innovative, inclusive culture to attract top talent while strategically collaborating with educational and industrial partners to enhance competencies and maintain a competitive edge.	• Invest in energy-efficient equipment and vehicles. • Explore and use renewable energy sources to enhance highway operations and improve long-term efficiency. • Explore and use green materials to minimise environmental impact in construction, maintenance and highway operations.
Road User Wellbeing	Inadequate safety measures, poor highway conditions, and ineffective traffic management can heighten accident risk, worsen congestion, and erode public trust in transportation systems. Implement advanced safety features, launch awareness campaigns, and establish partnerships to enhance road safety and road user well-being.	• Uphold stringent safety standards that surpass regulatory requirements, including the ISO 39001:2012 for Road Traffic Safety Management Systems, to safeguard all road users. • Implement and maintain high-quality safety features through regular maintenance, upgrades, and adherence to the ISO 9001:2015 Quality Management Systems. • Provide proper illumination of highways, signages and road markings to enhance visibility and reduce accident risks. • Implement appropriate speed limits and enforcement measures to promote safe driving speeds across various sections of the highways. • Maintain rapid response teams and emergency call systems to swiftly address accidents, breakdowns, or other incidents on the highways. • Establish well-equipped rest stops with adequate amenities to ensure comfort and convenience and to promote safe driving practices. • Ensure efficient and user-friendly toll collection systems tominimise delays and frustration for road users. • Conduct public awareness campaigns on road safety.

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CONVERGING COMMUNITIES **Impact On Communities**	Risks of reputational damage due to perceived harm to the community or environment can lead to public opposition and legal challenges. Collaborating with stakeholders to create inclusive development plans.	• Manage traffic flow and reduce congestion to minimise the impact on local road networks and community mobility. • Install and maintain safety features, including proper signage, guardrails, and pedestrian crossings, to protect both highway users and local residents. • Implement measures to reduce noise pollution from highway traffic, including the use of noise barriers to minimise disturbance to nearby residential areas. • Monitor emissions and dust from vehicle activities to uphold air quality standards in nearby communities. • Implement measures to protect local ecosystems, including stormwater management systems, and erosion control.
ELEVATING LIVES **GHG and Climate Action**	Non-compliance with GHG regulations and carbon pricing mechanisms can lead to financial liabilities and reputational damage due to perceived inaction or inadequate measures to address GHG emissions and their environmental impacts. Implement innovative technologies to reduce GHG emissions, improving efficiency and cost savings. This will enhance brand reputation and competitive advantage by showcasing leadership in climate action and sustainability efforts. Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Develop and implement carbon reduction strategy. • Climate risk assessments with strategic mitigation plans and actionable measures. • Invest in energy-efficient equipment and vehicles. • Explore and use renewable energy sources to enhance highway operations and improve long-term efficiency. • Explore and use green materials to minimise environmental impact in construction, maintenance and highway operations.

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ELEVATING LIVES Sustainable Materials	The risk of a higher initial investment in sustainable materials does not yield the expected long-term cost savings or environmental benefits. åthe Group establishes a standard and strengthens its reputation for sustainability and corporate social responsibility. Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Research and implement sustainable materials in highway operations. • Use locally sourced materials to reduce logistics emissions and support local businesses.
Water Management	Escalating climate-related risks endanger water management systems, threatening the reliability, quality, and accessibility of water supply. Adopting rainwater harvesting systems will reduce åwater management, and enhance corporate reputation and stakeholder trust.	• Ensure all operational aspects comply with water-related regulations and industry standards. • Water conservation efforts through rainwater harvesting along our highways. • Develop stormwater control measures to prevent flooding and mitigate runoff impacts on surrounding areas. • Protect adjacent water bodies and natural ecosystems along our highway networks.
Waste Management	Regulatory non-compliance on waste management may result in legal penalties. Promote recycling programmes that convert waste into valuable resources, fostering a transition to a circular economy.	• Establish and implement environmental management and safety protocols for responsible waste handling and disposal, following the ISO 14001:2015 standards and other regulatory frameworks. • Implement waste reduction and recycling programmes. • Encourage adoption of rainwater harvesting systems to minimise waste and promote sustainable use. • Utilise energy-efficient equipment and vehicles, as well as renewable energy sources, to reduce energy waste.

Stakeholder-Driven Approach

EMPLOYEES

This group, comprising of management, permanent employees, and contract workers, represents the primary factor and backbone of the Group's business operations and success.

Why Are They Important

Management and other employees represent the most valuable internal assets within the Group. The Management provides strategic direction, oversees operations, and allocates resources, while employees are responsible for executing daily tasks, maintaining infrastructure, and ensuring the efficient and safe functioning of the highway system. Together, they drive the Group's vision forward.

Engagement Methods

- Townhall and Meeting sessions
- Official emails
- Events and activities held year round
- Performance Appraisals
- Employee Engagement Survey

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT Ethics and Integrity	Risks to reputation arise from ethical lapses or regulatory non-compliance. Upholding strong ethical standards enhances reputation and reliability, bolstering public trust and confidence. The financial implications of unethical practices include fines, penalties, and lost business opportunities due to eroded trust and credibility. Demonstrate ethics and integrity to attract and retain high-quality partners, vendors, and employees, fostering collaborations that align with the Group's values and standards. Non-compliance with legal and ethical standards may cause operational disruptions, resulting in penalties or work stoppages. Ethical practices foster efficiency, sustainability, and transparency, while reducing risks and promoting accountability.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Regular internal audit to uphold efficiency and integrity. • Conduct training sessions and awareness programmes focused on ethical practices and integrity to equip participants with the knowledge and tools necessary to navigate ethical concerns. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust.

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ACCELERATING ADVANCEMENT Innovation and Technology	The challenge of managing large amounts of data from smart devices lies in the risks of overload or misinterpretation impacting decision-making. Collaborate with tech innovators to develop smart highways and business management solutions that enhance performance and efficiency. Rapid technological advancement demands continuous investment and caution against over-reliance on automated systems, as they risk obsolescence, failure, or errors. Harnessing advanced technologies can optimise traffic flow, reduce accidents and enhance maintenance schedules, thereby improving safety and efficiency.	• Adopt green technologies for highway maintenance and encourage innovative solutions. • Provide access to learning platforms to ensure continuous skill development. • Encourage data analytics for decision-making, and implement cloud-based collaboration tools and mobile apps for improved efficiency. • Deploy drones for inspections in hazardous environments and utilise wearable technology for employee safety. • Create interdepartmental teams for innovative projects. • Collaborate with universities to advance research in innovative development. • Implement pilot projects to evaluate new technologies before their full-scale deployment
Economic Contribution	Vulnerability to economic downturns and new regulations poses dual threats, potentially decreasing traffic and toll collection while imposing financial burdens or limiting toll increases. Highway development enhances connectivity, driving regional economic growth while creating opportunities to diversify services and generate new revenue streams through commercial development along these routes.	• Implement competitive compensation packages that include higher-than-industry-standard living wages, performance-based bonuses, comprehensive health benefits, and employee share-option schemes. • Maintain a stable workforce, even during economic challenges, and diversify revenue streams to protect against industry fluctuations and ensure job security. • Measure and report on the Group's financial performance, communicate employees' direct and indirect economic contributions, and highlight how their productivity drives overall business growth and financial success.

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CONVERGING COMMUNITIES Capacity, Capability, Competency and Culture	The risks of losing key personnel and their impact on operations and project delivery. Opportunities for comprehensive training and development programmes that prepare employees for current and future industry demands. Insufficient employee training can result in operational inefficiencies and delays, due to the workforce's difficulty in adapting to technological and industry changes. Foster an innovative, inclusive culture to attract top talent while strategically collaborating with educational and industrial partners to enhance competencies and maintain a competitive edge.	• Invest in continuous training and development programmes for employees. • Cultivate a skilled workforce and foster a culture of operational excellence, innovation, and sustainability. • Implement performance management systems to drive capability and competence. • Encourage the sharing of knowledge and best practices within the organisation

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KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES Employee Wellbeing, Safety and Health	Non-compliance with health and safety regulations in high-risk highway operations can lead to financial and reputational risks, as well as an increased likelihood of workplace accidents resulting in injuries or fatalities. Build a safety culture through continuous training and employee empowerment while monitoring health risks and enhancing safety measures; this collectively improves safety outcomes, reduces accidents, and promotes a healthier workforce. Health-related employee absenteeism can increase turnover rates and lead to the loss of experienced personnel. Implementing holistic wellness programmes improves employee satisfaction and retention.	• Develop Standard Operating Procedures ("SOPs") and communicate them to all employees, including adherence to the ISO 45001:2018 Occupational Health and Safety Management Systems. • Implement comprehensive safety in business and highway operations, including regular safety workshops, certification programmes, and ongoing education on best practices in the highway industry. • Conduct regular safety audits and inspections to maintain high safety standards and identify areas for improvement. • Conduct regular emergency drills and simulations to maintain readiness. • Provide appropriate Personal Protective Equipment ("PPE") and enforce its use for all employees working in potentially hazardous environments. • Maintain well-equipped first-aid kit and train employees in emergency response procedures. • Perform regular maintenance and upgrades for operational vehicles to maintain optimal safety standards. • Ensure that all workspaces are designed in accordance with ergonomic principles to prevent musculoskeletal disorders. • Establish proper air quality, noise control, and exposure limits to harmful substances in every workplace. • Provide regular health and wellness programmes, encompassing health check-ups, screenings, and mental health support services. • Promote policies that encourage a healthy work-life balance, including flexible working hours and sufficient leave provisions. • Commit to employee well-being through comprehensive health insurance coverage as part of the benefits package. • Ongoing workplace improvement involves assessing work environments to identify areas needing enhancement. • Continue to attract and retain talent by offering competitive salaries, complemented by performance-based incentives. • Establish open communication channels for employees to voice their opinions and feedback.

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CONVERGING COMMUNITIES Diversity, Equity and Inclusivity	A lack of diversity and inclusion initiatives may impact employee engagement and the workplace atmosphere, potentially affecting public perception. An inclusive culture can enhance innovation, creativity, and problem-solving while also improving employee satisfaction, loyalty, and productivity, thereby creating a positive and dynamic environment.	• All employees have equal access to career advancement opportunities, training, and resources. • Foster an environment that values and includes all employees, regardless of their backgrounds. • Establish multiple channels to enable employees to share their insights and experiences. • Establish mentorship programmes to support the professional growth of employees from diverse backgrounds.
ELEVATING LIVES GHG and Climate Action	Non-compliance with GHG regulations and carbon pricing mechanisms can lead to financial liabilities and reputational damage due to perceived inaction or inadequate measures to address GHG emissions and their environmental impacts. Implement innovative technologies to reduce GHG emissions, improving efficiency and cost savings. This will enhance brand reputation and competitive advantage by showcasing leadership in climate action and sustainability efforts. Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Develop and implement carbon reduction strategy. • Climate risk assessments with strategic mitigation plans and actionable measures. • Invest in energy-efficient equipment and vehicles. • Explore and use renewable energy sources to enhance highway operations and improve long-term efficiency. • Explore and use green materials to minimise environmental impact in construction, maintenance and highway operations. • Provide training and awareness programmes on sustainability practices and the significance of reducing GHG emissions in business operations.
Sustainable Materials	Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Research and implement sustainable materials in highway operations.

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ELEVATING LIVES Water Management	Escalating climate-related risks endanger water management systems, threatening the reliability, quality, and accessibility of water supply. Adopting rainwater harvesting systems will reduce reliance on freshwater supplies, promote sustainable water management and enhance corporate reputation and stakeholder trust.	• Ensure all operational aspects comply with water-related regulations and industry standards. • Water conservation efforts through rainwater harvesting along our highways. • Develop stormwater control measures to prevent flooding and mitigate runoff impacts on surrounding areas. • Protect adjacent water bodies and natural ecosystems along our highway networks.
Waste Management	Regulatory non-compliance on waste management may result in legal penalties. Promote recycling programmes that convert waste into valuable resources, fostering a transition to a circular economy.	• Establish and implement environmental management and safety protocols for responsible waste handling and disposal, following the ISO 14001:2015 Environmental Management Systems and other regulatory frameworks. • Develop awareness programmes through employee education and engagement in circularity. • Implement waste reduction and recycling programmes. • Encourage adoption of rainwater harvesting systems to minimise waste and promote sustainable use. • Utilise energy-efficient equipment and vehicles, as well as renewable energy sources to reduce energy waste.
Biodiversity	Potential regulatory risks arise from non-compliance with environmental laws protecting biodiversity, which, coupled with public perception of the impact on local ecosystems and financial risks associated with biodiversity loss—including remediation costs, habitat restoration, and potential fines-can affect reputation among environmentally conscious stakeholders. Green initiatives on conservation projects, offer opportunities to enhance local ecosystems and enhance reputation.	• Conduct environmental impact assessments before new projects. • Use native plants for highway landscaping to support local ecosystems. • Collaborate with conservation organisations for habitat restoration projects. • Minimise the use of harmful de-icing chemicals to protect local flora and fauna. • Implement erosion control measures along highway embankments near river areas to prevent sediment runoff and protect aquatic ecosystems.

Stakeholder-Driven Approach

EXTERNAL PROVIDERS

This group, comprising of contractors, consultants, and suppliers, represents the primary partners in the Group's business operations and success. It allows for greater flexibility in resource management.

Why Are They Important

They offer specialised expertise, resources, and services that enhance the Group's capabilities.

Engagement Methods

- Tender Exercises
- Requests for Quotations
- Meetings
- Events and activities held year round

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT **Ethics and Integrity**	The financial implications of unethical practices include fines, penalties, and lost business opportunities due to eroded trust and credibility. Demonstrate ethics and integrity to attract and retain high-quality partners, vendors, and employees, fostering collaborations that align with the Group's values and standards.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Conduct thorough briefings to ensure all parties are well informed about their legal obligations, the Group's Code of Conduct, and relevant governance policies regarding our operations, in alignment with best practices and regulatory requirements. • Establish transparent, competitive bidding protocols for contracts and suppliers to ensure fairness, equal opportunity, and integrity in procurement processes, and to prevent conflicts of interest. • Conduct training sessions and awareness programmes focused on ethical practices and integrity to equip participants with the knowledge and tools necessary to navigate ethical concerns. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust.
Innovation and Technology	The challenge of managing large amounts of data from smart devices lies in the risks of overload or misinterpretation impacting decision-making. Collaborate with tech innovators to develop smart highways and business management solutions that enhance performance and efficiency.	• Adopt green technologies for highway maintenance and encourage innovative solutions. • Collaborate with universities to advance research in innovative development. • Implement pilot projects to evaluate new technologies before their full-scale deployment.

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ACCELERATING ADVANCEMENT Economic Contribution	Vulnerability to economic downturns and new regulations poses dual threats, potentially decreasing traffic and toll collection while imposing financial burdens or limiting toll increases. Highway development enhances connectivity, driving regional economic growth while creating opportunities to diversify services and generate new revenue streams through commercial development along these routes.	• Integrate external providers into the Group's value chain to drive shared economic growth through resource optimisation, cost reduction, and the receipt of high-quality goods and services. • Regular evaluation of the pricing strategy to ensure competitive rates.
Sustainable Supply Chain	Highway operations may be affected by potential supply chain disruptions stemming from supplier challenges or limited alternatives. A well-diversified and resilient supply chain enhances operational stability and flexibility. Suppliers' non-compliance with environmental and ethical standards may result in regulatory violations, posing potential risks to the organisation. A culture of sustainability can create valuable partnerships and shape industry standards, thereby expanding the Group's influence on the broader sustainability landscape.	• Collaborate with suppliers who advocate for sustainable materials, encourage innovation, and implement sustainable practices throughout their operations. • Prioritise the use of locally sourced materials to support local suppliers. • Implement rigorous and sustainable procurement processes to ensure fair and responsible sourcing practices. • Foster collaborative partnerships by providing constructive feedback that empowers suppliers to enhance their competencies and deliver superior quality and value.

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CONVERGING COMMUNITIES **Diversity, Equity, and Inclusivity**	There are risks to reputation and brand image if a commitment to diversity and inclusivity is lacking, which can affect customer perception and investor confidence. A balanced approach to diversity enhances market appeal and service quality.	• Provide a fair, equitable, and inclusive level playing field that ensures all qualified external providers have the opportunity to compete for contracts. • Participate in networking events to connect diverse suppliers with larger contractors and industry leaders. • Establish feedback mechanisms and create an environment where all feel comfortable sharing their ideas and concerns.
Impact On Communities	Risks of reputational damage due to perceived harm to the community or environment can lead to public opposition and legal challenges. Collaborating with stakeholders to create inclusive development plans.	• Collaborate with local emergency services to ensure efficient response times and minimise disruptions during incidents or natural disasters. • Engage local contractors and suppliers for various projects and services to stimulate job growth along the highway corridors. • Promote entrepreneurship through increased economic activity along the highway corridors. • Supports specific community needs by offering a range of initiatives, from social programmes to environmental conservation efforts, aimed at enhancing the overall quality of life and fostering a strong, positive relationship between the Group, external providers, and the communities.

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ELEVATING LIVES GHG and Climate Action	Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Collaborate with business partners to enhance sustainable highway management.
Sustainable Materials	Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Promote sustainable materials in business operations.
Water Management	Escalating climate-related risks endanger water management systems, threatening the reliability, quality, and accessibility of water supply. Adopting rainwater harvesting systems will reduce reliance on freshwater supplies, promote sustainable water management, and enhance corporate reputation and stakeholder trust.	• Ensure all operational aspects comply with water-related regulations and industry standards. • Develop stormwater control measures to prevent flooding and mitigate runoff impacts on surrounding areas. • Protect adjacent water bodies and natural ecosystems along our highway networks
Waste Management	Regulatory non-compliance on waste management may result in legal penalties. Promote recycling programmes that convert waste into valuable resources, fostering a transition to a circular economy.	• Establish and implement environmental management and safety protocols for responsible waste handling and disposal, following the ISO 14001:2015 Environmental Management Systems and other regulatory frameworks. • Implement waste reduction and recycling programmes.

Stakeholder-Driven Approach

REGULATORS AND AUTHORITIES

This group, comprising of federal and state governments and their agencies, represents the principal enforcers of laws and regulations.

Why Are They Important

Federal and state governments play a pivotal role in shaping business operations through policy creation, implementation, and regulatory enforcement. They are instrumental in economic policy-making, budget allocation, and fiscal management, which includes overseeing public infrastructure development. These governmental bodies provide a structured framework for businesses while managing broader economic and infrastructural concerns.

Engagement Methods

- Periodic Reports
- Authorities Liaison
- Meetings
- Inspections and Audits
- Events and activities held year round

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT Ethics and Integrity	The financial implications of unethical practices include fines, penalties, and lost business opportunities due to eroded trust and credibility. Demonstrate ethics and integrity to attract and retain high-quality partners, vendors, and employees, fostering collaborations that align with the Group's values and standards. Non-compliance with legal and ethical standards may cause operational disruptions, resulting in penalties or work stoppages. Ethical practices foster efficiency, sustainability, and transparency, while reducing risks and promoting accountability.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Regular review and updates on ethical guidelines and compliance procedures to adapt to evolving regulatory landscapes and industry best practices. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust.
Economic Contribution	Vulnerability to economic downturns and new regulations poses dual threats, potentially decreasing traffic and toll collection while imposing financial burdens or limiting toll increases. Highway development enhances connectivity, driving regional economic growth while creating opportunities to diversify services and generate new revenue streams through commercial development along these routes.	• Maintain a balanced approach to business and financial performance to ensure both stability and growth. • Diversify income streams through the strategic development of facilities and services along the highway networks. • Stimulate economic growth by generating employment opportunities and fostering business and economic development activities along the highway corridors.

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- Events and activities held year round

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES Road User Wellbeing	Inadequate safety measures, poor highway conditions, and ineffective traffic management can heighten accident risk, worsen congestion, and erode public trust in transportation systems. Implement advanced safety features, launch awareness campaigns, and establish partnerships to enhance road safety and road user well-being.	• Uphold stringent safety standards that surpass regulatory requirements, including the ISO 39001:2012 for Road Traffic Safety Management Systems, to safeguard all road users. • Implement and maintain high-quality safety features through regular maintenance, upgrades, and adherence to the ISO 9001:2015 Quality Management Systems. • Provide proper illumination of highways, signages and road markings to enhance visibility and reduce accident risks. • Implement appropriate speed limits and enforcement measures to promote safe driving speeds across various sections of the highways. • Maintain rapid response teams and emergency call systems to swiftly address accidents, breakdowns, or other incidents on the highways. • Establish well-equipped rest stops with adequate amenities to ensure comfort and convenience and to promote safe driving practices. • Ensure efficient and user-friendly toll collection systems to minimise delays and frustration for road users. • Conduct public awareness campaigns on road safety.

Stakeholder-Driven Approach

REGULATORS AND AUTHORITIES

This group, comprising of federal and state governments and their agencies, represents the principal enforcers of laws and regulations.

Why Are They Important

Federal and state governments play a pivotal role in shaping business operations through policy creation, implementation, and regulatory enforcement. They are instrumental in economic policy-making, budget allocation, and fiscal management, which includes overseeing public infrastructure development. These governmental bodies provide a structured framework for businesses while managing broader economic and infrastructural concerns.

Engagement Methods

- Periodic Reports
- Authorities Liaison
- Meetings
- Inspections and Audits
- Events and activities held year round

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES	Non-compliance with health and safety regulations in high-risk highway operations can lead to financial and reputational risks, as well as an increased likelihood of workplace accidents resulting in injuries or fatalities.	• Develop Standard Operating Procedures ("SOPs") and communicate them to all employees, including the ISO 45001:2018 Occupational Health and Safety Management Systems. • Implement comprehensive safety in business and highway operations, including regular safety workshops, certification programmes, and ongoing education on best practices in the highway industry. • Conduct regular safety audits and inspections to maintain high safety standards and identify areas for improvement. • Conduct regular emergency drills and simulations to maintain readiness. • Establish proper air quality, noise control, and exposure limits to harmful substances in every workplace.
Employee Wellbeing, Safety, and Health	Build a safety culture through continuous training and employee empowerment while monitoring health risks and enhancing safety measures; this collectively improves safety outcomes, reduces accidents, and promotes a healthier workforce. Non-compliance with legal and ethical standards may cause operational disruptions, resulting in penalties or work stoppages. Ethical practices foster efficiency, sustainability, and transparency, while reducing risks and promoting accountability.	

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KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
CONVERGING COMMUNITIES Impact On Communities	Risks of reputational damage due to perceived harm to the community or environment can lead to public opposition and legal challenges. Collaborating with stakeholders to create inclusive development plans.	• Manage traffic flow and reduce congestion to minimise the impact on local road networks and community mobility. • Install and maintain safety features, including proper signage, guardrails, and pedestrian crossings, to protect both highway users and local residents. • Implement measures to reduce noise pollution from highway traffic, including the use of noise barriers to minimise disturbance to nearby residential areas. • Monitor emissions and dust from vehicle activities to uphold air quality standards in nearby communities. • Implement measures to protect local ecosystems, including stormwater management systems, and erosion control. • Implement landscaping and design features to minimise the visual impact of highways on surrounding communities and natural landscapes. • Collaborate with local emergency services to ensure efficient response times and minimise disruptions during incidents or natural disasters.

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KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ELEVATING LIVES GHG and Climate Action	Non-compliance with GHG regulations and carbon pricing mechanisms can lead to financial liabilities and reputational damage due to perceived inaction or inadequate measures to address GHG emissions and their environmental impacts. Implement innovative technologies to reduce GHG emissions, improving efficiency and cost savings. This will enhance brand reputation and competitive advantage by showcasing leadership in climate action and sustainability efforts. Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Develop and implement a carbon reduction strategy. • Climate risk assessments with strategic mitigation plans and actionable measures. • Invest in energy-efficient equipment and vehicles. • Explore and use renewable energy sources to enhance highway operations and improve long-term efficiency. • Explore and use green materials to minimise environmental impact in construction, maintenance and highway operations.
Sustainable Materials	Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Research and implement sustainable materials in highway operations.

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ELEVATING LIVES Water Management	Escalating climate-related risks endanger water management systems, threatening the reliability, quality, and accessibility of water supply. Adopting rainwater harvesting systems will reduce reliance on freshwater supplies, promote sustainable water management, and enhance corporate reputation and stakeholder trust.	• Establish and implement environmental management and safety protocols for responsible waste handling and disposal, following the ISO 14001:2015 Environmental Management Systems and other regulatory frameworks.
Waste Management	Regulatory non-compliance on waste management may result in legal penalties. Promote recycling programmes that convert waste into valuable resources, fostering a transition to a circular economy.	• Establish and implement environmental management and safety protocols for responsible waste handling and disposal, following the ISO 14001:2015 Environmental Management Systems and other regulatory frameworks. • Implement waste reduction and recycling programmes.
Biodiversity	Potential regulatory risks arise from non-compliance with environmental laws protecting biodiversity, which, coupled with public perception of the impact on local ecosystems and financial risks associated with biodiversity loss—including remediation costs, habitat restoration, and potential fines—can affect reputation among environmentally conscious stakeholders. Green initiatives on conservation projects, offer opportunities to enhance local ecosystems and enhance reputation.	• Conduct environmental impact assessments before new projects. • Implement erosion control measures along highway embankments near river areas to prevent sediment runoff and protect aquatic ecosystems

Stakeholder-Driven Approach

COMMUNITIES

This group, comprising of local community members, non-governmental organisations, and media, represents a diverse coalition of voices articulating the interests, concerns, and perspectives of those affected by our highway infrastructure and operations.

Why Are They Important

Communities provide insights into the local impact of highway projects, identifying potential issues and opportunities. Their engagement fosters trust, enhances transparency, and leads to more sustainable, community-friendly solutions that help achieve better outcomes while balancing the Group's goals with community needs.

Engagement Methods

- Community Engagement
- Government Officials (Penghulu, Wakil Rakyat & Other Community Leadears)
- Corporate Website
- Social Media
- Telephone Calls

KEY MATERIAL MATTER LINKED	RELATED RISKS AND OPPORTUNITIES	OUR STRATEGIC INITIATIVES AND RESPONSES
ACCELERATING ADVANCEMENT Ethics and Integrity	Risks to reputation arise from ethical lapses or regulatory non-compliance. Upholding strong ethical standards enhances reputation and reliability, bolstering public trust and confidence.	• Establish and enforce comprehensive governance structures and policies, including the ISO 37001:2016 Anti-Bribery Management Systems, to ensure organisational integrity. • Maintain transparent reporting mechanisms to address ethical concerns. • Enforce a zero-tolerance policy for bribery and corrupt practices, alongside internal controls and whistleblower protection mechanisms. • Encourage open communication and feedback to create a collaborative environment that fosters transparency and trust.
Economic Contribution	Vulnerability to economic downturns and new regulations poses dual threats, potentially decreasing traffic and toll collection while imposing financial burdens or limiting toll increases. Highway development enhances connectivity, driving regional economic growth while creating opportunities to diversify services and generate new revenue streams through commercial development along these routes.	• Stimulate economic growth by generating employment opportunities and fostering business and economic development activities along the highway corridors.
CONVERGING COMMUNITIES Diversity, Equity and Inclusivity	There are risks to reputation and brand image if a commitment to diversity and inclusivity is lacking, which can affect customer perception and investor confidence. A balanced approach to diversity enhances market appeal and service quality.	• Engage with diverse communities to understand their needs and concerns about highway operations and ensure their voices are heard.

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	Collaborating with stakeholders to create inclusive development plans.	
	Failure to adequately address the concerns and requirements of local communities may result in dissatisfaction or social unrest.	
	Focus on fostering local community development through job creation, skills training, and support for local businesses.	

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ELEVATING LIVES GHG and Climate Action	Climate change intensifies extreme weather events, increasing the risks to highway infrastructure. Implement advanced technologies to reduce greenhouse gas emissions, foster partnerships for climate action initiatives, and achieve enhanced efficiency, cost savings, and environmental benefits.	• Engage with local communities to raise awareness and promote initiatives that support climate action and GHG reduction
Sustainable Materials	Sustainable materials face challenges in widespread adoption due to the limited availability of eco-friendly materials and concerns regarding safety standards. Sustainable materials provide cost savings and operational efficiencies due to their durability and low maintenance requirements.	• Research and implement sustainable materials in highway operations.
Water Management	Escalating climate-related risks endanger water management systems, threatening the reliability, quality, and accessibility of water supply. Adopting rainwater harvesting systems will reduce reliance on freshwater supplies, promote sustainable water management, and enhance corporate reputation and stakeholder trust.	• Ensure all operational aspects comply with water-related regulations and industry standards. • Water conservation efforts through rainwater harvesting along our highways. • Develop stormwater control measures to prevent flooding and mitigate runoff impacts on surrounding areas. • Protect adjacent water bodies and natural ecosystems along our highway networks.

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Our Operating Environment

A deep understanding of the broader economy is essential for effective highway management. Macroeconomic factors such as economic trends, national and regulatory policies, regional development initiatives, and evolving commuter behaviour directly influence our operating environment, performance, and ability to generate and sustain value. By proactively analysing these dynamics, we can refine our strategies to navigate the shifting landscape of transportation and infrastructure management, ensuring resilience and long-term success.

Below are the key factors that shaped our business performance during FY2024:

FINANCIAL CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS	KEY FACTORS
Economic Contribution Sustainable Materials Innovation and Technology GHG and Climate Action	• Inflation • Profit rates • Funding costs

IMPACT ON PROLINTAS INFRA BT

The economic climate presented challenges for our highway operations. Inflation resulted in increased costs across the board, from infrastructure materials to labour. This inflationary pressure, combined with a high profit rate environment, impacted our financial landscape in multiple ways:

Escalating Operational Costs

Our business operations were impacted by rising prices, which resulted in higher operating expenses. We experienced higher expenses in critical areas such as maintenance, utilities and labour, exerting substantial pressure on our cost structures. For instance, the surge in energy prices inflated electricity costs for highway lighting and operational facilities. Similarly, the rising costs of raw materials elevated expenditure for road repairs and infrastructure upgrades. Labour costs also saw an uptick due to the revision of the minimum wage from RM1,500.00 to RM1,700.00.

Financing Challenges for Infrastructure Projects

High profit rates raised the cost of financing facility. Due to the increase in cost of capital, we had to adopt a more strategic approach to optimise our financing structure.



Key initiatives and energy management systems were implemented to measure and track GHG emissions across our operations, reinforcing our commitment to sustainability.

OUR STRATEGIC RESPONSES

Operational Efficiency Enhancements

Our highway network integrates advanced technology and sustainable practices to reduce costs and lessen environmental impact. This initiative uses an AI-powered traffic management system that enhances flow and reduces congestion. This system also operates alongside automated toll collection systems to enhance traffic flow at toll plazas and lower labour costs.

To enhance durability and sustainability, we are using eco-friendly materials such as recycled plastic, crumb rubber and fibres. These materials substantially improve road longevity and minimise the frequency of maintenance requirements. Additionally, Internet of Things ("IoT") sensors facilitate real-time monitoring of high risk slope conditions, enabling timely maintenance and preventing unexpected failures or repairs.

Another key aspect of our approach is energy efficiency. We have installed LED lighting and solar-powered rooftops at toll plazas and buildings to help lower electricity costs and carbon emissions. These energy-saving measures, along with our other technological advancements, are designed to reduce operational costs and foster a more sustainable and efficient highway network for both road users and the organisation.

Diversification of Funding Sources

To manage the impact of high profit rates, we are continuously reviewing our funding structure and exploring alternative funding options, including sustainable sukuk.

Cost Optimisation

We are continuously assessing our cost structure to identify potential savings without compromising quality and safety. This involves implementing lean management practices, leveraging technology for automation, and optimising resource allocation.

Our Operating Environment

MANUFACTURED CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS	KEY FACTORS
Innovation and Technology Road User Wellbeing Sustainable Materials GHG and Climate Action	• Upkeeping and Maintenance Works • Capacity Constraints

IMPACT ON PROLINTAS INFRA BT

When it came to maintaining the quality of services, our highway assets encountered several challenges including:

Assets Degradation

Highway infrastructure is continuously subjected to the effects of wear and tear over time, compounded by environmental factors and heavy usage. In addition to their surface wear, continuous traffic flow speeds up degradation, which affects the structural integrity of roads and bridges. Fluctuating weather conditions and the strain from high vehicle loads have also led to asphalt cracking and material fatigue in bridges. Effectively addressing these challenges necessitates a robust and proactive asset management strategy—one that integrates routine preventive maintenance, targeted structural rehabilitation, and, when required, full-scale reconstruction of critical infrastructure components.

Capacity Constraints

As urbanisation increases and vehicle ownership grows, many highways are operating at or near capacity, particularly during peak hours. This results in congestion, longer travel times and potential safety risks. Additionally, expanding capacity through traditional methods such as adding lanes is challenging due to physical limitations, environmental concerns and financial constraints.

OUR STRATEGIC RESPONSES

Regular Inspections and Monitoring

Regular inspections are a crucial component of highway maintenance in order to detect and address potential issues before they escalate. These thorough examinations encompass various elements of highway infrastructure, including pavement conditions, bridge structures, drainage systems, slopes and road features.

By analysing components such as surface cracks, structural fatigue, erosion patterns and signage integrity, maintenance teams can identify defects in their early stages. This systematic approach prevents significant disruptions and safety hazards, while demonstrating cost efficiency by averting the need for extensive repairs in the future. In essence, these routine inspections, both periodical and principal contribute to smoother, safer and more reliable highway networks.

Asset Management

Our Operations Team ensures our assets and highways remain in optimal condition. They oversee maintenance, safety, and operations, from toll collection to monitoring road surfaces, lighting, drainage, slopes, bridges, and landscaping.

A key division, the Civil & Structure Engineering Division ("CSED"), conducts inspections and swiftly addresses potholes internally, reducing reliance on contractors. CSED consists of four sections: Bridges & Structures, Slopes & Drainage, Pavement & Special Projects, and Landscape & Routine Maintenance. Additionally, our Innovation, Technology & Services Division ("ITSD") enhances efficiency through data analytics, leveraging insights from our Smart Traffic & Toll Collection Dashboard to improve traffic and safety management.

Sustainable Materials and Practices

In our maintenance and highway operations, we are increasingly utilising sustainable and durable materials engineered to withstand heavy traffic loads and varying weather conditions. These advanced materials, including super fiber mix and crumb rubber modified asphalt, provide better resistance to rutting, cracking and weathering. By incorporating these innovative solutions, we aim to minimise the frequency of repairs, extend maintenance intervals and reduce the overall lifecycle costs of our infrastructure.

Innovative Capacity Enhancement

Where physical expansion is not feasible, we are exploring alternative ways to boost capacity. These methods include implementing smart traffic management systems and dynamic lane allocation techniques. For instance, reversible lanes are being utilised to accommodate peak traffic flows, effectively regulating highway entry during high-volume periods. This approach enables us to optimise existing road infrastructure by adjusting lane directions in response to real-time traffic patterns.



Drone-assisted inspections provide a comprehensive view of highway conditions, enabling early detection of structural issues and ensuring safer, more reliable roads.

Our Operating Environment

INTELLECTUAL CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS	KEY FACTORS
Innovation and Technology Capacity, Capability, Competency and Culture Road User Wellbeing	• Technological / Materials Innovations • Data Management and Analytics

IMPACT ON PROLINTAS INFRA BT

In the rapidly evolving landscape of highway operations, maintaining our competitive edge and operational excellence has become increasingly challenging. As the industry undergoes constant changes and advancements, we face the critical task of adapting our strategies and processes to stay ahead of the curve.

Technological / Materials Innovations

The highway sector is evolving with new technologies, from smart road systems to innovative materials. Keeping up with these advancements helps improve efficiency, safety, and the overall user experience. Additionally, at the company level, new technologies that improve accuracy and offer better insights are playing a crucial role in supporting data-driven decision-making. However, the rapid advancement of technology brings challenges, such as the need for continuous investment and the complexity of integrating new innovations with existing systems.

Data Management and Analytics

With more sensors and IoT devices, we generate massive data–especially in tolling, annual average daily traffic ("AADT"), payment methods, and traffic patterns. Effective analytics optimise operations, predict maintenance, and enhance user experiences, but mismanagement can lead to overload and poor decisions. Advanced data systems are key to turning raw data into actionable insights.

OUR STRATEGIC RESPONSES

Smart Highway Initiatives

We are the first highway operator to deploy the Smart Surveillance System ("S3"), a fully integrated artificial intelligence and machine learning system for real-time monitoring of traffic flow, managing incidents, and ensuring quick responses to emergencies, ultimately enhancing safety and optimising traffic management.

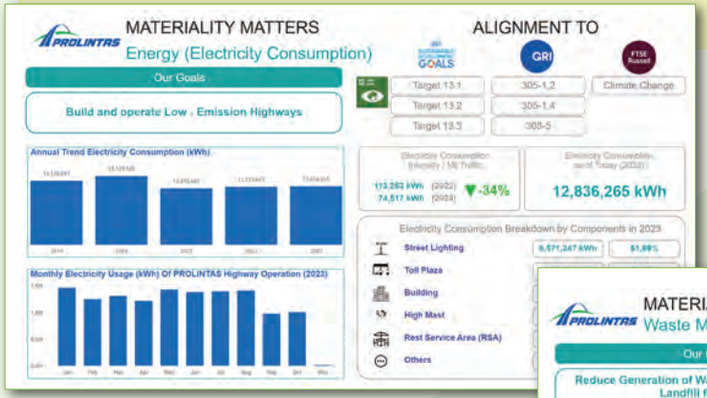
We have also launched a Centralised Call Centre ("CCC") to improve traffic management and communication. Alongside this, we developed the PROLINTAS Digital Assist app, which provides real-time traffic updates, emergency response services, and direct access to patrolmen for quick assistance. To strengthen our commitment to sustainability and governance, we have also implemented a dedicated EESG Data Warehousing and Dashboard System. This system helps us efficiently manage and analyse key EESG data.

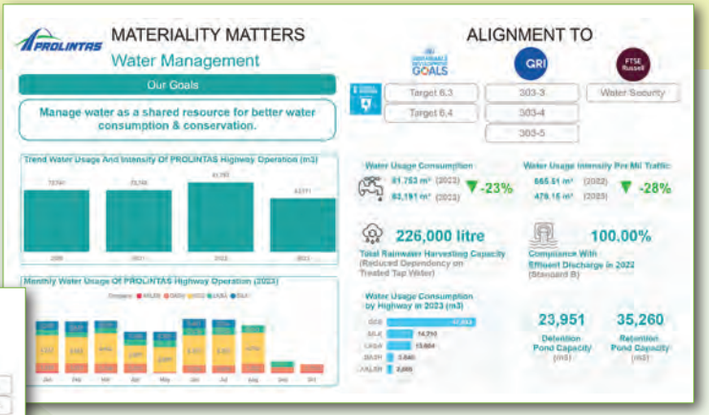
Using this system, we extract valuable insights from our:

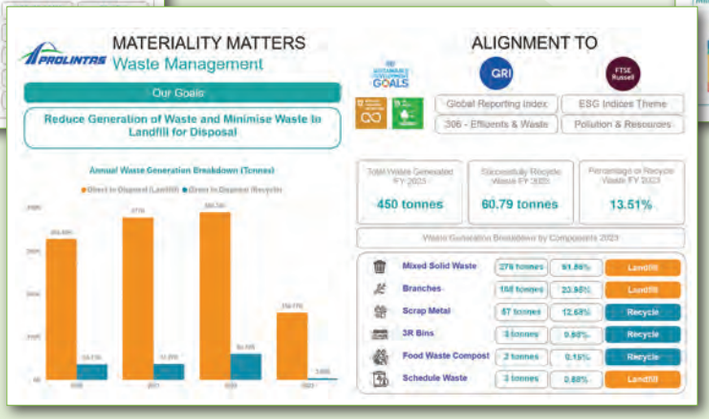
- Traffic & Toll Collection Dashboard
- Carbon Management Dashboard
- Energy Management Dashboard
- Waste Management Dashboard
- Water Management Dashboard

Collaborative Initiatives

We foster creativity and drive technological advancements through collaboration within our organisation. Additionally, we partner with universities, tech startups, and industry partners to develop and test new technologies for highway operations.







Digital dashboards for Energy, Waste and Water Management provide real-time data and analytics to optimise resource use, reduce waste, and enhance sustainability, aligning with our ESG commitments.

HUMAN CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS

- Capacity, Capability, Competency and Culture
- Road User Wellbeing
- Employee Wellbeing, Safety, and Health

KEY FACTORS

- Workforce Skills and Adaptability
- Safety and Wellbeing
- Succession Planning and Knowledge Transfer

IMPACT ON PROLINTAS INFRA BT

Our human capital is the driving force behind our operations and a critical factor in our success. The key aspects of our human capital include:

Workforce Skills and Adaptability

The evolving nature of highway operations, driven by technological advancements, environmental concerns, and increasing demand for efficiency and safety, requires a workforce that is not only skilled but also highly adaptable. We need employees who can operate advanced technologies, analyse complex data, and adapt to new operational paradigms.

Safety and Wellbeing

Given the inherent risks associated with highway operations and maintenance, ensuring the safety and well-being of our workforce is paramount. This commitment goes beyond physical safety, encompassing mental health support and overall job satisfaction, which are vital for fostering a productive, motivated, and engaged workforce.

Succession Planning and Knowledge Transfer

With an aging workforce in some segments of our operations, effective succession planning and knowledge transfer strategies are crucial to maintain operational continuity and safeguard valuable institutional knowledge.

OUR STRATEGIC RESPONSES

Comprehensive Training and Development Programmes

We invest in ongoing training programmes to keep our workforce updated with the latest technologies and best practices in business management and highway operations. This includes both technical skills training and soft skills development to enhance adaptability and leadership capabilities.

Advanced Safety Protocols and Wellness Initiatives

Our organisation has established a comprehensive safety and wellness framework that integrates multiple ISO standards to ensure the protection of our workforce and road users. This approach incorporates ISO 45001:2018 Occupational Health and Safety Management Systems, ISO 9001:2015 Quality Management Systems, and ISO 39001:2012 Road Traffic Safety Management Systems.

The implementation of ISO 39001:2012 has resulted in the development of advanced traffic management systems and risk assessment protocols aimed at reducing road accidents and enhancing overall traffic safety. This is particularly crucial for personnel involved in highway and maintenance operations. Regular safety audits and road safety performance indicators ensure continuous improvement across all aspects of our operations.

To complement our safety measures, we have developed a wellness programme aligned with international best practices. This programme addresses our employees' physical and mental health through initiatives such as workplace air quality monitoring, stress management, and work-life balance initiatives. These efforts promote employee wellbeing, contributing to increased alertness and better decision-making. By prioritising both safety and wellness, we create a robust framework that protects our workforce and the public while fostering a culture of continuous improvement.

Mentorship and Knowledge Transfer Programmes

To address the challenges of an aging workforce and ensure smooth succession, we are implementing structured mentorship and leadership development programmes at all levels in our organisation. This ensures a pipeline of capable leaders who can guide our operations through future challenges and opportunities.

Employee Engagement and Feedback Mechanisms

As part of our employee engagement strategies, we conduct regular surveys, town hall meetings, and feedback sessions. This helps us understand and address employee concerns promptly, while fostering a culture of open communication.

Performance Management and Recognition

We implement a performance management system that aligns individual goals with organisational objectives. This is coupled with recognition programmes that acknowledge and reward outstanding contributions.

Our Operating Environment

SOCIAL AND RELATIONSHIP CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS

- Ethics and Integrity
- Economic Contribution
- Innovation and Technology
- Road User Wellbeing
- Impact On Communities
- Sustainable Materials
- Waste Management
- Water Management
- Biodiversity
- GHG and Climate Action

KEY FACTORS

- Public-Private Partnership Dynamics
- Evolving Safety and Environmental Regulations
- Community and Environmental Concerns

IMPACT ON PROLINTAS INFRA BT

Our operations exist within integrated stakeholder relationships and regulatory frameworks, which influence our ability to operate effectively

Public-Private Partnership Dynamics

Operating public infrastructure as a public-listed business trust requires us to carefully balance profitability with public service. Shifts in public sentiment towards privatised infrastructure or changes in political landscapes can influence our operational autonomy and the stability of long-term contracts. Cultivating strong, positive relationships with government stakeholders is essential to ensuring our sustained operations and growth.

Evolving Safety and Environmental Regulations

The regulatory landscape for highway operations continues to evolve, particularly in the areas of safety standards and environmental protection. New regulations often require substantial investments in infrastructure upgrades and operational changes. Keeping abreast of these regulatory changes is crucial for ensuring that the business operates smoothly while maintaining compliance, mitigating risks, and capitalising on opportunities for innovation and sustainable growth in the highway infrastructure sector.

Community and Environmental Concerns

There is growing public awareness and concern regarding the environmental and social impacts of highway infrastructure. This includes issues such as air quality, noise pollution, habitat disruption, and their impact on local communities. Addressing these challenges requires careful stakeholder management and sustainable solutions while balancing operational needs.

OUR STRATEGIC RESPONSES

Enhanced Stakeholder Engagement

Our organisation focuses on establishing meaningful connections with diverse stakeholders by employing proactive engagement plans. We implement a robust strategy that encompasses town hall meetings, online feedback platforms, and annual surveys to promote trust and transparency. Our commitment to openness is further demonstrated through detailed sustainability reports and regular social media updates.

We facilitate collaborative problem-solving via discussions, innovative workshops with local authorities and business partners, and focus groups involving community representatives. We ensure continuous improvement by maintaining stakeholder feedback loops and regularly reviewing and updating our engagement strategies. This multifaceted approach enables us to maintain open communication channels, address concerns promptly, and collaboratively develop sustainable solutions that benefit all parties involved.

Proactive Regulatory Engagement

We are actively engaging with regulatory bodies to help shape policies that balance operational needs with the public interest. This collaborative approach empowers us to proactively identify regulatory trends and strategically adapt our operations for sustained compliance and efficiency.

Safety Innovation

We invest in safety technologies and practices to enhance protection and reliability. This includes implementing smart road safety systems, enhancing emergency response capabilities, and utilising data-driven safety management.

Green Infrastructure Initiatives

We implement a range of green infrastructure solutions to address environmental concerns. These include installing noise barriers, implementing stormwater management systems, using sustainable materials and powering our highways with solar energy.

Transparency and Reporting

We strengthen transparency by regularly publishing reports on our sustainability performance, continuously building trust with stakeholders and reinforcing our commitment to responsible highway management.

Community Benefit Programmes

We develop programmes that provide tangible benefits to the communities we serve. These encompass local employment initiatives, support for community projects and educational programmes focused on road safety and environmental conservation.



Safety Awareness Campaign jointly organised with Malaysian Institute of Road Safety Research (MIROS) to inculcate road safety with community members.

Our on and off-road Traffic Officers monitor our entire highway network on a 24/7 basis.

Our Operating Environment

NATURAL CAPITAL

RELATED SUSTAINABILITY MATERIAL MATTERS

- Innovation and Technology
- Road User Wellbeing
- Employee Wellbeing, Safety and Health
- Impact On Communities
- Sustainable Materials
- Waste Management
- Water Management
- Biodiversity
- GHG and Climate Action

KEY FACTORS

- Environmental Impact
- Resource consumption
- Climate Change Effects
- Energy Use

IMPACT ON PROLINTAS INFRA BT

The natural environment plays a crucial role in our highway operations, both as a resource we depend on and as a system we impact. Key considerations in our natural capital include:

Environmental Impact: Highway construction and operation can have environmental consequences, including habitat fragmentation, air and water pollution and noise disturbance. These impacts affect local ecosystems and have broader implications for biodiversity and environmental health.

Resource Consumption: Our operations rely on natural resources, particularly in construction and maintenance activities. This includes the use of aggregates, asphalt, and other materials derived from natural sources. The extraction and processing of these resources contribute to our overall environmental footprint.

Climate Change Effects: Climate change poses both immediate and long-term challenges to our infrastructure and operations. Increased frequency and severity of extreme weather events, such as floods, heatwaves, and storms, can damage infrastructure and disrupt services.

Energy use: Our operations, particularly lighting and electronic systems, consume significant amounts of energy. This not only contributes to higher operational costs but also to our carbon footprint, further exacerbating climate change concerns.

OUR STRATEGIC RESPONSES

Sustainable Design

We develop green infrastructure principles in our design and business operations. This includes using recycled and sustainable materials, implementing water-efficient landscaping, incorporating retention and detention ponds to reduce runoff and pollution, and renewable energy sources.

Biodiversity Conservation

We implement biodiversity management plans for our highway corridors to reduce environmental impacts. These initiatives include restoring native habitats along roadsides and protecting riverbanks. Our efforts aim to enhance ecological connectivity, support local ecosystems, and promote biodiversity conservation while maintaining safe and efficient transport infrastructure.

Circular Economy Principles

We adopt circular economy principles in our operations, focusing on reducing waste, reusing materials and recycling where possible.

Environmental Monitoring and Reporting

We establish our environmental monitoring systems to track our impact on air quality, water resources, and waste management. Regular reporting on these metrics helps us identify areas for improvement, and demonstrates our commitment to environmental stewardship.

For a comprehensive overview of the Trust's initiatives and data performance please refer to the Value Creation Model in this Chapter 3 and Chapter 4: Responding Strategically



Crumb rubber-modified asphalt integrates recycled rubber into the mix, enhancing pavement durability, resistance to wear, and overall performance while contributing to sustainable road construction practices.

Risks and Opportunities

The Trust's risks and opportunities are shaped by the economic context in which we operate, and we expect further disruptions and changes in our current operating environment. In response to these challenges, we have developed a strategic approach that focuses on driving long-term value creation through effective risk and opportunity management. This strategy not only enhances our resilience but also positions us to capitalise on emerging opportunities in a dynamic landscape.

To ensure the effectiveness of our risk management process, we have established a multi-tiered oversight structure. The Board Governance, Risk and Integrity Committee ("BGRIC") reviews updates on risk management. The role of this committee is crucial in examining and assessing potential risks and their impact on our operations. Following the BGRIC's review, the reports are subsequently presented to the Board of Directors ("the Board") for additional deliberation. The engagement at this top level ensures that our organisation's leadership retains clear visibility of critical risk factors, which aids in informed decision-making and strategic planning. This comprehensive approach allows us to navigate the complexities of our economic environment while promoting sustainable growth and stability for the Trust.

Key Risks Review

In our comprehensive risk assessment, we have identified five key risk areas that require our attention:

Financial Risks

In managing financial risks, we prioritise a prudent investment approach to safeguard financial stability while optimising returns.

Market Risk, particularly the impact of interest rate fluctuations, is mitigated through investment diversification. Excess cash is allocated across fixed deposits, money market funds, and both short- and long-term Sukuk funds to protect against unexpected market movements. At present, investments are restricted to unit trust funds, with no direct exposure to single Sukuk instruments.

Liquidity Risk is addressed through an investment policy that ensures excess cash is placed in highly liquid financial products. Diversification further mitigates this risk by maintaining exposure across multiple investment instruments to enhance financial flexibility.

Credit Risk is managed through a disciplined investment strategy that limits excess cash placements to capital-protected fixed deposits, low-risk money market funds, and Sukuk with a minimum AA rating. Diversification remains a key measure in reducing credit risk exposure while ensuring a balanced and secure investment portfolio.

These financial risk management strategies reinforce our commitment to maintaining a resilient and sustainable financial position.

Strategic Risks

Since the Trust's businesses are focused on tolled highway concessions, traffic and revenue fluctuations affect business sustainability and competitiveness.

External factors such as economic policies, demographic shifts, and alternative transportation modes influence these fluctuations. To address these risks, we leverage data analytics and implement mitigation strategies, including enhancing customer service, optimising operational efficiency and exploring new revenue streams. Additionally, we collaborate with government stakeholders to align our strategies with infrastructure policies and remain adaptable to new regulations.

These measures enable us to stay ahead of challenges, protect our operations, and deliver uninterrupted essential services to our highway users.

Operational Risks

As an operator of tolled highways, the Trust actively manages operational risks to ensure the safety, efficiency and reliability of highway operations.

Traffic safety and incident management remain a priority, with risks related to accidents, vehicle breakdowns and emergency response being addressed through enhanced surveillance, dedicated response teams, and regular safety audits.

Ensuring toll system reliability and preventing fraud are also critical, with mitigation measures including system upgrades, cybersecurity enhancements and monitoring toll evasion. To maintain infrastructure integrity, we manage risks associated with road deterioration and structural wear through proactive maintenance, scheduled inspections, and investment in durable materials.

Regulatory compliance is another key focus, with proactive monitoring, ongoing compliance training, and engagement with authorities to ensure adherence to government regulations and industry standards.

To sustain service quality, we address workforce-related risks by conducting continuous training, ensuring adequate staffing and enhancing customer service initiatives.

Through these measures, we remain committed to delivering safe, efficient, and reliable highway services while mitigating operational risks effectively.



Enhancing road safety through real-time monitoring, our advanced systems mitigate operational risks, support incident management and aid in crime prevention. Data-driven insights also shape smarter infrastructure planning for a safer, more efficient road network.

Technology Risks

The Trust leverages technology across its operations to ensure sustainability while managing risks such as cybersecurity threats and system failures. Preventive strategies include multi-layered network security, high-availability private network communication, regular system inspections and backup connectivity for data protection.

Cloud-based security solutions, data backup protocols, and network segmentation further enhance data integrity and security. Policies aligned with international standards, periodic security audits and a comprehensive continuity plan help ensure operational resilience. Ongoing testing and cybersecurity awareness initiatives support a proactive risk management approach.

Climate Risks

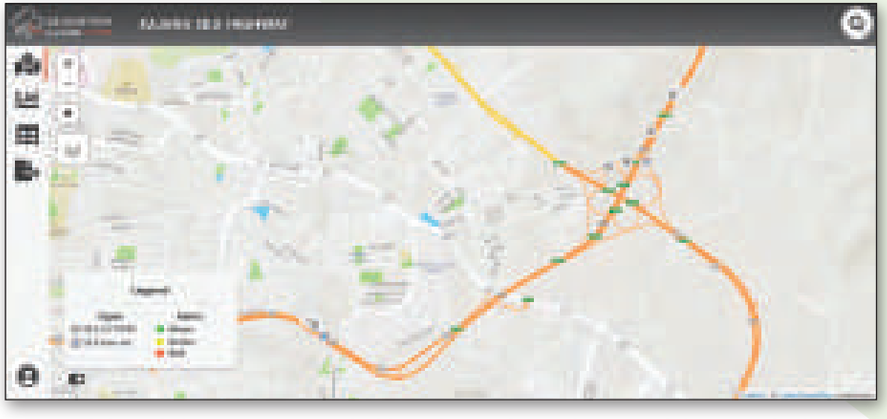
The Trust is diligently addressing climate change risks, particularly from flood-prone areas and slopes vulnerable to landslides or soil erosion, to ensure the safety of infrastructure, road users, and surrounding communities.

Through strong collaboration between the Civil and Structure Engineering Division ("CSED") and the operations team, ongoing inspections and innovative solutions are in place. Key measures including smart slope monitoring system, slope rehabilitation, flood risk monitoring and stormwater management systems, are enhancing resilience. These efforts reflect a strong commitment to maintaining safe and efficient highways while safeguarding the environment.

For a comprehensive overview of the Trust's risk management framework and internal control measures, please refer to the Statement of Risk Management and Internal Control ("SORMIC") in this Report.



Leveraging advanced technology, our remote monitoring system tracks slope activity in real time, automatically alerting engineers when tilting exceeds safe limits. This proactive approach enhances highway safety and operational efficiency.



Our web-based slope monitoring dashboard provides real-time visibility into the location and structural integrity of slopes along the highway. This advanced system enables proactive maintenance and swift response to potential risks, ensuring safer and more resilient infrastructure.

Stakeholder Map for Sustainable Value Creation

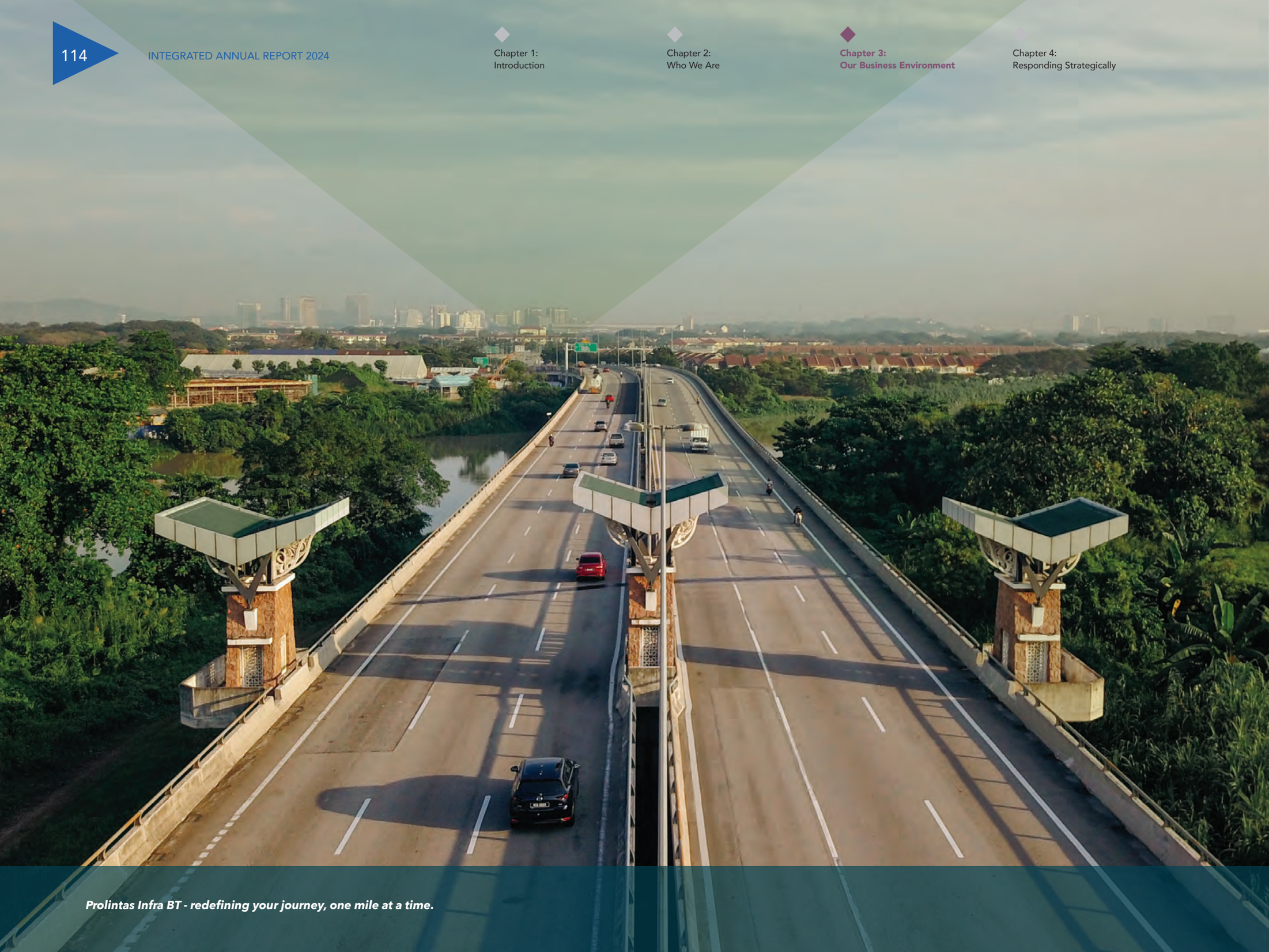
Stakeholder	Sustainability Principles	Strategic Focus Areas	Key Material Matters	Capitals
Road Users	**Accelerating Advancement** • Providing high-quality road infrastructure	SF2 Governance, People and Industrial Development	Ethics and Integrity Innovation and Technology Economic Contribution	Financial Capital Manufactured Capital Intellectual Capital
	Converging Communities • Enhancing road safety measures and user experience	SF1 Advancing Road Safety, and User Wellbeing	Road User Wellbeing Capacity, Capability, Competency and Culture	Manufactured Capital Intellectual Capital Social and Relationship Capital
	Elevating Lives • Mitigating environmental impact by using sustainable materials and various green initiatives in road infrastructure	SF4 Sustainable Supply Chain	GHG and Climate Action Sustainable Materials Biodiversity	Manufactured Capital Intellectual Capital Natural Capital
Shareholders, Investors and Financial Institutions	**Accelerating Advancement** • Generating strong financial performance and responsible corporate governance	SF2 Governance, People and Industrial Development	Ethics and Integrity Economic Contribution	Financial Capital Manufactured Capital Human Capital
	Converging Communities • Bolstering corporate reputation and stakeholder trust	SF2 Governance, People and Industrial Development	Capacity, Capability, Competency and Culture Road User Wellbeing Impact on Communities	Intellectual Capital Human Capital Social and Relationship Capital
	Elevating Lives • Ensuring long-term climate sustainability and risk management	SF3 Reducing Carbon Footprint SF5 Responsible Resource Management	GHG and Climate Action Sustainable Materials Water Management Waste Management Biodiversity	Manufactured Capital Natural Capital

Stakeholder Map for Sustainable Value Creation

Stakeholder	Sustainability Principles	Strategic Focus Areas	Key Material Matters	Capitals
Employees	**Accelerating Advancement** • Unlocking career advancement opportunities and innovative work environment	SF2 Governance, People and Industrial Development	Ethics and Integrity Innovation and Technology Economic Contribution	Financial Capital Intellectual Capital Human Capital
	Converging Communities • Prioritising occupational safety, work-life balance and personal development	SF2 Governance, People and Industrial Development	Capacity, Capability, Competency and Culture Employee Wellbeing, Safety and Health Diversity, Equity, and Inclusivity	Intellectual Capital Human Capital Social and Relationship Capital
	Elevating Lives • Implementing environmental initiatives and sustainable workplace practices	SF3 Reducing Carbon Footprint SF5 Responsible Resource Management	GHG and Climate Action Sustainable Materials Water Management Waste Management Biodiversity	Human Capital Social and Relationship Capital Natural Capital
External Providers	**Accelerating Advancement** • Catalysing opportunities for business growth and innovation	SF2 Governance, People and Industrial Development SF4 Sustainable Supply Chain	Ethics and Integrity Innovation and Technology Economic Contribution Sustainable Supply Chain	Financial Capital Manufactured Capital Intellectual Capital
	Converging Communities • Forging collaborative partnerships to enhance social impact	SF2 Governance, People and Industrial Development	Diversity, Equity and Inclusivity Impact on Communities	Intellectual Capital Human Capital Social and Relationship Capital
	Elevating Lives • Embedding sustainable practices in the supply chain	SF4 Sustainable Supply Chain	GHG and Climate Action Sustainable Materials Water Management Waste Management	Social and Relationship Capital Natural Capital

Stakeholder Map for Sustainable Value Creation

Stakeholder	Sustainability Principles	Strategic Focus Areas	Key Material Matters	Capitals
Regulators and Authorities	**Accelerating Advancement** • Strengthening compliance with governance standards and best practices	SF1 Advancing Road Safety, and User Wellbeing SF2 Governance, People and Industrial Development SF3 Reducing Carbon Footprint SF4 Sustainable Supply Chain SF5 Responsible Resource Management	Ethics and Integrity Economic Contribution	Financial Capital Human Capital
	Converging Communities • Alignment with social development goals	SF2 Governance, People and Industrial Development	Road User Wellbeing Employee Wellbeing, Safety and Health Impact on Communities	Intellectual Capital Human Capital Social and Relationship Capital
	Elevating Lives • Championing environmental regulations and proactive green initiatives	SF3 Reducing Carbon Footprint SF5 Responsible Resource Management	GHG and Climate Action Sustainable Materials Water Management Waste Management Biodiversity	Intellectual Capital Social and Relationship Capital Natural Capital
Communities	**Accelerating Advancement** • Fostering economic activities along the highway corridors	SF2 Governance, People and Industrial Development	Ethics and Integrity Economic Contribution	Financial Capital Social and Relationship Capital
	Converging Communities • Promoting social inclusion, quality of life improvements, and community engagement	SF2 Governance, People and Industrial Development	Diversity, Equity, and Inclusivity Impact on Communities	Social and Relationship Capital
	Elevating Lives • Protecting the environment, biodiversity conservation, and sustainable local development	SF3 Reducing Carbon Footprint SF5 Responsible Resource Management	GHG and Climate Action Sustainable Materials Water Management Waste Management Biodiversity	Social and Relationship Capital Natural Capital



Prolintas Infra BT - redefining your journey, one mile at a time.



PROLINTAS INFRA BUSINESS TRUST

RESPONDING STRATEGICALLY 04

Chief Executive Officer's Review

"Prolintas Infra BT ranks among Southeast Asia's Top 10 IPOs and is recognised as a high-yielding stock."



Malik Parvez Ahmad Bin Nazir Ahmad
Chief Executive Officer
(Resigned effective 3 February 2025)

Dear Valued Unitholders,

Interconnected growth is the cornerstone of a thriving economy, where efficient infrastructure plays a pivotal role in driving progress. In the Klang Valley, highway networks ensure smooth connectivity, enabling businesses and communities to flourish. Such infrastructure enhances the quality of life by providing faster and more reliable access to key markets, employment opportunities and essential services.

It is this vision of synergistic progress that is exemplified by Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust"), the first Islamic business trust listed on Bursa Malaysia Securities Berhad ("Bursa Malaysia") and the first of its kind dedicated to highway operations.

Through this innovative model, Prolintas Infra BT is uniquely positioned to catalyse both economic and social development, creating lasting value for unitholders and simultaneously enhancing the region's transportation network for other stakeholders.

The Trust's approach of distributing income based on cash flow instead of relying on traditional profit-driven dividends ensures a stable return for investors.

Beyond financial performance, we are committed to advancing highway operations through strategic investments in innovative technologies. This forward-thinking approach promotes the efficiency and safety of the region's highways while also supporting a higher quality of life for its communities.

As the Trust continues to grow, we remain committed to strong corporate governance and effective risk management, enabling us to seize opportunities and address challenges that lie ahead.

A historic milestone as Malaysia's 1st Islamic & Business Trust to be listed

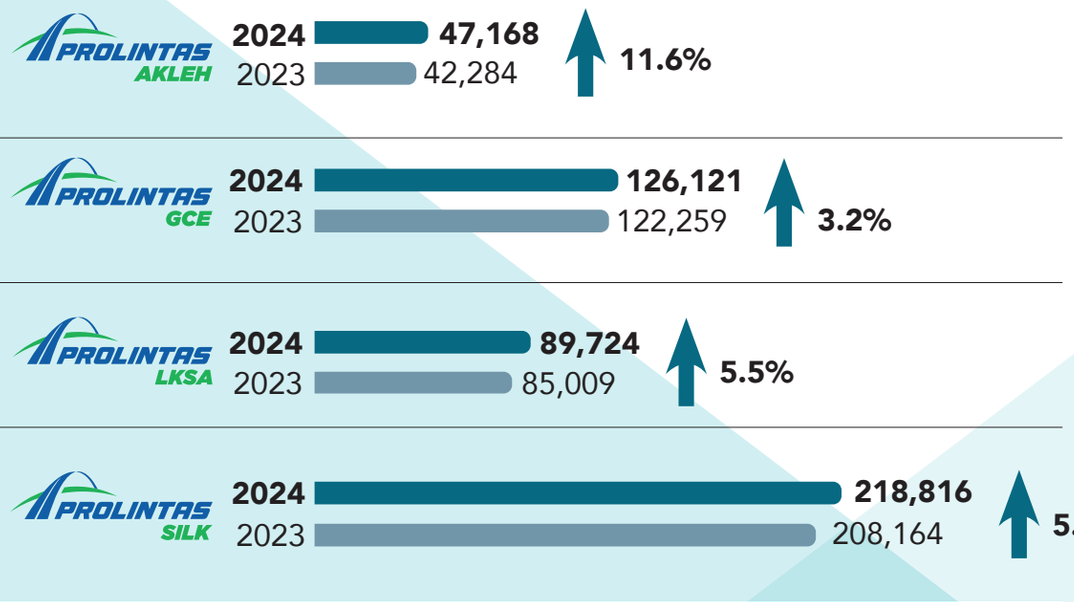
Dedicated to transparency, accountability and ethical practices, we strive to create lasting value for all stakeholders, whether unitholders, businesses, or community members and drive sustainable progress across Malaysia's vital infrastructure network.

For the financial year ended 31 December 2024 ("FY2024"), traffic performance across Prolintas Infra BT's four highways - Ampang-Kuala Lumpur Elevated Highway ("AKLEH"), Guthrie Corridor Expressway ("GCE"), Lebuhraya Kemuning-Shah Alam ("LKSA") and Sistem Lingkaran Lebuhraya Kajang ("SILK") - remained stable, with Average Daily Traffic ("ADT") increasing by 5.3%, indicating sustained commuter demand and economic activity.



The seamless flow at our toll plazas is powered by Prolintas Infra BT.

Traffic Volume
Annual Average Daily Traffic ("AADT")



TOTAL AADT **481,829** 5.3%

(2023: 457,716)

Our Performance:
Traffic Volume, Financial Highlights and Value Creation

Traffic Volume

This section highlights the traffic performance of the highways in FY2023 and FY2024. It is worth noting that this comparison focuses exclusively on operational aspects, helping stakeholders gauge overall traffic trends across the portfolio, without any direct connection to the financial statements.

Prolintas Infra BT continues to see strong growth in traffic volume from our four highways. Overall, AADT across the entire highway portfolio rose by 5.3%, from 457,716 vehicles in FY2023 to 481,829 in FY2024.

- AKLEH experienced an increase of 11.6%, from 42,284 vehicles in FY2023 to 47,168 in FY2024, reflecting higher commuting trends within the corridor.
- GCE saw a year-on-year rise of 3.2%, from 122,259 to 126,121 vehicles, driven by steady urbanisation and economic developments along the route.
- LKSA recorded a moderate increase of 5.5%, from 85,009 vehicles in FY2023 to 89,724 in FY2024, maintaining a consistent upward trend.
- SILK traffic improved by 5.1%, growing from 208,164 to 218,816, benefiting from enhanced connectivity and regional mobility.

The growth reflects the increasing demand for efficient transportation routes and highlights the essential role that these highways play in supporting economic activity across the Klang Valley. The increase in traffic volumes presents the Trust with a reliable source of income, which is vital for our financial stability and responsibility to sustain income distribution to our unitholders.

Stable traffic volume underscores the highways' crucial role in driving business efficiency and connectivity while enhancing quality of life for communities across the region.

Among the four highways, SILK recorded the highest traffic volume, serving as a key corridor that connects major urban centres, alleviates congestion and facilitates the seamless movement of goods and commuters. Its strategic role makes it an essential link for both businesses and daily travel. GCE followed closely behind, with LKSA ranking next. AKLEH recorded the least traffic volume among the four.

Longer stretches of highway naturally attract higher traffic volumes because of their extensive coverage and strong regional connectivity. This growth reinforces the network's role in supporting the regional economy while generating stable toll revenues. These revenues enable the Trust to continually enhance its infrastructure and deliver lasting value to unitholders, road users and the community.

Financial & Value Creation

Our strong performance in FY2024 has garnered notable recognition. In Deloitte's January 2025 report, Prolintas Infra BT was ranked among the Top 10 IPOs in Southeast Asia, reflecting investor confidence in our long-term value proposition. Additionally, The Edge Malaysia, in its article published on 5 February 2025, highlighted Prolintas Infra BT as one of the high-yielding stocks, with a distribution yield exceeding 5% within the RM1 billion to RM10 billion market capitalisation range.

These acknowledgements reinforce our financial resilience, stable returns and value-driven strategy in managing Malaysia's first listed infrastructure business trust.

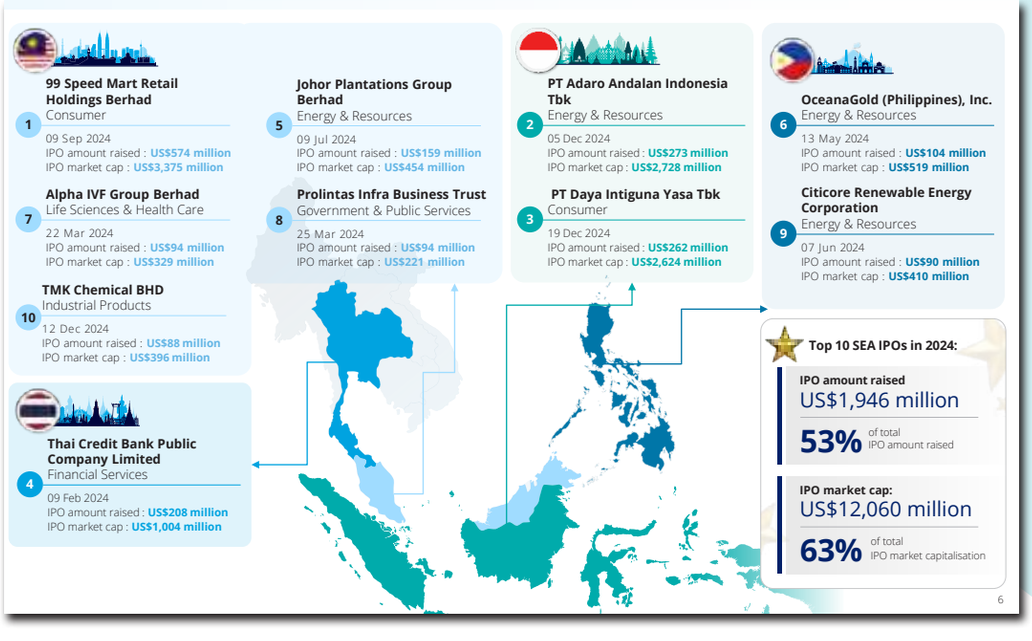
For FY2024, the Trust has declared a distribution of RM70.0 million to its unitholders, reflecting our dedication to disperse a minimum of 90% of our distributable amount as at the end of the financial year.

By focusing on cash flow rather than net profit, we provide reliable and attractive returns regardless of the Trust's overall financial outcome. This approach underpins stable income distribution, which is particularly valuable in today's uncertain economic climate.

Meanwhile, balancing financial returns with capital investment in highway development positions us to deliver enduring value to both investors and the broader community.

> "Prolintas Infra BT was ranked among the Top 10 IPOs in Southeast Asia and The Edge Malaysia, in its article published on 5 February 2025, highlighted Prolintas Infra BT as one of the high-yielding stocks, with a distribution yield exceeding 5%."

Top 10 IPOs in Southeast Asia in 2024



High Yielding Stocks

High yielding stocks, more than 5% (market cap between RM1 bil and RM10 bil)

Company	Sector	Market cap (RM bil)	Last price (RM)	P/E	Forward dividend yield (%)	Share price change in 1-Year (%)
Bermaz Auto	Automotive	1.52	1.300	5.60	12.67	-43.1
MBM Resources	Automotive	2.23	5.700	6.76	8.99	37.1
British American Tobacco	Tobacco	2.06	7.210	11.34	8.16	-19.6
Amway Malaysia Holdings	Consumer	1.12	6.840	9.17	7.73	4.3
Datasonic Group	Technology	1.10	0.395	11.10	7.59	-10.2
Ta Ann Holdings	Plantation	1.77	4.010	11.63	7.54	6.7
IGB Commercial REITs	REITs	1.30	0.540	20.53	7.41	6.9
Capitaland Malaysia Trust	REITs	1.96	0.680	10.30	7.01	12.3
YTL Hospitality REITs	REITs	2.03	1.190	11.21	6.92	2.6
DXN Holdings	Consumer	2.61	0.525	8.36	6.67	-19.8
Prolintas Infra Business Trust	Highway Trust	1.07	0.970	43.71	6.60	-
Sports Toto	Gaming	2.08	1.560	10.41	6.49	3.4
LPI Capital	Insurance	5.10	12.800	13.36	6.39	3.4
Uchi Technologies	Electronics Manufacturing	1.81	3.920	14.06	6.23	1.8
Kerjaya Prospek Group	Construction	2.70	2.140	17.72	6.16	26.4
Gas Malaysia	Utilities	5.38	4.190	12.43	5.99	29.7
Kim Loong Resources	Plantation	2.33	2.380	14.16	5.98	16.6
Bank Islam Malaysia	Banks	5.55	2.450	10.14	5.96	9.8
Hap Seng Consolidated	Industrials	8.27	3.320	15.37	5.95	-27.4
Heineken Malaysia	Brewers	7.26	24.040	17.09	5.77	-0.2
Oriental Holdings	Automotive	4.36	7.030	11.28	5.69	10.0
UOA Development	Property	4.43	1.690	15.24	5.65	-6.6
Pavilion REITs	REITs	5.53	1.510	11.78	5.62	16.8
Sunway REITs	REITs	6.40	1.870	10.81	5.62	22.8
Allianz Malaysia	Insurance	3.41	18.980	6.25	5.56	-0.7
Magnum	Gaming	1.85	1.290	13.51	5.54	18.2
Panasonic Manufacturing Malaysia	Manufacturing	1.06	17.500	17.86	5.49	-1.9
Hap Seng Plantations	Plantation	1.51	1.890	10.77	5.47	3.8
Hong Leong Industries	Industrials	4.22	13.200	9.42	5.30	49.0
IGB REITs	REITs	7.82	2.160	13.44	5.28	23.9
Axis REITs	REITs	3.62	1.800	15.25	5.25	1.7
Taliworks Corp	Utilities	1.55	0.770	24.76	5.19	-11.0
Malakoff Corp	Utilities	4.28	0.875	-	5.17	31.8
Time Dotcom	Telcos	8.52	4.610	24.49	5.12	-11.4
Carlsberg Brewery Malaysia	Brewers	6.05	19.800	17.68	5.02	3.1

Data as of Feb 4, 2025 Source: Bloomberg THE EDGE

Financial & Value Creation

Highway Operations Revenue (RM Million)
313.8
FY2023: 132.2

Paid and Declared Distribution (RM Million)
70.0
FY2023: N/A

EBITDA (RM Million)
218.0
FY2023: 103.9

Distribution Per Unit (sen)
6.36
FY2023: N/A

EBITDA Margin (%)
69.5
FY2023: 78.6

Yield Per Unit (%)
6.6
FY2023: N/A

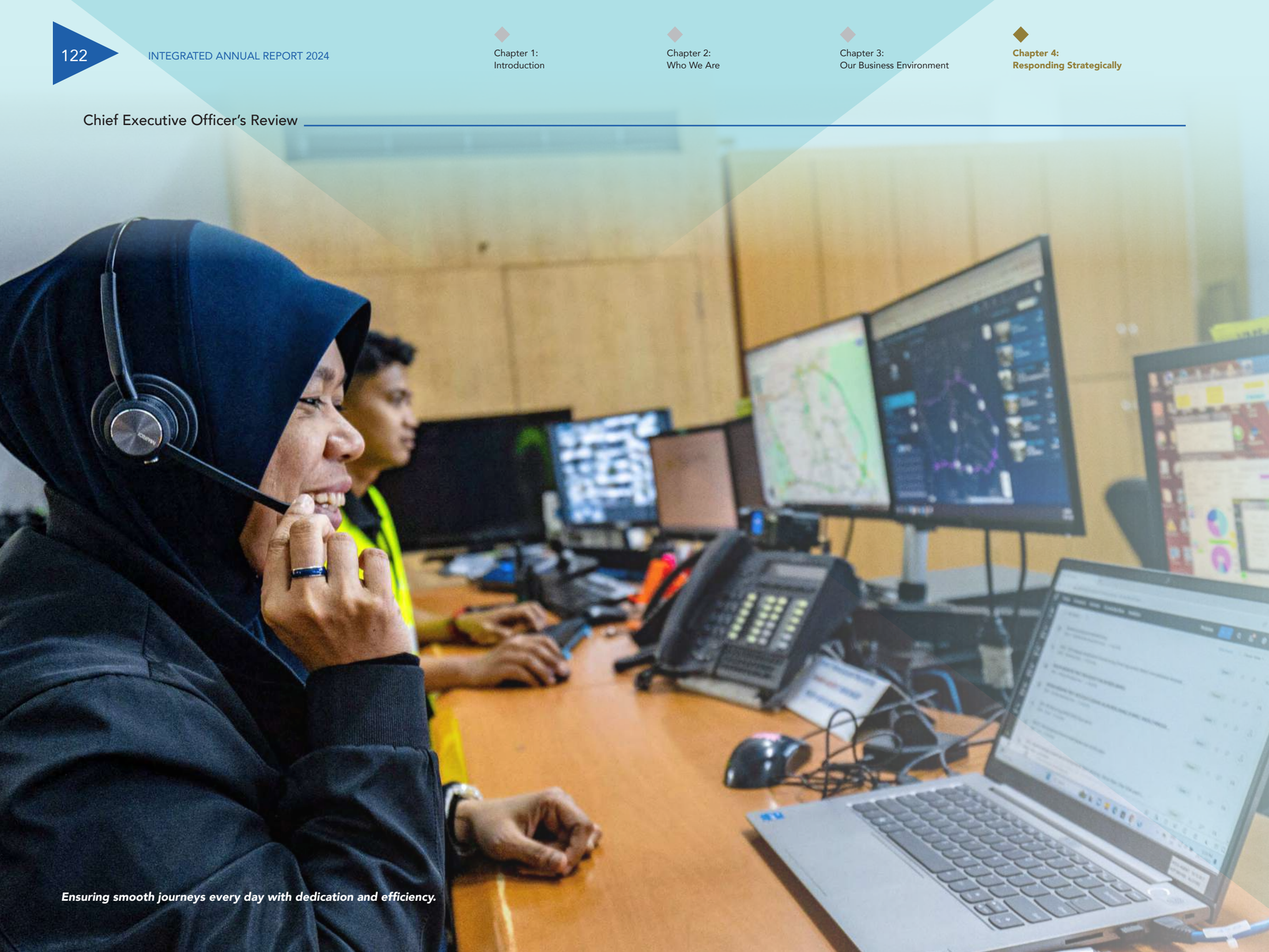
Profit Before Tax (RM Million)
41.9
FY2023: 38.4

Cash, Cash Equivalents & Other Investments (RM Million)
485.3
FY2023: 406.7

Profit/(Loss) After Tax (RM Million)
26.6
FY2023: (73.5)

Distributable Amount (RM Million)
74.2
FY2023: N/A

Note: FY2023 results are not directly comparable to FY2024, as they reflect only SILK's performance due to the reverse accounting methodology applied.



Ensuring smooth journeys every day with dedication and efficiency.

OUR STRATEGY:
Capitalising on Competitive Strengths

Prolintas Infra BT is strategically positioned to capitalise on our competitive strengths, ensuring sustained growth and long-term value creation for unitholders. A key strength lies in the substantial remaining tenure of its highway concession periods, which average 31 years.

This allows the Trust to retain long-term visibility into future revenue generation and cash flows, providing a stable foundation for operations while offering unitholders the assurance of consistent returns and enabling Prolintas Infra BT to reinvest in infrastructure improvements.

While profits may be impacted by non-cash expenses such as the amortisation of highway development expenditure ("HDE"), the business trust structure allows Prolintas Infra BT to distribute income based on actual cash flow rather than being constrained by accounting profits.

Thus, our ability to generate profits is reflected in the Trust's Earnings Before Interest, Taxes, Depreciation and Amortisation ("EBITDA"), which is derived by adjusting Profit Before Tax ("PBT") for non-cash charges and non-operating expenses such as amortisation of HDE and other costs. This adjustment allows the Trust to distribute income based on actual cash flow.

The resilience of our operations was evident as Malaysia entered the endemic phase of COVID-19 in April 2022. Traffic volumes rebounded significantly, exceeding pre-pandemic levels from 2019, reaffirming the critical role of our highway infrastructure in facilitating economic and social activities.

Prolintas Infra BT's portfolio of highway assets generates cash flows primarily from toll revenues. Currently, non-toll revenue ("NTR") from renting space for food and beverages outlets at rest and service areas ("RSA"), advertising billboards and telecommunication towers constitute approximately 0.5% of highway operations revenue.

By leveraging these competitive advantages, the Trust is well-positioned to ensure sustainable income generation for unitholders while actively contributing to the nation's infrastructure development.

Market Position

As of the end of 2024, Malaysia is home to 33 highway concessionaires, including eight operating expressways within the Klang Valley. However, rather than direct competition, highway infrastructure assets function as a complementary ecosystem, offering a distinct advantage in the marketplace.

Through the Concession Agreements ("CA"), Prolintas Infra BT holds exclusive rights to operate and maintain highways within designated areas. This exclusivity minimises competition in these regions, granting us a significant strategic advantage.

According to an independent market study by Frost & Sullivan dated 9 February 2024, the urban highway sector in the Klang Valley is poised for steady growth, with revenue expected to rise from RM3.1 billion in 2023 to RM3.7 billion by 2027, reflecting a Compound Annual Growth Rate ("CAGR") of 4.6%.

With the 2024 market size projected at RM3.2 billion and Trust's toll revenue reaching RM312.1 million, our estimated 10% market share reflects our strong competitive edge. This strategic position ensures long-term financial sustainability and consistent returns for unitholders while fueling ongoing business growth.

Strategic Location in High Traffic Areas

Prolintas Infra BT's four highways are sited in high traffic areas, serving as vital arteries in the Klang Valley's road network, effectively dispersing traffic across the urban conurbation. They provide alternative routes to alleviate congestion on public roads and enhance connectivity. Our highways accommodate close to half a million commuters daily, playing a pivotal role in improving accessibility, cutting travel times and stimulating economic activity, which in turn boosts workforce efficiency.

With ongoing urban expansion and rising population density, the development of new townships and corridors will further fuel traffic growth, strengthening demand along these four highways. As urban development accelerates, key townships and business zones will shape traffic demand across our highways. The City of Elmina and Lagong township expansions will directly fuel traffic growth on GCE, while the emergence of data centres and the Shah Alam Business Park along GCE will further increase commercial and logistics traffic. Similarly, Alam Impian's development is set to boost traffic volumes on LKSA, while the growing populations in Balakong, Semenyih and Bandar Baru Bangi will further drive SILK's traffic flows.



AKLEH links Kuala Lumpur's eastern corridor to the city centre, offering an alternative route to the often-congested Jalan Ampang. It supports the rapid urbanisation of Ampang and Ulu Kelang by facilitating seamless access between Kuala Lumpur, Jelatek, Setiawangsa and the Kuala Lumpur Middle Ring Road 2 ("MRR2"). AKLEH also connects to the Sungai Besi-Ulu Kelang Elevated Expressway ("SUKE") and the Setiawangsa-Pantai Expressway ("SPE"), thus expanding its catchment towards the north and south of Kuala Lumpur. SUKE complements traffic flow into AKLEH, further enhancing connectivity and traffic distribution in the region.



GCE enhances connectivity to townships such as Shah Alam, Bukit Jelutong, Denai Alam, City of Elmina, Subang, Sungai Buloh and Rawang, streamlining access to multiple destinations. As part of the Kuala Lumpur Outer Ring Road ("KLORR"), GCE complements the North-South Expressway ("NSE") via the Kuala Lumpur-Kuala Selangor Expressway ("LATAR"), offering an alternative route to the New Klang Valley Expressway ("NKVE"). Additionally, GCE which covers the north-south travel demand connects to the Damansara-Shah Alam Elevated Expressway ("DASH") which provides the east-west travel demand thus providing improved access to Damansara, Petaling Jaya and other key urban centres.

The expressway also enhances regional accessibility by linking to the West Coast Expressway ("WCE"), further strengthening connectivity between the west coast and northern regions. These connections provide seamless, uninterrupted access to existing and future major developments such as City of Elmina while bypassing congestion along the NKVE, reinforcing GCE's role as a vital corridor within Malaysia's highway network.



LKSA connects areas of Shah Alam and Kota Kemuning, serving as the primary link to Shah Alam Expressway ("KESAS") in the south from Shah Alam and to Federal Highway Route 2 in the north from Kota Kemuning. This direct linkage reduces the need for detours, cutting travel time and allowing for more efficient movement of goods and road users. LKSA's strategic role in providing access to the Alam Impian township has been a catalyst for urban development.



SILK alleviates traffic congestion in Kajang by providing a crucial ring road that connects surrounding areas such as Bangi, Sungai Ramal, Sungai Long and Semenyih. As Kajang's primary bypass, SILK eases local traffic and connects communities to neighbouring townships such as Sungai Besi, Puchong, Seri Kembangan and Cheras through a network of major highways. The Ring Road concept of SILK is further enhanced with the radial highway connections such as the North-South Expressway ("NSE"), Sungai Besi Highway ("BESRAYA"), Cheras-Kajang Expressway ("GRAND SAGA"), Kajang-Seremban Highway ("LEKAS") and South Klang Valley Expressway ("SKVE"). Additionally, SILK links to the East Klang Valley Expressway ("EKVE"), providing enhanced connectivity towards Ulu Klang and the eastern Klang Valley region, further strengthening its role as a key arterial route in southern Selangor.

OUR OPERATIONS:
Focusing on Quality and Efficiency

Prolintas Infra BT remains dedicated to maintaining high standards of quality and efficiency, consistently striving to enhance the connectivity experience throughout the Klang Valley. This dedication is underscored by the multiple ISO certifications attained by our four highways, serving as a testament to our commitment to excellence and compliance with international management standards.

Our certifications, ISO 9001:2015 (Quality Management Systems), ISO 39001:2012 (Road Traffic Safety Management Systems), ISO 37001:2016 (Anti-Bribery Management Systems for Provision of Highway Operation), ISO 14001:2015 (Environmental Management Systems) and ISO 45001:2018 (Occupational Health and Safety Management Systems) are integral to our risk management strategy and serve as a foundation for continuous operational excellence.

The Quality Management Systems certification ensures our highways operate under stringent process management standards and reflect our commitment to continuous improvement. Through the implementation of this system, we strive to raise the overall quality of services and promote greater efficiency in operations.

In parallel, the Trust integrates the Environmental Management System to monitor our environmental impact and ensure compliance with regulations. This certification enables our highways to effectively address and manage environmental risks and opportunities that arise, fostering long-term sustainability of the network while minimising their ecological footprint.

Our commitment to safety is reinforced by our certification for Occupational Health and Safety and Health Management Systems, which reflects our dedication to creating and maintaining safe and healthy workplaces. The certification aims to prevent work-related injuries and illness, while promoting a culture of proactive improvement in occupational health and safety standards.

In addition, our highways adhere to Road Traffic Safety ("RTS") Management Systems which focuses on minimising road fatalities and injuries. By implementing data-driven, systematic safety measures and evidence-based interventions, Prolintas Infra BT ensures a safer highway experience for all road users.

The Trust further reinforces its dedication to integrity and ethical governance through its ISO 37001:2016 certification for Anti-Bribery Management Systems ("ABMS") in Highway Operations. This framework provides a structured approach to preventing, detecting and managing bribery risks, while ensuring adherence to our anti-bribery policies across all levels of the organisation.

These ISO certifications collectively enable us to streamline operations, enhance consistency and improve efficiency through standardised processes and clear business metrics. By adopting these management systems, Prolintas Infra BT strengthens its credibility with road users and stakeholders, solidifying its reputation for reliability, operational excellence and its role in fostering connectivity and economic growth across the Klang Valley.

The Trust has strengthened its governance framework by establishing a Governance, Risk & Integrity and Compliance Committee. This dedicated body ensures that our operations remain transparent, accountable and aligned with best practices in compliance and risk management.

Innovative Technologies

The Trust embraces innovative technologies as a platform to enhancing the efficiency and operations of our highways, while simultaneously elevating the safety and experience of road users. With state-of-the-art solutions, we continuously enhance our highways to go beyond expectations, delivering safer, more convenient and satisfying journeys for all road users.

Central to these technological advancements is the integration of autonomous highway surface monitoring, powered by Artificial Intelligence ("AI") and the Internet of Things ("IoT"). This technology paves the way for real-time image analysis to detect road surface anomalies such as potholes or debris, allowing for swift rectification by our dedicated operational teams. By proactively addressing road conditions, we enhance safety and reduce traffic disruptions, ensuring a seamless travel experience.

To enhance efficiency, we leverage a robust digital reporting system during routine inspections, enabling our Civil & Structure Engineering ("CSED") and Electrical & Electronics ("E&E") teams to swiftly identify issues and carry out necessary maintenance in a timely manner.

Prolintas Digital Assist, a mobile application developed, provides road users with an easy-to-use platform to request roadside assistance. Using global positioning system ("GPS") technology, the app immediately locates the requester to facilitate a rapid response from patrolling teams. The technology is particularly crucial in emergency situations, where every moment matters and timely action can make all the difference.

Meanwhile, our advanced Smart Surveillance System ("S3"), powered by AI and machine learning, raises the level of incident detection and response. By automatically notifying relevant parties and mobilising the necessary resources, S3 ensures road incidents are resolved quickly, minimising delays and improving road users' experience.

The PROLINTAS Integrated Maintenance Escalations ("PRIME") system further supports the operation of our highways by rationalising maintenance tasks for buildings, toll canopies and equipment. The systems work in tandem to optimise operations, ensuring road users can look forward to a seamless and efficient travel. Through these technological advancements, Prolintas Infra BT strengthens its reputation as a trusted, reliable highway operator. The integration of real-time data and cloud-based platforms such as S3, PRIME and Prolintas Digital Assist generates a higher level of operational transparency and efficiency. Cloud adoption reduces infrastructure complexity and costs, further contributing to our stability as a business.

Beyond enhancing safety, comfort and convenience, these advancements foster sustainability and drive long-term profitability of our operations. By integrating cutting-edge technology, we uphold our mission to deliver a seamless highway experience while affirming our commitment to building a reputation of trust, reliability and operational excellence.

OUR ESG FOCUS:
Sustaining Stakeholder Value

Prolintas Infra BT embraces Environmental, Social and Governance ("ESG") principles as a key driver of stakeholder value, aligning its operations with responsible investment strategies that resonate strongly with today's investment climate. By embedding these principles into every aspect of our business, we ensure long-term sustainability, thereby supporting our financial performance and strengthening our reputation as a reliable, forward-thinking company to boost investor confidence and attract new capital.

Environmental sustainability is a cornerstone of our ESG strategy, underscored by adherence to ISO 14001:2015 certification, which ensures that all highways comply with international environmental management standards.

The Trust's commitment to reducing our carbon footprint, managing resources efficiently and adhering to environmental regulations directly supports our risk management strategy. This proactive approach to address climate change through comprehensive greenhouse gas ("GHG") assessments and emission reduction initiatives aligns with investor expectations for businesses to mitigate environmental risks and contribute to global sustainability goals.

Social sustainability focuses on creating long-term value for all stakeholders, with the Trust prioritising employee development, local community engagement and business partnerships. The Trust's investments in workforce training, diversity and local employment contributes to social responsibility by nurturing a resilient and engaged workforce. Meanwhile, our commitment to community outreach builds a social license to strengthen relationships with key stakeholders. This approach resonates with investors who increasingly value businesses that contribute positively to society and promote inclusive growth.

Governance at the Trust is characterised by strong accountability, transparency and integrity, being the essential attributes for attracting and retaining investors in a competitive market. By adhering to the Malaysian Code of Corporate Governance ("MCCG") and implementing robust risk management frameworks, we ensure our operations are well-governed and aligned with global best practices.

Prolintas Infra BT's firm stance against bribery and corruption, coupled with a dedication to regulatory compliance, instils confidence among investors while safeguarding ethical integrity and proactive risk management.

In today's investment landscape where stakeholders increasingly demand sustainable and responsible business practices, our embrace of ESG principles positions the Trust as a leader in highway operations.



Looking Ahead to 2025 and Beyond

We remain optimistic about the future performance of all our four highways. Our key focus is to drive organic growth by introducing value-added services and amenities to maximise revenue potential and establish them as preferred travel routes. Existing roads are facing overcapacity issues, creating a greater need for alternative routes to alleviate congestion and improve traffic flow, which benefits tolled highways such as those operated by the Trust. The steady rise in income levels, combined with policies that encourage vehicle ownership, continue to drive demand for road infrastructure, which is anticipated to support the continued expansion of highways.

In addition, the limitations of public transport in the region emphasise the need for road infrastructure, particularly highways that provide a faster, more convenient travel option for commuters. This was also highlighted in the Frost & Sullivan report, which notes that as of 7 February 2024 the Klang Valley had a robust network of 22 urban highways, with plans for further expansion due to the rising population and new township developments. The continued development of infrastructure supports our strategy to maximise the potential of our highway portfolio, ensuring greater capacity and efficiency.

The Klang Valley's distinct network of highways ensures that each route serves a unique purpose, minimising competition and allowing for more effective management and optimisation of tolled roads. Distinctively, the Trust's four highways are poised to benefit from the surge in traffic volume, particularly AKLEH and SILK which are designed to alleviate traffic in key urban areas such as Kuala Lumpur and Kajang.

Meanwhile, GCE and LKSA are anticipated to experience increased traffic as a result of rapid development and population growth in their respective catchment areas including Klang, Shah Alam, Rawang and Kota Kemuning. With significant urban expansion underway, the necessity for efficient road networks is becoming more pronounced for these areas.



Our team is constantly on-site, monitoring and inspecting slopes to maintain secure and reliable infrastructure.



Prolintas Infra BT is driving the future of seamless highways, bringing you closer to your destination with every stretch.

Acknowledgements

Prolintas Infra BT's performance aptly aligns with the theme of our IAR 2024, **On Track, Growing Our Value**, Guided by a clear strategy and a resilient foundation, we are steadily advancing towards our goals, ensuring sustainable returns while contributing to Malaysia's infrastructure development.

As Prolintas Infra BT completes its first year as a publicly-listed business trust, I wish to extend my sincere appreciation to everyone who has contributed to our success. This milestone marks a significant achievement in our journey and we are proud of the progress we have made in strengthening our position as a key highway operator in the Klang Valley. Our successful transition to a public-listed entity is a testament to the dedication and commitment of our entire team.

I would like to express my deepest gratitude to our Board of Directors for their invaluable leadership, guidance and strategic insights. Your support has been instrumental in shaping our direction and ensuring the long-term sustainability of our business. To our key management team and all employees, your dedication, hard work and perseverance have been the driving force behind our operational excellence. Your collective efforts, teamwork and commitment to our shared vision have enabled us to navigate challenges, embrace opportunities and achieve remarkable milestones.

We deeply appreciate all our stakeholders for their trust and unwavering support. Your confidence in our vision and commitment to our growth journey continue to motivate us to strive for greater achievements. As we look ahead, we remain committed to delivering sustainable growth, enhancing unitholders' value and improving the safety and convenience of road users. By continuing to prioritise innovation and staying true to our core values, we will ensure that Prolintas Infra BT remains a reliable, trusted and future-focused business for years to come.

Malik Parvez Ahmad Bin Nazir Ahmad
Chief Executive Officer
(Resigned effective 3 February 2025)

Our Financial Performance Review

Statement of Profit/(Loss) (RM'000)	Actual FY2024	Prospectus Forecast FY2024	Variance (%)
Highway operations revenue	313,752	307,956	+1.9
Construction revenue	7,922	2,200	+260.1
Construction cost	(7,922)	(2,200)	+260.1
Other income	15,326	12,875	+19.0
Staff costs	(21,806)	(22,174)	-1.7
Amortisation of highway development expenditure	(47,447)	(47,200)	+0.5
Other operating expenses	(79,488)	(88,872)	-10.6
Profit from operations	**180,337**	**162,585**	**+10.9**
Finance cost	(138,443)	(139,515)	-0.8
Profit before tax	**41,894**	**23,070**	**+81.6**
Income tax expense	(15,328)	(14,792)	+3.6
Profit after tax	**26,566**	**8,278**	**+220.9**

Reconciliation of Profit Before Tax to Distributions (in RM'000)	Actual FY2024	Prospectus Forecast FY2024	Variance (%)
Profit before tax	41,894	23,070	+81.6
Adjusted for:-			
(+) Amortisation of HDE	47,447	47,200	+0.5
(+) Unwinding discount in relation to lane widening and construction of Interchange	10,145	11,690	-13.2
(-) Income tax paid	(17,175)	(13,198)	+30.1
(-) Capital expenditure for upgrading and development works	(13,391)	(10,137)	+32.1
(+) Listing expenses	5,245	10,080	-48.0
Distributable Amount	**74,165**	**68,705**	+7.9
(+) Balance of distributable amount	0	1,295	-100.0
Total Distributions	**70,000**	**70,000**	

Capitals Impacted	Stakeholders Impacted	Related Sustainability Material Matters	Related Operating Environment	Related Risks and Opportunities
Financial Capital Manufactured Capital Intellectual Capital Human Capital Social and Relationship Capital	All Stakeholders	Economic Contribution Innovation and Technology Road User Wellbeing Capacity, Capability, Competency and Culture	• Inflation • Capacity Constraints • Upkeeping and Maintenance Works • Interest rates • Technological / Materials Innovation • Funding costs	• The Trust's Highways Traffic Performance • MLFF System Implementation • Cybersecurity Risks

For a comprehensive understanding of the factors influencing our Financial and Highways Performance Review, please refer to Chapter 3: Our Business Environment to explore how sustainability-related material matters were integrated into our business operations and their impact on value creation.

Gain insights into the operating environment, key risks and opportunities that shaped our approach to sustainability and financial outcomes.
Chapter 3 provides essential context on the interplay between sustainability, operational dynamics and financial performance, enabling a deeper understanding of the broader influences involved.

Capping a Successful First Year on Bursa's Main Market

As the wheels of progress continue to turn, Prolintas Infra BT has navigated its maiden year as a listed Islamic business trust with resilience and determination.

In its inaugural reporting year, the Trust has not only met but exceeded expectations, delivering vigorous financial results that signified its position as a steadfast player in Malaysia's infrastructure landscape.

For the financial year ended 31 December 2024 ("FY2024"), total highway operations revenue reached RM313.8 million, surpassing initial projections by 1.9%. This achievement was driven by steady traffic volumes, with a 5.3% year-on-year increase over the year. The rise in vehicles using these critical routes translated into core toll revenue of RM312.1 million, underscoring the reliability and strength of the Trust's operations.

Diversification through Non-Toll Revenue Streams

Alongside its core toll revenue, the Trust expanded its income sources by integrating non-toll revenue streams, contributing RM1.7 million to overall financial performance. While this represents a modest proportion of total revenue, it underscores the Trust's commitment to optimising its revenue mix and leveraging ancillary opportunities within its infrastructure network.

These initiatives, including strategic advertising placements and rental income from highway assets, reflect a broader effort to generate sustainable income while maximising the value from existing assets.

Enhanced Returns from Shariah-Compliant Placements

The Trust also benefited from additional income amounting to RM15.1 million, derived from Shariah-compliant placements. These placements yielded profit rates of up to 3.9%, exceeding initial expectations of 3.7%.

This disciplined financial management approach contributed to improved overall performance, demonstrating the Trust's ability to generate value through strategic capital allocation and effective cash flow management.

Effective Cost Management Strategies

Complementing revenue growth, the Trust successfully implemented cost optimisation strategies, further strengthening its financial position.

Other operating expenses ("OPEX") were reduced by 10.6%, lowering costs to RM79.5 million from an initial forecast of RM88.9 million. This reduction was achieved through optimised maintenance scheduling, cost-efficient contractor negotiations and streamlined operational expenditures, which included work on bridges, roadside areas and drainage systems. Additionally, lower-than-expected IPO-related costs contributed to improved expense control.

These strategic cost control measures enabled the Trust to maintain operational efficiency without compromising essential infrastructure maintenance and service quality.

With this solid financial performance, the Trust has strengthened its financial flexibility, ensuring it remains well-capitalised for future growth.

Positive Financial Results and Profitability

Revenue growth, coupled with disciplined cost control, contributed to the Trust's strong profitability. After accounting for all operating expenses, the Trust reported a profit from operations of RM180.3 million and profit after tax of RM26.6 million, exceeding initial forecasts. Earnings per unit stood at 2.42 sen, while the declared distribution per unit was 3.18 sen. This profitability underscores the Trust's ability to manage resources efficiently while delivering value to Unitholders, reinforcing confidence in its financial stability.

Manager's Fee to Average Total Asset Ratio ("MFR")

The Trustee-Manager's fee amounted to RM8.0 million, translating into an MFR of 0.2% based on total assets of RM3.7 billion. As this marks our first year of reporting, this ratio establishes a baseline for future performance evaluations. The Trustee-Manager remains committed to efficient cost management while ensuring robust governance and operational oversight.

Moving forward, we will continue to monitor cost efficiencies and ensure that the fee structure remains aligned with Prolintas Infra BT's long-term objectives and unitholder interests. Any significant variations in the MFR will be transparently disclosed with appropriate explanations in subsequent reports.



With 12 interchanges, SILK eases congestion in Kajang and keeps traffic flowing smoothly.



Trust Strengthened Financial Position with Balanced Funding

Prolintas Infra BT's earnings performance translated into enhanced financial flexibility, enabling effective management of working capital, capital expenditures and OPEX. To fund its operational and capital requirements, the Trust leveraged a balanced mix of internal cash flow and external funding, including operating cash flows and strong liquidity reserves, as well as a RM300 million Islamic Financing Facility, specifically earmarked for the SILK Lane Widening and GCE Strathairlie Interchange projects.

In December 2024, the Trust received a reimbursement of RM24.8 million from Bank Pembangunan Malaysia Berhad ("BPMB") for payments made under this facility, strengthening its liquidity position and ensuring continued financial stability.

Strong Liquidity and Financial Stability

As of 31 December 2024, the Trust maintained a stable financial position, with cash, deposits and other investments totalling RM485.3 million, ensuring strong liquidity coverage.

The Trust's current ratio of 3.9 times further reflects its ability to meet short-term liabilities while maintaining operational stability.

Access to Flexible Financing

Total outstanding borrowings as of FY2024 stood at RM2,344.6 million, which includes the reimbursement of RM24.8 million from BPMB.

The Trust's capital expenditure for the year amounted to RM36.4 million, partially funded through internal funds, with the remainder reimbursed under the BPMB facility, reinforcing its commitment to strategic infrastructure enhancement. A substantial part of this expenditure was allocated to major projects, such as the SILK Lane Widening Project, while the remaining funds were used for smaller-scale upgrades and sustainability initiatives.

These investments align with the Trust's long-term strategy of enhancing highway infrastructure and improving connectivity to accommodate future traffic growth.

Our Financial Performance Review



Urban Park @ LKSA – more than just roads, Prolintas Infra BT creates spaces that bring communities together, redefining city experiences.

Reduced Gearing Ratio Reflects Improved Capital Structure

The Trust's gearing ratio stands at 3.65 times, reflecting its capital structure and financial leverage, which indicates its reliance on debt financing relative to equity. This ratio demonstrates the Trust's approach to balancing debt and equity to optimise returns while ensuring financial stability.

Delivering Strong Returns to Unitholders

The Trust's strengthened financial position enabled it to reward unitholders with a substantial distribution for FY2024. In line with its objective of delivering value to unitholders, the Trust declared and paid a total distribution of RM70.0 million, equivalent to a cumulative distribution of 6.36 sen per unit.

This distribution not only met but also surpassed the Trust's 90.0% distribution policy, achieving 94.4% of the distributable amount. Additionally, the distribution delivered a yield of 6.56%, reflecting the Trust's ability to generate attractive returns for its investors.

While these results echoed the Trust's commitment to maintaining its position as a premier investment choice in the infrastructure sector, it also focused on balancing growth with unitholder rewards.

Metric ('000)	Actual FY2024
Number of units in issue (units)	1,100,000
Net Asset Value ("NAV") (RM)	642,548
NAV per unit (sen)	58.41
Total comprehensive income (RM)	26,576
Weighted average number of units in issue (units)	1,100,000
Earnings Per Unit ("EPU") (sen)	2.42
Distributable Amount (RM)	74,166
Distributions (RM)	70,000
Declared and Paid Distribution per Unit ("DPU") (sen)	6.36
Market Price (RM) on 31 December 2024	0.97
Distribution Yield (%)	6.56

Our Highways Performance Review

FY2024 Traffic Trends Underscored Growth and Resilience Across Key Regions

The comparative analysis of actual versus forecasted traffic volumes for AKLEH, GCE, LKSA and SILK provided a comprehensive perspective on performance trends across the Trust's highway corridors.

The results showed a generally positive trend, with all four highways exceeding or closely aligning with forecasts.

AKLEH registered stronger-than-expected performance, achieving an AADT volume of 47,168 vehicles, surpassing the forecasted 44,661 by approximately 5.6%. This achievement outlined the corridor's resilience and growing importance as a key route within the network.

Aligning with this trend, GCE recorded a marginal growth, with AADT reaching 126,121 compared to the forecasted 125,755, an increase of approximately 0.3%. While this variance was relatively small, it suggested potential areas for further optimisation or targeted initiatives to address usage patterns.

LKSA reported a modest positive variance, with AADT at 89,724 vehicles, slightly exceeding the projected 88,916 by about 0.9%. Along the same lines, SILK delivered solid results, achieving an actual traffic volume of 218,816, surpassing the forecast of 214,423 by 2.0%. These outcomes reflected steady demand and the corridor's critical role in facilitating movement across the region.

Collectively, the four highways recorded a total traffic volume of 481,829 vehicles, surpassing the forecasted amount of 473,755, resulting in a positive variance of 1.7%. This increase was largely attributed to higher traffic flow on SILK, LKSA and AKLEH.

As a key measure of regional mobility, the AADT reflected the impact of urban development, rising vehicle ownership and population growth in the areas served. These factors not only drove positive performance but also reinforced the Trust's critical role in meeting evolving connectivity needs.

Annual Average Daily Traffic

HIGHWAY	ACTUAL FY2024	PROSPECTUS FORECAST FY2024	VARIANCE (%)
PROLINTAS AKLEH	47,168	44,661	+5.6
PROLINTAS GCE	126,121	125,755	+0.3
PROLINTAS LKSA	89,724	88,916	+0.9
PROLINTAS SILK	218,816	214,423	+2.0
TOTAL	**481,829**	**473,755**	**+1.7**

Fuelling Growth, Elevating Lives

In the past year, our highway network demonstrated remarkable resilience, underpinned by a steady surge in traffic volumes that translated into substantial toll revenue. This growth was not merely a reflection of increased commuter activity but also a testament to the strategic positioning of our highways in key development areas and vibrant economic regions.

Traffic volumes expanded in tandem with urbanisation and economic activity, reaffirming the role of our highways in facilitating mobility and commerce. However, this success was no accident, it was the result of deliberate planning and foresight.

Our highways were strategically designed to thread through critical economic hubs and burgeoning residential zones, ensuring they remained integral to daily commutes and commercial logistics.

SILK's route across Seri Kembangan, Balakong, Kajang and Bangi, linking residential areas with industrial zones, making it a linchpin for regional connectivity. Similarly, GCE's alignment with Shah Alam, the City of Elmina and the North-South Expressway strengthened its position as a vital artery for both local and long-distance travel.

LKSA and AKLEH further exemplified how targeted infrastructure investments in developing regions could yield consistent returns. LKSA catered to the growing needs of Kota Kemuning and Shah Alam, while AKLEH provided a much-needed alternative for commuters navigating Kuala Lumpur's dense traffic.

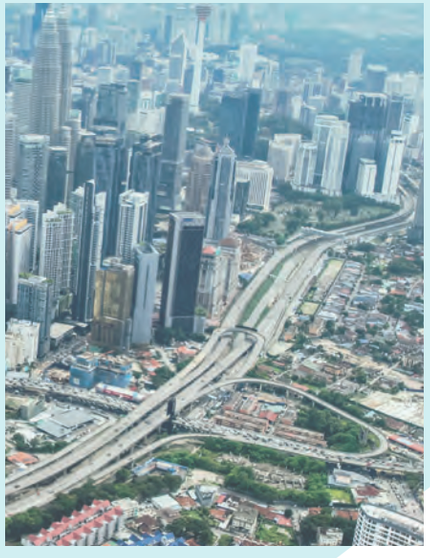
Together, these highways formed a diversified portfolio that addressed varied traffic patterns and reinforced our financial performance.

Annual Average Daily Collection (RM)

HIGHWAY	ACTUAL FY2024	PROSPECTUS FORECAST FY2024	VARIANCE (%)
PROLINTAS AKLEH	98,691	94,467	+4.5
PROLINTAS GCE	247,529	247,090	+0.2
PROLINTAS LKSA	120,058	119,440	+0.5
PROLINTAS SILK	379,584	374,000	+1.5
TOTAL	**845,862**	**834,997**	**+1.3**

Our Highways Performance Review

PROLINTAS AKLEH



AKLEH supported 11.7% or RM98.7 million of our average toll revenue. This elevated highway served as an alternative road to avoid heavy traffic flow between Ampang and Kuala Lumpur, providing an efficient and time-saving commuter route.

Despite being the shortest route in our highway portfolio, AKLEH's consistent performance underscored its strategic importance in the densely populated Kuala Lumpur area. AKLEH's revenue contribution highlighted the success of our diversified asset strategy, which effectively addressed the varied traffic patterns and needs across the Klang Valley.

PROLINTAS GCE



GCE accounted for 29.3% or RM247.5 million of our daily average toll collections. This expressway served areas connected to Shah Alam to the City of Elmina, Sungai Buloh and the North-South Expressway. The expressway connected vital economic corridors and became essential for commercial and residential traffic, significantly contributing to our financial performance.

PROLINTAS LKSA



LKSA contributed 14.2% or RM120.1 million to the total of the average toll revenue. This highway catered to traffic corridors in Kota Kemuning and Shah Alam areas. Its location in these developing regions ensured a steady flow of commuters, contributing to a diversified revenue stream. LKSA's performance highlighted the importance of having a balanced portfolio of assets that catered to various traffic needs across the Klang Valley.

PROLINTAS SILK



SILK commanded 44.9% or RM379.6 million of the total daily average intake. This performance stemmed from its strategic route, which threaded through vital areas south of Kuala Lumpur, including Seri Kembangan, Balakong, Kajang and Bangi. The highway's success lay in its well-planned infrastructure, which was anchored by four key toll plazas: Sungai Long, Bukit Kajang, Sungai Ramal and Sungai Balak. By linking key economic hubs, the highway facilitated a consistent flow of traffic, strengthened connectivity, enhanced commuter convenience and drove economic growth across the region.

Building Value for Future Growth through Non-Toll Revenue Initiatives

Toll collections remained the cornerstone of our financial performance, contributing a significant 99.5% of total revenue. Meanwhile, our non-toll revenue streams, though modest at 0.5%, signified promising potential for future growth.

We strategically leveraged our infrastructure for purposes beyond transportation; we laid the groundwork for sustainable growth and expanded our role as enablers of commerce, connectivity and community engagement.

Our non-toll revenue activities spanned a range of opportunities, each thoughtfully positioned to capitalise on the unique characteristics of our highways. Outdoor advertising stood out as a key contributor, with prominent billboard placements strategically positioned along key stretches of AKLEH, GCE and LKSA. These high-visibility locations provided brands with unparalleled access to commuters travelling through bustling economic corridors, creating a steady stream of income while enhancing the commercial vibrancy of the regions we served.

Telecommunication infrastructure formed another critical component of our non-toll portfolio, with installations present across all four highways - AKLEH, GCE, LKSA and SILK. These assets not only generated incremental revenue but also played a fundamental role in bolstering digital connectivity within the communities surrounding our network. By hosting telecommunication infrastructure, we positioned ourselves as facilitators of technological progress, bridging gaps in communication networks and supporting broader socioeconomic development.

Rest & Service Areas ("RSAs") offered yet another opportunity for revenue diversification, with leasing activities currently concentrated along the GCE. These RSAs – Elmina RSA (North) and Elmina RSA (South) - provided essential amenities for commuters, transforming our highways into hubs of convenience and commerce.

Event space rentals at LKSA, offered through our very own Urban Park, added a unique dimension to our non-toll offerings, converting parts of our infrastructure into versatile venues for community gatherings, corporate events and promotional activities.

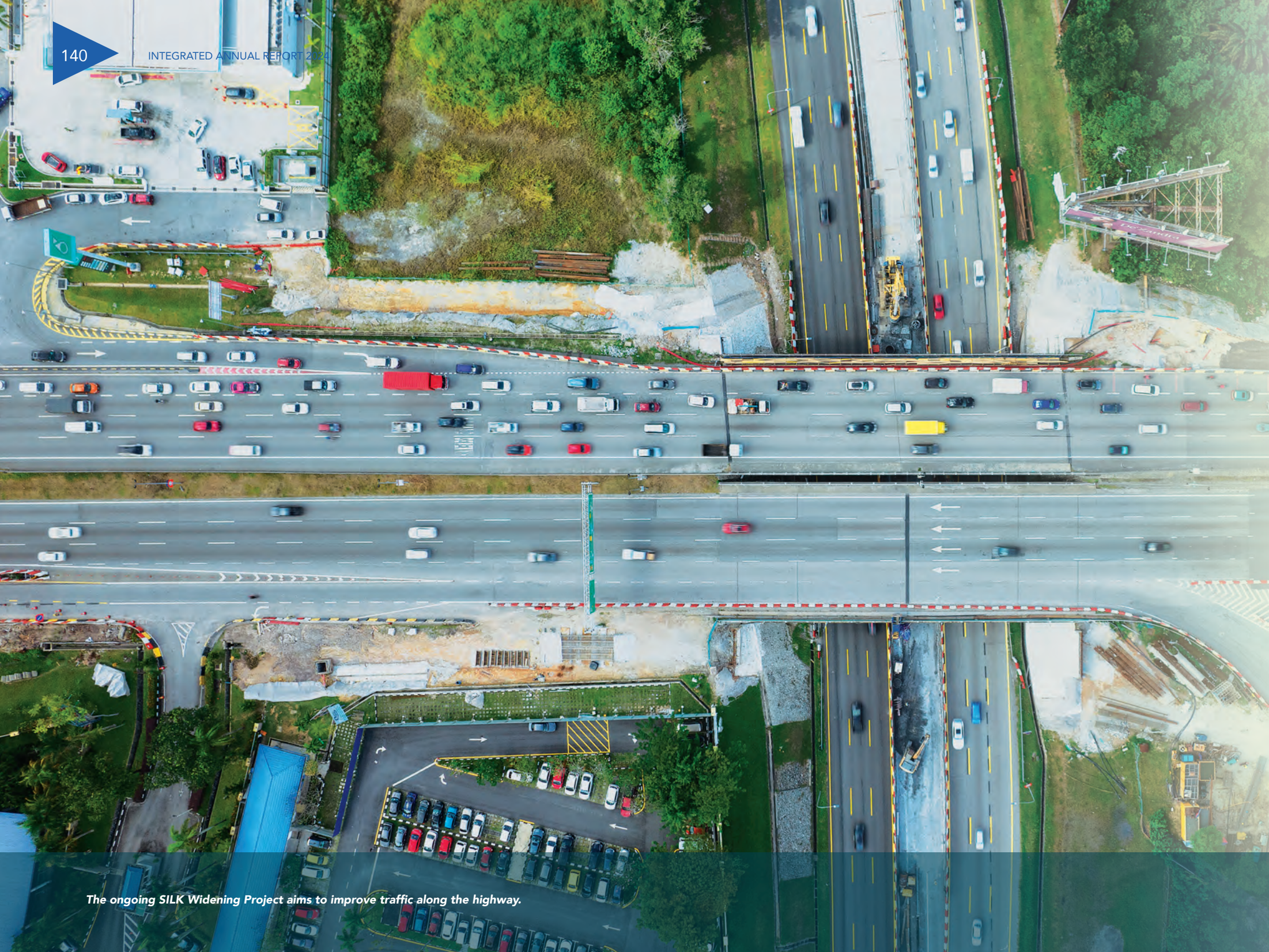
Highways	Actual FY2024 (RM)
AKLEH	157,254
GCE	677,229
LKSA	645,999
SILK	189,060
TOTAL	**1,669,542**

Additionally, commercial filming on our highways opened doors to creative industries, allowing filmmakers to utilise our roadways as dynamic backdrops for their projects. Vending machine space rentals further complemented these efforts, catering to the growing demand for on-the-go refreshments among commuters.

The contribution of each highway to our non-toll revenue portfolio reflected its unique attributes and strategic positioning. In FY2024, GCE led the group with revenue of RM677,229, driven by its balanced mix of RSAs leasing, telecommunication assets and other diversified activities. LKSA followed closely with RM645,999, buoyed by its event space rentals and outdoor advertising potential. AKLEH contributed RM157,254, supported by its prime billboard locations and telecommunication infrastructure, while SILK rounded out the group with RM189,060, primarily from its telecommunication assets.

Though these figures represented only a fraction of our total revenue, they displayed the latent potential of our non-toll initiatives. Each activity was carefully designed to align with the strengths of its respective location, ensuring that even modest contributions added meaningful value to our operations. More importantly, they highlighted our commitment to exploring innovative ways to maximise the utility of our infrastructure, positioning us for long-term growth and resilience.

In essence, our non-toll revenue streams were not just about immediate returns, but pursuing a more diversified and sustainable future. By transforming our highways into platforms for commerce, connectivity and collaboration, we have gone beyond depending on traditional revenue models and embrace opportunities that would shape the next chapter of our journey.



The ongoing SILK Widening Project aims to improve traffic along the highway.

Our Sustainability Performance Review

2024 Sustainability Progress and Priorities Across Key Focus Areas

In our 2024 sustainability performance review, we focused on five key material matters identified as high and medium priority in our Trust-specific materiality matrix. These material matters were carefully prioritised based on their alignment with stakeholder expectations, industry relevance and our organisational capabilities, ensuring they reflected the most critical aspects of our sustainability journey during the year.

Reducing our carbon footprint was a focal point in addressing these material matters, an issue gaining global traction. Equally important was the imperative of securing a sustainable supply chain to better manage potential disruptions to our operations. Both focus areas require continuous monitoring and the establishment of better processes, as well as overcoming obstacles through practical, cost-effective and well-planned solutions to achieve results in the short, medium and long term.

Why Be Concerned About Global Impact?

Although our operations are contained within Peninsular Malaysia, we adhere to stringent regulatory requirements while embracing best practices in the ESG sphere. This approach has yielded measurable improvements in our data performance and initiatives. Our reporting is benchmarked against international standards, with Bursa Malaysia encouraging listed entities to expand disclosures wherever possible. While this may seem daunting, establishing baselines is essential for strengthening our ESG and economic performance, pinpointing areas for improvement and building on our existing strengths and human capital.

By doing so, aside from ensuring compliance, we have incrementally built our reputation as a transparent, accountable and responsible concessionaire, safeguarding reputational risk and positioning ourselves as advocates of good business practices. While business as usual ("BAU") sustains our foundation, we must also think critically about the future. With the right tools, upgraded skill sets and strategic plans in place, we are well-positioned to execute these plans effectively.



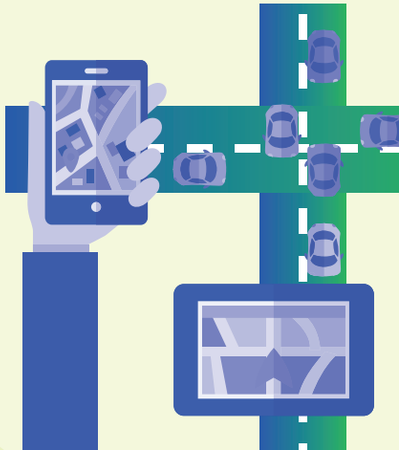
Our auxiliary police and highway patrol staff are the frontline guardians of our highways, swiftly responding to incidents, enforcing traffic laws with precision, and ensuring the highway remains safe, secure, and fully operational for all road users.

Through this structured approach, we reveal how our actions translated into measurable outcomes, reinforcing our relentless pursuit of building a more sustainable future for the benefit of our stakeholders.

Key Material Matter 1: Road User Wellbeing

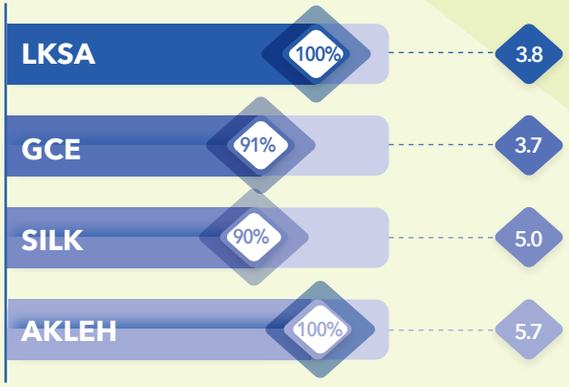
Our Performance

We established key performance indicators as benchmarks to effectively evaluate and monitor the success of our road safety and user wellbeing initiatives. These included metrics such as accident and fatality rates, as well as incident response times.

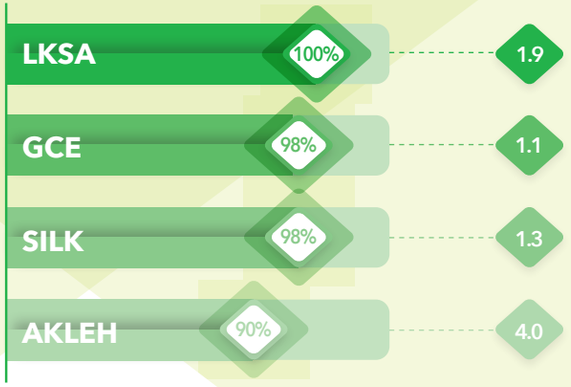


Our Sustainability Performance Review

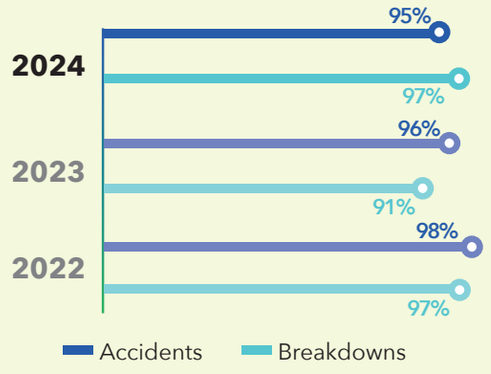
Vehicle Accident Response Time (Within Targeted 15 Minutes)



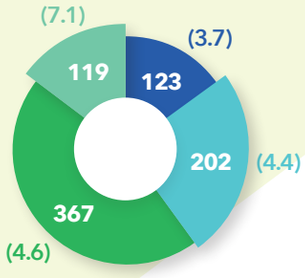
Vehicle Breakdown Response Time (Within Targeted 15 Minutes)



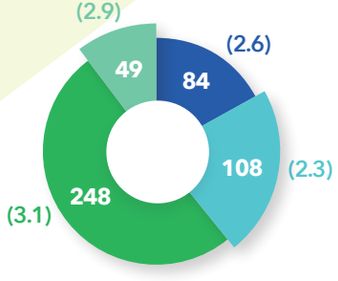
Response Time



2024 Total Number of Accidents



2024 Total Number of Accidents Excluding Motorcycles



Number of Accidents
811
2023: 744
2022: 668

Number of Accidents - Excluding Motorcycles
489
2023: 459
2022: 414

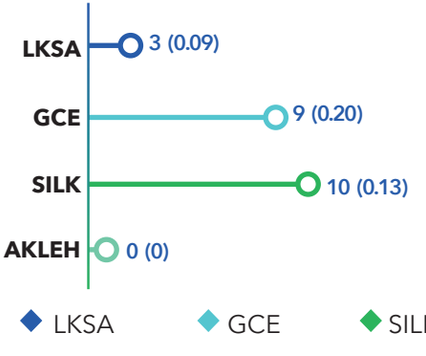
Accident Rate (per million vehicles)
4.6
2023: 4.5
2022: 4.2

Accident Rate - Excluding Motorcycle (per million vehicles)
2.8
2023: 2.7
2022: 2.6

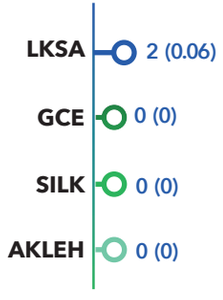
Σ *Total*

**The values in brackets indicate the Accident Rate (per million vehicles)*

2024 Total Number of Fatalities



2024 Total Number of Fatalities Excluding Motorcycles



Number of Fatalities
22
2023: 17
2022: 15

Number of Fatalities - Excluding Motorcycles
2
2023: 1
2022: 7

Fatality Rate (per million vehicles)
0.10
2023: 0.11
2022: 0.11

Fatality Rate - Excluding Motorcycle (per million vehicles)
0.01
2023: 0.01
2022: 0.04

Σ *Total*

**The values in brackets indicate the Fatality Rate (per million vehicles)*

Sustainable Road Safety and Wellbeing

Impact Story 1: Maintaining Slope Stability for Safer Travel and Sustainable Operations

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities • Employees
Capitals Impacted	Financial, Intellectual, Manufactured, Social and Relationship
Related Operating Environment	Upgrading and Maintenance Works
Related Risks and Opportunities	Climate Change Risks

SILK, a key transportation route extensively used by commuters and freight vehicles, is situated in a region characterised by steep and hilly terrain. This topography, while scenic, poses inherent risks to slope stability, which have been exacerbated by recent climate change. Increased rainfall and unpredictable weather patterns have heightened the risk of landslides and rockfalls, further requiring the need for vigilance in maintaining the highway's safety.

In November 2023, a minor rockfall incident occurred at KM15.4 Left Hand Side ("LHS")/South Bound ("SB") leading to temporary lane closures. In response, further assessments were conducted, identifying specific stretches along the highway within the hilly terrain between KM14.1 and KM16.3. Recognising the broader need for vigilance, proactive monitoring was implemented across all sections of the highway to ensure early detection of potential risks besides maintaining overall safety and reliability for all users.



The rockfall netting system on SILK is meticulously engineered to withstand the slope's unique geological challenges, ensuring maximum safety and durability.

Continuous monitoring systems were deployed to consistently assess site conditions and detect any changes in slope stability. In addition, a consultant was engaged to carry out comprehensive geological mapping and survey work, which enabled the development of tailored rehabilitation plans for other critical locations.

To address the incidents at KM15.4 LHS/SB, a multi-faceted approach was implemented:

Initiative 1: Immediate Mitigation Measures

Following the November 2023 incident at KM 15.4 LHS, a swift response was triggered. This included prompt site clearance and the installation of rockfall netting to halt further debris movement. In tandem, an integrated monitoring system was deployed to continuously assess site conditions and swiftly detect any variations in slope stability.

Initiative 2: Permanent Remedial Measures

Customised solutions were implemented for each identified area, including:

- Securing loose or unstable rock sections by anchoring them to the more stable underlying materials.
- Applying shotcrete to counter further weathering, erosion, and the dislodging of smaller rock fragments.
- Strategically placing weep holes and horizontal drains to reduce groundwater levels within the rock mass, thereby preventing excess water pressure build-up in the slope.



"The assessment and monitoring of slope conditions along SILK have provided rockfall risks and slope behaviour. These efforts align with **best practices in geotechnical engineering**, ensuring informed decision-making for long-term slope stability."

En. Azmee Nin
General Manager, Highway Operations

The Impact

Impact 1: Stable Slopes, Safer Roads

- Continuous monitoring played a key role in managing the risk of rockfalls and associated hazards, contributing to a safer driving experience for all users.
- Improved slope stability further supported the prevention of sudden failures, helping to maintain consistent road conditions even during adverse weather events.

Impact 2: Operational Efficiency

- By addressing potential issues before they escalated, emergency response requirements and unplanned lane closures were minimised, leading to smoother traffic flow and reduced commuting delays.
- Implementing durable, preventative measures reduces the need for frequent interventions and avoids economic losses from highway closures and repairs, thereby saving costs..

Impact 3: Environmental Sustainability

- Erosion risks were mitigated, helping to preserve the surrounding landscape and protect local ecosystems.

Impact Story 2: Secure and Comfortable Community along SILK

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities
Capitals Impacted	Financial, Intellectual, Manufactured, Social and Relationship
Related Operating Environment	Upgrading and Maintenance Works
Related Risks and Opportunities	Climate Change Risks

Taman Bangi, a residential area located near the Jalan Reko Interchange along SILK, has faced recurring flash flooding incidents due to an inadequate drainage system. The most severe flooding event occurred in 2021, causing significant disruptions to residents' lives, property damage and road safety concerns.

Heavy rainfall has led to water accumulation on roads, heightening the risk of accidents for drivers and compromising accessibility during emergencies because of poorly designed or undersized drains.

The Initiative: Culvert Crossing and Drainage Upgrading Project at Jalan Reko Interchange

To address flooding and enhance safety at the Jalan Reko Interchange, we conducted a detailed flood mitigation assessment and design plan.

We constructed a 1.5 m diametre reinforced concrete culvert for efficient stormwater management. The project included upgrading the drainage infrastructure by installing 1.5 m x 1.5 m precast U-drains, upgrading existing sumps with larger 2.0 m x 2.0 m ones and reinforcing rubble pitching channels.

These measures aim to ensure efficient water flow, reduce flood risks and enhance road safety for residents and commuters. Overall, the initiative combines modern engineering solutions with environmental sustainability to create a resilient and safer community.

The Impact

Impact 1: Mitigating Flood Risk

By upgrading the drainage infrastructure and installing a new culvert system, stormwater management has been improved. This reduces the risk of flash floods, protecting homes, businesses and critical infrastructure from future inundation.

Impact 2: Better Quality of Life for Residents

Eliminating frequent flooding issues alleviates stress and inconvenience for Taman Bangi residents, reinforcing a sense of security and improving overall quality of life.

Impact 3: Contribution to Sustainable Urban Development

The integration of durable materials like precast U-drains and reinforced concrete pipes ensures long-term functionality, reducing maintenance costs over time.

"This effort demonstrates **our commitment to prioritising the wellbeing of residents, communities and road users** by addressing critical safety and environmental concerns, ensuring their needs remain at the heart of our operations.

Aligned with our corporate social responsibility, this project underscores our dedication to fostering safety and building stronger community ties along SILK."



En. Muhammad Faiz Ibrahim
Head of Subsidiary (SILK)



Routine culvert maintenance, including thorough damage inspections, is crucial to preventing blockages and ensuring optimal performance.

Upgrading and Maintenance of Highway Infrastructure

Impact Story 3: Building Smarter Roads

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities
Capitals Impacted	Financial; Intellectual; Natural; Manufactured; Social and Relationship
Related Operating Environment	• Upgrading and Maintenance Works • Technological/Materials Innovations • Environmental Concerns
Related Risks and Opportunities	Climate Change Risks

Conventional pavement repair methods had long been relied upon to tackle issues such as surface cracking, rutting and structural fatigue. While these methods were effective in restoring road usability, they often came with inherent limitations. Over time, factors like heavy traffic loads, environmental stressors and material degradation necessitated repeated interventions, leading to higher lifecycle costs and periodic disruptions for road users.

Recognising these challenges, the Trust adopted a more sustainable approach to its rehabilitation programme in 2024. The focus was not solely on addressing repair needs but also on integrating sustainability principles into the process.

By doing so, we aimed to enhance the durability and performance of its pavements while reducing environmental impact and long-term operational expenses. This was not about abandoning proven techniques but rather augmenting them, ensuring that repairs were both robust and sustainable.

The Initiative: Pavement Rehabilitation Programme

The programme encompassed over 49,500 m² of rehabilitated pavement across the four highways.

Summary of Pavement Rehabilitation Projects 2024

Total Area

PROLINTAS AKLEH	PROLINTAS GCE	PROLINTAS LKSA	PROLINTAS SILK
1,200m²	24,700m²	7,200m²	16,400m²

Scope of activities included:

Advanced Coordination and Planning

Detailed project schedules were implemented to minimise disruptions to road users, ensuring timely completion of works by October 2024. The early completion of projects before the holiday season (November-December 2024) demonstrated the Trust's commitment to minimising traffic disruptions during peak travel periods.



Heavy traffic wears roads down, driving the Trust to innovate sustainable repairs that minimise disruption.

Integration of Sustainable Materials

We undertook three pilot projects on a trial basis to enhance pavement durability and reduce environmental impact.

Product Name	Description	Trial Location	Total Area (m^2)
Super Fiber Mix ("SFM")	High-tensile strength synthetic fibre blend to reinforce asphalt mixes.	**SILK**	11,480
GlasGrid® Rapid	Superior asphalt pavement reinforcement with built in high modified bitumen self adhesive layer.	**SILK and GCE**	Spot Locations
Asphalt Concrete Reinforced Polyester Fiber ("ACRPF")	100% modified polyester fibre enhancing aging resistance, cohesiveness and fatigue durability.	**GCE**	1,600

These materials aligned with global sustainability standards, promoting environmental responsibility and long-term economic sustainability.

Rigorous Quality Assurance and Control ("QAQC")

All rehabilitation works underwent rigorous QAQC processes, including plant trials and trial lays to validate material performance under real-world conditions. This ensured that only high-quality, durable materials were used, enhancing the reliability of the rehabilitated pavements.

"The rehabilitation programme has improved road safety and driving experience, with noticeable enhancements in pavement grip and surface quality. **These upgrades ensure a smoother ride while reducing the risk of accidents.**"

En. Khairul Ikhwan Md Yusof
Head of Subsidiary (AKLEH)



The Impact

Factor	Impact	Benefit
Increased Pavement Lifespan	From 5-7 years to 7-10 years	30.0% to 50.0% increase in lifespan.
Enhanced Durability	Improved resilience and performance	Reduced downtime caused by repairs, ensuring an uninterrupted traffic flow.
Overall Financial Saving	Optimised project cost	Expected 20.0% to 30.0% improvement in overall project efficiency and resource allocation.



Utilising Super Fiber Mix ("SFM") not only creates a positive environmental impact but also achieves notable cost savings.



Implementation of GlasGrid®.

Impact Story 4: Transforming Laybys into Modern Rest Stops

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities
Capitals Impacted	Financial, Natural, Manufactured, Social and Relationship
Related Operating Environment	• Upgrading and Maintenance Works • Technological/Materials Innovations • Environmental Concerns
Related Risks and Opportunities	Climate Change Risks

In 2024, several laybys along highways, including Seri Muda at LKSA, Sungai Balak and Bukit Kajang on SILK, and Lagong on GCE were identified for refurbishment. While these facilities served as essential rest points for commuters, their infrastructure required updates to improve ventilation, lighting and water management systems.

These aspects were seen as opportunities to enhance user comfort and align with modern sustainability practices. Refurbishment works were carried out at the four laybys. Each project adopted a minimalist design approach, incorporating functional and sustainable features.

Initiative 1: Seri Muda Layby - LKSA

The Seri Muda Layby underwent a refurbishment focused on upgrading toilets, prayer rooms and walkways. Breeze blocks were installed to improve natural ventilation and lighting. Solar-powered landscape lighting was added to the landscaped areas to reduce energy consumption.

A Smart Water Closet for persons with disabilities ("OKU") was also installed to optimise water usage with an automatic flush system.

Initiative 2: Sungai Balak and Bukit Kajang Laybys - SILK

At these laybys we upgraded the facilities by installing breeze blocks and sustainable features including rainwater harvesting and solar lighting to create a functional and inviting environment for highway users.

Initiative 3: Lagong Layby - GCE

The Lagong Layby refurbishment was designed to transform the facility into a multi-functional rest stop. Existing structures such as prayer rooms and restrooms were revitalised with new fittings and finishes. The enhancement of these spaces was to provide a more comfortable and serene environment for our commuters and customers.

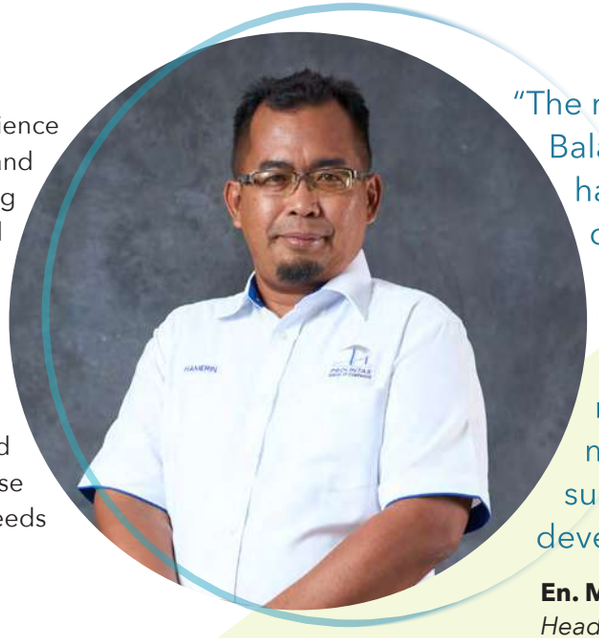
New Instagrammable and open seating areas were constructed to introduce a beautifully designed space that offers stunning backdrops for photos. Integrating lush greenery and sustainable landscaping, the space not only enhances customer experience but also provides a stylish and comfortable environment for relaxation and socialising.

Sustainability was emphasised through the integration of green technology features, such as a Rainwater Harvesting System ("RWHS") and solar bollard lighting for the landscape, enhancing environmental efficiency while improving the overall aesthetic value.

The Impact

The completed refurbishments improved the overall experience for highway users by providing better ventilation, lighting, and amenities. Sustainable measures, such as rainwater harvesting and solar lighting, contributed to reduced operational costs and aligned with environmental goals.

At Lagong Layby, the inclusion of communal spaces added a community-focused dimension, encouraging interaction among commuters. Across all four laybys, the upgrades demonstrated how practical improvements, and thoughtful design could enhance functionality while promoting sustainability. These projects highlighted a balanced approach to meeting user needs and supporting responsible infrastructure development.



"The refurbishments at Seri Muda, Sungai Balak, Bukit Kajang, and Lagong laybys have successfully improved user comfort with sustainable practices, creating **rest areas that are both functional and environmentally conscious**. These enhancements reflect a thoughtful balance between meeting commuter needs and supporting responsible infrastructure development".

En. Mohd Hamerin Mohamad Ehsan
Head of Subsidiary (LKSA)





Lagong Layby along GCE now harnesses solar power and rainwater harvesting to reduce reliance on traditional energy grids and water supplies, paving the way for a sustainable future.

Emergency Preparedness and Response

Impact Story 5: Safe Highways, Prepared Teams

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities • Employees • External Provider • Regulators and Authorities
Capitals Impacted	Human, Intellectual, Manufactured, Social and Relationship
Related Operating Environment	• Workforce Skills and Adaptability • Safety and Wellbeing • Evolving Safety and Environmental Regulations
Related Risks and Opportunities	Climate Change Risk

Highway operations inherently involve risks, including workplace accidents and emergencies. It is crucial to ensure that all staff, from toll plaza operators to maintenance crew, not only understand emergency protocols but are also prepared to execute them effectively under pressure. Without hands-on experience, real-life crises could lead to confusion, delays and potentially severe consequences.

The Initiative: Enhancing Safety through Simulation

Among various training programmes organised by the Trust, LKSA conducted a mock fire drill designed to provide a realistic hands-on experience in emergency response.

The programme featured simulated scenarios such as vehicle fires at toll plazas to encourage collaboration with local police and fire departments. It provided practical training with emergency equipment, communication protocol drills and structured briefings and debriefings to drive ongoing improvement.



"The mock-up fire drill training has improved our teams' ability **to respond effectively during emergencies, ensuring clearer communication and coordinated efforts with external agencies.** This initiative has induced a stronger safety culture, benefiting both our workforce and highway users."

Ts. Mohd Fauzi Mat Wazir
Head of Traffic and Safety

The Impact

Staff readiness was enhanced, enabling faster and more effective responses during emergencies. Employees approached crises with greater confidence and composure, leading to better decision-making under pressure. Coordination with external agencies was elevated, while safety perceptions among staff and highway users saw notable progress. We ensured the protection of both our workforce and the public by prioritising emergency preparedness and response measures, fostering a safer environment for all.



LKSA partnered with BOMBA to conduct a fire drill, improving response times and reducing fire-related safety risks.

Road Awareness and Engagement

Impact Story 6: From Hotspots to Safety Nets

Strategic Focus Area 1	Advancing Road Safety and User Wellbeing
Stakeholders Impacted	• Road Users • Communities • Employees • Regulators and Authorities
Capitals Impacted	Human, Intellectual, Manufactured, Social and Relationship
Related Operating Environment	• Workforce Skills and Adaptability • Safety and Wellbeing • Evolving Safety and Environmental Regulations
Related Risks and Opportunities	Climate Change Risk

Amid rising concerns over illegal racing on GCE, a crucial link between Shah Alam and Rawang, authorities devised a comprehensive crackdown. Despite regular patrol efforts at hotspots like the overhead bridge of Elmina Interchange and Elmina RSA (South), motorcycle gangs continued to push the limits, compromising road safety

The Initiative: Curbing Illegal Racing on the GCE

In response to a surge in illegal racing activities along GCE, authorities launched a major crackdown. Coordinating efforts between the Jabatan Siasatan & Penguatkuasaan Trafik and the Jabatan Siasatan Jenayah Narkotik of Ibu Pejabat Polis Kontinjen ("IPK") Selangor, this unified strategy was driven by a collaborative force. Spearheaded by IPK Selangor alongside Ibu Pejabat Polis Diraja Malaysia ("PDRM") Bukit Aman, the large-scale initiative, *Operation Samseng Jalanan*, was set to decisively curb illegal racing and reinforce road safety.



Polintas Infra BT works hand-in-hand with various stakeholdes to enhance safety on its highways.

Several key measures were implemented:

- **Strategic Planning and Intelligence Gathering:** IPK Selangor conducted patrols and gathered information along GCE to monitor movement patterns and identify potential escape routes.
- **Multi-District Police Collaboration:** IPK Selangor collaborated with IPD from several districts to enhance the effectiveness of the operation.
- **Tactical Deployment:** Police units and GCE's Traffic Safety team were strategically positioned, with at least four patrol cars stationed per bound to facilitate full road closures during the operation.
- **Specialised Units:** A police motorcycle team was deployed to expedite lane closures and manage traffic flow.
- **Comprehensive Road Closures:** Full mainline closures were executed at KM15 and KM8.5 in both directions, lasting approximately one hour, to allow for thorough screening and legal action against offenders.
- **Highway Authority Cooperation:** GCE's management assisted by implementing mock-up lane adjustments and deactivating the ramp from GCE to DASH to support the operation.



"The coordinated efforts between our team and law enforcement through *Operation Samseng Jalanan* have reduced illegal racing activities and improved safety along GCE. This operation not only curtailed dangerous behaviours but also highlighted the **role of unity and vigilance in maintaining long-term road security**".

En. Muhamad Hilmi Muhamad Sauki
Head of Subsidiary (GCE)

The Impact

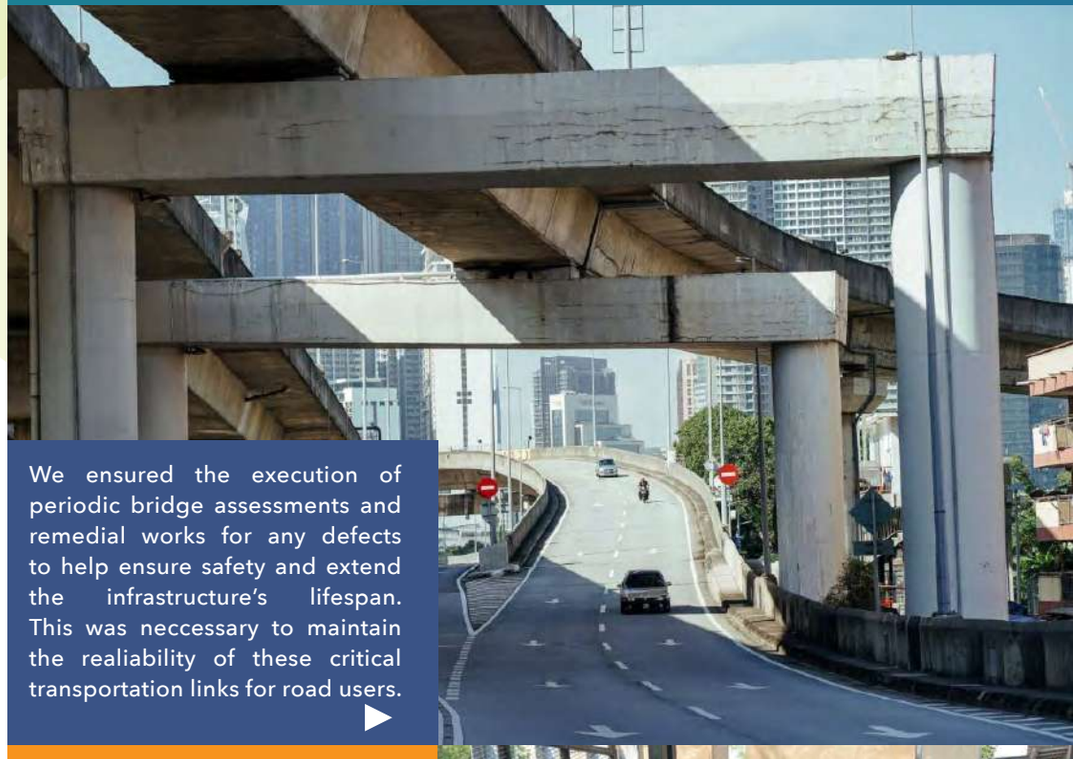
Following the implementation of these measures, a marked decline in illegal racing activities was observed, contributing to improved safety for all road users. The high-visibility nature of the operation, coupled with strict enforcement, served as a deterrent to future gatherings.

The collaboration between highway authorities and law enforcement strengthened inter-agency relationships, paving the way for future joint initiatives.

Additionally, the operation provided valuable insights into the scale of the issue and the effectiveness of targeted interventions. Beyond immediate results, it created an opportunity to engage the community, raising awareness about the dangers of illegal racing and inculcating broader support for road safety efforts.

While entrenched behaviours among motorcycle enthusiasts remained a challenge, the initiative demonstrated a clear step toward cultivating a safer and more responsible driving culture along the GCE. The outcomes pointed to short-term improvements while laying the groundwork for sustained progress in promoting safer highways for all.

2024 HIGHLIGHTS
ROAD USER WELLBEING PROGRAMMES



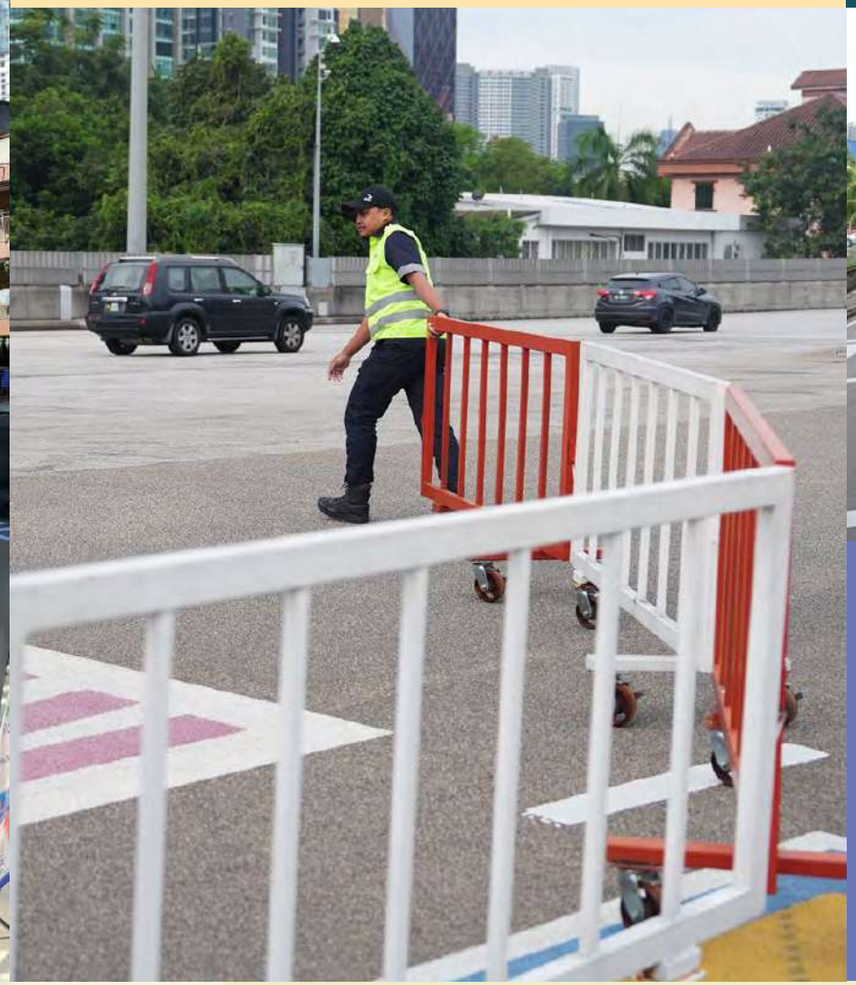
We ensured the execution of periodic bridge assessments and remedial works for any defects to help ensure safety and extend the infrastructure's lifespan. This was neccessary to maintain the realiability of these critical transportation links for road users.

The MyDebitJer Campaign for our highway users focused on raising awareness and encouraging the use of open payment methods, with the slogan "Speed through the toll through MyDebitJer!"

It aimed to make toll payments more efficient while aligning with modern digital trends. To engage users, an interactive Quiz activity was introduced, helping them learn about our highway and the advantages of the open payment system.



AKLEH implemented tidal flow measures during weekday peak hours, from the Dato' Keramat Toll Plaza to the Jalan Raja Abdullah ramp, to alleviate congestion at key exit points. This adjustment addressed the significant rise in traffic volumes post-COVID-19, with average daily traffic having more than doubled from over 20,000 to approximately 47,000 vehicles.



Motorcycle shelters have been constructed beneath the AKLEH bridge at Jalan Memanda 9 (East and West) to provide motorcyclists with safe and convenient rest areas, protecting them from weather conditions and improving their overall commuting experience.



GCE used drones to inspect hard-to-reach areas like slopes and monitor traffic during peak hours. This enabled timely maintenance planning, reducing risks to inspection teams and minimising disruptions for road users.



We implemented a contraflow/ tidal flow traffic management system on LKSA from KM5.2 to KM7.6 North Bound during weekday peak hours (6:30 am-9:00 am), enabling smoothher traffic flow for over 47,000 annual average daily commuters.

This reduced congestion and improved travel efficiency during critical morning periods.



Key Material Matter 2: Ethics and Integrity

Our Performance

Ethics and Integrity defined our approach in 2024, shaping every decision and action. We upheld the highest standards, embedding ethical business practices in our operations to drive sustainable growth and long-term value.

Our pledge to abide by ethical practices guided how we engaged with communities, ensured the safety of road users, empowered employees and strengthened partnerships. By staying true to these principles, we reinforced trust and accountability across every level of our business.

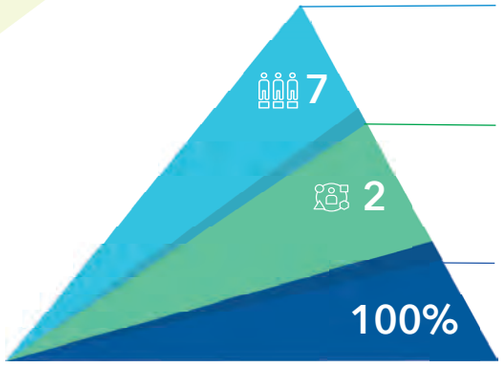
COMPANY-WIDE CORRUPTION RISK ASSESSMENT: TOTAL AND PERCENTAGE COVERED



Number of companies assessed for corruption-related risks as at the end of reporting period.

Percentage of Completion for the Assessment.

BOARD OF DIRECTORS: PARTICIPATION IN ANTI-CORRUPTION AWARENESS AND TRAINING



Number of Board of Directors who has received communication.

Number of anti-corruption awareness campaign and training for Board of Directors at the end of reporting period.

Percentage of Completion for Board of Directors who have been communicated on anti-corruption awareness campaign and training.

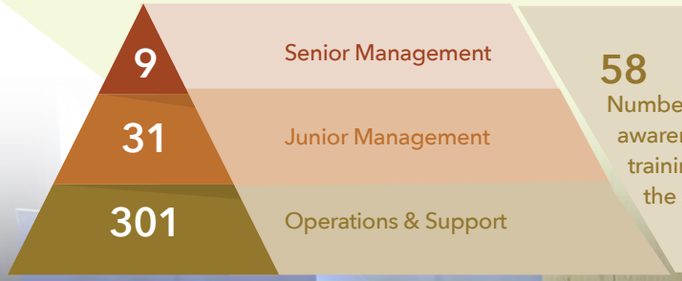
EMPLOYEE PARTICIPATION IN ANTI-CORRUPTION AWARENESS AND TRAINING: TOTAL AND PERCENTAGE

Number of employees
341



Percentage of employees who have been communicated on anti-corruption awareness campaign and training.

Number of employees who has received communication by employee category:



58
Number of anti-corruption awareness campaign and training for employees at the end of reporting period.



CONFIRMED INCIDENTS OF CORRUPTION AND ACTION TAKEN

Total number and nature of confirmed incidents of corruption	0
Total number of confirmed incidents in which employees were dismissed or disciplined for corruption	0
Total number of confirmed incidents when contracts with business partners were terminated or not renewed due to violations related to corruption	0

WHISTLEBLOWING PROGRAM EFFECTIVENESS

Number of whistleblowing reports	Percentage of whisteblowing reports resolved at the end of reporting period
0	0









Through the Board of Directors and Senior Management Corporate Governance Training, Prolintas Infra BT reaffirmed its unwavering commitment to a workplace built on honesty, accountability and ethical responsibility, ensuring a culture where integrity is not just valued but lived every day.

Impact Story 7: Transforming Challenges into Ethical Growth

Strategic Focus Area 1	Governance, People and Industrial Development
Stakeholders Impacted	All Stakeholders
Capitals Impacted	Financial, Human, Manufactured, Social and Relationship, Intellectual, Natural
Related Operating Environment	• Workforce Skills and Adaptability • Public-Private Partnership Dynamics
Related Risks and Opportunities	• Reputational Risk Exposure from Ongoing or Potential Investigations or Prosecutions by Enforcement Authorities • Non-Compliance to Post-Listing Requirements

Operating in a fast-evolving business landscape, transparency, accountability and integrity are paramount. In 2024, upholding consistent ethical standards across all levels remained challenging, as misalignment occasionally arose between leadership expectations, supplier conduct and employee actions. These gaps risked weakening the organisation's ethical foundation and stakeholder confidence. Recognising this, we took decisive steps to embed integrity at every level, ensuring clear expectations, alignment and shared accountability among all stakeholders.

The Initiative: From Boardrooms to Supply Chains

To address these challenges, targeted efforts were rolled out for three key audiences in 2024.

Ethical Leadership in Motion

A focused session was conducted to emphasise their critical role in shaping governance and driving ethical leadership. Key areas included:

- Setting the "tone from the top" to foster a culture of integrity.
- Understanding their responsibilities in risk management, sustainability, and compliance.
- Leading by example to inspire trust and accountability throughout the organisation.

Impact:

- Leaders became more intentional in setting the tone from the top, fostering a stronger culture of accountability.
- Governance decisions were better aligned with ethical principles, enhancing the organisation's strategic direction.

Communication with Internal Employees

We provided a refresher course on the importance of ethics and integrity in their daily work. This included:

- Reinforcing the "do's and don'ts" of ethical behaviour, such as avoiding conflicts of interest and adhering to anti-corruption policies.
- Providing clear examples to ensure expectations were relatable and actionable.
- Encouraging a speak-up culture where employees felt empowered to raise concerns without fear of retaliation.

Impact:

- Employees gained clarity on ethical expectations, reducing unintentional policy violations.
- By fostering a safer environment for raising concerns, proactive reporting is encouraged, enabling the organisation to address issues more effectively and at an earlier stage.

Engagement with Suppliers

Suppliers were engaged in a forum to clarify their role in upholding the organisation's values. The session covered:

- Aligning supplier practices with the Trust's ethical standards and procurement goals.
- Emphasising the importance of transparency, fair dealings, and zero tolerance for corruption.
- Strengthening partnerships through mutual commitment to shared values.

Impact

- Suppliers acknowledged adherence to ethical standards via our Integrity Pact, mitigating risks in the stupply chain.
- Trust-based relationships deepened, leading to more transparent and collaborative partnerships.

"The focus on aligning ethical practices across leadership, employees, and suppliers has created a more transparent and accountable environment.

By embedding shared values into daily operations, we have seen improved collaboration and a stronger commitment to integrity."

En. Fareez Zahir
Head of Group Corporate Affairs (PLKH)





The Integrity Day was held on 11 November 2024.

Key Material Matter 3: Employee Wellbeing, Safety and Health

Our Performance

For the Trust, employee wellbeing, safety, and health were core priorities that drove operational excellence and productivity in 2024. Comprehensive programmes, including medical benefits and flexible work options, supported physical and mental wellness, enhancing job satisfaction and performance.

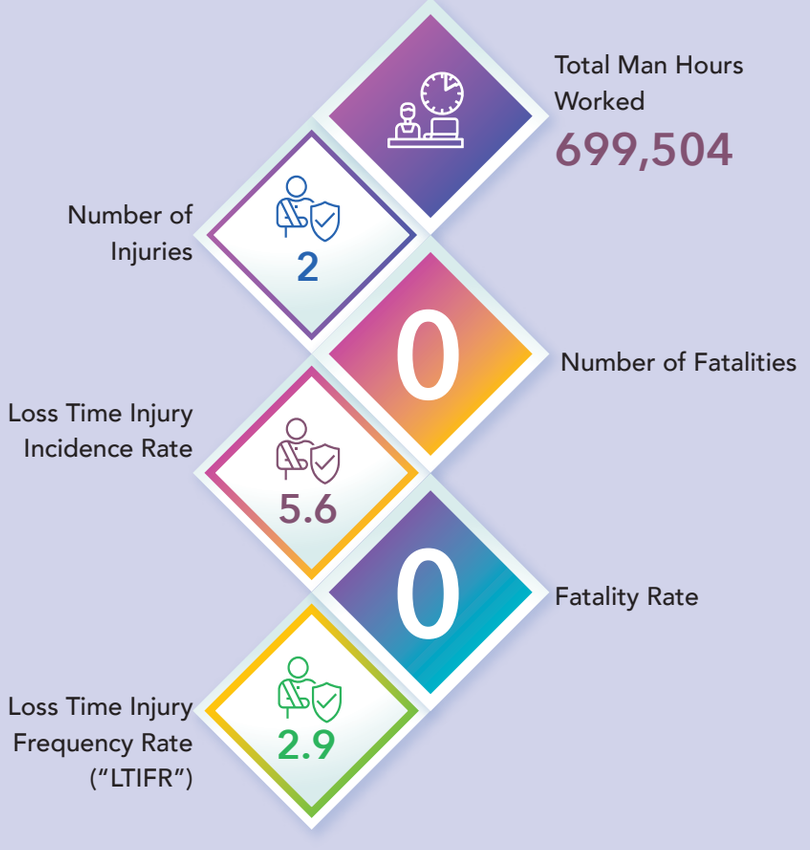
Rigorous safety standards ensured the protection of frontline workers in highway operations, reflecting our commitment to a safe workplace. Open communication channels fostered inclusivity and engagement, making employees feel valued and heard. This holistic approach reflected our reputation as a responsible, employee-centric organisation.



Teambuilding initiatives cultivate a workplace where every employee feels valued and essential, fuelling engagement, boosting morale and driving collective success.

2024 Highlights: Occupational Safety and Health Programmes

- Occupational Safety and Health Coordinator Programme
- Expressway Occupational Safety Passport
- Basic Occupational First Aider Training
- Authorised Entrant and Standby Person for Confined Space



Notes:
**Lost Time Incidence Rate (per 1,000 workers) - based on DOSH Malaysia JKKP 8*
**Lost Time Injury Frequency Rate (per 1,000,000 workers) - based on DOSH Malaysia JKPP 8*

2024 Highlights: Employee Wellbeing Programmes



Life Insurance
Provided life insurance to all employees, ensuring financial security for their families.

Healthcare
Offered healthcare coverage tailored by job grade, staff category, and age to meet diverse health needs.

Maternity Allowance
RM5,000 for up to five surviving children to support employees during critical life stages.

Cost of Living Allowance
RM400 per employee to alleviate daily expenses.

Dental
RM500 per employee to promote good oral health.

Parental Leave
- Extended parental leave (seven days) to male employees, supporting work-life balance.



Supporting Employee Mental and Emotional Wellbeing



We celebrated International Women's Day, promoting diversity, equality and inclusion while recognising female employees' achievements.

International Women's Day 2024 celebrated on 8 March 2024 was themed #InspireInclusion aimed to drive progress for women's equality.





Holistic Wellbeing Initiatives

In raising breast cancer awareness among female employees, we organised the Pink October month. A series of educational sessions with dietitians and financial advisors were organised and gift packs were distributed to all women employees in support of the Breast Cancer Welfare Association.



November Men was launched to educate male employees about prostate and testicular cancer, as well as mental health. Smartwatches were given to our male participants to encourage them to monitor and track their physical wellbeing.

International Men's Day celebrated in November 2024 was themed "Positive Male Role Models", reflecting the positive value men bring to the world, their families and communities. It aimed to highlight positive role models and raise awareness of men's wellbeing.





Social Wellbeing and Team Building

A Townhall session was arranged for all employees, creating an interactive platform for feedback and aligning teams with organisational goals. Held during Ramadan, employees were also treated to a *Majlis Berbuka Puasa* after the event.

Festive vibes at *Sambutan Hari Raya Prolintas* at Urban Park, LKSA. Employees and invited guests were treated to a variety of traditional delicacies while strengthening bonds and celebrating together in a joyous atmosphere.

S

Being smart is about behaving correctly and being guided by the proper knowledge in our daily work.

In other words, our actions should be based on the right attitude, skills and knowledge.

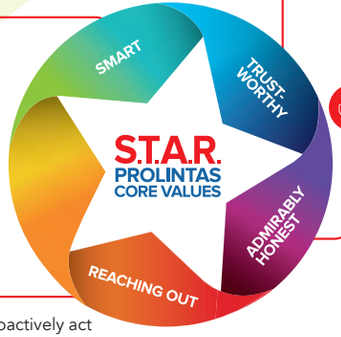
As employees, we should always strive for betterment by acquiring more knowledge in our quest to meet the expectations of our stakeholders.

T

To be trustworthy is to be reliable. Gaining and maintaining the confidence of others requires effort and integrity.

As employees, we should maintain high standards of reliability and trustworthiness.

Strong work ethics and self-discipline are the keys to achieving this.



A

Honesty is being truthful, fair, straightforward and sincere. Being honest is being truthful about what we say or do in our day-to-day affairs.

The attitude of honesty demands a clear understanding of why, what, where, when, and whom our actions will affect. Good intention is one requirement of honesty.

As employees, we are accountable and responsible for what we say or do be it formal or informal in nature.

Reaching out means we proactively act in all situations or environments.

In the context of the working environment, it is about servicing and anticipating the expectations of our stakeholders, making that first move within the acceptable boundaries of an established set of principles, standards, and regulations.

As employees, we strive to propagate this attitude of service, making sure we add value to everything we do.

R

To reinvigorate our S.T.A.R core values and strengthen the spirit of teamwork across all levels of the organisation, we embarked on a transformative teambuilding initiative last year. Held in Port Dickson, the programme was more than just a break from the office as it was a purposeful effort to reignite our shared values of **Smart, Trustworthy, Admirably Honest and Reaching Out.**

Through engaging activities and collaborative challenges, our staff reconnected with these guiding principles, embracing a renewed sense of unity and purpose. Recognising that cultural transformation must be embraced at every level, we also conducted a strategic leadership retreat in Genting Highlands for Senior Management.

This session was designed to ensure that the same core values permeated throughout the organisation, reinforcing alignment from leadership to frontline teams. Senior leaders engaged in forward-thinking discussions, strengthening their ability to drive visionary strategies, enhance decision-making, and lead by example. Together, these initiatives underscored our commitment to a cohesive, values-driven workplace, ensuring that every staff member, regardless of role or seniority, is empowered to embody S.T.A.R in their daily contributions.

To assess the impact of our initiatives in promoting employee wellbeing, safety, and health, we conducted an Employee Engagement Score survey. The results revealed a strong score of 76.0%, surpassing both the Malaysia Country Norm and the Malaysia Government-Linked Companies Norm.

Key Material Matter 4: Capacity, Capability, Competency and Culture

Our Performance

The importance of Capacity, Capability, Competency and Culture is fundamentally integrated into the Trust's business operations to ensure success. Key talent was identified, developed, and nurtured to drive corporate and sustainability ambitions, forming the core of capacity building.

Employees' existing skills were enhanced through targeted capability-building initiatives, ensuring alignment with organisational objectives. Competency building kept staff proficient by updating their expertise to meet evolving industry demands. Meanwhile, a proactive and inclusive culture was cultivated, championing excellence, innovation, and continuous improvement while actively nurturing a dedication to serving the broader communities and societies.

Highlights of Training Programmes in 2024

The Trust conducted a comprehensive suite of training programmes designed to enhance skills and competencies across three key domains: Leadership, Functional and Technical. These programmes empowered employees with the knowledge and expertise needed to excel in their roles while fostering professional growth.

Total Training Investments (RM)

451,012
2024

Average Training Hours by Gender

Male 49.4

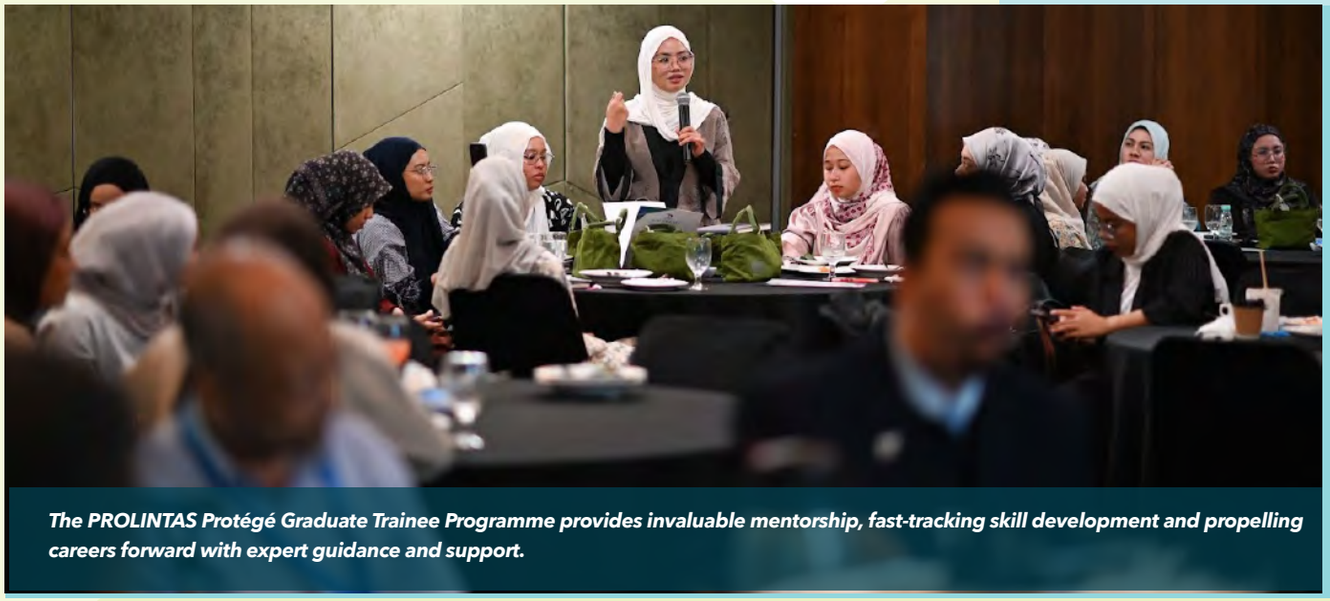
Female 27.7

Average Training Hours by Employee Category

Senior Management 161.1

Middle Management 81.0

Operations & Support 33.6



The PROLINTAS Protégé Graduate Trainee Programme provides invaluable mentorship, fast-tracking skill development and propelling careers forward with expert guidance and support.

Protégé Programme

Total No of Participants
11

Total Investments (RM)
164,400

Among the training programmes conducted were:



Leadership Training

These programmes focused on developing leadership capabilities, strategic thinking, and interpersonal skills to prepare individuals for current and future leadership roles within the organisation.

- **Leader as Coach:** Equipped leaders with coaching techniques to mentor and develop their teams effectively.
- **Future Leader Development Program - Strategic Problem Solving:** Built problem-solving skills and strategic decision-making abilities for emerging leaders.
- **Future Leader Development Program - Finance for Non-Finance:** Provided non-finance professionals with foundational financial literacy to make informed business decisions.



Functional Training

These programmes addressed specific functional competencies required for compliance, safety and operational excellence in various roles.

- **Certificate in Employment Law and Relations:** Enhanced understanding of employment laws and labour relations to ensure legal compliance and effective workforce management.
- **Authorised Entrant and Standby Person for Confined Space:** Trained individuals to safely perform tasks in confined spaces and act as standby personnel during operations.
- **Certified Professional Environment Officer in Environmental Impact Assessments ("EIA") Project:** Prepared participants to manage EIA and ensured sustainable project execution.



Technical Training

These programmes focused on technical skills and specialised knowledge required for maintaining infrastructure, ensuring safety and handling advanced technologies.

- **Roundtable on the Maintenance of Highways in Malaysia:** Facilitated discussions and knowledge-sharing on best practices for highway maintenance in Malaysia.
- **Expressway Operation Safety Passport:** Ensured participants understood safety protocols and procedures for expressway operations.
- **Traffic Safety Training:** Provided insights into traffic management and safety measures to reduce accidents and improve road safety.
- **Safe Vehicle Handling Training, Hybrid, and Electric Vehicle Safety and Response:** Equipped participants with skills to handle vehicles safely, including hybrid and electric vehicles, and respond to emergencies.
- **Air-Conditioning Installation Training:** Offered hands-on training for air conditioning system installation, maintenance and troubleshooting.

Impact Story 8: Reshaping SILK Road Network to Meet Growing Demand

Strategic Focus Area 2	Governance, People and Industrial Development
Stakeholders Impacted	All Stakeholders
Capitals Impacted	All Capitals
Related Operating Environment	• Capacity Constraints • Technological/Materials Innovations • Workforce Skills and Adaptability • Public-Private Partnership Dynamics Environmental Concerns
Related Risks and Opportunities	• The Trust's Highways Traffic Performance • Climate Change Risks

The Fourth Lane Widening of SILK Phase Three is a critical infrastructure project designed to improve traffic flow between the Sungai Ramal Interchange and the Kajang ByPass Interchange. This 7.4 KM stretch is to be upgraded from a dual three-lane carriageway to a dual four-lane carriageway, addressing the escalating transportation demands in the region.

The project encompassed road widening, pavement rehabilitation, enhanced street lighting and utility relocation, reflecting a comprehensive approach to urban highway development.



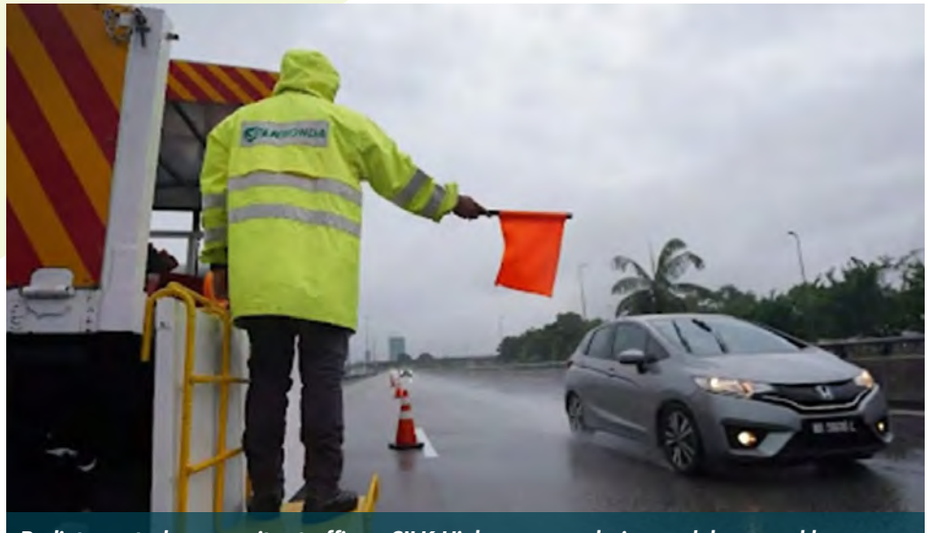
The initiative harnessed diverse expertise to uncover innovative solutions, ensuring long-term success for the SILK Phase Three project.



"The workshop demonstrated how **teamwork and fresh perspectives can lead to smarter, more efficient solutions** that work both now and in the future.

It was inspiring to see practical ideas come together to improve the highway's design and functionality".

Pn. Rohana Abdul Shukor
Head of Contract Management (PMSB)



Prolintas patrolmen monitor traffic on SILK Highway, even during peak hours and heavy rain, ensuring a smooth and safe journey for all road users

The Initiative: Driving Progress with Value Engineering Workshop

A Value Engineering workshop was conducted for SILK Phase Three project to optimise the preliminary design and cost through collaborative efforts involving over 20 invited agencies. Participants were strategically organised into five expert groups, focusing on:

- Geotechnical and Structure
- Roadworks
- Mechanical and Electrical
- Drainage
- Costing

This initiative aimed to enhance internal capacity, capability, and competency by working closely with both internal teams and external stakeholders, including Lembaga Lebuhraya Malaysia ("LLM") and specialised consultants.

The workshop fostered a multidisciplinary approach, leveraging expertise in design, traffic impact assessment, environmental services, road safety, and surveying to identify value-enhancing opportunities and develop cost-effective solutions.

The Impact

The workshop successfully facilitated innovative design optimisations and cost-saving measures, aligning with the project's objectives while building institutional knowledge.

It strengthened our ability to manage complex infrastructure projects efficiently and sustainably.

Collaborative engagement with diverse stakeholders ensured a holistic approach to problem-solving and decision-making. Ultimately, the initiative reinforced the organisation's reputation for delivering high-quality, cost-effective infrastructure solutions.





Top: The workshop promoted knowledge-sharing focused on slope monitoring, utilising diverse expertise to uncover solutions that will deliver lasting benefits.

Left: The SILK highway transcends mere convenience, proving to be an essential lifeline for Kajang, one of Malaysia's most densely populated towns.

Serving as the primary ring road, it provided access to key areas such as Kuala Lumpur's city centre, Cheras, Sungai Long, Balakong, Putrajaya, Semenyih, Bangi, KLIA and Seremban.

The completed fourth lane widening was a welcomed enhancement for motorists, easing congestion and improving the overall travel experience.

Corporate Social Responsibility ("CSR") Focused Investments

By continually strengthening our internal capabilities, we have proactively enhanced the socioeconomic fabric along our highway corridors. This dual commitment is at the core of our CSR strategy, pursuing operational excellence to enable sustainable community development and create long-term value.

By actively engaging our employees in strategic community initiatives, we have cultivated a culture of shared accountability and purpose, empowering our team to drive meaningful social progress and reinforce our role as a trusted community partner.

PROLINTAS INFRA BT CSR INVESTMENT 2024

Total RM179,767

7,000 Beneficiaries



Back To School 2024



Terrarium Workshop Challenge with The Faculty of Agriculture, University Putra Malaysia ("UPM")

2024 CORPORATE SOCIAL RESPONSIBILITY HIGHLIGHTS

"Giving Back to the Nation…Learn from the Pros" - A Programme by Yayasan Kebajikan Atlet Kebangsaan ("YAKEB")

Educational Proposal Programme in Collaboration with Yayasan Pelajaran Malaysia ("YPM")

Outreach Programme for Chow Kit's Underprivileged and Urban Poor Communities



Other Material Matters: Water Management, Waste Management and Biodiversity

In 2024, we prioritised responsible resource management by addressing water, waste, and biodiversity, despite their varying levels of importance. Sustainable Water Management practices were implemented to conserve this critical resource and enhance ecological resilience.

Water Management

HIGHWAYS	WATER USE (m^3)	2022	2023	2024
AKLEH	Water Use	2,866.0	1,019.0	1,542.0
	Water Intensity (m^3/Mil Traffic)	205.5	66.0	89.3
GCE	Water Use	47,833.0	52,464.4	68,620.0
	Water Intensity (m^3/Mil Traffic)	1,113.1	1,175.7	1,486.6
LKSA	Water Use	13,004.0	12,674.0	13,333.0
	Water Intensity (m^3/Mil Traffic)	440.8	408.5	406.0
SILK	Water Use	14,210.0	15,353.0	19,446.0
	Water Intensity (m^3/Mil Traffic)	197.9	202.1	242.8
Total	**Water Use**	**77,913.0**	**81,510.4**	**102,941.0**
	Water Intensity (m^3/Mil Traffic)	**492.5**	**487.9**	**583.7**

Rainwater Harvesting System

HIGHWAYS	LOCATION	TANK/POND (UNITS)	CAPACITY (LITRES)
GCE	ELMINA RSA (NORTH)	2	4,000
	ELMINA RSA (SOUTH)	2	4,000
	LAGONG LAYBY	1	2,000
	BUKIT JELUTONG LAYBY	1	2,000
LKSA	ALAM IMPIAN LAYBY	1	1,000
SILK	TOLL PLAZA SG BALAK	1	1,000
Total		**8**	**14,000**



Proactively managing our water resources with sustainable solutions, we prioritize responsible usage and invest in resilience measures to minimise environmental impact and combat water scarcity.

Waste Management

Waste Management, categorised as medium importance, focused on reducing landfill dependency through a circular economy approach, emphasising reusing and recycling.

HIGHWAYS	WASTE (TONNES)	2022	2023	2024
AKLEH	Scheduled Waste Generated	0.1	0.4	**0.1**
	Non-Scheduled Waste Generated	67.6	35.1	**33.7**
	Total Waste Generated	67.7	35.5	**33.8**
	Recycled Waste	1.6	1.6	**1.1**
	% of total waste	2.4%	4.4%	**3.4%**
	Disposed Waste	66.1	34.0	**32.7**
	% of total waste	97.6%	95.6%	**96.6%**
GCE	Scheduled Waste Generated	1.1	1.1	**0.9**
	Non-Scheduled Waste Generated	185.1	62.4	**140.6**
	Total Waste Generated	186.2	63.5	**141.5**
	Recycled Waste	27.3	14.3	**10.7**
	% of total waste	14.7%	22.6%	**7.5%**
	Disposed Waste	158.9	49.2	**130.9**
	% of total waste	85.3%	77.4%	**92.5%**
LKSA	Scheduled Waste Generated	1.4	0.3	**0.7**
	Non-Scheduled Waste Generated	106.9	27.2	**72.4**
	Total Waste Generated	108.3	27.5	**73.1**
	Recycled Waste	6.9	6.2	**0.3**
	% of total waste	6.4%	22.6%	**0.3%**
	Disposed Waste	101.4	21.3	**72.9**
	% of total waste	93.6%	77.4%	**99.7%**
SILK	Scheduled Waste Generated	0.5	0.2	**0.1**
	Non-Scheduled Waste Generated	75.7	157.2	**259.5**
	Total Waste Generated	76.2	157.4	**259.6**
	Recycled Waste	21.9	11.6	**0.0**
	% of total waste	28.7%	7.4%	**0.0%**
	Disposed Waste	54.3	145.8	**259.6**
	% of total waste	71.3%	92.6%	**100%**
TOTAL	Scheduled Waste Generated	3.1	2.0	**1.8**
	Non-Scheduled Waste Generated	435.3	281.9	**506.3**
	Total Waste Generated	438.4	283.9	**508.1**
	Recycled Waste	57.7	33.7	**12.1**
	% of total waste	13.2%	11.9%	**2.4%**
	Disposed Waste	380.7	250.2	**496.1**
	% of total waste	86.8%	88.1%	**97.6%**

Biodiversity

Although Biodiversity was considered low importance, we actively supported initiatives to preserve ecological balance within and around our highway areas.

Native plants like *Merawan Siput Jantan*, *Langkawi Lagerstroemia* and *Rose Apple* were integral to our highway landscapes, thriving in the humid climate and diverse ecosystems. These species not only enhanced visual appeal but also supported local wildlife, boosted biodiversity, and maintained ecological balance. Additionally, legume cover crops such as *Resam* helped prevent soil erosion, improved soil fertility, and promoted sustainable landscaping. By embedding these native species, we ensured that highways contributed to biodiversity conservation and long-term environmental health.

These efforts not only aligned with regulatory requirements but also demonstrated our commitment to environmental stewardship. By integrating these practices, we aimed to safeguard ecosystems and enrich the communities we served. Our achievements underscored a proactive contribution to sustainable highway operations and ecological conservation.





Emerging Material Matters: Reducing Carbon Footprint

GHG and Climate Action

While greenhouse gas ("GHG") emissions and climate change appeared in the low importance quadrant, the growing global emphasis on sustainability prompted us to take meaningful action.

Recognising the importance of addressing these challenges, we actively worked to reduce our carbon footprint and contribute to collective efforts aimed at creating a more sustainable future.
Our approach reflected a deliberate shift toward integrating environmentally responsible practices into operations. We explored innovative materials that minimised environmental impact and adopted energy-efficient technologies in our projects.

Breakdown of GHG Emissions By Highway

PROLINTAS AKLEH

GHG Emissions	2022	2023	2024
Scope 1 Emissions			
Stationary Combustions	0.4	0.6	**0.6**
Fugitive Emissions	19.5	19.3	**20.3**
Mobile Combustion Emissions	34.3	39.7	**41.5**
TOTAL	**54.2**	**59.6**	**62.4**
Scope 2 Emissions			
Purchased Electricity	857.4	864.2	**826.2**
TOTAL	**857.4**	**864.2**	**826.2**



Recognising that energy consumption forms a significant portion of highway maintenance expenses, we leverage renewable energy management strategies to reduce costs and boost sustainability.

GHG Emissions	2022	2023	2024
Scope 3 Emissions			
Category 1: Purchased Goods and Services	124.0	48.1	**1,959.9**
Category 2: Capital Goods	IE	0.0	**0.0**
Category 3: Fuel and Energy Related Emissions	992.9	1,001.9	**170.6**
Category 5: Waste Generated in Operations	38.3	19.9	**19.0**
Category 6: Business Travel	IE	6.0	**0.1**
Category 7: Employee Commute	100.1	56.8	**64.8**
Category 8: Upstream Leased Assets	IR	0.0	**0.0**
Category 13: Downstream Leased Assets	IR	0.0	**0.0**
TOTAL	**1,255.3**	**1,132.7**	**2,214.4**

PROLINTAS GCE

GHG Emissions	2022	2023	2024
Scope 1 Emissions			
Stationary Combustions	0.4	0.0	0.4
Fugitive Emissions	157.6	157.6	242.5
Mobile Combustion Emissions	119.1	102.3	100.1
TOTAL	**277.1**	**259.9**	**343.0**
Scope 2 Emissions			
Purchased Electricity	2,428.3	2,619.7	2,426.0
TOTAL	**2,428.3**	**2,619.7**	**2,426.0**
Scope 3 Emissions			
Category 1: Purchased Goods and Services	1,580.2	47.9	9,275.8
Category 2: Capital Goods	IE	0.0	0.0
Category 3: Fuel and Energy Related Emissions	2,817.7	3,034.3	498.9
Category 5: Waste Generated in Operations	98.3	32.0	77.8
Category 6: Business Travel	IE	21.8	25.4
Category 7: Employee Commute	126.5	230.3	240.8
Category 8: Upstream Leased Assets	IR	0.0	0.0
Category 13: Downstream Leased Assets	741.8	516.6	618.9
TOTAL	**5,364.5**	**3,882.9**	**10,737.6**

PROLINTAS LKSA

GHG Emissions	2022	2023	2024
Scope 1 Emissions			
Stationary Combustions	1.4	0.0	1.4
Fugitive Emissions	56.6	56.6	980.4
Mobile Combustion Emissions	48.6	44.5	42.4
TOTAL	**106.6**	**101.1**	**1,024.2**
Scope 2 Emissions			
Purchased Electricity	1,857.5	2,034.0	1,571.3
TOTAL	**1,857.5**	**2,034.0**	**1,571.3**
Scope 3 Emissions			
Category 1: Purchased Goods and Services	231.3	43.3	6,315.8
Category 2: Capital Goods	IE	0.0	0.0
Category 3: Fuel and Energy Related Emissions	2,146.3	2,347.9	319.2
Category 5: Waste Generated in Operations	59.2	14.1	41.4
Category 6: Business Travel	IE	15.8	13.2
Category 7: Employee Commute	79.9	182.0	122.6
Category 8: Upstream Leased Assets	IR	0.0	0.0
Category 13: Downstream Leased Assets	IR	0.0	0.0
TOTAL	**2,516.7**	**2,603.1**	**6,812.2**

PROLINTAS SILK

GHG Emissions	2022	2023	2024
Scope 1 Emissions			
Stationary Combustions	1.0	0.0	0.9
Fugitive Emissions	78.7	82.4	90.5
Mobile Combustion Emissions	119.7	120.3	111.4
TOTAL	**199.4**	**202.7**	**202.8**
Scope 2 Emissions			
Purchased Electricity	3,267.7	3,392.2	3,049.3
TOTAL	**3,267.7**	**3,392.2**	**3,049.3**
Scope 3 Emissions			
Category 1: Purchased Goods and Services	535.0	112.2	157.3
Category 2: Capital Goods	IE	0.0	0.0
Category 3: Fuel and Energy Related Emissions	3,782.2	3,925.5	417.9
Category 5: Waste Generated in Operations	37.2	87.7	112.7
Category 6: Business Travel	IE	18.1	16.2
Category 7: Employee Commute	176.5	366.2	382.0
Category 8: Upstream Leased Assets	IR	0.0	1.2
Category 13: Downstream Leased Assets	IR	0.0	0.0
TOTAL	**4,530.9**	**4,509.7**	**1,087.3**

Notes:
1. *IR - Irrelevant*
2. *IE - Included Elsewhere*
3. *For informed perspective, please refer to the Environmental Performance Indicators - GHG Emissions in this Report.*

Prolintas Infra BT's GHG Emissions Breakdown	2022	2023	2024
Scope 1 Emissions			
Stationary Combustions	3.1	0.6	3.2
Fugitive Emissions	312.4	315.9	1,333.7
Mobile Combustion Emissions	321.6	306.8	295.3
TOTAL	**637.1**	**623.3**	**1,632.2**
Scope 2 Emissions			
Purchased Electricity	8,410.9	8,910.0	7,872.7
TOTAL	**8,410.9**	**8,910.0**	**7,872.7**
Scope 3 Emissions			
Category 1: Purchased Goods and Services	2,470.5	251.5	17,708.9
Category 2: Capital Goods	IE	IE	IE
Category 3: Fuel and Energy Related Emissions	9,739.1	10,309.6	1,406.7
Category 5: Waste Generated in Operations	233.0	153.7	250.9
Category 6: Business Travel	IE	61.7	55.0
Category 7: Employee Commute	483.0	835.4	810.2
Category 8: Upstream Leased Assets	IR	IR	1.2
Category 13: Downstream Leased Assets	741.8	516.6	618.9
TOTAL	**13,667.4**	**12,128.5**	**20,851.8**
OVERALL TOTAL GHG EMISSIONS	**22,715.4**	**21,661.8**	**30,356.7**

Prolintas Infra BT's GHG Emissions & Intensity	2022	2023	2024
Total GHG Emissions (tCO_2e)	22,715.4	21,661.8	**30,356.7**
GHG Intensity (tCO_2e/Mil Traffic)	143.6	129.7	**172.1**

Our Renewable Energy Strategy

Highways	Completed PV	Planned PV	System Size (kWp)	Estimated Solar Generation (kWh)
GCE	1	2	662.7	774,033.6
LKSA	1	1	459.9	537,174.9
SILK	1	3	529.7	618,666.2
TOTAL	**3**	**6**	**1,652.3**	**1,929,874.7**

Notes:

1. *The planned PV system capacity is based on specified limit of the Tenaga Nasional Berhad (TNB) meter fuse rating. However, the actual capacity may vary depending on the final design.*
2. *Annual Solar Generation (kwh) = System capacity (kwp) x 3.2 hours/day x 365 days/ year. This assumes an average of 3.2 hours of peak sun hours for day throughout the year.*



Our Energy Intensity

Highways	Energy Use (MWh)	2022	2023	2024
AKLEH	Energy Use	1,225.3	1,254.7	**1,220.6**
	Energy Intensity (MWh/Mil Traffic)	87.8	81.3	**70.7**
GCE	Energy Use	3,548.7	3,731.6	**4,154.5**
	Energy Intensity (MWh/Mil Traffic)	82.6	83.6	**90.0**
LKSA	Energy Use	2,563.5	2,769.8	**2,549.6**
	Energy Intensity (MWh/Mil Traffic)	86.9	89.3	**77.6**
SILK	Energy Use	4,628.9	4,767.7	**4,348.5**
	Energy Intensity (MWh/Mil Traffic)	64.5	62.7	**54.3**
Total	**Energy Use**	**11,966.3**	**12,523.8**	**12,273.2**
	Energy Intensity (MWh/Mil Traffic)	**75.6**	**75.0**	**69.6**

Prolintas Infra BT continues to advance its commitment to sustainability with the installation of a 238 kWp Solar PV system at Elmina Toll Plaza, GCE. By harnessing solar energy, we reduce reliance on conventional power sources, lower carbon emissions, and enhance energy efficiency across our operations. This initiative reflects our dedication to integrating renewable energy solutions into infrastructure development, contributing to a cleaner and more sustainable future.

Sustainability at the Core of Our Operations

By prioritising sustainability, we achieved benefits, including cost efficiencies, enhanced asset durability and greater operational resilience. These efforts positioned us as a partner of choice for stakeholders who valued forward-thinking and eco-conscious practices. Whether engaging with investors, local communities, or industry partners, our focus on sustainability strengthened trust and fostered collaboration.

Operational excellence will remain a cornerstone of our approach as we strive to achieve cost efficiencies and optimise resource utilisation. By leveraging technology, data-driven insights, and innovative practices, we aim to enhance operational resilience and deliver greater value to our stakeholders.

In essence, 2025 represents an opportunity to build on our successes, embrace new possibilities, and solidify our position as leaders in the highway industry. By balancing organic growth with strategic innovation, we are confident in our ability to navigate challenges, seize opportunities, and chart a course toward a brighter, more sustainable future for our network and the communities we serve.

Our Value Created and Distributed in 2024

Economic Value Created	RM
a) Toll Revenue	**312,082,052**
b) Non-Toll Revenue	**1,669,542**
c) Other Income	**15,326,397**
Economic Value Distributed	**RM**
a) Salaries & Benefits	**21,805,624**
b) Payment to Suppliers	**76,749,784**
c) Payment to Financiers	**127,489,913**
d) Tax	**17,175,422**
e) Paid and Declared Distributions	**70,000,000**
f) Community Investments	**179,767**



Governance Performance Indicators

ANTI-CORRUPTION

ETHICS AND INTEGRITY

	2024
1. TOTAL NUMBER AND PERCENTAGE OF COMPANIES ASSESSED FOR RISKS RELATED TO CORRUPTION	
Number of companies assessed for corruption-related risks as at the end of reporting period	5 companies
Percentage of Completion for the Assessment	100%
2. TOTAL NUMBER AND PERCENTAGE OF EMPLOYEES WHO HAVE RECEIVED COMMUNICATION REGARDING ANTI-CORRUPTION AWARENESS CAMPAIGN AND TRAINING	
Number of employees who have received communication	341
Number of employees who have received communication by employee category:	
Senior Management	9
Junior Management	31
Operations & Support	301
Number of anti-corruption awareness campaign and training for employees at the end of reporting period	58
Percentage of employees who have received communication regarding anti-corruption awareness campaign and training	100%
3. TOTAL NUMBER AND PERCENTAGE OF BOARD OF DIRECTORS WHO RECEIVED COMMUNICATION REGARDING ANTI-CORRUPTION AWARENESS CAMPAIGN AND TRAINING	
Number of Board of Directors who have received communication	7
Number of anti-corruption awareness campaign and training for Board of Directors at the end of reporting period	2
Percentage of Completion for Board of Directors who have received communication regarding anti-corruption awareness campaign and training	100%

ETHICS AND INTEGRITY (CONTINUED)

	2024
4. CONFIRMED INCIDENTS OF CORRUPTION AND ACTION TAKEN	
Total number and nature of confirmed incidents of corruption	0
Total number of confirmed incidents in which employees were dismissed or disciplined for corruption.	0
Total number of confirmed incidents when contracts with business partners were terminated or not renewed due to violations related to corruption	0
5. WHISTLEBLOWING PROGRAMME EFFECTIVENESS	
Number of whistleblowing reports	0
Percentage of whisteblowing reports resolved at the end of reporting period	0

People Performance Indicators

EMPLOYEES	2024
1. TOTAL NUMBER OF EMPLOYEES BREAKDOWN BY GENDER	
Male	213
Female	128
Total Employees	**341**
2. TOTAL EMPLOYEES BY EMPLOYMENT CONTRACT BY GENDER	
Permanent Employees (Male)	109
Permanent Employees (Female)	95
Total Permanent Employees	**204**
Contract Employees (Male)	104
Contract Employees (Female)	33
Total Contract Employees	**137**
3. TOTAL NUMBER OF EMPLOYEES PER EMPLOYEE CATEGORY (GENDER)	
Senior Management (Male : Female)	9 (7:2)
Middle Management (Male : Female)	31 (19:12)
Operations & Support (Male : Female)	301 (187:114)
4. TOTAL NUMBER OF EMPLOYEES PER EMPLOYEE CATEGORY (AGE)	
Senior Management (<30, 30-50, > 50) years old	9 (0:5:4)
Middle Management (<30, 30-50, > 50) years old	31 (4:27:0)
Operations & Support (<30, 30-50, > 50) years old	301 (73:208:20)

People Performance Indicators

EMPLOYEES (CONTINUED)	2024
5. TOTAL NUMBER OF NEW EMPLOYEE HIRE (GENDER)	
Male	21
Female	6
6. TOTAL NUMBER OF NEW EMPLOYEE HIRE (AGE GROUP)	
<30 years old	20
30-50 years old	6
>50 years old	1
7. TOTAL NUMBER OF NEW EMPLOYEE TURNOVER (GENDER)	
Male	19
Female	9
8. TOTAL NUMBER OF NEW EMPLOYEE TURNOVER (AGE GROUP)	
<30 years old	13
30-50 years old	14
>50 years old	1
9. TOTAL NUMBER OF EMPLOYEES THAT WERE ENTITLED TO PARENTAL LEAVE, BY GENDER	
Male	137
Female	69
10. TOTAL NUMBER OF EMPLOYEES THAT TOOK PARENTAL LEAVE, BY GENDER	
Male	43
Female	6

EMPLOYEES (CONTINUED)

	2024
11. NUMBERS OF NEW EMPLOYEE HIRE BASED ON GENDER FOR EACH EMPLOYEE CATEGORY	
Senior Management (Male : Female)	1 (1:0)
Junior Management (Male : Female)	2 (1:1)
Operations & Support (Male : Female)	24 (19:5)
12. NUMBER OF EMPLOYEE TURNOVER BASED ON AGE FOR EACH EMPLOYEE CATEGORY	
Senior Management (<30, 30-50, >50) years old	1 (0:1:0)
Junior Management (<30, 30-50, >50) years old	3 (1:2:0)
Operations & Support (<30, 30-50, >50) years old	24 (12:11:1)
13. NUMBERS OF EMPLOYEE TURNOVER BASED ON GENDER FOR EACH EMPLOYEE CATEGORY	
Senior Management (Male : Female)	1 (1:0)
Junior Management (Male : Female)	3 (1:2)
Operations & Support (Male : Female)	24 (17:7)
14. NUMBER OF EMPLOYEES BASED ON GENDER FOR EACH EMPLOYEE CATEGORY	
Permanent Employees (Male : Female)	204 (109:95)
Contract Employees (Male : Female)	137 (104:33)
15. MEAN SALARY RATIO	
Senior Management (Male : Female)	1.00 : 0.18
Junior Management (Male : Female)	1.00 : 0.86
Operations & Support (Male : Female)	1.00 : 0.96

People Performance Indicators

EMPLOYEES (CONTINUED)	2024
16. TOTAL NUMBER OF EMPLOYEES THAT WERE ENTITLED TO PARENTAL LEAVE, BY GENDER	
Senior Management (Male : Female)	8 (7:1)
Junior Management (Male : Female)	25 (16:9)
Operations & Support (Male : Female)	173 (114:59)
17. TOTAL NUMBER OF EMPLOYEES THAT TOOK PARENTAL LEAVE, BY GENDER	
Senior Management (Male : Female)	0 (0:0)
Junior Management (Male : Female)	2 (0:2)
Operations & Support (Male : Female)	7 (3:4)
18. PROTÉGÉ PROGRAMME	
Total no of Participants (Protégé) at the end of reporting period	11
Total Investments for Protégé Programmes (RM)	164,400
19. INTERNSHIP PROGRAMME	
Total no of Participants (Internship) at the end of reporting period	10
Total Investments for Internship Programmes (RM)	42,000
20. LABOUR PRACTICES AND STANDARDS	
Number of Complaints Concerning Human Rights Violations	0

Notes to the People Performance Indicators:

1. *In compiling this data, we have used the average of our employment record across each financial year. Given that all of our operations are located in Malaysia, specifically in the Klang Valley where all of our highways and subsidiaries are located, disclosure of the same by region is not applicable.*
2. *There are two categories of employment contract in the Group, which are Permanent Employment which refers to employment for an indefinite period as well as Contract Employment which refers to employment for a limited period (e.g. a fixed term contract that spans for two year) which ends after the time period expires.*

Environmental Performance Indicators

GHG EMISSIONS

SCOPE	GREENHOUSE GAS ("GHG") EMISSIONS (tCO_2e)[1]	2022	2023	2024
Scope 1 Emissions	Stationary Combustions	3.1	0.6	3.2
Scope 1 Emissions	Fugitive Emissions	312.4	315.9	1,333.7
Scope 1 Emissions	Mobile Combustion Emissions	321.6	306.8	295.3
SUB TOTAL	**TOTAL SCOPE 1 EMISSIONS**	**637.1**	**623.3**	**1,632.2**
Scope 2 Emissions	Purchased Energy	8,410.9	8,910.0	7,872.7
SUB TOTAL	**TOTAL SCOPE 2 EMISSIONS**	**8,410.9**	**8,910.0**	**7,872.7**
Scope 3 Emissions	Category 1: Purchased Goods and Services	2,470.5	251.5	17,708.9
Scope 3 Emissions	Category 2: Capital Goods	IE	IE	IE
Scope 3 Emissions	Category 3: Fuel and Energy Related Emissions	9,739.1	10,309.6	1,406.7
Scope 3 Emissions	Category 5: Waste Generated in Operations	233.0	153.7	250.9
Scope 3 Emissions	Category 6: Business Travel	IE	61.7	55.0
Scope 3 Emissions	Category 7: Employee Commute	483.0	835.4	810.2
Scope 3 Emissions	Category 8: Upstream Leased Assets	IR	IR	1.2
Scope 3 Emissions	Category 13: Downstream Leased Assets	741.8	516.6	618.9
SUB TOTAL	**TOTAL SCOPE 3 EMISSIONS**	**13,667.4**	**12,128.5**	**20,851.8**
TOTAL	**TOTAL GHG EMISSIONS**	**22,715.4**	**21,661.8**	**30,356.7**

Notes to the Environmental Performance Indicators (GHG Emissions):

1. *GHG emissions are derived in accordance with the requirement of the GHG Protocol Corporate Accounting and Reporting Standard, and Corporate Value Chain (Scope 3) Accounting and Reporting Standard by World Resources Institute ("WRI") and World Business Council for Sustainable Development ("WBCDS").*
2. *Scope 1 direct emissions are calculated in accordance with the 2006 Intergovernmental Panel on Climate Change ("IPCC") Guidelines for National Greenhouse Gas Inventories emissions factors, Energy Commission of Malaysia's National Energy Balance 2019 fuel conversion, coefficients and equivalence, United States Environmental Protection Agency ("USEPA") Direct Fugitive Emissions from Refrigeration, Air Conditioning, Fire Suppression, and Industrial Gases leakage rate, IPCC/Technical and Economic Assessment Panel ("TEAP") Special Report: Safeguarding the Ozone Layer and the Global Climate System average refrigerant capacity for residential and commercial air conditioners, and car air conditioners manufacturer on average refrigerant charges for non-commercial vehicles.*
3. *Scope 2 emissions or the equivalent CO_2 emissions for electricity used are calculated based on the Malaysia Fourth Biennial Update Report ("BUR4") to UNFCCC for grid emissions factor, by the Ministry of Natural Resources, Environment and Climate Change Malaysia ("NRECC").*
4. *Exclusion: (i) Scope 3, Category 4: Upstream Transportation and Distribution were not estimated due to the unavailability of data and low level of readiness. However, we are committed to improve as we progress in our sustainability journey. (ii) Scope 3, Category 8: Upstream Leased Asset is Included Elsewhere ("IE") based on the leasing type and consolidation approach in accordance to the GHG Protocol Corporate Accounting and Reporting Standard. Thus, these emissions which are sourced from our hostel at Kajang SILK will be reported under our Scope 1 and Scope 2 emissions. (iii) Prolintas core business revolves around provision of services as a highway operator. Thus, Scope3, Category 9: Downstream Transportation and Distribution, Category 10: Processing of Sold Products, Category 11: Use of Sold Products and Category 12: End-of-Life Treatment of Sold Products are Irrelevant ("IR") to us. (iv) Similarly, Prolintas does not engage in franchising activities at all, nor do we engage in any investment activities that are significant enough to be registered under Scope 3, Category 14: Franchises and Category 15: Investments, respectively.*
5. *Scope 3, Category 13: This scope covers electricity and Liquefied Petroleum Gas ("LPG"s) consumed by tenants at Prolintas Rest & Service Areas.*

OTHER ENVIRONMENTAL PERFORMANCE INDICATORS

	2022	2023	2024
ENERGY USE			
Total Energy Use (MWh)	11,966.3	12,523.8	12,273.2
Energy Intensity (MWh/Mil Traffic)	75.6	75.0	69.6
Electricity Used (MWh)	10,783.2	11,423.1	11,185.8
Fuel Use (MWh)	1,183.1	1,100.7	1,087.4
Electricity Use (GJ)	38,819.5	41,123.2	40,268.9
Fuel Use (GJ)	4,258.1	3,961.4	3,913.7
WATER USE			
Water Use (m^3)	77,913.0	81,510.4	102,941.0
Water Intensity (m^3/Mil Traffic)	492.5	487.9	583.7
WASTE GENERATED (TONNES)			
Scheduled Waste Generated	3.1	2.0	1.8
Non-Scheduled Waste Generated	435.3	281.9	506.3
Total Waste	438.4	283.9	508.1
WASTE DIVERTED FROM DISPOSAL BY RECOVERY OPERATIONS (TONNES)			
Scheduled Waste	0	0	0
Non-Scheduled Waste	57.7	33.7	12.1
Total Waste Recycled	57.7	33.7	12.1
WASTE DIVERTED FROM DISPOSAL-BY-DISPOSAL OPERATIONS (TONNES)			
Scheduled Waste	3.1	2.0	1.8
Non-Scheduled Waste	377.6	248.2	494.3
Total Waste Disposed	380.7	250.2	496.1
TOTAL TRAFFIC VOLUME	**158,211,972**	**167,066,344**	**176,349,172**

Bursa Malaysia Sustainability Reporting Guide Indicators Index

INDICATORS	UNIT	2022	2023	2024
1. ANTI-CORRUPTION				
C1(a) Percentage of employees who have received training on anti-corruption by employee category				
Number of employees who received training on anti-corruption	Number	-	-	341
Senior Management	Percentage	-	-	3%
Junior Management	Percentage	-	-	9%
Operations & Support	Percentage	-	-	88%
Percentage of Completion for Employees who have received training on anti-corruption	Percentage	-	-	100%
C1(b) Percentage of operations assessed for corruption-related risks	Percentage	-	-	100%
C1(c) Confirmed incidents of corruption and action taken	Number	-	-	0
2. COMMUNITY/SOCIETY				
C2(a) Total amount invested in the community where the target beneficiaries are external to the listed issuer	MYR	-	-	RM179,767
C2(b) Total number of beneficiaries of the investment in communities	Number	-	-	7,000
3. DIVERSITY				
C3(a) Percentage of employees by gender and age group by employee category *Number of employees based on gender for each employee category*				
Gender group by employee category				
Senior Management (Male : Female)	Number	-	-	9 (7:2)
Junior Management (Male : Female)	Number	-	-	31(19:12)
Operations & Support (Male : Female)	Number	-	-	301 (187:114)
Age group by employee category				
Senior Management (<30, 30-50, >50) years old	Number	-	-	9 (0:5:4)
Junior Management (<30, 30-50, >50) years old	Number	-	-	31(4:27:0)
Operations & Support (<30, 30-50, >50) years old	Number	-	-	301 (73:208:20)
C3(b) Number of directors by gender				
Male	Number	-	-	5
Female	Number	-	-	2

Bursa Malaysia Sustainability Reporting Guide Indicators Index

INDICATORS	UNIT	2022	2023	2024
Number of directors based on age group				
Under 30 Years Old	Number	-	-	0
30 - 50 Years Old	Number	-	-	0
Over 50 Years Old	Number	-	-	7
Number of Directors Based on Gender & Age Group Male				
Under 30 Years Old	Number	-	-	0
30 - 50 Years Old	Number	-	-	0
Over 50 Years Old	Number	-	-	5
Number of Directors Based on Gender & Age Group Female				
Under 30 Years Old	Number	-	-	0
30 - 50 Years Old	Number	-	-	0
Over 50 Years Old	Number	-	-	2
4. ENERGY MANAGEMENT				
C4(a) Total energy consumption	MWh	11,966.3	12,523.8	12,273.2
5. HEALTH & SAFETY				
C5(a) Number of work-related fatalities	Number	-	-	0
C5(b) Lost Time Incident Rate ("LTIR")	Rate	-	-	5.6
C5(c) Number of employees trained on health and safety standards	Number	-	-	341
Total hours worked (million)	Hours	-	-	0.7
Number of lost time injuries	Number	-	-	2
6. LABOUR PRACTICES & STANDARDS				
C6(a) Total hours of training by employee category (Average)				
Senior Management	Hours	-	-	161.1
Junior Management	Hours	-	-	81.0
Operations & Supports	Hours	-	-	33.6
C6(b) Percentage of employees that are contractors or temporary staff	Percentage	-	-	40%
C6(c) Total number of employee turnover by employee category (Gender)				
Senior Management (Male : Female)	Number	-	-	1 (1:0)
Junior Management (Male : Female)	Number	-	-	3 (1:2)
Operations & Support (Male : Female)	Number	-	-	24 (17:7)

Bursa Malaysia Sustainability Reporting Guide Indicators Index

INDICATORS	UNIT	2022	2023	2024
Total number of employee turnover by employee category (Age)				
Senior Management (<30, 30-50, >50) years old	Number	-	-	1 (0:1:0)
Junior Management (<30, 30-50, >50) years old	Number	-	-	3 (1:2:0)
Operation & Support (<30, 30-50, >50) years old	Number	-	-	24 (12:11:1)
Employee Management				
Total number of new employee turnover (Gender)				
Male	Number	-	-	19
Female	Number	-	-	9
Total number of new employee turnover (Age)				
<30 years old	Number	-	-	13
30-50 years old	Number	-	-	14
>50 years old	Number	-	-	1
Average training hours by Gender				
Male	Hours	-	-	49.4
Female	Hours	-	-	27.7
Average training hours by Employee Category				
Senior Management	Hours	-	-	161.1
Junior Management	Hours	-	-	81.0
Operations & Support	Hours	-	-	33.6
Total new hires by Gender				
Male	Number	-	-	21
Female	Number	-	-	6
Total new hires by Age Category				
<30 years old	Number	-	-	20
30-50 years old	Number	-	-	6
>50 years old	Number	-	-	1
Total new hires (Gender) for Each Employee Category				
Senior Management (Male : Female)	Number	-	-	1(1:0)
Junior Management (Male : Female)	Number	-	-	2(1:1)
Operations & Support (Male : Female)	Number	-	-	24(19:5)

Bursa Malaysia Sustainability Reporting Guide Indicators Index

INDICATORS	UNIT	2022	2023	2024
Total new hires based on Age for Each Employee Category				
Senior Management (<30, 30-50, >50) years old	Number	-	-	1(0:0:1)
Junior Management (<30, 30-50, >50) years old	Number	-	-	2(1:1:0)
Operation & Support (<30, 30-50, >50) years old	Number	-	-	24(19:5:0)
Turnover rate				
C6(d) Number of substantiated complaints concerning human rights violations	Number	-	-	0
7. SUPPLY CHAIN MANAGEMENT				
C7(a) Proportion of spending on local suppliers	Percentage	-	-	100%
8. DATA PRIVACY & SECURITY				
C8(a) Number of substantiated complaints concerning breaches of customer privacy or losses of customer data	Number	-	-	0
9. WATER				
C9(a) Total volume of water used	m^3	77,913.0	81,510.4	102,941.0
10. WASTE MANAGEMENT				
C10(a) Total waste generated				
C10(a)(i) Total waste diverted from disposal	tonnes	57.7	33.7	12.1
C10(a)(ii) Total waste directed to disposal	tonnes	380.7	250.2	496.1
11. EMISSIONS MANAGEMENT				
C11(a) Scope 1 emissions in tonnes of CO_2e	CO_2e	637.1	623.3	1,632.2
C11(b) Scope 2 emissions in tonnes of CO_2e	CO_2e	8,410.9	8,910.0	7,872.7
C11(c) Scope 3 emissions in tonnes of CO_2e (i.e., business travel and employee commuting)	CO_2e	13,667.4	12,128.5	20,851.8

Note:
The '-' denotes no data is available for years prior to 2024, as Prolintas Infra BT commenced operations in 2024.

GRI Index

The IAR 2024 has been prepared with reference to the GRI Universal Standards: 2016, 2018 and 2021, which refer to the standards issue date, not the date of the Information presented in this report.

GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
GENERAL DISCLOSURES					
GRI 2: General Disclosures 2021	2-1	Organisational details	-	18 20 24	About Us Corporate Information Our Highway Network
	2-2	Entities included in the organisation's sustainability reporting	-	19 20 23	Our Trust Structure Corporate Information Management Reporting Structure
	2-3	Reporting period, frequency and contact point	-	4	Basis of Our Report
	2-4	Restatements of information	-	-	There are no restatements of information in this report
	2-5	External assurance	-	199-201	Assurance Statement
	2-6	Activities, value chain and other business relationships	-	6-13 21 24 28	Reflections from Our Chairman Our 6 Capitals Our Highway Network Our Asset Portfolio
	2-7	Employees	8; 10	56 177-180 183-186	Value Creation Model People Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicator Index
	2-8	Workers who are not employees	-	-	Not Applicable
	2-9	Governance structure and composition	5; 16	212-225	Corporate Governance Overview Statement
	2-10	Nomination and selection of the highest governance body	5; 6; 16	226-228	Nomination and Remuneration Committee Report
	2-11	Chair of the highest governance body	16	212-225	Corporate Governance Overview Statement
	2-12	Role of the highest governance body in overseeing the management of impacts	16	212-225	Corporate Governance Overview Statement
	2-13	Delegation of responsibility for managing impacts	-	212-225	Statement of Risk Management and Internal Control
	2-14	Role of the highest governance body in sustainability reporting	-	212-225	Corporate Governance Overview Statement
	2-15	Conflicts of interest	16	Refer to website	For policies related to conflict of interest, please refer to the "Integrity and Governance" section on the Prolintas website (https://prolintas.com.my/integrity-governance/)

GRI Index

GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
GENERAL DISCLOSURES (continued)					
GRI 2: General Disclosures 2021	2-16	Communication of critical concerns	-	54-55 64-67 68-95	Value Creation Model Our Materiality Matrix Stakeholder-Driven Approach
	2-17	Collective knowledge of the highest governance body	-	32-41	Our Leadership: Board of Director's Profile
	2-18	Evaluation of the performance of the highest governance body	-	212-225	Corporate Governance Overview Statement
	2-19	Remuneration policies	-	226-228	Nomination and Remuneration Committee Report
	2-20	Process to determine remuneration	-	226-228	Nomination and Remuneration Committee Report
	2-21	Annual total compensation ratio	-	-	The compensation we offer is based on the market rate and internal equity of respective position as well as the employee's skill set and experience. As far as possible, we strive to offer all our employees comparable compensation structure and monitor compliance with minimum standards
	2-22	Statement on sustainable development strategy		6-13 54-55 141	Reflections from Our Chairman Value Creation Model Our Sustainability Performance Review
	2-23	Policy commitments	16	229-234	Statement of Risk Management and Internal Control
	2-24	Embedding policy commitments	-	229-234	Statement of Risk Management and Internal Control
	2-25	Processes to r emediate negative impacts	-	68-95	Stakeholder-Driven Approach
	2-26	Mechanisms for seeking advice and raising concerns	16	4 68-95 229-234	Feedback Stakeholder-Driven Approach Statement of Risk Management and Internal Control
	2-27	Compliance with laws and regulations	-	212-225 238-239	Corporate Governance Overview Statement Additional Compliance Information
	2-28	Membership associations	-	-	Not Applicable
	2-29	Approach to stakeholder engagement	-	68-95	Stakeholder-Driven Approach
	2-30	Collective bargaining agreements	-	-	Not Applicable

GRI Index

GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
GRI 3: Material Topics 2021	3-1	Process to determine material topics	-	64-65	Our Materiality Matrix
	3-2	List of material topics	-	64-65	Our Materiality Matrix
ECONOMIC PERFORMANCE					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 201: Economic Performance 2016	201-1	Direct economic value generated and distributed	8; 9	174	Our Value Created and Distributed 2024
	201-2	Financial implications and other risks and opportunities due to climate change	13	115-174	Responding Strategically
	201-3	Defined benefit plan obligations and other retirement plans	-	-	Employer contribution to the Employee Provident Fund (EPF) and Social Secuirty Organisation (SOCSO)
	201-4	Financial assistance received from government	-	-	Employee training and development claimable courses under HRD Corp. PERKESO Penjana subsidy. Tax relief from utilisation of absorbed tax losses and capital allowance and training costs under the Professional Training and Education for Growing Entrepreneurs ('PROTEGE-Ready to Work (RTW) Programme")
MARKET PRESENCE					
GRI 202: Market Presence 2016	202-1	Ratios of standard entry level wage by gender compared to local minimum wage	1; 5; 8	-	The compensation we offer is based on the minimum wage and internal equity of the respective positions as well as the employee's skill set and/or experience. As far as possible, we strive to offer all our employees comparable compensation structures and monitor compliance with minimum standards.
	202-2	Proportion of senior management hired from the local community	1; 5; 8	-	100%

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
INDIRECT ECONOMIC IMPACTS					
GRI 203: Indirect Economic Impacts 2016	203-1	Infrastructure investments and services supported	5; 6; 8; 9; 11	21 24 28-31 136-139	Trust Group Structure Our Highway Network Our Asset Portfolio Our Highways Performance Review
	203-2	Significant indirect economic impacts	1; 3; 6; 8	68-95	Stakeholder-Driven Approach
PROCUREMENT PRACTICES					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 204: Procurement Practices 2016	204-1	Proportion of spending on local suppliers	8	-	Total number of vendors & suppliers in 2024: 100% local suppliers
ANTI-CORRUPTION					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 205: Anti-corruption 2016	205-1	Operations assessed for risks related to corruption	16	154 175-176	Our Sustainability Performance Review Governance Performance Indicators
	205-2	Communication and training about anti-corruption policies and procedures	16	154 175-176 183-186	Our Sustainability Performance Review Governance Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	205-3	Confirmed incidents of corruption and actions taken	16	154 175-176 183-186	Our Sustainability Performance Review Governance Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
ANTI-COMPETITIVE BEHAVIOUR					
GRI 3: Market Presence 2016	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 206: Anti-competitive Behaviour 2016	206-1	Legal actions for anti-competitive behaviour, anti-trust and monopoly practices	16	-	NIL
TAX					
GRI 207: Tax 2019	207-1	Approach to tax	1; 10; 17	-	PROLINTAS adheres to all legal provisions on taxation including the Income Tax Act 1967
	207-2	Tax governance, control and risk management	1; 10; 17	-	PROLINTAS adheres to all legal provisions on taxation including the Income Tax Act 1967
	207-3	Stakeholder engagement and management of concerns related to tax	1; 10; 17	-	PROLINTAS adheres to all legal provisions on taxation including the Income Tax Act 1967
	207-4	Country-by-country reporting	-	-	Not Applicable
MATERIALS					
GRI 301: Materials 2016	301-1	Materials used by weight or volume	8; 12	147	Our Sustainability Performance Review
	301-2	Recycled input materials used	8; 12	147	Our Sustainability Performance Review
	301-3	Reclaimed products and their packaging materials	16	96-110	Our Operating Environment

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
ENERGY					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 302: Energy 2016	302-1	Energy consumption within the organisation	6; 7; 8; 9; 11; 12; 13; 14; 15; 17	54 170-173 181-182 183-186	Value Creation Model Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	302-2	Energy consumption outside of the organisation	7; 8; 12; 13	54 170-173 181-182 183-186	Value Creation Model Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	302-3	Energy intensity	6; 7; 8; 9; 11; 12; 13; 14; 15; 17	173 181	Our Sustainability Performance Review Environmental Performance Indicators
	302-4	Reduction of energy consumption	6; 7; 8; 12; 13	96-110	Our Operating Environment
	302-5	Reductions in energy requirements of products and services	7; 8 ;12; 13	96-110	Our Operating Environment
WATER AND EFFLUENTS					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 303: Water and Effluents 2018	303-1	Interactions with water as a shared resource	3; 6; 12	96-110 167	Our Operating Environment Our Sustainability Performance Review
	303-2	Management of water discharge-related impacts	3; 6; 12	96-110 167	Our Operating Environment Our Sustainability Performance Review
	303-3	Water withdrawal	6; 12	167	Our Sustainability Performance Review
	303-4	Water discharge	3; 6; 12	167	Our Sustainability Performance Review
	303-5	Water consumption	6	54 167 181 183-186	Value Creation Model Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index

GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
BIODIVERSITY					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 304: Biodiversity 2016	304-1	Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	3; 6; 13; 14; 15	68-95 169	Stakeholder-Driven Approach Biodiversity
	304-2	Significant impacts of activities, products and services on biodiversity	3; 6; 13; 14; 15	68-95 169	Stakeholder-Driven Approach Biodiversity
	304-3	Habitats protected or restored	6; 13; 14; 15	68-95 169	Stakeholder-Driven Approach Biodiversity
	304-4	IUCN Red List species and national conservation list species with habitats in areas affected by operations	-	-	Not Applicable
EMISSIONS					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 305: Energy 2016	305-1	Direct (Scope 1) GHG emissions	3; 12; 13; 14; 15	170-172 181 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	305-2	Energy indirect (Scope 2) GHG emissions	3; 12; 13; 14; 15	170-172 181 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	305-3	Other indirect (Scope 3) GHG emissions	3; 12; 13; 14; 15	170-172 181 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	305-4	GHG emissions intensity	3; 13; 14; 15	170-172	Our Sustainability Performance Review
	305-5	Reduction of GHG emissions	3; 12; 13; 14; 15	68-95 51-52	Stakeholder-Driven Approach Awards & Recognitions
	305-6	Emissions of ozone-depleting substances ("ODS")	3; 12; 13; 14; 15	170-172	Our Sustainability Performance Review
	305-7	Nitrogen oxides ("NOx"), sulfur oxides ("SOx"), and other significant air emissions	3; 12; 13; 14; 15	170-172 181 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
WASTE					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 306: Waste 2020	306-1	Waste generation and significant waste-related impacts	3; 6; 11; 12	168, 170-172 181-182 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	306-2	Management of significant waste-related impacts	3; 8; 11; 12	68-95 168, 170-172 181-182 183-186	Stakeholder-Driven Approach Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	306-3	Waste generated	3; 6; 11; 12; 15	168, 170-172 181-182 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	306-4	Waste diverted from disposal	3; 11; 12	168, 170-172 181-182 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	306-5	Waste directed to disposal	3; 6; 11; 12; 15	168, 170-172 181-182 183-186	Our Sustainability Performance Review Environmental Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
SUPPLIER ENVIRONMENTAL ASSESSMENT					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 308: Supplier Environmental Assessment 2016	308-1	New suppliers that were screened using environmental criteria	-	68-95	Stakeholder-Driven Approach
	308-2	Negative environmental impacts in the supply chain and actions taken	-	-	None

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
EMPLOYMENT					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 401: Employment 2016	401-1	New employee hires and employee turnover	5; 8; 10	177-180 183-186	People Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
	401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	3; 5; 8	-	Proteges are entitled to annual leave but no other benefits
	401-3	Parental leave	3; 5; 8	159 177-180 183-186	Our Sustainability Performance Review People Performance Indicators Bursa Malaysia Sustainability Reporting Guide Indicators Index
LABOUR/MANAGEMENT RELATIONS					
GRI 402: Labour/Management Relations 2016	402-1	Minimum notice periods regarding operational changes	8	-	Minimum 24 hours notice period
OCCUPATIONAL HEALTH AND SAFETY					
GRI 403: Occupational Health and Safety 2018	403-1	Occupational health and safety management system	3; 8	140-148	Our Sustainability Performance Review
	403-2	Hazard identification, risk assessment, and incident investigation	3; 8	140-148	Our Sustainability Performance Review
	403-3	Occupational health services	3; 8	140-148	Our Sustainability Performance Review
	403-4	Worker participation, consultation, and communication on occupational health and safety	3; 8; 16	140-148	Our Sustainability Performance Review
	403-5	Worker training on occupational health and safety	3; 8	140-148	Our Sustainability Performance Review
	403-6	Promotion of worker health	3; 8	158-159	Employee Wellbeing, Safety and Health
	403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	3; 8	158	Employee Wellbeing, Safety and Health
	403-8	Workers covered by an occupational health and safety management system	3; 8	158	Employee Wellbeing, Safety and Health
	403-9	Work-related injuries	3; 5; 8	140-158 183-186	Our Sustainability Performance Review Bursa Malaysia Sustainability Reporting Guide Indicators Index
	403-10	Work-related ill health	3; 8; 16	140-158	Our Sustainability Performance Review

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
TRAINING AND EDUCATION					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 404: Training and Education 2016	404-1	Average hours of training per year per employee	4; 5; 8	161 183-186	Our Sustainability Performance Review Bursa Malaysia Sustainability Reporting Guide Indicators Index
	404-2	Programmes for upgrading employee skills and transition assistance programmes	4; 5; 8	161-162	Our Sustainability Performance Review
	404-3	Percentage of employees receiving regular performance and career development reviews	5; 8; 10	-	100%
DIVERSITY AND EQUAL OPPORTUNITY					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 405: Diversity and Equal Opportunity 2016	405-1	Diversity of governance bodies and employees	5; 8	177-180	People Performance Indicators
	405-2	Ratio of basic salary and remuneration of women to men	5; 8; 10	177-180	People Performance Indicators
NON-DISCRIMINATION					
GRI 406: Non-discrimination 2016	406-1	Incidents of discrimination and corrective actions taken	5; 8	175-176	Governance Performance Indicators
FREEDOM OF ASSOCIATION AND COLLECTIVE BARGAINING					
GRI 407: Freedom of Association and Collective Bargaining 2016	407-1	Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	8	-	NIL
CHILD LABOUR					
GRI 408: Child Labour 2016	408-1	Operations and suppliers at significant risk for incidents of child labour	5; 8; 16	-	NIL

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
FORCED OR COMPULSORY LABOUR					
GRI 409: Forced or Compulsory Labour 2016	409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labour	5; 8; 16	-	NIL
FORCED OR COMPULSORY LABOUR					
GRI 409: Forced or Compulsory Labour 2016	409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labour	5; 8; 16	-	NIL
SECURITY PRACTICES					
GRI 410: Security Practices 2016	410-1	Security personnel trained in human rights policies or procedures	16	-	PROLINTAS does not hire any security personnel
RIGHTS OF INDIGENOUS PEOPLES					
GRI 411: Rights of Indigenous Peoples 2016	411-1	Incidents of violations involving rights of indigenous peoples	-	-	Not Applicable
LOCAL COMMUNITIES					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 413: Local Communities 2016	413-1	Operations with local community engagement, impact assessments and development programmes	1; 2; 3, 4, 8, 9, 11, 16, 17	46-49	Defining Moments of 2024
	413-2	Operations with significant actual and potential negative impacts on local communities	1; 2; 3, 4, 8, 9, 11, 16, 17	140-158	Our Sustainability Performance Review

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GRI STANDARD/OTHER SOURCE	DISCLOSURE		SDG	PAGE NUMBER	REMARKS
SUPPLIER SOCIAL ASSESSMENT					
GRI 414: Supplier Social Assessment 2016	414-1	New suppliers that were screened using social criteria	5; 8; 16	68-95	Stakeholder-Driven Approach
	414-2	Negative social impacts in the supply chain and actions taken	-	-	Not Applicable
PUBLIC POLICY					
GRI 415: Public Policy 2016	415-1	Political contributions	16	-	For policies related to conflict of interest, please refer to the "Integrity and Governance" section on the Prolintas website (https://prolintas.com.my/integrity-governance/)
CUSTOMER HEALTH AND SAFETY					
GRI 416: Customer Health and Safety 2016	416-1	Assessment of the health and safety impacts of product and service categories	3; 16	96-110	Our Operating Environment
	416-2	Incidents of non-compliance concerning the health and safety impacts of products and services	3; 16	140-174	Our Sustainability Performance Review
MARKETING AND LABELLING					
GRI 417: Marketing and Labelling 2016	417-1	Requirements for products and service information and labelling	12	-	NIL
	417-2	Incidents of non-compliance concerning product and service information and labelling	16	-	NIL
	417-3	Incidents of non-compliance concerning marketing communications	16	-	NIL
CUSTOMER PRIVACY					
GRI 3: Material Topics 2021	3-3	Management of material topics	-	-	To refer to Chapter 3 & Chapter 4
GRI 418: Customer Privacy 2016	418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	16	183-186	Bursa Malaysia Sustainability Reporting Guide Indicators Index

Assurance Statement

Independent Assurance Statement

Relating to Prolintas Infra Business Trust's FY2024 Integrated Annual Report

RAPID GENESIS

Rapid Genesis Sdn. Bhd. has been commissioned by Prolintas Infra Business Trust (hereinafter referred to as "Prolintas Infra BT") to carry out an independent assurance engagement on the sustainability-related disclosures ('Sustainability Disclosures') included in their FY2024 Integrated Annual Report. This engagement was performed in accordance with AccountAbility's AA1000 Assurance Standard v3 (AA1000AS v3), at a Type 1 Moderate Level of Assurance.

The purpose of this engagement was to conduct a comprehensive assessment of the company's sustainability performance, focusing on the identification and evaluation of material issues, the effectiveness of its stakeholder engagement processes, and the extent to which the company adheres to the AA1000 Accountability Principles, specifically Inclusivity, Materiality, and Responsiveness.

1. Intended Users of the Assurance Statement

This independent assurance statement is intended for the management and stakeholders of Prolintas Infra BT only for the purposes of assuring its statements relating to the Environmental, Social and Governance (ESG) aspects as described in the scope of assurance below.

2. Management's Responsibilities

The management of Prolintas Infra BT holds sole responsibility for the preparation, consolidation, and reporting of both qualitative and quantitative data, as well as the associated reporting materials, for the purpose of the external assurance engagement. Furthermore, Prolintas Infra BT is accountable for ensuring the design, implementation, and maintenance of internal control systems and processes from which the reported information is derived, ensuring that these systems align with and adhere to the AA1000 AccountAbility Principles.

3. Rapid Genesis' Responsibilities

Rapid Genesis' responsibility is to provide an independent assurance statement based on the scope of assurance and methodology described below. Rapid Genesis is also responsible for conducting the assurance engagement with due professional care, adhering to the AA1000AS v3 standard, and ensuring the application of the AA1000 AccountAbility principles throughout the assurance process.

4. Scope of Assurance

The assurance process was focused on assessing ESG data and information in 'Sustainability Disclosures' in Prolintas Infra BT's FY2024 Integrated Annual Report for the period of 1st January 2024 to 31st December 2024. The objective was to provide a Type 1 Moderate level of assurance regarding the alignment of these reports with the four AA1000 AccountAbility Principles: Inclusivity, Materiality, Responsiveness, and Impact. This level of assurance involves assessing whether the reported information is, on the balance of evidence, consistent with the AA1000 principles. The scope of the assurance engagement includes, but is not limited to, the following key areas:

a. **Stakeholder Engagement**
   Evaluate the processes utilized by Prolintas Infra BT to identify, engage, and involve relevant stakeholders in the sustainability reporting process. This assessment includes reviewing the methods through which stakeholders' views, concerns, and expectations are incorporated into Prolintas Infra BT's reporting framework and sustainability strategy.
b. **Materiality Assessment**
   Review how Prolintas Infra BT has identified and prioritized material sustainability issues, ensuring that these issues are accurately reflected in the report. This includes evaluating the consistency and rationale behind the materiality assessment process, and whether the identified material issues align with the company's sustainability goals and strategic priorities.
c. **Responsiveness**
   Assess the effectiveness of Prolintas Infra BT's actions in addressing stakeholder concerns and responding to the issues raised. The review also considers the transparency of Prolintas Infra BT's communication regarding the actions taken and how these responses are integrated into the organization's sustainability practices and reporting.
d. **Impact**
   Evaluate the reported actual or potential positive and negative impacts of Prolintas Infra BT's operations, practices, and projects. This includes examining the short-term and long-term effects of Prolintas Infra BT's highway concession operations on stakeholders, the environment, and society, and assessing the organization's approach to mitigating negative impacts and enhancing positive contributions to sustainable development.

Our engagement was conducted in accordance with the AA1000AS v3 guidelines, with a focus on Type 1 (Moderate Assurance), of which involved evaluating the adherence to the AA1000 principles.

5. References to Reporting Criteria

The criteria for this statement of assurance aligns to the reporting criteria used by Prolintas Infra BT:

- Bursa Malaysia's Sustainability Reporting Guide (Third Edition) ("Bursa Sustainability Reporting Guide")
- The Global Reporting Initiative ("GRI") Standards 2021
- United Nations Sustainable Development Goals (UNSDG)
- Taskforce on Climate-Related Financial Disclosure (TCFD)
- FTSE4Good Bursa Malaysia Index ("FTSE4GoodBM")
- Main Market Listing Requirements ("MMLR") of the Bursa Malaysia
- International Integrated Reporting Framework ("IR") of the IFRS Foundation
- International Financial Reporting Standards ("IFRS") S1 General Requirements for Disclosure of Sustainability-related Financial Information ("IFRS S1")
- IFRS S2 Climate-related Disclosures ("IFRS S2")
- Sustainability Accounting Standards Board (SASB)

Assurance Statement

6. Methodology

- **Review of Internal Documentation and Reports**
  An examination of internal reports, policies, and documentation related to sustainability practices, including performance data, to assess their alignment with reported information.
- **Interviews and Discussions**
  Engagement with key personnel, including members of the sustainability team and other relevant stakeholders, to gain insights into the processes, decisions, and actions underpinning the sustainability report and disclosure.
- **Assessment of Stakeholder Engagement Process**
  A thorough review of Prolintas Infra BT's stakeholder engagement practices to verify that the views, concerns, and expectations of stakeholders have been effectively integrated into the decision-making processes and sustainability strategy.
- **Validation of Materiality Matrix**
  An evaluation of Prolintas Infra BT's materiality matrix to confirm that the sustainability issues identified in the report accurately reflect both stakeholder concerns and the company's operational context.
- **Analysis of Performance Data**
  A detailed review of Prolintas Infra BT's performance data relating to environmental impacts, such as carbon footprint, energy consumption, waste management, supply chain practices, and resource management, to assess the accuracy and completeness of the reported information.
- **Evaluation of Internal Control Systems**
  An assessment of the internal control systems in place to ensure that the data presented in the sustainability report is reliable, complete, accurate, and consistent with industry standards.
- **Independent Review of Audit Trails and Compliance**
  A review of audit trails, third-party certifications, and regulatory compliance to validate the integrity and credibility of the data presented, ensuring that it meets external requirements and benchmarks.

7. Limitations

Our review focused only on 'Sustainability Disclosures' in Prolintas Infra BT's FY2024 Integrated Annual Report for the period beginning 1st January 2024 and ending 31st December 2024 with an emphasis on the extent to which Prolintas Infra BT has adhered to the AA1000AP principles in its existing operations and reporting.

Our assurance engagement covers 'Sustainability Disclosures' in Prolintas Infra BT FY2024 Integrated Annual Report's alignment with the AA1000 AS v3 Standard and does not constitute a guarantee of overall performance or compliance with other regulatory frameworks beyond the scope of this assurance engagement. Additionally, activities that falls outside of the assurance period is excluded from the scope of this assurance.

8. Our Findings

Based on the evidence reviewed, we have made the following observations regarding Prolintas Infra BT's adherence to the AA1000 standards:

Inclusivity

Prolintas Infra BT has engaged a broad and diverse range of key stakeholders, including road users, shareholders, employees, local communities, government authorities, and suppliers, ensuring that their perspectives are reflected in its sustainability practices and reporting. Prolintas Infra BT has proactively communicated with stakeholders across various channels, ensuring that material topics such as environmental stewardship, economic performance, social impact, and governance are comprehensively addressed. This inclusive approach demonstrates Prolintas Infra BT's ongoing commitment to transparency and stakeholder involvement and is in line with the AA1000 Accountability Principles.

Materiality

The 'Sustainability Disclosures' in Prolintas Infra BT's Integrated Annual Report effectively outlines the process Prolintas Infra BT has undertaken to identify and prioritise material sustainability issues, which are critical to both the organization and its stakeholders. Key issues such as traffic safety, environmental sustainability, road infrastructure maintenance, community well-being, and governance have been clearly identified as material topics. The materiality assessment takes into account both internal and external risks, opportunities, and responses, as well as stakeholder input, ensuring that the report addresses the most relevant and pressing concerns. However, it is recommended that Prolintas Infra BT periodically review and update its materiality assessment to capture emerging issues, particularly those related to climate change, technological advancements (e.g., electric vehicles and smart infrastructure), and evolving regulatory requirements. This will ensure that the future sustainability reporting remains comprehensive and forward-looking, addressing both current and future challenges.

Responsiveness

Prolintas Infra BT has shown a strong commitment to addressing the material issues identified in its sustainability reporting, with clear actions aligned with its sustainability objectives, policies, and performance indicators. Prolintas Infra BT has implemented a well-defined framework for tracking progress and ensuring the effectiveness of its sustainability initiatives. This framework includes specific targets and performance metrics that are regularly monitored, allowing the company to assess its success in achieving its sustainability goals. The reported information provides stakeholders with a transparent and accountable basis for evaluating the organization's responsiveness to identified issues, including its efforts in reducing environmental impacts, enhancing road safety, and improving community relations. Moving forward, it is essential that Prolintas Infra BT continues to build on this responsiveness by strengthening stakeholder engagement and integrating feedback into its sustainability strategy to ensure that actions remain relevant and effective.

Impact

Prolintas Infra BT has demonstrated a proactive approach in understanding and managing the positive and negative impacts of its highway concession operations, consistent with the AA1000 Accountability Principles. The 'Sustainability Disclosures' highlights Prolintas Infra BT's ongoing efforts to monitor and manage the environmental, social, and economic impacts of its operations, including traffic safety, pollution, resource consumption, and community

development. At the same time, Prolintas Infra BT is actively working to maximise positive outcomes, including community investment and sustainable road infrastructure development. Moving forward, continued focus on impact assessment and management will further strengthen Prolintas Infra BT's ability to create lasting value for stakeholders, particularly in the context of evolving environmental and societal expectations.

9. Our Independence and Quality Control

Rapid Genesis implements and maintains a robust quality management system that aligns with the requirements of ISO 9001:2015, We confirm that our assurance engagement has been conducted in an independent and professional manner. We have maintained full objectivity throughout the process, ensuring that our conclusions are based solely on verified evidence and unbiased assessments. As an assurance provider, we are free from any conflict of interest, and our evaluation has been carried out without any external influence from Prolintas Infra BT or other stakeholders.

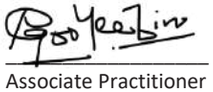
Our professional team followed established industry standards and the AA1000AS v3 to assess the sustainability report, and we have adhered to the highest ethical and professional standards in conducting this engagement. The findings and conclusions provided in this statement reflect our independent evaluation of Prolintas Infra BT's sustainability practices and reporting processes.

10. Conclusion and Statement of Assurance

In conclusion, based on the evidence reviewed, we confirm that Prolintas Infra BT has adhered to the AA1000 AccountAbility Principles of **inclusivity**, **materiality**, **responsiveness**, and **impact** in the preparation of its 'Sustainability Disclosures' in their Integrated Annual Report Sustainability Report for the fiscal year 2024. Prolintas Infra BT has demonstrated significant efforts to incorporate diverse stakeholder views and align its sustainability strategy with these perspectives, ensuring that key issues are thoroughly considered.

By strengthening material areas such as environmental stewardship, community well-being, socio-economic development and transparency in sustainability reporting, Prolintas Infra BT will be able to further enhance its credibility, support long-term sustainability outcomes, and solidify its leadership in shaping the future of responsible infrastructure development.

Prepared by,
Ngoo Yee Jin



Associate Practitioner
19 March 2025
Kuala Lumpur, Malaysia

AA1000
Licensed Assurance Provider
001-099

RAPID
GENESIS

List of Policies, SOP & Guidelines

NO.	DESCRIPTION
1.	1. Anti-Sexual Harassment Policy- PMSB
2.	1. PRO SC ENG C&S-01 Routine Mainline Inspection & Monitoring 2. PRO SC ENG C&S-02 Routine Building Inspection & Monitoring 3. PRO SC ENG C&S-03 Periodic Inspection 4. PRO SC ENG C&S-04 Curative Maintenance & Rectification Works
3.	1. Outdoor Advertising 2. Third Party Telecommunication Towers 3. Rest & Service Area ("RSA"), Lay-by and Commercial Lots Management
4.	1. Compliance Management Framework
5.	1. Appointment of Contractor, Consultant and Service Provider 2. Award of Contract 3. Issuance of Certificate of Non-Completion 4. Practical Completion and Defects Liability Period ("DLP") 5. Variation Order 6. Final Account 7. Interim Payment 8. Vendor Management
6.	1. Innovation and Technology Services Department ("ITSD") Policy 2. Bring Your Own Device Guideline 3. SharePoint Administration Guideline 4. Information Security Policy 5. Access Control Policy 6. Acceptable Use Policy 7. Acceptable Use Policy for Email System 8. Clear Screen and Clear Desk Policy 9. Personal Computer and Notebook Policy 10. Change Management Policy 11. Physical and Environmental Policy 12. ITSD Compliance Policy 13. ITSD Information Classification Policy 14. ITSD Information Security Incident Management 15. ITSD Malicious Code Protection 16. ITSD Patch and Technical Vulnerability Assessment Management Policy 17. ITSD Supplier Relationship Management Policy 18. ITSD Identity and Access Administration 19. ITSD Network Security Management Procedure 20. ITSD Firewall Security Management 21. ITSD Change Management Procedure

NO.	DESCRIPTION
7.	1. Quality Manual 2. ESH Manual 3. RTS Manual 4. Control of Document 5. Control of Records 6. Internal Audit 7. Nonconformity, Corrective Action and Preventive Action 8. Management Review 9. Analysis of Data 10. Control of External Origin Document 11. Environmental Aspect Impact 12. Hazard Identification Risk Assessment Determining Control 13. Legal and Other Requirement 14. Communication and Participation 15. Emergency Preparedness Response 16. Performance Measurement and Monitoring 17. Incident Accident Investigation 18. Risk and Opportunities 19. Waste Management 20. Chemical Management 21. Permit of Work 22. Working at Height 23. Contractor Management 24. Operational Control – Work Instruction
8.	1. PRO/SC/ENG/E&E-01 Corrective work for electrical & electronic maintenance 2. PRO/SC/ENG/E&E-02 Preventive maintenance for electrical & electronic works 3. PRO/SC/ENG/E&E-03 Street lighting and building services 4. PRO/SC/ENG/E&E-04 Toll collection system ("TCS") 5. PRO/SC/ENG/E&E-05 Traffic control surveillance system ("TCSS") 6. PRO/SC/ENG/E&E-06 Air conditioning system 7. PRO/SC/ENG/E&E-07 Highway operation data backup and restoration 8. PRO/SC/ENG/E&E-08 Toll fare & software change request 9. PRO/SC/ENG/E&E-09 Highway operation staff access id and access level management
9.	1. Group Labour Rights Policy – PMSB
10.	1. Related Party Transaction and Investments. 2. PIBT Policy for Investment of Excess Cash
11.	1. Intellectual Property Policy 2. Limits of Authority PMSB

List of Policies, SOP & Guidelines

NO.	DESCRIPTION
12.	1. Sustainability Policy - PMSB
13.	1. Employee Handbook; 2. Recruitment Policies; 3. Conditions of Employment; 4. Training and Development; 5. Employment Grievances; 6. Disciplinary Action; 7. Performance Improvement Plan (PIP) Procedure; 8. Hybrid Working Model Guidebook (BI); 9. Hybrid Working Model Guidebook (BM).
14.	1. Purchasing 2. Supplier Registration 3. Supplier Evaluation 4. Insurance Claim 5. Document Retention, Storage and Disposal 6. Framework Document Management 7. Vehicle Maintenance 8. Administration Handbook
15.	1. Code of Business Ethics and Conduct 2. Supplier Code of Conduct 3. Integrity Pact Policy 4. Hospitality Policy 5. Facilitation Payment Policy 6. Sponsorship Policy 7. Political Contribution Policy 8. Support Requests Policy 9. Due Diligence Policy 10. Charitable Donation Policy 11. Declaration of Assets Policy 12. Whistleblowing Policy 13. Declaration of Conflict of Interest Policy 14. Anti-Bribery and Corruption Policy 15. No Gift Policy 16. *Insider Trading Policy 17. *Anti-Money Laundering Policy
16.	1. Risk Management Framework
17.	1. Board Charter - PMSB 2. Terms of reference - PMSB

NO.	DESCRIPTION
18.	1. User Complaints SOP 2. Publication 3. Customer Satisfaction Survey
19.	1. Internal Audit Policy – PMSB * 2. Internal Audit Charter
20.	1. Prosedur Pengendalian Operasi Tol - Pembantu Khidmat Pelanggan (Operasi Tol) PRO/SC/OPD-01 2. Prosedur Pengendalian Operasi Tol (Penyelia Operasi Tol) PRO/SC/OPD-02 3. Prosedur Pengendalian Operasi Tol (Wang Apongan) PRO/SC/OPD-04 4. Prosedur Pengendalian Operasi Tol (Resit Gantian) PRO/SC/OPD-06 5. Prosedur Pengendalian Operasi Tol (Pengurusan Data Tol) PRO/SC/OPD-07 6. WI SC OPD – 01 Arahan Kerja Operasi (Transaksi Tol) 7. WI SC OPD - 02 Arahan Kerja Operasi Tol (Transaksi Luar Biasa) 8. WI SC OPD – 03 Arahan Kerja Operasi Tol (Pencerobohan) 9. WI SC OPD – 04 Arahan Kerja Operasi Tol (Pengiraan Trafik Dan Pengesahan Sistem) 10. WI SC OPD – 05 Arahan Kerja Operasi Tol (ABT & RFID) 11. WI SC OPD – 06 Arahan Kerja Operasi Tol (ACTS) 12. WI SC OPD – 07 Arahan Kerja Operasi Tol (Laporan dan Analisa) 13. WI SC OPD – 08 Arahan Kerja Operasi Tol (Pemantauan & Panduan Keselamatan Operasi)
21	1. Prosedur Peronda Lebuhraya 2. Prosedur Pusat Kawalan Trafik 3. Prosedur Pusat Panggilan Prolintas 4. Prosedur Pengurusan Papan Tanda Sementara 5. Prosedur Tindakan Kecemasan 6. Prosedur Pelan Pemulihan Bencana



Prolintas Infra BT's continued success is reinforced by strong support from various stakeholders, reflecting our impact and leadership in the infrastructure sector.



PROLINTAS INFRA BUSINESS TRUST

INVESTOR RELATIONS

05

Investor Relations

The Investor Relations ("IR") unit facilitates communication between Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust") and the investment community. Key areas of interest for stakeholders include strategic developments, financial results and material business matters affecting the Trust. A comprehensive investor relations programme, designed for institutional unitholders and private investors, ensures these matters are addressed regularly.

How the Trust Communicates

The IR unit conducts regular meetings and conference calls with investors to keep the investment community abreast of the Trust Group's operations, strategic developments and financial performance.

Quarterly Financial Results Briefings and Announcements

The IR team provides the investment and media community with up-to-date insights into the Trust's financial performance and operations through analyst briefings and press conferences. These sessions are held in conjunction with the release of the Trust's quarterly financial results on Bursa Securities. In FY2024, the Trust conducted four analyst briefing sessions to announce its quarterly results. These sessions were supplemented by press releases and other materials, which were made available on the Trust's website.

Corporate Website

To enhance communication with stakeholders, Prolintas Infra BT maintains a comprehensive corporate website at www.prolintasinfra.com.my that includes an up-to-date investor and media centre. News, announcements, unit price updates, investor presentations, events and other relevant information are posted on the website.

Unitholders are also encouraged to reach out with inquiries at any time throughout the year. Contact details are available in the "Contact Us" section of the Trust's website at www.prolintasinfra.com.my/contact-us/.

Website:
Up-to-date investor and media centre

Audience:
Fund managers, analysts, bankers,shareholders, the media and other stakeholders

Prolintas Infra BT 1ST AGM

Engagement Date:
30 April 2025

Format:
Physical

Audience:
Unitholders and proxies

The 1st Annual General Meeting ("AGM") of Prolintas Infra BT provides a platform for the Chairman of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager) to share insights on the Trust Group's performance over the past year with unitholders.

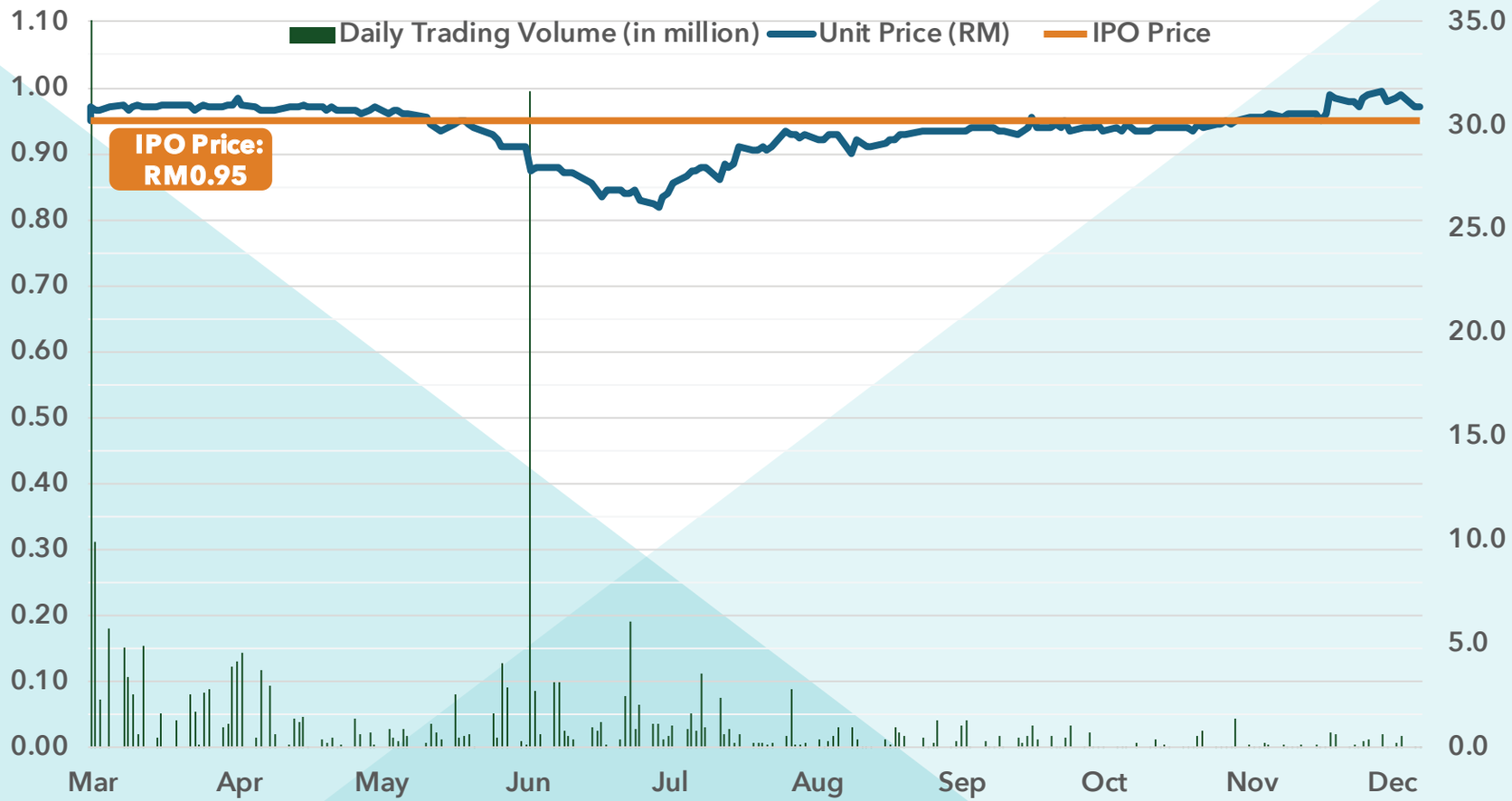
The AGM also offers unitholders an opportunity to seek clarifications on the Trust Group's financial and business matters. Voting will be conducted by poll via electronic voting ("e-Voting"), with a Poll Administrator managing the process and an Independent Scrutineer verifying the results.

Voting at the AGM

- e-Voting for all resolutions outlined in the Notice of AGM will take place after the relevant discussions and clarifications
- Unitholders may vote in person or via proxy, with proxy votes to be submitted in advance
- A QR code for e-Voting will be generated during registration, allowing unitholders to cast their votes using their smartphones or tablets

In line with best corporate governance practices, the AGM notice and agenda will be published at least 28 days prior to the meeting date, in accordance with the Malaysian Code on Corporate Governance 2021. The notice will be available in English and Bahasa Malaysia newspapers and on the Prolintas Infra BT website.

Unit Price and Volume Performance in 2024



	Closed Trading on 31 December 2024	Opened Trading on 25 March 2024	Variance	Change in %
FBMKLCI	1642.33	1542.39	99.94	6.5
PLINTAS	RM0.97	RM0.95	0.02	2.1

2024 Investor Relations Engagement

Below is a chronological timeline summarising the investor engagement activities conducted by the Trust during FY2024. These activities were designed to enhance transparency, foster relationships with investors and communicate the company's financial performance and strategic direction.

Q1 2024

6 March 2024

Roadshow: Prospectus Launch

Prolintas Infra BT conducted a roadshow to engage with analysts and potential investors. The session focused on the Trust's prospectus launch, providing insights into its business model, growth strategies and investment opportunities.

25 March 2024

Listing on the Main Market of Bursa Malaysia

Prolintas Infra BT was successfully listed on the Main Market of Bursa Malaysia. The event garnered significant media and press coverage, enhancing visibility and credibility among investors and stakeholders.

27 May 2024

Q1 FY2024 Analyst Briefing

Prolintas Infra BT held its first quarterly analyst briefing to discuss Q1 financial performance and operational highlights. Supporting materials, including press releases and presentations, were shared on the Trust's website.

Q2 2024

26 June 2024

Virtual Conference Call with Analysts and Investors

A conference call was held to update analysts and investors on the Trust's progress and address their questions, following the temporary suspension of Prolintas Infra BT's stock due to an announcement related to the MACC's investigation.

Management clarified that the Trust Group was not implicated, as the investigation focused solely on the SUKE and DASH projects. The discussion emphasised transparency and investor confidence in the Trust's position.

21 August 2024

Q2 FY2024 Analyst Briefing

Prolintas Infra BT conducted its second quarterly analyst briefing to discuss Q2 results, focusing on key financial metrics, strategic initiatives and market outlook.

Q3 2024

27 November 2024

Q3 FY2024 Analyst Briefing

The third quarterly analyst briefing was held to present Q3 financial performance, featuring updates on ongoing projects, market trends and future growth plans.

Q4 2024

3 March 2025

Q4 FY2024 Analyst Briefing

The fourth quarter analyst briefing marked the conclusion of Prolintas Infra BT's FY2024, providing a comprehensive review of the Trust's full-year financial and operational performance.

This hybrid session was held at Menara Affin TRX, in collaboration with AFFIN. It featured key speakers from Prolintas Infra BT's management team. Analysts and investors participated both in-person and virtually, engaging with the management team on financial results, operational updates and the Trust's strategic outlook.

Key Engagement Highlights

Media and Press Coverage

Throughout FY2024, Prolintas Infra BT received extensive media coverage, particularly around its listing and quarterly performance announcements. The exposure enhanced the Trust's messaging and broadened its audience reach.

Analyst Coverage

Two research houses issued analyst coverage of Prolintas Infra BT's stock in FY2024:

- Affin Hwang Investment Bank Berhad - Analysts Lim Jia Zhen and Loong Chee Wei
- Maybank Investment Bank Berhad - Analyst Wong Chew Hann

2024 Financial Calendar

FINANCIAL PERIOD

1 January 2024 to 31 December 2024

INTEGRATED ANNUAL REPORT 2024 & AUDITED FINANCIAL STATEMENTS 2024

Issued on:
28 March 2025

1ST ANNUAL GENERAL MEETING

To be held on:
30 April 2025

ANNOUNCEMENT OF UNAUDITED CONSOLIDATED RESULTS

1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
24 May 2024	**19 August 2024**	**14 November 2024**	**25 February 2025**
ended 31 March 2024	ended 30 June 2024	ended 30 September 2024	ended 31 December 2024

DISTRIBUTIONS

First-Half Distribution - 3.18 sen per Unit

Announcement: 18 August 2024

Date of Entitlement	Date of Payment
3 September 2024	**18 September 2024**

Second-Half Distribution - 3.18 sen per Unit

Announcement: 25 February 2025

Date of Entitlement	Date of Payment
13 March 2025	**25 March 2025**



The launch of Prolintas Infra BT's prospectus on 6 March 2024 marked a groundbreaking moment in Malaysia's financial landscape, setting the stage for its listing as the nation's first Islamic and first Business Trust. As a pioneer in listed Business Trusts, Prolintas Infra BT is not only redefining the future of infrastructure but also reshaping the investment landscape by introducing a new asset class that blends stability with Shariah-compliant principles.



PROLINTAS INFRA BUSINESS TRUST

GOVERNANCE 06

Corporate Governance Overview Statement

Effective corporate governance has always been a priority to the Board of Directors (the "Board") of Prolintas Manager Sdn. Bhd. ("PMSB" or the "Trustee-Manager") as the Trustee-Manager of Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust"). The Board is committed towards ensuring that a high standard of corporate governance is practised throughout the Trustee-Manager and its subsidiaries ("Trust Group") for the best interest of the unitholders. The Board believes that good corporate governance will result in long-term success and growth by creating value for and safeguarding the interests of stakeholders of the Trustee-Manager and Prolintas Infra BT.

In ensuring the implementation and operation of proper corporate governance, PMSB is guided by the principles and recommendations stipulated in Securities Commission Malaysia's ("SC") Business Trusts Guidelines ("BT Guidelines"), Malaysian Code on Corporate Governance 2021 ("MCCG 2021"), and Paragraph 15.25(1) of the Main Market Listing Requirements ("MMLR") of Bursa Malaysia Securities Berhad ("Bursa Malaysia") with guidance from Practice Note 9 of the MMLR of Bursa Malaysia.

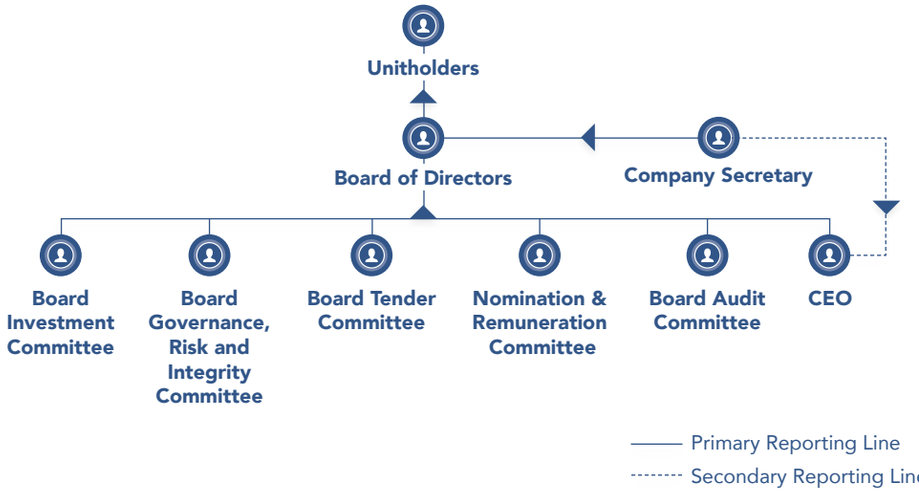
OUR GOVERNANCE FRAMEWORK

The Governance Framework, structure, and processes are established based on the Terms of Reference ("TOR") of the Board Committees, reinforced by defined authority limits and supported by various management policies and procedures.

The Board ensures that the governance structure remains appropriate and up-to-date with relevant corporate governance and regulatory requirements. The structure and associated practices are reviewed when necessary to reflect the evolving market and the communities in which the Trustee-Manager operates. The Board, supported by dedicated Committees such as the Nomination & Remuneration Committee ("NRC"), the Board Audit Committee ("BAC"), the Board Governance, Risk & Integrity Committee ("BGRIC"), the Board Tender Committee ("BTC") and the Board Investment Committee ("BIC") ensures that the Trust adheres to regulatory requirements and remains aligned with the interests of unitholders and stakeholders.

By fostering a diverse and well-balanced Board, the Trust strengthens its corporate governance framework, enhances accountability, and ensures long-term sustainability.

The diagram below provides an overview of the Trustee-Manager's structure:



A key element of the Governance Framework is the clear distinction of roles between the Board of Directors ("the Board") and the Chief Executive Officer ("CEO"). The Board oversees the execution of business strategies and provides strategic guidance to the Trustee-Manager and the Trust Group. It also ensures that the Trustee-Manager complies with the MCCG 2021, MMLR, and all other relevant legislative and governance requirements. Trustee-Manager's governance framework is firmly rooted in regulatory and statutory provisions as well as best practices and is guided by the following:

1. MMLR of Bursa Malaysia
2. Guidelines on Conduct of Directors of Listed Corporations and their subsidiaries published by the SC
3. MCCG 2021
4. Corporate Governance Guide 4th Edition issued by Bursa Malaysia
5. SC Licensing Handbook
6. BT Guidelines published by the SC

COMPLIANCE WITH MCCG 2021

In alignment with good corporate governance, the Board has implemented the principles and practices of the MCCG 2021 throughout financial period from 11 December 2023 (Date of Registration of Prolintas Infra BT) to 31 December 2024, except the departures on the following practices:

- Practice 5.9 (The Board comprises at least 30% women Directors)
- Practice 8.2 (Disclosure of top five Senior Management's remuneration component on a named basis)
- Practice 13.1 to Practice 13.6 (Matters related to General Meeting)

Note: Prolintas Infra BT was listed on the Main Market of Bursa Malaysia on 25 March 2024, thus not required to hold its AGM in the year 2024. The Trust plans to comply with Practice 13.1 to Practice 13.6 at the forthcoming Annual General Meeting ("AGM") on 30 April 2025.

Explanations on these departures are further elaborated in the Corporate Governance ("CG") Report.

In addition to adhering to the standard practices set forth on the MCCG 2021, the Trust has voluntarily adopted the following Step Up practices:

- Practice 4.5 (The Board identifies a designated person within Management to provide dedicated focus to manage sustainability strategically, including the integration of sustainability considerations in the operations of the company.)
- Practice 5.4 (The Board has a policy to limit the tenure of Independent Directors a maximum of nine (9) years)
- Practice 9.4 (Audit Committee should comprise solely of Independent Directors)
- Practice 10.3 (The Board establishes a Risk Management Committee primarily composed of Independent Directors).

Explanations on the Step Up practices are further elaborated in the CG Report.

THE BOARD CHARTER

In effectively fulfilling the duties and responsibilities of the Board, the Board adheres to the Trustee-Manager Board Charter. The Board Charter sets out the Board's strategic intent and authority, outlines the roles and responsibilities of the Board of Directors, individual Directors, CEO and Company Secretary. It provides comprehensive guidelines and procedures, addressing issues and matters reserved exclusively for the Board and its Board Committees to ensure diligent stewardship. The Board Charter is available on Prolintas Infra BT's website at www.prolintasinfra.com.my.

CODE OF BUSINESS ETHICS AND CONDUCT

The Trustee-Manager adopts and practices the Code of Business Ethics and Conducts ("CoBE"), which is accessible to the public for reference on Prolintas Infra BT's website at www.prolintasinfra.com.my/policies/.

The CoBE emphasises the importance of upholding the Trustee-Manager's values and culture by adhering to the principles of being smart, trustworthy, admirably honest, reaching out, and proactive in all situations to achieve the Trustee-Manager's goals.

WHISTLEBLOWING POLICY

The Trustee-Manager has implemented a Whistleblowing Policy ("WBP"), providing a channel for the Trustee-Manager and the Trust Group's personnel, vendors, and stakeholders to report any instances of misconduct in accordance with the policy's procedures.

DIRECTORS OF THE TRUSTEE-MANAGER

THE ROLE OF THE BOARD

The Board is responsible for the overall management and corporate governance of the Trustee-Manager, and has the powers and duties set out in the Board Charter. The primary functions and roles of the Board include, but are not limited to the following:

- Promoting good corporate governance culture within the Trustee-Manager which reinforces ethical, prudent and professional behaviour;

- Reviewing, challenging and deciding on Management's proposal for the Trustee-Manager and monitor the implementation by Management;
- Ensuring that the strategic plan of the Trustee-Manager supports long-term value creation and incorporates strategies on economic, environmental, safety and health, social, and governance factors that underpin sustainability;
- Overseeing the conduct of the Trustee-Manager's businesses to evaluate and assess management performance and determine whether the businesses are being properly managed;
- Assessing and identifying the principal risks of the Trustee-Manager's businesses, recognising that business decisions involve taking appropriate risks;
- Setting the risk appetite in alignment with the Board's expectations for Management/Senior Management to operate within, and ensuring that an appropriate risk management framework is in place to identify, analyse, evaluate, manage, and monitor significant financial and non-financial risks;
- Ensuring the Senior Management has the necessary skills and experience; and that there are measures in place to provide for orderly succession planning, including appointing, training, fixing the compensation and, where appropriate, replacing Senior Management;
- Ensuring the integrity of the Trustee-Manager's financial and non-financial reporting.

APPROACH TO SUSTAINABILITY

The Board had on 19 September 2023 approved and adopted a Sustainability Policy and it is published on Prolintas Infra BT's website at www.prolintasinfra.com.my/policies/. Further details on the Trustee-Manager's efforts are set out in the Sustainability Statement of this Integrated Annual Report 2024 ("IAR 2024").

A Manager from the Sustainability Department of PLKH is responsible for overseeing sustainability endeavours across Prolintas Infra BT and the Trustee-Manager. Her role includes comprehensive management of all aspects pertaining to the sustainability initiatives and reporting processes.

RISK MANAGEMENT AND INTERNAL CONTROL FRAMEWORK

The Trustee-Manager has established an Enterprise Risk Management Framework ("ERMF") in accordance with ISO 31000:2018 and the Committee of Sponsoring Organizations' ("COSO") Risk Management Framework.

The key principles of the Enterprise Risk Management are as follows:

1. Risk Leadership
2. Risk Culture
3. Training and Communication

Key features of the ERMF and details of the Trustee-Manager's internal control system are disclosed in the Statement on Risk Management and Internal ("SORMIC") of this IAR 2024.

BOARD BALANCE AND COMPOSITION

In the financial year ended 31 December 2024 ("FY2024") the Board consists of one (1) Non-Independent Non-Executive Chairman ("NINEC"), four (4) Independent Non-Executive Directors ("INED"), one (1) Non-Independent Non-Executive Director ("NINED"), and one (1) Non-Independent Executive Director ("NIED"). The Board complies with the recommendation of the MMLR that states at least two (2) of the Directors or one-third (1/3) of the Board should be independent, and MCCG 2021 best practices, which state that at least half of the Board consists of independent directors.

The Board prioritises diversity in its composition, taking into account factors such as skills, competencies, experience, industry background, gender, age, ethnicity, and nationality. This diversity is crucial for maintaining a competitive advantage and ensuring balanced, effective decision-making.

In terms of skills, experience, and competencies, the Board consists of members with diverse professional backgrounds, including engineering, finance and accounting, management, economics, and business. Their collective expertise and varied perspectives contribute to the Trustee-Manager's operations, ultimately enhancing long-term value for unitholders.

BOARD AND SENIOR MANAGEMENT DIVERSITY

Diversity in the workplace ensures that every individual, regardless of their background, feels valued, respected, and empowered to reach their full potential. By embracing a diverse workforce including varied gender and generational perspectives, the Trustee-Manager fosters innovation, engagement, and collective success. To support this, the Trustee-Manager has emphasised gender diversity in its Board Charter, ensuring a well-balanced mix of members for effective stewardship and management. In FY2024, the diversity within the Trustee-Manager's Board and Senior Management is outlined as follows:

	BOARD	KEY SENIOR MANAGEMENT
Gender	5 Male 2 Female	3 Male 2 Female
Ethnicity	7 Malay	5 Malay
Age Group	40-60 (4) Above 60 (3)	Below 40 (1) 40-60 (3) Above 60 (1)
Nationality	7 Malaysian	5 Malaysian
Category of Directors	1 NINEC, 1 NINED, 4 INED, 1 NIED	-

The Board has also established a policy stipulating that a minimum of 30% of Directors must be women, as outlined in Paragraph 2.4 of the Board Charter.

For FY2024, women's representation on the Board is at 28.6%. The Board aspires to fulfill the recommendation of having at least 30% women Directors when seeking potential candidates in the future, upholding the MCCG 2021 requirements and complying with the Board Charter. The main criteria of the Board's candidacy is meritocracy based on relevant qualifications, experience, knowledge and expertise that will enhance the Board's value.

TENURE OF INDEPENDENT DIRECTORS

The Board Charter stated that the tenure of an Independent Non-Executive Director should not exceed a cumulative term limit of nine (9) years, aligning with Step Up Practice 5.4 of the MCCG 2021 adopted by the Trustee-Manager.

The tenure of INED: 4 INED (as of 28 February 2025)

DIRECTORS	DATE OF APPOINTMENT	TENURE
Dato' Abdul Mutalib bin Alias	9 June 2023	1 year 8 months
Datuk Syed Azmi bin Syed Othman	9 June 2023	1 year 8 months
Puan Nik Fazila binti Nik Mohamed Shihabuddin	9 June 2023	1 year 8 months
Datin Nona binti Salleh	20 September 2023	1 year 5 months

BOARD SKILL MATRIX

DIRECTORS	QUALIFICATIONS
Dato' Ikmal Hijaz bin Hashim	Land/ Real Estate
Dato' Abdul Mutalib bin Alias	Finance & Accounting
Datuk Syed Azmi bin Syed Othman	Engineering
Puan Nik Fazila binti Nik Mohamed Shihabuddin	Finance & Accounting
Datin Nona binti Salleh	Finance & Accounting/Investment
Dato' Mohammad Azlan bin Abdullah	Finance & Accounting
Encik Malik Parvez Ahmad bin Nazir Ahmad	Finance & Accounting

SEPARATION OF POWERS

The division in the roles of the CEO is clearly defined in the Board Charter. The objective of role separation is to ensure an appropriate balance of power, increase accountability and strengthen the Board's role in exercising objective oversight over Management. This separation enhances the Board's capacity for independent decision-making, while the CEO focuses on business operations and the day-to-day management of the Trustee-Manager, Prolintas Infra BT, and the Trust Group.

A summary of the roles and responsibilities of the Chairman, CEO, and INEDs is as follows:

DESIGNATION/ DIRECTORSHIP	ROLES AND RESPONSIBILITIES
Chairman	The Board is led by Dato' Ikmal Hijaz bin Hashim ("Dato' Ikmal Hijaz" or "Chairman"), a Non-Independent Non-Executive Chairman ("NINEC") appointed on 2 June 2022. As Chairman of the Board, Dato' Ikmal Hijaz assumes a key position in ensuring the Board's functions effectively in the best interests of the Trustee-Manager and its stakeholders. The Chairman is committed to upholding good corporate governance principles and practices, and guides the Trustee-Manager towards achieving its goals. The Chairman regularly seeks the opinions from the Board members on matters being deliberated during meetings, and ensures that decisions made are a representation of the Board as a whole. The Chairman cultivates a positive working relationship with the Management and Senior Management to demonstrate the highest standard of corporate governance practices in setting the tone from the top.
Chief Executive Officer	The CEO oversees the day-to-day management of the Trustee-Manager's business operations and implements the Board's decisions. Supported by the Management team, he formulates business strategies and plans to achieve the Trustee-Manager's vision, growth targets, turnover and profitability, in-line with stakeholder expectations. He is responsible for executing Board policies and decisions, and coordinating the implementation of business and corporate strategies.
Independent Directors	The Independent Directors provide independent judgement experience, and objectivity without being subordinated to operational considerations, ensuring that the interests of all unitholders of Prolintas Infra BT, not just the interests of a particular fraction or group, are indeed taken into account by the Board, and that relevant issues are subjected to objective and impartial consideration by the Board.

COMPLIANCE OFFICER

The Compliance Officer monitors and ensures compliance with the Trust Deed, Bursa Listing Requirements, and all applicable guidelines set out by the SC and securities laws relating to Prolintas Infra BT. He reports directly to the Board.

RE-ELECTION OF DIRECTORS

Clause 14.4(c) of the Trust Deed stated that the Directors on the Board of Directors of the Trustee-Manager shall not be subject to any removal, replacement or retirement by way of any resolution of the unitholders. Any removal, replacement and/or retirement of a Director of the Trustee-Manager shall be subject to and in accordance with the constitution of the Trustee-Manager, the Listing Requirements and Applicable Laws and Requirements.

As PMSB is the Trustee-Manager of Prolintas Infra BT, unitholders are not legally able to vote for Directors of the Trustee-Manager. Since Prolintas Infra BT is a Business Trust governed by the Trust Deed, unitholders are not responsible for determining the re-election of the Trustee-Manager's Directors.

BOARD MEETINGS

Board meetings are scheduled regularly at least once every quarter. Special Board meetings are also held to discuss urgent issues, as and when necessary. Throughout FY2024, 12 Board meetings were held, eight (8) of which were Special Board meetings. Pursuant to the Paragraph 15.05(3)(c) of MMLR, all Directors have complied with the requirement to attend at least 50% of Board meetings held in a financial year. The number of meetings attended by each Director during the FY2024 are as follows:

DIRECTORS	BOD	NRC	BAC	BGRIC	BIC	BTC
#Dato' Ikmal Hijaz bin Hashim (DIHH)	12/12	-	-	-	-	-
Dato' Abdul Mutalib bin Alias (DMA)	12/12	4/4	5/5	4/4	-	-
Datuk Syed Azmi bin Syed Othman (DSA)	12/12	4/4	5/5	-	-	6/6
Datin Nona binti Salleh (DNS)	12/12	-	-	4/4	3/3	6/6
Puan Nik Fazila binti Nik Mohamed Shihabuddin (NF)	12/12	-	5/5	-	3/3	6/6
&Dato' Mohammad Azlan bin Abdullah (DMAA)	^7/12	3/4	-	2/4	1/3	-
$*Malik Parvez Ahmad bin Nazir Ahmad (MPA)	^7/12	-	-	-	-	-

Notes:

 # In line with Practice 1.4 of the MCCG 2021, DIHH does not sit as a member of any Board Committees. This helps maintain checks and balances, allowing the Board to objectively review matters brought forward by the Board Committees.

^ DMAA and MPA could not attend five (5) out of 12 Board meetings in 2024 due to unexpected circumstances.

$ MPA, serving as an Executive Director, is not a member of any Board Committees. Nonetheless, he actively contributed to Board Committee meetings as an invitee, offering updates and addressing inquiries raised by the Board Committee members.

** MPA has been redesignated as a NINED following his resignation as CEO, effective 3 February 2025.*

& DMAA has resign as a NINED effective 3 February 2025.

The schedules for all Board and Board Committees' meetings of the Trustee-Manager, as well as the AGM of Prolintas Infra BT, were planned and scheduled one calendar year in advance before the commencement of the next calendar year. Several ad hoc Board and Board Committees' meetings had been called to deliberate on and consider issues that required the Board's immediate consideration and/or decision.

The meeting materials are distributed to the Board and Senior Management using an online electronic platform. Management consistently provides the Board and relevant Board Committees with adequate and reliable information in a timely manner before Board meetings, ensuring that members can make informed decisions. The Board has the opportunity to make further inquiries, seek advice from Management, and request additional explanations, information, or updates on the Board papers provided.

The notices for the Board meetings were well-structured, comprehensive, and well-segregated. It included matters to be discussed as well as the estimated time allocated for each agenda item. The notices and agenda (duly endorsed by the Chairmen/Chairperson), along with a set of comprehensive Board papers and presentation slides, were uploaded onto a secure online electronic platform. Board members were given ample time to review and study the Board papers via their electronic devices from time to time.

During Board meetings, the Chairman fostered a constructive, open, and engaging environment, encouraging healthy debate and ensuring that resolutions were circulated and thoroughly deliberated. This allowed all Board decisions to reflect a collective consensus. Directors were given the opportunity to freely express their views and share insights during discussions.

Any Director with a direct and/or indirect interest in the matter under deliberation abstained from both discussions and voting on the issue. All deliberations, decisions, and conclusions from Board and Committee meetings were accurately recorded in the minutes by the Company Secretary.

BOARD COMMITTEES

The Board has established five (5) Board Committees, namely, the NRC, BGRIC, BAC, BTC and BIC. Each Committee operates under its own TOR to assist the Board in effectively fulfilling its fiduciary duties and responsibilities effectively. The TORs clearly define the division of responsibilities for each Committee.

The Chairman of the Board does not chair any of these Committees. He had also not participated in or been invited to any of the Board Committee meetings. All Committees are composed solely of NEDs. Any amendments to a Committees' TORs require the approval of the Board. The Board Committees review and deliberate the issues within their formalised TORs and provide recommendations to the Board on matters within their scope.

The Board maintains collective oversight and remains fully responsible for the Trustee-Manager's effective control. Each Committee is supported by the Company Secretary and has access to independent advice as needed to carry out its duties.

1. Nomination and Remuneration Committee ("NRC")

The NRC comprises three (3) Non-Executive Directors ("NED"), two (2) of whom are Independent Non-Executive Directors ("INED"):

DIRECTORS	DESIGNATION	DATE OF APPOINTMENT	TENURE
Dato' Abdul Mutalib bin Alias (Chairman)	INED	9 June 2023	1 year 8 months
Datuk Syed Azmi bin Syed Othman	INED	9 June 2023	1 year 8 months
*Dato' Mohammad Azlan bin Abdullah	NINED	9 June 2023	1 year 8 months

* *Encik Malik Parvez Ahmad bin Nazir Ahmad appointed as Member of the NRC effective 3 February 2025.*

* *Dato' Mohammad Azlan bin Abdullah ceased to be a Member of the NRC following his resignation as Non-Independent Non-Executive Director effective 3 February 2025.*

Key Roles and Responsibilities

- Review matters relating to the remuneration of Directors and Senior Management.
- Oversee the Director's selection process.
- Conduct annual performance assessments for the Board and Board Committees.
- Evaluate the performance of the CEO.
- Review the composition, succession planning, and balance of the Board.
- Ensure the right mix of skills, experience, knowledge, and diversity on the Board.

The policies and procedures for the determining the remuneration of Directors is accessible on Prolintas Infra BT's website at www.prolintasinfra.com.my/policies/.

2. Board Audit Committee ("BAC")

The BAC comprises three (3) INEDs, in accordance with the Listing Requirements of Bursa Malaysia which stipulates that all BAC members must be NEDs, with the majority being independent, aligning with Step Up Practice 9.4 of the MCCG 2021 adopted by the Trustee-Manager.

DIRECTORS	DESIGNATION	DATE OF APPOINTMENT	TENURE
Puan Nik Fazila binti Nik Mohamed Shihabuddin (Chairperson)	INED	9 June 2023	1 year 8 months
Datuk Syed Azmi bin Syed Othman	INED	9 June 2023	1 year 8 months
Dato' Abdul Mutalib bin Alias	INED	9 June 2023	1 year 8 months

All members of BAC are financially literate and possess sufficient understanding of the Trustee-Manager's business operations.

The BAC is assisted by the Group Internal Audit ("GIA"), which reports directly to the BAC in the performance of its duties.

GIA carried out the internal audit functions in accordance with the standards set by the recognised professional bodies. GIA also conduct regular reviews and appraisal of the effectiveness of the governance, internal control and risk management processes within the Trust Group. The Internal Auditors are free from any relationship or conflict of interest or undue influence on others that could impair or affect their objectivity and independence.

Key Roles and Responsibilities

The BAC recognises the importance of independent judgement in effective oversight and monitoring, and guided by its commitment to ethical business operations in compliance with laws and regulations.

The BAC:

- Oversees financial and accounting reporting.
- Evaluates audit processes.
- Assesses internal control systems.
- Maintains appropriate relationships with the External Auditors.
- Reviews and deliberates quarterly on any financial inconsistencies in the financial statements, estimates and judgements made by Management, as well as regulatory matters that could affect the financial statements for implementation.

3. Board Governance, Risk and Integrity Committee ("BGRIC")

The BGRIC comprises three (3) NED, two (2) of whom are INED:

DIRECTORS	DESIGNATION	DATE OF APPOINTMENT	TENURE
Datin Nona binti Salleh (Chairperson)	INED	20 September 2023	1 year 5 months
Dato' Abdul Mutalib bin Alias	INED	9 June 2023	1 year 8 months
*Dato' Mohammad Azlan bin Abdullah	NINED	9 June 2023	1 year 8 months

* *Encik Malik Parvez Ahmad bin Nazir Ahmad was appointed as Member of the BGRIC effective 3 February 2025.*

* *Dato' Mohammad Azlan bin Abdullah ceased to be a Member of the BGRIC following his resignation as Non-Independent Non-Executive Director effective 3 February 2025.*

Key Roles and Responsibilities

a) Risk Management

- Oversee the Trustee-Manager's, Trust's and Trust Group's risk management systems, practices and procedures to ensure effectiveness of risk identification, management, and compliance with internal guidelines.

b) Compliance
- Ensure effective management of regulatory compliance throughout the Trustee-Manager, Trust and Trust Group, and to provide oversight and advice to the Board in respect of compliance with the applicable laws and regulations.

c) Governance and Integrity
- Monitoring the implementation of the Integrity and Governance Department ("IGD"), and assist the Board in overseeing the overall issue of corruption, fraud, malpractice, and unethical conduct within the Trustee-Manager, by the formulation of a strong governance, ethical and integrity culture within the Trust and Trust Group.

4. Board Tender Committee ("BTC")

The BTC comprises three (3) NED, all of whom are INED:

DIRECTORS	DESIGNATION	DATE OF APPOINTMENT	TENURE
Datuk Syed Azmi bin Syed Othman (Chairman)	INED	9 June 2023	1 year 8 months
Datin Nona binti Salleh	INED	20 September 2023	1 year 5 months
Puan Nik Fazila binti Nik Mohamed Shihabuddin	INED	9 June 2023	1 year 8 months

Key Roles and Responsibilities

- Review, evaluate, analyse, and approve all matters related to tenders up to RM10,000,000.
- Recommend to the Board for approval on all matters related to tenders exceeding RM10,000,000.

5. Board Investment Committee ("BIC")

The BIC comprises three (3) NED, two (2) of whom are INED:

DIRECTORS	DESIGNATION	DATE OF APPOINTMENT	TENURE
Datin Nona binti Salleh (Chairperson)	INED	20 September 2023	1 year 5 months
Puan Nik Fazila binti Nik Mohamed Shihabuddin	INED	20 September 2023	1 year 5 months
*Dato' Mohammad Azlan bin Abdullah	NINED	20 September 2023	1 year 5 months

* *Encik Malik Parvez Ahmad bin Nazir Ahmad was appointed as Member of the BGRIC effective 3 February 2025.*

* *Dato' Mohammad Azlan bin Abdullah ceased to be a Member of the BGRIC following his resignation as Non-Independent Non-Executive Director effective 3 February 2025.*

Key Roles and Responsibilities
- Review, monitor and recommend to the Board for approval of the Trustee-Manager's Investment policies.
- Review and recommend to the Board for approval the proposed business transactions, investments, disposals or key corporate exercise by the Trustee-Manager, subject to the limits prescribed by the Limits of Authority ("LOA").

BOARD INDEPENDENCE

The presence of INEDs is crucial in maintaining corporate accountability, and the Board recognises their valuable contributions to upholding strong corporate governance. All Directors, regardless of their independent status, are required to act in the Trustee-Manager's best interests, exercising impartial and objective judgment. INEDs play a key role in offering independent insights, advice, and assessments, particularly when reviewing Management's proposed strategies. They ensure these strategies are thoroughly debated and evaluated with a focus on the long-term interests of stakeholders.

KEY BOARD ACTIVITIES OF FY2024

The key matters reviewed, deliberated and approved by the Board in FY2024 were as follows:

1. Strategy
    - Annual budget and business plan
    - Business and projects progress updates
    - Key performance indicators of CEO
2. Financial Performance
    - Quarterly and yearly financial performance reports
    - Distribution payouts
3. Governance
    - Approval of the Labour Right's Policy
    - Reappointment of external auditors
    - Approval of the 2024 Board Effectiveness Evaluation

BOARD EFFECTIVENESS EVALUATION

The Board Effectiveness Evaluation ("BEE") aims to evaluate the performance of the Board, Board Committees and individual Directors, identifying areas for improvement where required. Assisted by the NRC, the 2024 BEE was conducted using a questionnaire-based approach and the criteria for assessment which included the following:

1. Board
    - Board as a Whole
    - Board Mix and Composition
    - Board Dynamics
    - Board and Management Team Dynamics
    - Meeting Administration and Conduct
2. Board Committees
    - Composition
    - Competency of the Chairmen of Board Committees
    - Effective Roles and Responsibilities
3. Self and Peers Evaluation
    - Key skills, Experience and Industry Background
    - Roles and Responsibilities
    - Contribution and Performance
    - Attribute and Personality
4. Board Chairman's Evaluation
    - Contribution and Performance
    - Calibre and Temperament

The results of the BEE, which assess the performance of the Board as a whole and its Committees, are compiled and reviewed by the Board to identify areas for improvement. Individual performance evaluations are presented to the Chairman, who addresses any concerns with the respective Directors to support their development and enhancement.

The 2024 BEE results were largely positive, with the Board expressing satisfaction with the performance of both the Board and its Committees. The assessment affirmed that they operate effectively within established parameters. Any identified areas for improvement will be addressed through focused action plans.

PERFORMANCE REVIEW OF THE BOARD COMMITTEES

Taking into account the outcomes of the 2024 BEE, the Board is satisfied that the committee has discharged their duties effectively for the financial year under review.

DIRECTORS' TRAINING FY2024

In accordance with Paragraph 15.08 of the Listing Requirements of Bursa Securities, the Directors recognise the importance of staying current with industry developments, particularly in sustainability, technological advancements and changes to statutory and regulatory requirements.

The Board ensures that Directors have ongoing opportunities to update and refresh their knowledge throughout the year, enabling them to perform their roles and duties effectively. The training needs of the Directors are periodically reviewed to ensure that they have access to continuing education programmes.

On 6 June 2023, Bursa Malaysia issued a letter informing listed companies of an amendment to the Listing Requirements regarding sustainability training for directors. All Directors of listed companies are required to attend and complete the Mandatory Accreditation Programme ("MAP"). With the increasing emphasis on sustainability, the MAP is now divided into two parts: MAP I, which comprises the current contents, and MAP II, which focuses on sustainability matters. The new provisions of the Listing Requirements mandate that existing directors of listed companies must attend and complete MAP II by 1 August 2025. The Institute of Corporate Directors Malaysia ("ICDM") is the appointed organiser for MAP II.

The Group Secretarial Department coordinated with the Directors to confirm their availability for the programme. As of the date of this report, all Directors have successfully completed both MAP I and MAP II.

The areas of trainings, seminars, conferences and briefings attended by the Directors during the financial year under review, among others, are set out below:

DATO' IKMAL HIJAZ BIN HASHIM

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
2	PNB Knowledge Forum 2024: Economic Complexity - Navigating the Threads of Economic Complexity	4-Jul-24	Permodalan Nasional Berhad
3	(a) Guideline on the Reporting Framework for Beneficial Ownership of Legal Persons	26-Jul-24	Kumpulan Perangsang Selangor Berhad
	(b) Refresher on Section 17A MACC - Directors' Roles and Responsibilities		
4	Identification of Climate Risk of Kumpulan Perangsang Selangor Berhad	1-Aug-24	Kumpulan Perangsang Selangor Berhad
5	Mandatory Accredidation Programme Part II	6-Aug - 7-Aug-24	Institute of Corporate Directors Malaysia
6	PNB Project Converse: Fireside Chat with Nominee Directors of PNB	14-Aug-24	Permodalan Nasional Berhad
7	PROLINTAS Cybersecurity Awareness	4-Sep-24	Prolintas Group
8	A Comprehensive Introduction to Corporate Governance: Role of the Board and Senior Management	23-Oct-24	Prolintas Group
9	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group
10	ICDM Chairman Roundtable & Networking Session: How Responsible & Responsive Are You in Strategic Risk Management	26-Nov-24	Institute of Corporate Directors Malaysia

DATO' MOHAMMAD AZLAN BIN ABDULLAH

(Resigned on 3 February 2025)

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Institutional Investors Council Malaysia ("IIC") Corporate Governance Conference	5-Mar-24	IIC and` Securities Industry Development Corporation
2	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
3	Board Governance & Oversight: ESG Impact on Group's Business	20-Mar-24	The Malaysian Institute of Chartered Secretaries and Administrators
4	Key Disclosure Obligations of a Listed Company	30-Apr-24	CKM Advisory Sdn Bhd
5	Mandatory Accreditation Program Part II	13-May - 14-May 24	Institute of Corporate Directors Malaysia
6	Oxford Strategic Leadership Program, United Kingdom	20-May - 24-May 24	Saïd Business School, University of Oxford
7	Lessons from the Trenches: Governance Scandals Unveiled	7-Nov-24	Institute of Corporate Directors Malaysia
8	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group
9	Introduction to Corporate Directorship: Foundations of Effective Board Leadership	21-Nov-24	Institute of Corporate Directors Malaysia
10	Strategic Planning Theories - Tools & Practices for Businesses	3-Dec-24	Malaysian Institute of Accountants
11	Case Study – ESG Risk Management: Importance of Identifying and Managing ESG Risks	6-Dec-24	Malaysian Institute of Accountants

DATUK SYED AZMI BIN SYED OTHMAN

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Pre- and Post-IPO Rules IPO Rules	29-Feb-24	Malaysian Institute of Accountants
2	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
3	Mandatory Accreditation Program Part II	30-July - 31-July 24	Institute of Corporate Directors Malaysia
4	PROLINTAS Cybersecurity Awareness	4-Sep-24	Prolintas Group
5	A Comprehensive Introduction to Corporate Governance: Role of the Board and Senior Management	23-Oct-24	Prolintas Group
6	ICDM BARMC Dialogue & Networking Session - Board's Role in Whistleblowing Oversight	24-Oct-24	Institute of Corporate Directors Malaysia
7	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group

DATO' ABDUL MUTALIB BIN ALIAS

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
2	Mandatory Accreditation Program Part II	3-July – 4-July 24	Institute of Corporate Directors Malaysia
3	PROLINTAS Cybersecurity Awareness	4-Sep-24	Prolintas Group
4	A Comprehensive Introduction to Corporate Governance: Role of the Board and Senior Management	23-Oct-24	Prolintas Group
5	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group

PUAN NIK FAZILA BINTI NIK MOHAMED SHIHABUDDIN

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Geopolitical Risks: Board Essentials for International Business	27-Feb-24	Leadwomen
2	Supply Chain Synergy towards de-carbonisation	1-Mar-24	Climate Governance Malaysia ("CGM") & MSM Holdings Berhad
3	ISSB Executive Workshop - Task Force on Climate Related Financial Disclosure (TCFD)	15-Mar-24	South Pole & FGV Holdings Berhad
4	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
5	The Changing Societal Expectations of Business: The Role of the Board	5-Jun-24	Deloitte Global Boardroom Program
6	MIA International Accountants Conference 2024- Navigating new Frontiers, embracing sustainability	11-Jun - 12-Jun 24	Malaysian Institute of Accountants
7	PNB Knowledge Forum 2024 - Navigating the threads of economics relatedness	4-Jul-24	Permodalan Nasional Berhad
8	Trends in Consumer behaviour on Halal Pharmaceuticals	9-Jul-24	Duopharma Biotech Berhad /UKM Faculty of Pharmacy
9	PROLINTAS Cybersecurity Awareness	4-Sep-24	Prolintas Group
10	Understanding Impact of Climate Change to Duopharma ad Whats Next to Look Out For	5-Sep-24	Duopharma / KPMG
11	MBMR Group Sustainability Training: Understanding TCFD, SBTi and Overview of IFRS	18-Sep-24	MBM Resources Berhad
12	Building Sustainable Credibility: Assurance, Greenwashing and the Rise of Greenhushing	24-Sep-24	Bursa Malaysia / Institute of Corporate Directors Malaysia
13	Aligning Risk Management to Strategy and Purpose	7-Oct-24	Institute of Corporate Directors Malaysia
14	LeadWomen APAC DEI Summit 2024	16-Oct - 17-Oct 24	LeadWomen
15	A Comprehensive Introduction to Corporate Governance: Role of the Board and Senior Management	23-Oct-24	Prolintas Group
16	Securities Commission Malaysia's ("SC") Audit Oversight Board Conversation with Audit Committee	19-Nov-24	SC

DATIN NONA BINTI SALLEH

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Succession Planning	20-Feb-24	International Institute of Human Capital
2	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
3	Mandatory Accreditation Program Part I	25-Mar - 26-Mar 24	Institute of Corporate Directors Malaysia
4	Mandatory Accreditation Program Part II	22-Jul - 23-Jul 24	Institute of Corporate Directors Malaysia
5	PROLINTAS Cybersecurity Awareness	4-Sep-24	Prolintas Group
6	E-Invoicing Training	5-Sep-24	KS Training
7	A Comprehensive Introduction to Corporate Governance: Role of the Board and Senior Management	23-Oct-24	Prolintas Group
8	Guide to Related Party Transactions	8-Nov-24	The Malaysian Institute of Chartered Secretaries and Administrators
9	Practical MPERS for Investories, Investment Property, PPE and Intangible Assets other than Goodwill	18-Nov-24	Malaysian Institute of Accountants
10	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group

ENCIK MALIK PARVEZ AHMAD BIN NAZIR AHMAD

NO	TITLE OF PROGRAMME	DATE	ORGANISER
1	Post-listing Obligations - Director's Duties and Responsibilities	18-Mar-24	Boardroom Corporate Services Sdn Bhd
2	Board Governance & Oversight: ESG Impact on Group's Business	20-Mar-24	The Malaysian Institute of Chartered Secretaries and Administrators
3	Mandatory Accreditation Program Part I	29-Apr - 30-Apr-24	Institute of Corporate Directors Malaysia
4	PROLINTAS Integrity Day 2024 - Sustainable Progress, Ethical Practices: Integrating Integrity into Corporate DNA	19-Nov-24	Prolintas Group
5	Case Study: ESG Risk Management - Importance of Identifying and Managing ESG Risks	6-Dec-24	Malaysian Institute of Accountants
6	Reputational Risk Management for Sustainable Organisations	17-Dec-24	Malaysian Institute of Accountants
7	Enterprise Risk Management Essentials for Acounting and Financial Professional	18-Dec-24	Malaysian Institute of Accountants

ANNUAL GENERAL MEETING ("AGM")

The AGM serves as a principal forum for unitholders to engage directly with the Directors and Senior Management. It also provides the opportunity for unitholders to pose questions to the Board for clarification after reviewing the performance via the IAR 2024. The Board members and External Auditors will attend the upcoming AGM, which shall provide shareholders the opportunities to enquire them in person on the Trustee-Managers performance and operations.

To ensure unitholders have sufficient time to go through the IAR 2024, the notice will be circulated at least twenty-eight (28) clear days before the date of the AGM. Unitholders are encouraged to vote on the proposed motions by appointing a proxy in the event they are unable to attend the AGM.

COMPANY SECRETARIES

The Company Secretaries of the Trustee-Manager are qualified to act as the Company Secretary under Section 235 of the Companies Act 2016. The Company Secretaries played an important role in advising the Board on issues relating to compliance with relevant laws, rules, procedures and regulations that may affect the Board, Trustee-Manager and Prolintas Infra BT. The Company Secretaries roles and responsibilities are clearly specified in the Board Charter.

ACCESS TO MANAGEMENT

Directors are provided with complete and unimpeded access to the Trustee-Manager Management. They also have unrestricted access to information pertaining to the Trustee-Manager, including the Trustee-Manager's auditors and consultants. When exercising their right to access information and Management, Directors must exercise judgement to ensure that such access does not disrupt the Trustee-Manager's operations.

ACCESS TO INDEPENDENT PROFESSIONAL ADVICE

Every Director shall have full and unrestricted access to any information about the Trustee-Manager and Prolintas Infra BT. The Board and its Committees may seek independent professional advice, whenever necessary and reasonable for the performance of their duties, at the cost of the Trustee-Manager. The Board may also seek advice from the Management or request further explanation, information, or updates on any aspect of the Trustee-Manager and Prolintas Infra BT's operations or business concerns. In addition, the Directors have full and unrestricted access to the advice and dedicated support services of the Company Secretary. Each Director should be able to communicate directly with the Company Secretary and vice versa.

COMMUNICATION WITH UNITHOLDERS

The Board acknowledges the importance of regular communication with unitholders and investors via annual reports, circulars, and quarterly financial reports. The Trustee-Manager has made various announcements that are released to Bursa Malaysia via Bursa LINK during the period, through which unitholders and investors are able to obtain an overview of Prolintas Infra BT's performance and operations.

Prolintas Infra BT has also established a systematically maintained corporate website, www.prolintasinfra.com.my, allowing unitholders and the public to keep abreast with the development of Prolintas Infra BT at all times.

Nomination and Remuneration Committee

This report offers unitholders valuable insights on the activities of the Nomination & Remuneration Committee ("NRC") during the year under review.

COMPOSITION

The NRC is chaired by Dato' Abdul Mutalib bin Alias and consists exclusively of Non-Executive Directors ("NEDs"), with a majority being Independent Non-Executive Directors ("INEDs"). The composition of the NRC complies with Practice 5.8 of the Malaysian Code on Corporate Governance 2021 ("MCCG 2021"), which states that the NRC is to be chaired by an INED, and Practice 1.4, which states that the Chairman of the Board should not serve as a member of the NRC. Members of the NRC possess objectivity, management experience, professionalism, integrity, knowledge and sound judgement of the industry.

MEETINGS AND ATTENDANCE

All the NRC meetings met the requisite quorum as stipulated in the NRC's Terms of Reference ("TOR"). A total of four (4) meetings were held during the financial year under review. The attendance of the NRC members is summarised below:

NAME	MEMBERSHIP/ DESIGNATION	ATTENDANCE	APPOINTMENT
Dato' Abdul Mutalib bin Alias	Chairman/Independent Non-Executive Director	4/4	9 June 2023
Datuk Syed Azmi bin Othman	Member/Independent Non-Executive Director	4/4	9 June 2023
*Dato' Mohammad Azlan bin Abdullah	Member/Non-Independent Non-Executive Director	3/4	9 June 2023

* *Encik Malik Parvez Ahmad bin Nazir Ahmad was appointed as a Member of the NRC effective 3 February 2025.*

* *Dato' Mohammad Azlan ceased to be a Member of the NRC following his resignation as Non-Independent Non-Executive Director effective 3 February 2025.*

ROLES AND RESPONSIBILITIES

The NRC's primary objectives include assisting the Board in reviewing on an annual basis the appropriate size and balance of the Board and evaluating the required mix of skills, experience, knowledge, diversity and responsibilities of the Directors. The NRC also ensures sufficient focus on succession planning as well as reviewing and making recommendations to the Board on all elements relating to remuneration, terms of employment, reward structure and the benefits of the Chief Executive Officer ("CEO").

TERMS OF REFERENCE

The NRC is governed by its own TOR, which aligns with the requirements of the Main Market Listing Requirements of Bursa Malaysia Securities Berhad ("Bursa Malaysia"), and Practices specified in the MCCG 2021. The NRC TOR is available on the Prolintas Infra Business Trust's ("Prolintas Infra BT" or the "Trust") website at www.prolintasinfra.com.my.

NRC MEETINGS

In FY2024, four (4) NRC meetings were held, focusing on the review and discussion of key matters, including reviewing and recommending for Board approval:

(a) The CEO Key Performance Indicators ("KPIs") and scorecard for 2024.

(b) The Appointment of Additional Capital Markets Services Representative's License Holder.

(c) The Annual Board Evaluation and Effectiveness framework, which consists of evaluation forms and questionnaires that evaluate the effectiveness of the Board, Board Committees and individual Directors.

(d) The CEO KPIs and scorecard for the new financial year.

FIT AND PROPER POLICY

The Trustee-Manager recognises the critical importance of leadership qualities such as competence, character, diligence and honesty. The Fit and Proper Policy established on 13 February 2023 outlines the criteria for assessing Directors' re-election and the process for selecting candidates for new appointments. The Committee is required to conduct assessments to evaluate the fitness and propriety of individuals, and ensure the requisite skills and experience are aligned with the respective roles, and provide recommendations to the Board.

NEW BOARD APPOINTMENT

The Trustee-Manager employs a rigorous and transparent screening process for the appointment of Directors, ensuring that the Board's composition and needs are carefully considered. The NRC has access to a broad pool of candidates, which may include recommendations from existing Board members, Management, major shareholders and external sources. All proposed appointments are assessed by the NRC, which is responsible for identifying any gaps in the Board's expertise before initiating the search for potential candidates. The NRC plays a crucial role in the screening and selection of candidates, evaluating their qualifications and attributes before recommending to the Board. Once a potential candidate is shortlisted, the Company Secretary conducts thorough background checks to evaluate the candidate's integrity. However, the re-appointment of Directors of the Trustee-Manager is not subject to the approval of unitholders.

REMUNERATION APPROACH

The Board has delegated to the NRC the responsibility of establishing the principles, parameters and governance framework for remuneration matters. The remuneration framework is designed to reward performance while aligning with Prolintas Infra BT's strategic objectives, and ensure transparency and fairness in pay structures across all levels.

Attracting and retaining skilled and motivated individuals is crucial, and the Trust is committed to ensuring transparency and fairness in the remuneration process.

Nomination and Remuneration Committee

The details of the Directors' remuneration received are as follows:

	SALARY & OTHER REMUNERATION	DIRECTORS' FEES		ALLOWANCES	BENEFITS	TOTAL
		COMPANY	SUBSIDIARY			
Present Directors						
Executive Director #Malik Parvez Ahmad bin Nazir Ahmad	540,000	-	-	-	49,600.00	**589,600**
Non-Executive Director Dato' Ikmal Hijaz bin Hashim	-	66,000	13,245	122,000	-	**201,245**
Dato' Abdul Mutalib bin Alias	-	73,000	-	27,500	-	**100,500**
Datuk Syed Azmi bin Syed Othman	-	73,000	-	78,000	-	**151,000**
Datin Nona binti Salleh	-	72,000	-	28,500	-	**100,500**
Nik Fazila binti Nik Mohamed Shihabuddin	-	78,000	-	28,500	-	**106,500**
*Dato' Mohammad Azlan bin Abdullah	-	-	-	-	-	**-**

#Encik Malik Parvez Ahmad bin Nazir Ahmad has been redesignated as a NINED following his resignation as CEO, effective 3 February 2025.
**Dato' Mohammad Azlan bin Abdullah, the Group Chief Executive Officer of Projek Lintasan Kota Holdings Sdn. Bhd. and its subsidiaries ("Prolintas Group"), had resigned as NINED of the Trustee-Manager on 3 February 2025. No Director's fee or meeting allowance will be paid to the NED who draws a salary from the Trustee-Manager or within the Prolintas Group.*

ANNUAL EFFECTIVENESS REVIEW AND PERFORMANCE

The Committee conducted an annual effectiveness review of the Board, its committees, and individual Directors. The NRC assists the Board in its annual review through the Board Effectiveness Evaluation ("BEE") that was based on various performance criteria, including strategic oversight, governance effectiveness, and leadership contributions.

The BEE revealed positive findings regarding contribution of each Directors, effectiveness of the Board and Board Committees, independence and overall governance practices. Supported by a strong Management team, the Board continued to demonstrate excellence in governance and strategic oversight.

FOCUS AREAS FOR FY2025

a) Strengthening the succession planning process.

b) Enhancing Board diversity initiatives.

c) Reviewing and refining the remuneration framework to ensure it remains competitive, appropriate and aligned with current market standards.

Statement of Risk Management and Internal Control

INTRODUCTION

Pursuant to Paragraph 15.26 (b) of the Main Market Listing Requirements ("MMLR") of Bursa Malaysia Securities Berhad ("Bursa Malaysia"), Principle B of the Malaysian Code on Corporate Governance 2021 ("MCCG 2021"), and with guidance from the Statement of Risk Management and Internal Control ("SORMIC"): Guidelines for Directors of Listed Issuers, the Board of Directors (the "Board") of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager") is pleased to include a statement on the state of the risk management and internal controls in this Integrated Annual Report 2024 ("IAR 2024"). This Statement has outlined the nature and scope of risk management and internal control of Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust").

RESPONSIBILITY AND ACCOUNTABILITY

THE BOARD'S RESPONSIBILITIES

The Board acknowledges its overall responsibility for establishing and maintaining a sound risk management and internal control system ("Systems") for the Trustee-Manager in managing the Trust. This responsibility includes safeguarding unitholders' investments and the Trust's assets, as well as discharging its stewardship duties by identifying, evaluating, and managing risks through appropriate Systems. It reviews the System's adequacy and effectiveness in identifying, assessing, and responding to risks that may hinder the Trust from achieving its objectives.

The Board and CEO/Interim Executive Management Team, of the Trustee-Manager oversee the governance and operations of the Trust. While PMSB holds overall governance and oversight responsibilities, the accountability for its operational activities lies with the respective highway concessions, namely Ampang-Kuala Lumpur Elevated Highway ("AKLEH"), Lebuhraya Kemuning-Shah Alam ("LKSA"), Guthrie Corridor Expressway ("GCE") and Sistem Lingkaran Lebuhraya Kajang ("SILK"). This function is centrally managed at PMSB.

Prolintas Infra BT's operations manage risk and internal audit functions in collaboration with the Risk Management and Internal Audit departments, both provided by Projek Lintasan Kota Holdings Sdn. Bhd. ("PLKH"), to facilitate the communication of risk and audit matters to the Board, enabling informed decision-making.

To execute its oversight responsibilities effectively, the Board has established the Board Governance, Risk and Integrity Committee ("BGRIC"). The BGRIC assists the Board in its oversight of the Trust's corporate governance, risk management framework, and integrity practices, driving continuous improvement in these areas. It regularly reviews the efficacy of internal controls to ensure they remain robust and protect shareholder investments and the Trust's assets. The BGRIC periodically updates the Board on its work, key deliberations, and decisions on delegated matters.

The Board has also received reasonable assurance from the CEO/Interim Executive Management Team, assisted by Head of Departments overseeing Risk Management and Internal Audit at PLKH ("Senior Management"), that the Trust's risk management and internal control system is operating adequately and effectively in all material aspects.

RISK MANAGEMENT AND INTERNAL CONTROL SYSTEM

RISK MANAGEMENT

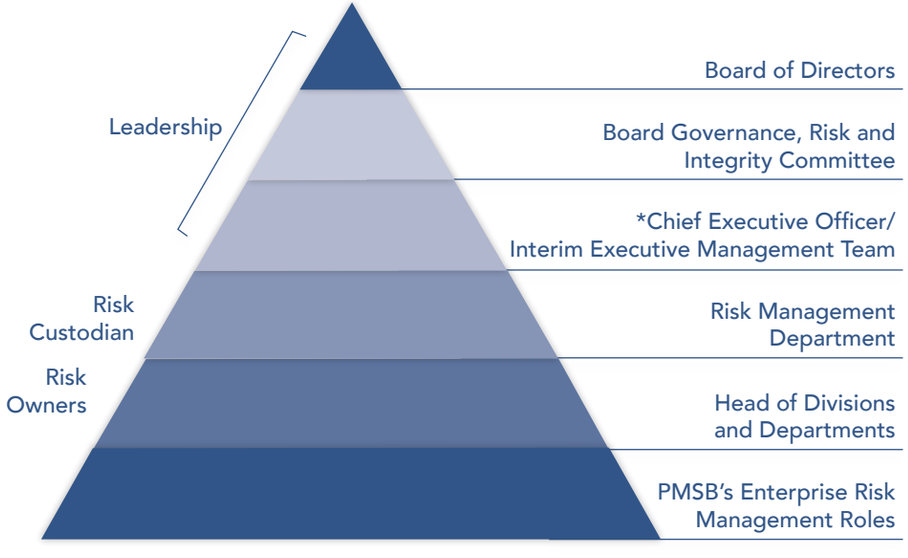
Risk management is essential for overseeing the Trust's strategic direction and operational resilience, focusing on maintaining a robust system through the Enterprise Risk Management Framework. Risk management practices involve the consistent identification of significant risks, evaluation of risk profiles, and implementation of mitigation strategies while integrating risk management into daily operations. Overseen by the Risk Management department, the Enterprise Risk Management ("ERM") effectively identifies, assesses and monitors risks, with Senior Management taking proactive steps to address them. Additionally, Business Continuity Management ("BCM") complements ERM by ensuring operational resilience during unexpected incidents, protecting the Trust's financial stability.

Statement of Risk Management and Internal Control

The Trust's risks and opportunities are shaped by the economic context in which we operate, and we expect further disruptions and changes in our current operating environment. In response to these challenges, we have developed a strategic approach that focuses on driving long-term value creation through effective risk and opportunity management. This strategy not only enhances our resilience but also positions us to capitalise on emerging opportunities in a dynamic landscape.

Risk Management Structure

To ensure the effectiveness of our risk management process, we have established a multi-tiered oversight structure. A clear and well-defined ERM governance structure is vital in enabling the Trust to conduct effective risk management.



* *In the Chief Executive Officer's ("CEO") absence during the leave of absence effective 26 June 2024, an Interim Executive Management Team, led by the Chairman of the Board, and comprising the General Manager of Highway Operations, Financial Controller and Head of Investor Relations, assumed the CEO's responsibilities to ensure continuity in risk management and internal controls. Following the CEO's resignation effective 3 February 2025, the Board confirmed that the Interim Executive Management Team would remain in place to ensure the continued stewardship of these functions at Prolintas Infra BT until a new CEO is appointed.*

Board of Directors

The Board holds the overall ERM responsibility, which requires the Board to identify principal risks and ensure the implementation of appropriate systems to manage these risks. The Board will provide effective oversight of the Senior Management's actions to ensure consistency with risk policy and the ERM framework approved by the Board. The primary responsibilities of the Board in ERM are as follows:

- Determine the risk management policy;
- Approve the enterprise risk management framework;
- Oversee overall risk management; and
- Communicate with external stakeholders.

The Board shall approve the risk management strategies but will delegate the authority for risk management to the BGRIC.

Board Governance, Risk and Integrity Committee

On behalf of the Board, the BGRIC shall be responsible for the overall oversight, implementation and monitoring of the Trust's ERM framework as well as reviewing the effectiveness of that framework. The principal roles and responsibilities of BGRIC in enterprise risk management are as follows:

- Create a high-level risk policy that is aligned to the Trust's strategic business objectives;
- Communicate the Board's vision, strategy, policy, responsibilities, and reporting lines to all employees across the Trust;
- Deliberate on and communicate to the Board the critical risks the Trust faces, any changes to these risks, and the Senior Management's action plans to manage the risks;
- Perform risk oversight and review the Trust's Enterprise Risk Register.

Significant risk issues evaluated by BGRIC and/or major changes proposed by this committee will be discussed with the Board. The BGRIC, in turn, is assisted by the Risk Management Department, which serves as the focal point for all enterprise risk management activities within the Trust.

Chief Executive Officer/Interim Executive Management Team

The CEO and Interim Executive Management Team are ultimately responsible for implementing ERM within the Trust. They set the direction by challenging critical aspects of ERM and demonstrating a strong commitment to its strategic importance.

Their primary role within the ERM structure includes:

- providing Management input and guidance on overall ERM;
- integrating ERM and control objectives into Management goals.

Risk Management Department

The Risk Management department's provides risk-related procedures, minimum standards, and guidance while coordinating risk management activities with subsidiaries, divisions and projects across the Trust.

The Risk Management department's primary roles and responsibilities are to:

- manage the ERM framework to identify, assess, control, and monitor risks for the Trust;
- maintain a risk inventory or register to facilitate risk evaluation for the Trust;
- communicate critical risks (present or potential) to respective business units, along with their changes and the Senior Management's action plansplans, to BGRIC;
- review and update risk management methodologies applied at relevant business units, specifically those related to risk identification, measurement, control, monitoring and reporting.

The above is not exhaustive, and Senior Management shall use appropriate judgement in deciding when to involve the Risk Management department.

In summary, risks are identified, controlled and managed at the respective business unit level, and are communicated upwards to the BGRIC through the Risk Management department.

Heads of Divisions and Departments

The Heads of Divisions and Departments are the primary risk owners within the Trust. They will be the first line of defense against any risk that crystalises. In their capacity as risk owners, the Heads of Divisions and Departments are the key stakeholders in managing risks pertaining to their respective divisions and departments.

The Heads of Divisions and Departments within the Trust have the following roles and responsibilities:

- Review and confirm the risks, controls and treatment plan recorded in the respective subsidiary or division risk register.
- Implement and manage controls on risks within their respective areas of responsibility and accountability.

The Heads of Divisions and Departments are given sufficient flexibility to manage risks as they deem fit, in a manner that is consistent with the Trust's standards and policies.

Statement of Risk Management and Internal Control

Risk Management Policy

The Trust recognises that risk is an inherent and unavoidable component of our business, encompassing both threats and opportunities. The Trust fosters a risk-aware corporate culture in all decision-making.

The Trust is committed to managing all risks in a proactive and effective manner. This requires high-quality risk analysis to support management decisions at all levels within the Trust.

To support this commitment, Senior Management applies risk analysis to all facets of the business at appropriate levels, following the principles outlined in the ERM Framework.

Enterprise Risk Management Framework & Process

Understanding and managing risks effectively enhances decision-making, helps meet objectives, and improves performance, ultimately delivering value to customers, employees, unitholders, and the communities in which the Trustee-Manager operate. The ERM Framework ensures effective risk management governance. The Framework aims to:

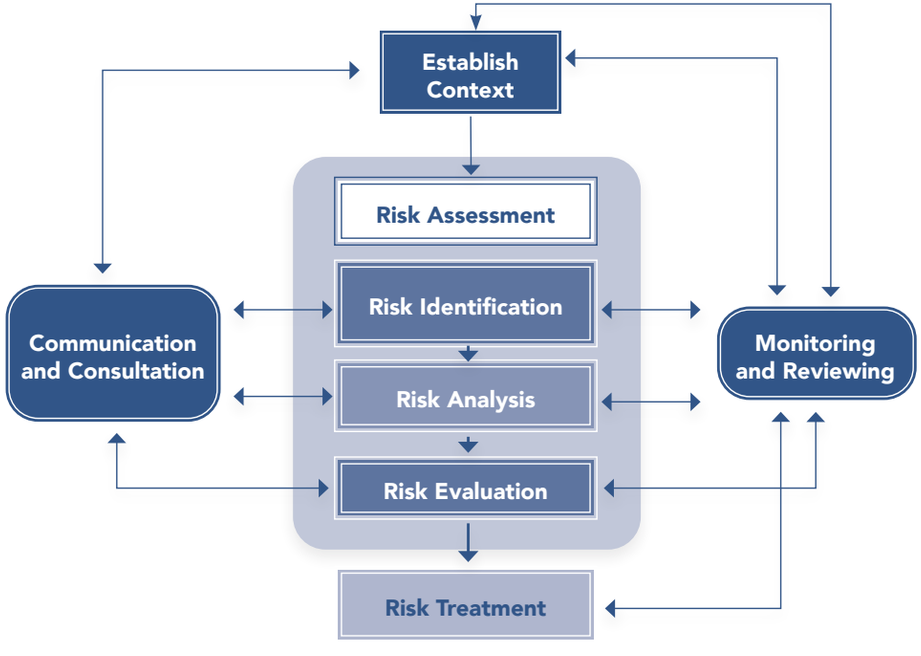
- Enhance decision-making and business management processes.
- Involve employees in risk identification, measurement, control, and monitoring.
- Foster a risk-based culture within the Trust Group.

The Trust implements the principles of ERM as set out in several ERM standards and best practices including the ISO 31000:2018 and COSO Risk Management Framework, with the Risk Management department actively working towards complying with these standards and principles to ensure that ERM within the Trust is impactful and effective.

The ERM process enables us to achieve our organisational objectives while mitigating potential risks and avoiding unforeseen challenges.

The illustration below depicts the overall ERM process.

Overall Enterprise Risk Management Process



Risk Assessment

The implementation of risk assessments within the Trust is primarily executed via risk assessment workshops conducted with targeted subsidiaries, divisions, or projects. These workshops are conducted by the Risk Management department and requires the participation of key personnel of subsidiaries, divisions and projects.

One-on-one structured interviews with Senior Management may also be used when deemed more appropriate than the workshop approach.

Apart from the structured interviews and workshops, risk assessments can also be performed via:

- Surveys and questionnaires
- Post-event reports
- Expert judgement
- Self-assessment

Risk Treatment Plan

At the completion of the risk assessment process, Senior Management then must consider the residual risk levels and decide whether they are acceptable in the context of the Trust's objectives. The objective is not to eliminate all residual risk but to ensure it is maintained at an acceptable level in a cost-effective manner.

The risk profile enables Senior Management to make conscious and visible risk management decisions. If residual risk remains at an unacceptable level after completing a risk profile, based on priorities, Senior Management should take the following risk control actions:

- Terminate – Cease or avoid the business activity
- Reduce – Accept the risk but implement controls to lower its likelihood or impact
- Accept – Consciously retain the risk without mitigation
- Pass-On – Transfer the risk to external parties

Control action implementation is supervised by the risk owner and relevant parties, documented, and periodically monitored.

Risk Communication and Reporting

Communication and consultation are important aspects of the risk management process. It is important to develop a communication plan for both internal and external stakeholders at the earliest stage of the risk management process. The principles of risk communication and reporting within the Trust are:

- internal risk communication will be centrally collated by the Risk Management department; and
- periodic reports to the BGRIC and Senior Management will be prepared by the Risk Management department, including reports on emerging risks, as and when necessary.

INTERNAL CONTROLS

The Board acknowledges that the internal control systems are designed to manage and reduce risks that will hinder the Trust from achieving its goals and objectives. It provides reasonable assurance against the occurrence of any material misstatement of the Senior Management inclusive of financial information, business, operational, environmental, compliance and financial losses or fraud. The internal control systems are embedded within the Trust's operating activities and exist for fundamental business reason.

The key measures implemented in the Trust are as follows:

- A well-defined organisational structure with clear lines of accountability, ensuring effective delegation of authority and facilitating efficient decision-making.
- Comprehensive, documented policies and procedures for all significant processes, providing a consistent framework for operations and minimising errors.
- Consistent monitoring of results against budget, enabling early identification of variances and timely management intervention.
- Regular review of quarterly and annual financial results by the BAC, providing independent oversight of financial reporting and internal controls.
- Regular meetings by Senior Management to discuss and review reports and business developments, and to resolve key operational and management issues.
- Maintain adequate insurance and physical safeguards on assets to ensure these are sufficiently covered against any incident that could result in material losses.
- A Code of Business Ethics and Conduct ("CoBE"), outlining expected ethical standards and conduct, has been established and is binding on all employees of the Trust Group.

- The Trust has adopted a Whistle-Blowing Policy which serves as an avenue for all employees, directors, stakeholders and/or any party with a business relationship with the Trust, to raise concerns about misconduct or malpractice within the Trust as well as ensuring the integrity of the process and information while protecting the rights of informants.
- Adopting and regulating the Anti-Bribery and Corruption Policy, which outlines the Trust's commitment to a zero-tolerance approach to bribery and corruption. The Trust is committed to conducting business with transparency, integrity and accountability.

Internal Audit Function

The Group Internal Audit department, provides the Board, through the BAC, with independent assurance on the efficiency and effectiveness of governance, risk management and internal control systems. The Internal Audit function adopts a risk-based internal audit methodology in reviewing key processes across various business units within the Trust and reports directly to the BAC on the state of risk management and internal control of the audited business units during the financial year.

The Internal Audit function will perform root cause analysis and recommend action plans to improve on areas where control deficiencies are identified during the field audits. The Senior Management takes action plans to address the findings and concerns raised in Internal Audit reports, while the Internal Audit function follows up on the implementation of these plans. Further details of the activities of the Internal Audit function are provided in the Audit Committee Report.

REVIEW THIS STATEMENT BY EXTERNAL AUDITORS

Pursuant to Paragraph 15.23 of the Bursa Malaysia Listing Requirements, the external auditors have reviewed this Risk Management and Internal Control Statement for inclusion in the IAR 2024. Their review was performed in accordance with the scope set out in the Audit and Assurance Practice Guide ("AAPG") 3, Guidance for Auditors on Engagements to Report on the Statement on Risk Management and Internal Control included in the Integrated Annual Report issued by the Malaysian Institute of Accountants.

Based on their review, the external auditors have reported to the Board that nothing has come to the attention that would cause them to believe that the Statement, intended to be included in the IAR 2024, was not prepared in all material respects in accordance with the disclosures required by Paragraphs 41 and 42 of the Guidelines, nor that it was factually inaccurate.

AAPG 3 does not require the external auditors to consider whether this Statement covers all risks and controls, or to form an opinion on the adequacy and effectiveness of the Trust's risk management and internal control system including the assessment and opinion by the Board and the Senior Management thereon. The external auditors are also not required to consider whether the processes described to deal with material internal control aspects of any significant problems disclosed in the Integrated Annual Report will, in fact, remedy the problems.

CONCLUSION

The Board affirms that to the best of its knowledge, for the financial year under review and up to the date of this statement's approval, it has conducted inquiries and received assurance from the Senior Management, that the Trust's risk management and internal control systems remain robust and adequate. The Board is satisfied that these Systems provide reasonable assurance in safeguarding unitholders' investments, the Trust's assets, and stakeholders' interests while addressing significant business risks.

All identified internal control weaknesses during the review period have been or are being addressed. No major weaknesses requiring disclosure in the IAR 2024 were identified. Senior Management continues to review and implement measures to further strengthen the risk management and control environment.

This Statement on Risk Management and Internal Control adheres to the guidelines set forth by the Bursa Malaysia Listing Requirements and the Statement on Risk Management and Internal Control: Guidelines for Directors of Listed Issuers. It was approved by the Board during its meeting on 12 March 2025.

Board Audit Committee Report

The primary objective of the Board of Audit Committee ("BAC") of Prolintas Managers Sdn. Bhd. ("PMSB" or "Trustee-Manager") is to assist the Board of Directors (the "Board") in fulfilling its fiduciary duties primarily relating to financial reporting, internal control system and risk management processes. The BAC also plays a critical role in promoting transparency and accountability, as well as monitoring the effectiveness of communication with auditors, ultimately contributing to its long-term success and sustainability.

The BAC is pleased to present the Audit Committee Report for the financial year ended 31 December ("FY2024") in compliance with Paragraph 15.15(1) of the Main Market Listing Requirements ("MMLR") of Bursa Malaysia Securities Berhad ("Bursa Malaysia") as follows:

1. COMPOSITION AND MEETINGS

Members of the BAC is appointed by the Board from amongst Non-Executive Directors, comprising three (3) members, all of whom are Independent Non-Executive Directors. The current composition meets the requirement of Paragraphs 15.09 and 15.10 of the MMLR of Bursa Malaysia.

During FY2024, the BAC held a total of five (5) meetings. The external auditors attended all five (5) meetings, and the BAC also held one (1) private session with the external auditors, without the presence of Management.

NAME OF DIRECTOR	MEMBERSHIP/ DESIGNATION	MEETINGS ATTENDED
Puan Nik Fazila binti Nik Mohamed Shihabuddin	Chairman/Independent Non-Executive Director	5/5
Dato' Abdul Mutalib bin Alias	Member/ Independent Non-Executive Director	5/5
Datuk Syed Azmi bin Syed Othman	Member/Independent Non-Executive Director	5/5

** Puan Nik Fazila is a member of the Malaysian Institute of Accountants ("MIA").*

2. TERMS OF REFERENCE

Terms of Reference ("TOR") of the BAC were approved by the Board to reflect the requirements of the applicable practices and guidance of the Malaysian Code on Corporate Governance 2021 ("MCCG 2021"). Accordingly, the BAC discharged its fiduciary functions as set out in the TOR. The authority, duties and functions of the BAC are outlined in the TOR and is accessible to the public on Prolintas Infra BT's website at www.prolintasinfra.com.my/policies/.

3. SUMMARY OF ACTIVITIES

In line with the approved TOR, the following activities were carried out by the BAC during FY2024

(i) Financial Reporting

(a) Reviewed the unaudited quarterly reports on consolidated results and thereafter recommended to the Board for approval and announcement to Bursa Malaysia; and

(b) Reviewed the annual audited financial statements focusing on significant changes to accounting policies and practices, going concern assumptions, adjustments arising from the audits, compliance with the relevant accounting standards and other legal requirements to ensure compliance with the provisions of the Business Trusts Guidelines 2012 ("BT Guidelines") of the Securities Commission Malaysia ("SC") and the MMLR of Bursa Malaysia.

(ii) External Audit

(a) Reviewed the external auditor's scope of work and audit plan which outlined their audit team, audit timeline, key areas of audit focus, communication of other significant audit matters, other updates such as BT Guidelines of the SC and amendments to the MMLR of Bursa Malaysia;

(b) Reviewed the results of the audit, the external auditor's reports and the Management Letter, including Management's responses to the external auditor;

(c) Deliberated on the external auditor's reports with regards to the relevant disclosures in the annual audited financial statements for FY2024; and

(d) Reviewed and recommended the appointment of external auditors and audit fees to the Board for approval.

(iii) Internal Audit

(a) Reviewed and approved the Annual Audit Plan ("AAP") and budget for FY2024;

(b) Reviewed the internal audit reports and assessed the findings and recommendations, together with Management's responses and actions taken thereto. Also ensured that material findings raised by internal auditors were satisfactorily addressed and rectified by Management;

(c) Discussed actions taken by Management to improve the internal control system based on improvement opportunities identified in the internal audit reports; and

(d) Reviewed and assessed the effectiveness of the internal audit functions.

(iv) Related-Party Transactions and Conflict of Interest

(a) Reviewed on a quarterly basis if there is any related-party transactions entered into Prolintas Infra BT or PLKH or the Trust Group and any conflict-of-interest situation that may arise in relation to the matters at hand.

(b) Reviewed and recommended to the Board the circular to shareholders in relation to the unitholders' mandate for recurrent related-party transactions of a revenue or trading nature.

(c) Assisted the Board in reviewing and monitoring conflicts of interest and potential conflict-of-interest situations to ensure they are identified and managed effectively in line with the MMLR of Bursa Malaysia.

(d) There were no conflicts of interest or potential conflicts of interest reported in FY2024, except for related-party transactions and recurrent related-party transactions.

(v) Annual Report

Reviewed the Corporate Governance Overview Statement, Audit Committee Report and Statement on Risk Management and Internal Control ("SORMIC") for inclusion in the IAR 2024.

4. TRAINING

During FY2024, all BAC members attended various seminars, training programmes and conferences related to their roles. The list of trainings attended is disclosed in the Corporate Governance Overview Statement of this IAR 2024.

5. INTERNAL AUDIT FUNCTION

The internal audit function of the Trust administered by the Trustee-Manager with the primary objective of independently reviewing the efficiency and effectiveness of the system of internal controls and Enterprise Risk Management Framework. The Group Internal Audit department ("GIA") assists the BAC in discharging its duties and responsibilities by undertaking regular independent and systematic reviews of the system of internal control and risk management framework. The GIA adopts a risk-based audit approach in planning and conducting its audit assignments by focusing on key risk areas of the Trust and the Trust Group's operations.

The Internal Auditors are free from any relationships with the Trustee-Manager or conflicts of interest. This impartiality will ensure that the internal audit function does not impair their objectivity and independence. The internal audit function has adopted the International Professional Practices Framework ("IPPF") set by the Institute of Internal Auditors and ensures that staff are professionally guided and trained to develop the appropriate competencies to perform their duties during the internal audit review.

The tasks carried out by the GIA during FY2024 are summarised as below:-

(i) Prepared the 2024 AAP and budget for approval by the BAC;

(ii) Performed the risk-based internal audit in accordance with the approved AAP including follow-up on matters arising from previous audit reports;

(iii) Internal audit reports issued to Management highlighted significant findings from the assignments, along with recommendations for improvement;

(iv) Reported on a quarterly basis to the BAC on the audit reports and status of internal audit activities; and

(v) Conducted ad-hoc tasks and special assignments as and when requested by the BAC and/or Senior Management.

The total cost incurred in undertaking the internal audit function during FY2024 is approximately at RM79,785.59.

This BAC Report is made in accordance with the Board Resolution dated 12 March 2025.

Additional Compliance Information

AUDIT AND NON-AUDIT FEES

A breakdown of fees for statutory audit and non-audit services incurred by Prolintas Infra BT for FY2024 is as follows:

FEE TYPE	AMOUNT (RM)
Statutory Audit Fees	445,000
Non-Audit Fees	240,000

The non-audit fees pertain to the quarterly review, agreed-upon procedures ("AUP"), and the review of SORMIC.

MATERIAL CONTRACTS

During FY2024, Prolintas Infra BT and/or its subsidiaries did not enter into any material contracts involving the interest of the Trustee-Manager, Directors, or substantial unitholders, except for the following:

- Tawarruq Facility Agreement:
  - Prolintas Infra BT secured RM2,351 million Tawarruq financing for refinancing purposes.
  - The facility is secured through legal charges over revenue accounts of concession companies and other contractual rights.
  - The financing structure is designed to ensure liquidity and support concession-related obligations.

No other material contracts were entered into or subsisting as of 31 December 2024.

RECURRENT RELATED-PARTY TRANSACTIONS ("RRPT")

Prolintas Infra BT has engaged in RRPTs in the ordinary course of business, which were conducted at arm's length and on normal commercial terms. The transactions include:

RELATED COMPANY	TRANSACTION TYPE	AMOUNT (RM)
Turnpike Synergy Sdn. Bhd. ("TSSB")	Consultancy fee ("SME")	2,305,212
Prolintas Highway Services Sdn. Bhd. ("PHSSB")	Non-toll revenue	1,669,542
Prolintas Managers Sdn. Bhd. ("PMSB")	Trustee fees	8,000,000
Prolintas Corporate Shared Services Sdn. Bhd. ("PCSSSB")	Shared service fees	12,653,825

UTILISATION OF PROCEEDS FROM CORPORATE PROPOSALS

1. Introduction

As disclosed in the Prospectus dated 6 March 2024, the listing did not involve the issuance of new units by the Trust, and no proceeds were raised from the initial public offering ("IPO").

No proceeds were raised by Prolintas Infra BT from the IPO, as all funds from the Offer for Sale were received by the Selling Unitholder. The Trust secured Islamic financing facilities to fund its business operations, refinancing obligations, and capital expenditure requirements.

The following disclosure outlines the status of fund utilisation as of 31 December 2024.

2. Sources of Proceeds

The Trust raised RM2,700.0 million from Islamic financing (Tawarruq Facility). No proceeds were received from the IPO, as all proceeds from the Offer for Sale were allocated to the Selling Unitholder.

3. Planned vs. Actual Utilisation of Proceeds

PURPOSE	PROPOSED UTILISATION (RM MIL)	ACTUAL UTILISATION (RM MIL)	BALANCE (RM MIL)	STATUS
Debt refinancing for Concession Companies	2,400.0	2,319.5	-	Completed
Capital expenditure (New interchange for GCE and SILK lane widening)	300.0	24.8	275.2	To be fully utilised by 2028
Total	**2,700.0**	**2,344.3**	275.2	-

4. Status of Unutilised Proceeds

As of 31 December 2024, the remaining RM275.2 million from the financing facility is allocated for capital expenditure related to the new interchange for GCE and lane widening for SILK. The funds will be fully utilised by 2028, in line with project timelines and operational requirements.



PROLINTAS INFRA BUSINESS TRUST

UNITHOLDINGS' INFORMATION AND OTHER INFORMATION

07

Analysis of Unitholdings

Distribution Schedule of Units as at 28 February 2025

SIZE OF UNITHOLDINGS	NO. OF UNITHOLDERS	PERCENTAGE OF UNITHOLDERS (%)	NO. OF UNITS HELD	PERCENTAGE OF UNITHOLDINGS (%)
Less than 100 units	5	0.14	83	0.00
100 to 1,000 units	1,265	34.26	730,987	0.07
1,001 to 10,000 units	1,687	45.69	8,292,730	0.75
10,001 to 100,000 units	508	13.76	17,550,700	1.60
100,001 to less than 5% of issued units	224	6.07	368,876,700	33.53
5% and above of issued units	3	0.08	704,548,800	64.05
TOTAL	**3,692**	**100.00**	**1,100,000,000**	**100.00**

Substantial Unitholders (5% and Above Issued Units)

NAMES	DIRECT UNITHOLDINGS NO. OF UNITS	DIRECT UNITHOLDINGS %	INDIRECT UNITHOLDINGS NO. OF UNITS	INDIRECT UNITHOLDINGS %
PROJEK LINTASAN KOTA HOLDINGS SDN BHD	561,174,200	51.02	-	-
EMPLOYEES PROVIDENT FUND BOARD	83,374,600	7.58	-	-
LEMBAGA TABUNG HAJI	60,000,000	5.45	-	-
URUSHARTA JAMAAH SDN. BHD.	63,579,700	5.78	-	-
AMANAHRAYA TRUSTEES BERHAD - AMANAH SAHAM BUMIPUTERA	-	-	561,174,200(1)	51.02
PERMODALAN NASIONAL BERHAD	-	-	561,174,200(1)	51.02

(1) Deemed interested by virtue of the direct interest in PLKH pursuant to Section 8(4) of the Companies Act 2016.

Information on Directors Unitholdings as at 28 February 2025

NO.	NAMES OF DIRECTORS	DESIGNATION	NATIONALITY	DIRECT HOLDINGS NO.	DIRECT HOLDINGS %	INDIRECT HOLDINGS NO.	INDIRECT HOLDINGS %
1	DATO' IKMAL HIJAZ BIN HASHIM	Director	Malaysian	600,000	0.05	-	-
2	DATUK SYED AZMI BIN SYED OTHMAN	Director	Malaysian	350,000	0.03	-	-
3	DATO' ABDUL MUTALIB BIN ALIAS	Director	Malaysian	250,000	0.02	-	-
4	MALIK PARVEZ AHMAD BIN NAZIR AHMAD	Director	Malaysian	110,000	0.01	-	-
5	NIK FAZILA BINTI NIK MOHAMED SHIHABUDDIN	Director	Malaysian	55,000	0.00	-	-
6	DATIN NONA BINTI SALLEH	Director	Malaysian	-	0.00	-	-

Analysis of Unitholdings

List of Top 30 Unitholders as at 28 February 2025

NO.	NAME	HOLDINGS	%
1	PROJEK LINTASAN KOTA HOLDINGS SDN BHD	561,174,200	51.02
2	LEMBAGA TABUNG HAJI	60,000,000	5.45
3	CITIGROUP NOMINEES (TEMPATAN) SDN BHD EMPLOYEES PROVIDENT FUND BOARD (ASIANISLAMIC)	41,646,200	3.79
4	AMANAHRAYA TRUSTEES BERHAD AMANAH SAHAM BUMIPUTERA	40,902,587	3.72
5	CITIGROUP NOMINEES (TEMPATAN) SDN BHD URUSHARTA JAMAAH SDN. BHD. (2)	39,874,000	3.63
6	AMANAHRAYA TRUSTEES BERHAD AMANAH SAHAM MALAYSIA	31,678,541	2.88
7	CITIGROUP NOMINEES (TEMPATAN) SDN BHD EMPLOYEES PROVIDENT FUND BOARD (ABERISLAMIC)	24,403,300	2.22
8	AMANAHRAYA TRUSTEES BERHAD AMANAH SAHAM BUMIPUTERA 2	21,740,175	1.98
9	HONG LEONG ASSURANCE BERHAD AS BENEFICIAL OWNER (LIFE PAR)	16,471,300	1.50
10	LEMBAGA TABUNG ANGKATAN TENTERA	13,141,400	1.20
11	CITIGROUP NOMINEES (TEMPATAN) SDN BHD URUSHARTA JAMAAH SDN. BHD. (MAYBANK 2)	12,805,700	1.16
12	CITIGROUP NOMINEES (TEMPATAN) SDN BHD URUSHARTA JAMAAH SDN. BHD. (AHAM AM 2)	10,900,000	0.99
13	CITIGROUP NOMINEES (TEMPATAN) SDN BHD EMPLOYEES PROVIDENT FUND BOARD (ABERDEEN)	10,878,400	0.99
14	MAYBANK NOMINEES (TEMPATAN) SDN BHD NATIONAL TRUST FUND (IFM MAYBANK) (412183)	10,424,900	0.95
15	CITIGROUP NOMINEES (TEMPATAN) SDN BHD KUMPULAN WANG PERSARAAN (DIPERBADANKAN) (AIIMAN IS EQ)	9,099,700	0.83
16	HONG LEONG ASSURANCE BERHAD AS BENEFICIAL OWNER (UNITLINKED BCF)	8,130,000	0.74

List of Top 30 Unitholders as at 28 February 2025

NO.	NAME	HOLDINGS	%
17	AMANAHRAYA TRUSTEES BERHAD AMANAH SAHAM MALAYSIA 3	6,211,479	0.57
18	AMANAHRAYA TRUSTEES BERHAD AMANAH SAHAM MALAYSIA 2 - WAWASAN	6,211,479	0.57
19	DB (MALAYSIA) NOMINEE (TEMPATAN) SENDIRIAN BERHAD EXEMPT AN FOR AHAM ASSET MANAGEMENT BERHAD (TSTAC/CLNTT)	6,165,600	0.56
20	MAYBANK NOMINEES (TEMPATAN) SDN BHD MAYBANK TRUSTEES BERHAD FOR SAHAM AMANAH SABAH (ACC 2-940410)	5,401,700	0.49
21	CITIGROUP NOMINEES (TEMPATAN) SDN BHD EMPLOYEES PROVIDENT FUND BOARD (AM INV)	5,181,300	0.47
22	MAYBANK NOMINEES (TEMPATAN) SDN BHD EXEMPT AN FOR MAYBANK ISLAMIC ASSET MANAGEMENT SDN BHD (OMNIBUS TRUST ACCOUNT FOR CLIENTS)	5,139,000	0.47
23	HONG LEONG MSIG TAKAFUL BERHAD AS BENEFICIAL OWNER (FAMILY FUND)	4,411,700	0.40
24	HSBC NOMINEES (TEMPATAN) SDN BHD HSBC (M) TRUSTEE BHD FOR MAYBANK MALAYSIA VALUE FUND	4,343,200	0.40
25	CIMB GROUP NOMINEES (TEMPATAN) SDN BHD AHAM ASSET MGT BHD FOR TOKIO MARINE LIFE INSURANCE MALAYSIA BHD (TOMARHCT)	4,311,000	0.40
26	MAYBANK NOMINEES (TEMPATAN) SDN BHD EXEMPT AN FOR MAYBANK ASSET MANAGEMENT SDN BHD (RESIDENT)	4,008,700	0.36
27	HONG LEONG ASSURANCE BERHAD AS BENEFICIAL OWNER (UNITLINKED OP)	3,985,000	0.36
28	CIMB GROUP NOMINEES (TEMPATAN) SDN BHD EXEMPT AN FOR PETROLIAM NASIONAL BERHAD (PET-MIAM-EQSH)	3,918,600	0.36
29	CITIGROUP NOMINEES (TEMPATAN) SDN BHD GENERALI LIFE INSURANCE MALAYSIA BERHAD FOR ACTIVE BALANCED FUND	3,674,000	0.33
30	CIMB GROUP NOMINEES (TEMPATAN) SDN BHD EXEMPT AN FOR PETROLIAM NASIONAL BERHAD (PET-MAM-EQET)	3,501,000	0.32
	TOTAL	**979,734,161**	**89.07**

List of Properties

NO.	NAME OF LESSOR/ LESSEE/LOT NO./ POSTAL ADDRESS	DESCRIPTION OF PROPERTY/EXISTING USE	DATE OF ISSUANCE OF CERTIFICATE OF FITNESS FOR OCCUPATION/CCC OR EQUIVALENT [1]	BUILT-UP AREA/LAND AREA (APPROXIMATE) (SQ M UNLESS OTHERWISE STATED)	PERIOD OF TENANCY OR LEASE	RENTAL
1.	The Federal Lands Commissioner (Lessor) / ALKEH Co. (Lessee) Lot No. PT1431, Bandar Kuala Lumpur, Kuala Lumpur, Wilayah Persekutuan Kuala Lumpur. Postal address: KM2.8, Projek Lintasan Kota Sdn Bhd, Jalan Datuk Keramat, 50400 Kuala Lumpur.	• Datuk Keramat administration and supervision building • Datuk Keramat toll plaza	Date of SKPL: 29 March 2001 (in respect of Phase 1) and 15 May 2016 (in respect of Phase 2)	• Built-up area of administration and supervision building: 1,469.91 • Built-up area of toll plaza: 1,615.00 • Land area: 1,295.0	The lease commences on 23 August 2000 for a period of 36 years, 8 months and 22 days, expiring on 15 May 2037 or when the concession agreement entered into by the Government of Malaysia and AKLEH Co is terminated, whichever is earlier. There is no option to renew the agreement.	One time lease rental of RM1,000 until end of concession on 15 May 2037 as mentioned in Lease Agreement
2.	The Federal Lands Commissioner (Lessor) / GCE Co. (Lessee) Lot No. – N/A(2) Postal address: KM4.8, Guthrie Corridor Expressway, 40150 Shah Alam, Selangor.	• Bukit Jelutong administration and supervision building • Bukit Jelutong Toll Plaza • Bukit Jelutong lay-by	Date of SKPL: 14 April2005	• Built-up area of administration and supervision building: 2,183.78 • Built-up area of toll plaza: 1,777.95 • Built-up area of lay-by: 3,189.02	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles
3.	The Federal Lands Commissioner (Lessor) / GCE Co. (Lessee) Lot No. – N/A(2) Postal address: KM14.4, Guthrie Corridor Expressway, 47000 Sungai Buloh, Selangor.	• Elmina administration and supervision building; • Elmina Toll Plaza • Elmina RSA (north bound); • Elmina maintenance depot • Lagong administration and supervision building; • Lagong Toll Plaza;	Date of SKPL: 14 April 2005 (in respect of main line construction works) and 22 April 2022 (in respect of Elmina RSA repair works)	• Built-up area of toll plaza: 1,735.84 • Built-up area of RSA (north bound): 17,847.68: Built-up area of RSA (south bound): 14,519.60 • Built-up area of maintenance depot: 1,135.10	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles

List of Properties

NO.	NAME OF LESSOR/ LESSEE/LOT NO./ POSTAL ADDRESS	DESCRIPTION OF PROPERTY/EXISTING USE	DATE OF ISSUANCE OF CERTIFICATE OF FITNESS FOR OCCUPATION/CCC OR EQUIVALENT (1)	BUILT-UP AREA/LAND AREA (APPROXIMATE) (SQ M UNLESS OTHERWISE STATED)	PERIOD OF TENANCY OR LEASE	RENTAL
4.	The Federal Lands Commissioner (Lessor) / GCE Co. (Lessee) Lot No. PT45656, Rawang, Gombak, Selangor. Postal address: KM22.3 Guthrie Corridor Expressway, 48000, Rawang, Selangor.	• Lagong administration and supervision building; • Lagong Toll Plaza; • Lagong lay-by	Date of SKPL: 14 April 2005	• Built-up area of administration and supervision building: 2,735.08 • Built-up area of toll plaza: 1,721.98 • Built-up area of lay-by: 3,833.63 • Land area: 2,149.70	The lease commences on 18 November 2006 for a period of 46 years, 8 months and 23 days, expiring on 31 May 2062 or when the concession agreement entered into by the Government and GCE Co is terminated, whichever is earlier. There is no option to renew the agreement.	One time lease rental of RM1,000 until end of concession on 31 May 2062 as mentioned in Lease Agreement
5.	The Federal Lands Commissioner (Lessor) / LKSA Co. (Lessee) Lot No. 178753, Klang, Selangor. Postal address: KM0.5A, Lebuhraya Kemuning Shah Alam Seksyen 35, 40700 Selangor	• Alam Impian administration and supervision building; • Alam Impian toll plaza; • Alam Impian maintenance depot; • Alam Impian lay-by	Date of SKPL: 17 May 2010 (in respect of main line construction works) and 30 December 2022 (in respect of Alam Impian lay-by)	• Built-up area of administration and supervision building: 3,052.49 • Built-up area of toll plaza: 2,180.00 • Built-up area of maintenance depot: 720.00 • Built-up area of lay-by: 334.35 • Land area: 29,520.0	The lease commences on 4 January 2021 for a period of 41 years, 6 months and 27 days, expiring on 31 July 2062 or when the concession agreement entered into by the Government and LKSA Co is terminated, whichever is earlier. There is no option to renew the agreement.	One time lease rental of RM1,000 until end of concession on 31 July 2062 as mentioned in Lease Agreement
6.	The Federal Lands Commissioner (Lessor) / LKSA Co. (Lessee) Lot No. PT148097, Klang, Selangor. Postal address: KM2.0, Lebuhraya Kemuning Shah Alam, Seksyen 35, 40700 Selangor	• Seri Muda administration and supervision building; • Seri Muda toll plaza; • Seri Muda lay-by	Date of SKPL: 17 May 2010	• Built-up area of administration and supervision building: 994.80 • Built-up area of toll plaza: 1,960.00 Built-up area of lay-by: 260.93 • Land area: 10,977.0	The lease commences on 5 August 2015 for a period of 46 years, 11 months and 26 days, expiring on 31 July 2062 or when the concession agreement entered into by the Government and LKSA Co is terminated, whichever is earlier. There is no option to renew the agreement.	One time lease rental of RM1,000 until end of concession on 31 July 2062 as mentioned in Lease Agreement

List of Properties

NO.	NAME OF LESSOR/ LESSEE/LOT NO./ POSTAL ADDRESS	DESCRIPTION OF PROPERTY/EXISTING USE	DATE OF ISSUANCE OF CERTIFICATE OF FITNESS FOR OCCUPATION/CCC OR EQUIVALENT (1)	BUILT-UP AREA/LAND AREA (APPROXIMATE) (SQ M UNLESS OTHERWISE STATED)	PERIOD OF TENANCY OR LEASE	RENTAL
7.	The Federal Lands Commissioner (Lessor) / LKSA Co. (Lessee) Lot No. 178149, Klang, Selangor. Postal address: KM0.3A, Lebuhraya Kemuning Shah Alam, Jalan Tun Teja 35/4a, Tinta, 40470 Shah Alam, Selangor.	• Sri Muda – Vacant land	Date of SKPL: 17 May 2010	• Land area: 21,700.0	The lease commences on 4 January 2021 for a period of 41 years, 6 months and 27 days, expiring on 31 July 2062 or when the concession agreement entered into by the Government and LKSA Co is terminated, whichever is earlier. There is no option to renew the agreement.	One time lease rental of RM1,000 until end of concession on 31 July 2062 as mentioned in Lease Agreement
8.	The Federal Lands Commissioner (Lessor) / SILK Co. (Lessee) Lot No. – N/A(2) Postal address: KM28.3A, Lebuhraya Kajang SILK, 43000 Kajang, Selangor Darul Ehsan.	• Sungai Balak administration and supervision building	Date of SKPL: 16 December	• Built-up area of administration and supervision building: 4,994.00	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles
9.	The Federal Lands Commissioner (Lessor) / SILK Co. (Lessee) Lot No. – N/A(2) Postal address: KM23.0, Lebuhraya Kajang SILK, 43000 Kajang, Selangor Darul Ehsan.	• Sungai Ramal supervision building • Sungai Ramal Toll Plaza (west bound) • Sungai Ramal Toll Plaza (east bound) • Sungai Ramal maintenance depot • Sungai Ramal lay-by	Date of SKPL: 11 June 2004 (in respect of toll plazas) and 16 December 2004 (in respect of main line construction works)	• Built-up area of supervision building: 1,895.65 • Built-up area of toll plaza (west bound): 1,632.20 • Built-up area of toll plaza (east bound): 1,530.51 • Built-up area of maintenance depot: 4,459.00 • Built-up area of lay-by: 382.71	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles

List of Properties

NO.	NAME OF LESSOR/ LESSEE/LOT NO./ POSTAL ADDRESS	DESCRIPTION OF PROPERTY/EXISTING USE	DATE OF ISSUANCE OF CERTIFICATE OF FITNESS FOR OCCUPATION/CCC OR EQUIVALENT (1)	BUILT-UP AREA/LAND AREA (APPROXIMATE) (SQ M UNLESS OTHERWISE STATED)	PERIOD OF TENANCY OR LEASE	RENTAL
10.	The Federal Land Commissioner (Lessor) / SILK Co. (Lessee) Lot No. – N/A(2) Postal address: KM18.5, Lebuhraya Kajang SILK, 43000 Kajang, Selangor Darul Ehsan.	• Bukit Kajang supervision building • Bukit Kajang Toll Plaza; • Bukit Kajang lay-by	Date of SKPL: 11 June 2004 (in respect of toll plaza) and 16 December 2004 (in respect of main line construction works)	• Built-up area of supervision building: 3,385.37 • Built-up area of toll plaza: 2,945.17 • Built-up area of lay-by: 527.64	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles
11.	The Federal Lands Commissioner (Lessor) / SILK Co. (Lessee) Lot No. – N/A(2) Postal address: KM10.5, Lebuhraya Kajang SILK, 43000 Kajang, Selangor Darul Ehsan.	• Sungai Long administration and supervision building • Sungai Long Toll Plaza • Sungai Long lay-by	Date of SKPL: 11 June 2004 (in respect of toll plaza) and 6 December 2004 (in respect of main line construction works)	• Built-up area of supervision building: 2,937.20 • Built-up area of toll plaza: 2,032.54 • Built-up area of lay-by: 941.13	The land titles have yet to be issued by the respective land office.	The Lease Agreement will not be signed with the Federal Lands Commissioner until issuance of the land titles

Notes:

1. *As at 31 December 2024, most buildings and structures along the Highways (including administration buildings, toll plazas, RSAs and lay-bys) did not obtain planning permission and have not been issued with CCCs. The Highways have duly obtained the SKPL issued by the MHA. The SKPL, among others, contains a confirmation from a professional engineer that the highway / facility has been examined and the relevant highway / facility has been constructed according to standards, specifications and designs (piawaian, spesifikasi dan reka bentuk) which have been approved by MHA and high quality engineering practices (amalan kejuruteraan yang bermutu tinggi); and that the highway / facility is safe for public use. The SKPL also contains a confirmation by MHA that the relevant portion of the highway / facility is suitable and safe to be open for public use (sesuai dan selamat dibuka untuk kegunaan awam) subject to certain conditions (including for example, the conduct of sound tests).*

2. *As at 31 December 2024, the applications for the land titles have been made and the land titles have yet to be issued by the respective land office. The Lot Number will be derived from the land title.*

3. *The lease agreement, which would set the amount to be paid and the period of the lease, will not be signed with the Federal Lands Commissioner until the issuance of the land title. The land title has yet to be issued by the respective land office.*

Saved as disclosed above, none of the properties are in breach of any land use conditions and/or are in non-compliance with current statutory requirements, land rules or building regulations which will have a material adverse impact on the Trust Group's operations. No valuations have been conducted on any of the properties disclosed above.



PROLINTAS INFRA BUSINESS TRUST

ANNUAL GENERAL MEETING INFORMATION

08

MANAGED BY PROLINTAS MANAGERS SDN. BHD. (COMPANY NO. 202201019689 (1465386-M))

(An Islamic business trust constituted in Malaysia under the Trust Deed dated 11 December 2023 and registered with the Securities Commission of Malaysia on 11 December 2023)

Notice of First Annual General Meeting

NOTICE IS HEREBY GIVEN THAT the First Annual General Meeting ("AGM") of Prolintas Infra Business Trust ("Prolintas Infra BT" or the "Trust") will be convened and held at Urban Park Hall @ LKSA, Alam Impian, 40470 Shah Alam, Selangor on Wednesday, 30 April 2025 at 10.00 a.m. to consider the following items of business:-

AGENDA

ORDINARY BUSINESS

1. To receive the Audited Financial Statements for the period from 11 December 2023 (Date of Registration) to 31 December 2024 of Prolintas Infra BT together with the Reports attached thereon. (Please refer to Explanatory Note 1)

2. To re-appoint Ernst & Young PLT as Auditors of Prolintas Infra BT for the financial year ending 31 December 2025 and to authorise the Directors to fix their remuneration. Ordinary Resolution 1

SPECIAL BUSINESS

To consider and, if thought fit, to pass the following as Ordinary Resolution:

3. **PROPOSED UNITHOLDERS' RATIFICATION AND PROPOSED NEW UNITHOLDERS' MANDATE FOR RECURRENT RELATED-PARTY TRANSACTIONS OF A REVENUE OR TRADING NATURE** Ordinary Resolution 2

   "THAT subject always to the provisions of the Listing Requirements or other regulatory authorities, approval be and is hereby given to Prolintas Infra BT and its subsidiaries ("Trust Group"), to enter into and give effect to the recurrent related party transactions of a revenue or trading nature with the related parties as specified in Section 2.4 of the Circular to Unitholders dated 28 March 2025 ("RRPT"), provided that:

   (a) such arrangements and/or transactions are necessary for the Trust Group's day-to-day operations;

   (b) such arrangements and/or transactions undertaken are in the ordinary course of business, at arm's length basis and on normal commercial terms which are not more favourable to the related parties than those generally available to third party;

   (c) such arrangements and/or transactions are not detrimental to the minority unitholders of the Trust; and

   (d) the disclosure is made in the annual report on the aggregate value of transactions conducted pursuant to the unitholders' mandate during the financial year in relation to:

      (i) the related transacting parties and their respective relationship with the Trust; and

      (ii) the nature of the recurrent transactions.

   AND THAT such authority shall continue to be in force until:

   (a) the conclusion of the next AGM, unless the authority is renewed by a resolution passed at the next AGM; or

   (b) revoked or varied by ordinary resolution passed by the unitholders in a unitholders' meeting,

Notice of First Annual General Meeting

whichever is earlier;

THAT all Recurrent Related-Party Transactions entered into by the Related Parties, from 25 March 2024, being the date of listing of the Trust on the Main Market of Bursa Malaysia Securities Berhad, up to the date of this Ordinary Resolution, particulars which are set out in Section 2.4 of the Circular to Unitholder dated 28 March 2025 be and are hereby approved, confirmed and ratified.

AND THAT the Directors of Trustee-Manager be and are hereby authorised to complete and do all such acts and things (including executing such documents as may be required) to give effect to the transactions contemplated and/or authorised by this Ordinary Resolution."

BY ORDER OF THE BOARD OF PROLINTAS MANAGERS SDN. BHD.
(Trustee-Manager of Prolintas Infra Business Trust)

NURDIANA BINTI KAMARUDIN (LS0009805) (SSM PC NO.: 202108000224)
ZURIATI BINTI YAACOB (LS0010898) (SSM PC NO.: 202008003191)
LEONG SHIAK WAN (MAICSA 7012855) (SSM PC NO.: 202008002757)
Company Secretaries

Kuala Lumpur
28 March 2025

Notes:

(1) A unitholder shall be entitled to attend and vote at any meeting of unitholders and shall be entitled to appoint up to two (2) persons, whether a unitholder or not, as its proxy to attend and vote.

(2) Where a unitholder is a corporation, its duly authorised representative shall be entitled to attend and vote at the meeting and shall be entitled to appoint up to two (2) persons (whether a unitholder or not) as its proxy to attend and vote.

(3) If the unitholder is an authorised nominee as defined under the Securities Industry (Central Depositories) Act, 1991 ("Authorised Nominee"), it may appoint at least one (1) proxy in respect of each securities account it holds with units of Prolintas Infra BT standing to the credit of the said securities account.

(4) Where a unitholder appoints more than one (1) proxy, the appointment will be invalid unless he specifies the proportions of his/her holdings to be represented by each proxy. Such proxy shall vote in the unitholder's place and have the same rights as a unitholder to vote whether on a poll or show of hands, to speak and be reckoned in a quorum.

(5) If the unitholder is an exempt Authorised Nominee which holds Units for multiple beneficial owners in one securities account ("Omnibus Account"), there is no limit to the number of proxies which the exempt authorised nominee may appoint in respect of each Omnibus Account it holds.

(6) Only a depositor whose name appears in the Record of Depositors of Prolintas Infra BT as at 23 April 2025 shall be regarded as a unitholder and entitled to attend, speak and vote at this First AGM of Prolintas Infra BT or appoint proxy(ies) to attend and vote on his/her behalf.

(7) The Instrument of Proxy shall be in writing under the hand of the appointor or of its attorney duly authorised in writing or if the appointor is corporation, the Instrument of Proxy must be executed under section 333(5) of the Companies Act 2016 as evidence of the person's appointment.

(8) To be valid, the original Instrument of Proxy duly completed and signed must be deposited with the Boardroom Share Registrars Sdn Bhd ("Boardroom")'s Office at 11th Floor, Menara Symphony, No. 5, Jalan Prof. Khoo Kay Kim, Seksyen 13, 46200 Petaling Jaya, Selangor Darul Ehsan, Malaysia, or alternatively, to submit your electronic Proxy Form via Boardroom Smart Investor Portal at https://investor.boardroomlimited.com no later than forty-eight (48) hours before the time for holding the meeting or adjourned meeting at which the person named in the Instrument of Proxy proposes to vote; in default of this provision, the Instrument of Proxy shall not be treated as valid.

EXPLANATORY NOTES ON:

Ordinary Business 1

There shall be no voting on the aforesaid Ordinary Business given that the laying of the Audited Financial Statements for the period from 11 December 2023 (Date of Registration) to 31 December 2024 of Prolintas Infra BT together with the Reports attached thereon ("the Accounts"), before the unitholders at the AGM is meant for discussion only, in accordance with Clause 7.11 of the Guidelines on Business Trust issued by the Securities Commission Malaysia.

The Accounts of Prolintas Infra BT are contained in the Integrated Annual Report 2024 of Prolintas Infra BT issued to all unitholders of Prolintas Infra BT on 28 March 2025 pursuant to Paragraph 9.55(1) of the Main Market Listing Requirements of Bursa Malaysia Securities Berhad.

If any unitholder in receipt of this Notice of First AGM does not have a copy of the Integrated Annual Report 2024, you may download from Prolintas Infra BT's website at www.prolintasinfra.com.my/ or request via telephone requisition at 03-7890 4700 from the Boardroom Share Registrars Sdn Bhd.

Ordinary Business 2 (Ordinary Resolution 1)

The Board of Directors at its meeting held on 12 March 2025 approved the Board Audit Committee ("BAC") recommendation for the unitholders' approval to be sought at the First AGM on the appointment of Ernst & Young PLT as external auditors of the Trust for the financial year ending 31 December 2025 under Ordinary Resolution 1 in accordance with Clause 22.2(a)(iii) and (iv) of Trust Deed.

Special Business (Ordinary Resolution 2)

The proposed Ordinary Resolution 2 if passed, is primarily to authorise Prolintas Infra BT and its subsidiaries to enter into RRPT with Related Parties, which are necessary for the day-to-day operations of the Prolintas Infra BT and are based on normal commercial terms that are not more favourable to the Related Parties than those generally made to the public.

The procurement of the Proposed RRPT Mandate would reduce substantially administrative time, effort and expenses associated with the convening of separate general meetings to seek unitholders' approval as and when potential RRPT arise.

IMPORTANT NOTICE:
Unitholders are reminded to monitor Prolintas Infra BT's website at www.prolintasinfra.com.my/ and announcements from time to time for any changes to the AGM arrangement.

MANAGED BY PROLINTAS MANAGERS SDN. BHD. (COMPANY NO. 202201019689 (1465386-M))

(An Islamic business trust constituted in Malaysia under the Trust Deed dated 11 December 2023 and registered with the Securities Commission of Malaysia on 11 December 2023)

No. of Units Held	CDS Account No.

PROXY FORM

I/We* _____

(Full Name as per NRIC /Passport /Certificate of Incorporation in Capital Letters)

NRIC/Passport/Registration No. _____

of _____

(Full Address)

being a unitholder/unitholders of **PROLINTAS INFRA BUSINESS TRUST ("Prolintas Infra BT"or the "Trust")**, hereby appoint

Full Name and Address (in Capital Letters) (First Proxy)		NRIC/ Passport No.	No. of Units	% of Unitholding
Email Address	Contact No.			

**and/or*

Full Name and Address (in Capital Letters) (Second Proxy)		NRIC/ Passport No.	No. of Units	% of Unitholding
Email Address	Contact No.			

or failing *him/her, the CHAIRMAN OF THE MEETING, as *my/our proxy/proxies, to participate, speak and vote for *me/us and on *my/our behalf at the First Annual General Meeting of Prolintas Infra BT ("AGM") to be held at Urban Park Hall @ LKSA, Alam Impian, 40470 Shah Alam, Selangor on Wednesday, 30 April 2025 at 10.00 a.m. or at any adjournment thereof.

*My/our proxy(ies) * is/are to vote as indicated by an "X" in the appropriate spaces below:

		First Proxy		Second Proxy	
Ordinary Resolution		For	Against	For	Against
1	To re-appoint Ernst & Young PLT as Auditors of the Prolintas Infra BT for the financial year ending 31 December 2025 and to authorise the Directors to fix their remuneration				
2	Proposed Unitholders' Ratification and Proposed New Unitholders' Mandate for Recurrent Related Party Transactions of a Revenue or Trading Nature				

Dated this _____ day of _____ 2025

_____

Signature/Common Seal of Unitholder(s)

*(*Strike out whichever is not applicable)*

NOTES:

(1) A unitholder shall be entitled to attend and vote at any meeting of unitholders and shall be entitled to appoint up to two (2) persons, whether a unitholder or not, as its proxy to attend and vote.

(2) Where a unitholder is a corporation, its duly authorised representative shall be entitled to attend and vote at the meeting and shall be entitled to appoint up to two (2) persons (whether a unitholder or not) as its proxy to attend and vote.

(3) If the unitholder is an authorised nominee as defined under the Securities Industry (Central Depositories) Act, 1991 ("Authorised Nominee"), it may appoint at least one (1) proxy in respect of each securities account it holds with units of Prolintas Infra BT standing to the credit of the said securities account.

(4) Where a unitholder appoints more than one (1) proxy, the appointment will be invalid unless he specifies the proportions of his/her holdings to be represented by each proxy. Such proxy shall vote in the unitholder's place and have the same rights as a unitholder to vote whether on a poll or show of hands, to speak and be reckoned in a quorum.

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PROLINTAS
INFRA BUSINESS TRUST

Affix Stamp

Boardroom Share Registrars Sdn. Bhd.
199601006647 (378993-D)
11th Floor, Menara Symphony,
No. 5, Jalan Prof. Khoo Kay Kim,
Seksyen 13, 46200 Petaling Jaya,
Selangor Darul Ehsan, Malaysia

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(5) If the unitholder is an exempt Authorised Nominee which holds Units for multiple beneficial owners in one securities account ("Omnibus Account"), there is no limit to the number of proxies which the exempt authorised nominee may appoint in respect of each Omnibus Account it holds.

(6) Only a depositor whose name appears in the Record of Depositors of Prolintas Infra BT as at 23 April 2025 shall be regarded as a unitholder and entitled to attend, speak and vote at this First AGM of Prolintas Infra BT or appoint proxy(ies) to attend and vote on his/her behalf.

(7) The Instrument of Proxy shall be in writing under the hand of the appointor or of its attorney duly authorised in writing or if the appointor is corporation, the Instrument of Proxy must be executed under section 333(5) of the Companies Act 2016 as evidence of the person's appointment.

(8) To be valid, the original Instrument of Proxy duly completed and signed must be deposited with the Boardroom Share Registrar Sdn Bhd ("Boardroom")'s Office at 11th Floor, Menara Symphony, No. 5, Jalan Prof. Khoo Kay Kim, Seksyen 13, 46200 Petaling Jaya, Selangor Darul Ehsan, Malaysia, or alternatively, to submit your electronic Proxy Form via Boardroom Smart Investor Portal at https://investor.boardroomlimited.com no later than forty-eight (48) hours before the time for holding the meeting or adjourned meeting at which the person named in the Instrument of Proxy proposes to vote; in default of this provision, the Instrument of Proxy shall not be treated as valid.

GROUP DIRECTORY

Registered Office & Business Office

12th Floor, Menara PNB,
201-A, Jalan Tun Razak,
50400 Kuala Lumpur,
Wilayah Persekutuan Kuala Lumpur,
Malaysia.

Prolintas Managers Sdn. Bhd.
Company No. (202201019689 (1465386-M))

03-2164 2450
03-2164 2795
info@prolintasmanagers.com.my
www.prolintasinfra.com.my

HIGHWAYS

Registered Address:

12th Floor, Menara PNB, 201-A, Jalan Tun Razak, 50400 Kuala Lumpur, Wilayah Persekutuan Kuala Lumpur, Malaysia.

Principal Place of Business:

Projek Lintasan Kota Sdn. Bhd.
Bangunan Pentadbiran AKLEH,
43171 Jalan Ampang,
68000 Ampang,
Selangor Darul Ehsan,
Malaysia.

Company registration no.:
199401034585 (320268-A)

03-4252 1233
03-4252 2133
1-800-22-8888 (Hotline)

Prolintas Expressway Sdn. Bhd.
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47000 Sungai Buloh,
Selangor Darul Ehsan,
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Company registration no.:
199001010509 (202079-X)

03-6038 5270
03-6038 5798
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Projek Lintasan Shah Alam Sdn. Bhd.
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KM 0.5A, Lebuhraya Kemuning Shah Alam,
Seksyen 35,
40700 Selangor Darul Ehsan,
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Company registration no.:
200401015684 (654187-M)

03-5162 7044
03-5162 6962
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Sistem Lingkaran-Lebuhraya Kajang Sdn. Bhd.
Plaza Tol Sungai Balak,
KM28.3A, Lebuhraya Kajang SILK,
43000 Kajang,
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Company registration no.:
199501042016 (371220-V)

03-8921 0000
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1-800-22-8888 (Hotline)

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