



ANNUAL REPORT 2015

VISION

We aim to lead the region in innovative breakthrough solutions for large-scale public infrastructure and property development.





Final tunnelling breakthrough at the Pasar Seni Station in April 2015 for the Klang Valley Mass Rapid Transit, Sungai Buloh-Kajang Line.



Delivering holistic and sustainable community living at our award-winning Kota Kemuning township in Shah Alam, Malaysia.



MISSION

We reliably deliver innovative world-class infrastructure and premier lifestyle properties for our customers through our core businesses in infrastructure development and construction, operation of infrastructure facilities and property development.

VALUES

Take personal ownership:

We must take charge and deliver

Walk the Talk:

We show the right values and be a role model

Adopt Open, Honest Communication:

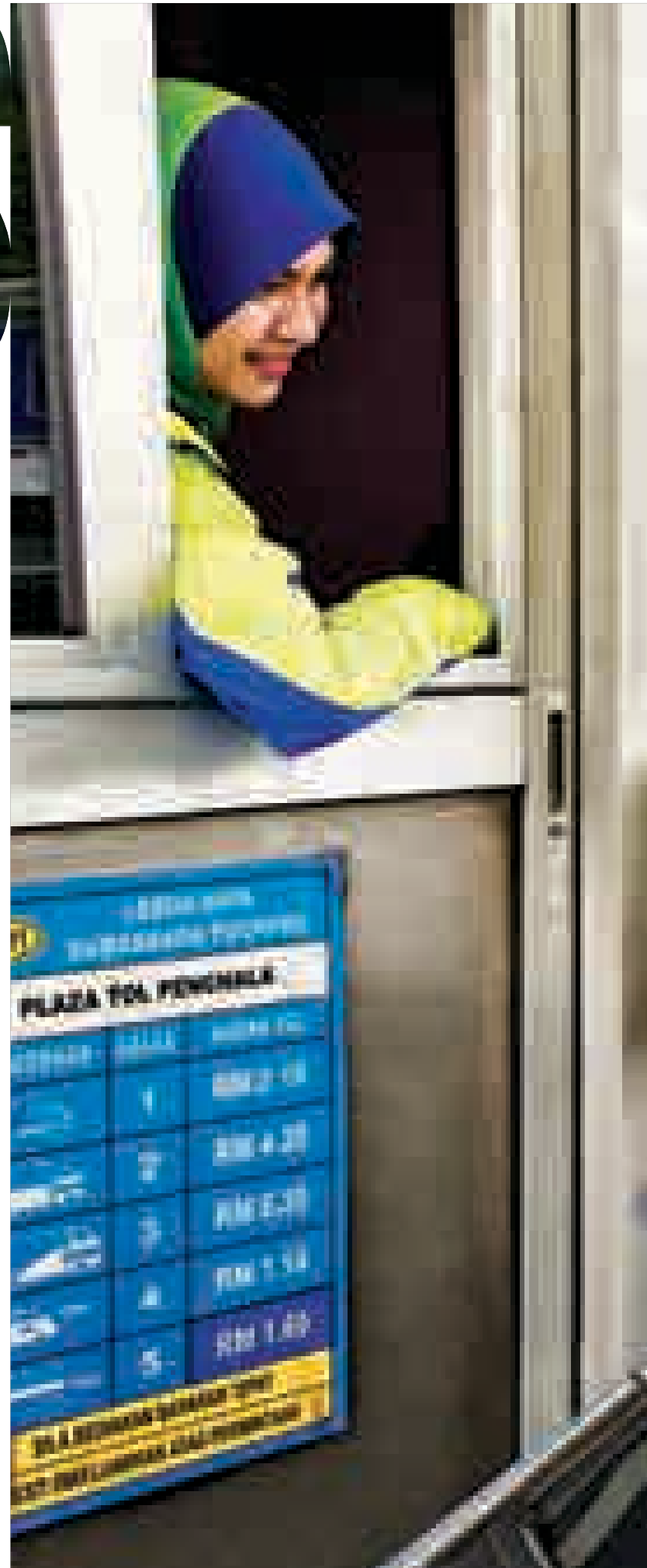
We implement effective decisions and results

Demonstrate Real Teamwork:

We break silos, and work together across divisions

Develop our People:

We foster mentoring and understudy for all-round skills development





Providing fast and easy commuting experience on our expressways.

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COVER RATIONALE TALENT BUILDING, NATION BUILDING

As Gamuda grew over the years, we never lost our focus, which is to serve the *rakyat*. From infrastructure and homes to the highways and the water we produce, we strive to enrich the communities in which we operate through talent development and moving our industry up the value chain. In doing so, we ensure our talents across the board are guided and supported so they can achieve their full potential and advance their careers. We firmly believe skills and knowledge hold the key to a brighter future.

OUR JOURNEY

**CHALLENGING THE STATUS QUO IN
THE LAST FOUR DECADES**

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Peak hour transit at the Ipoh KTM Station.

CORPORATE PROFILE



MOVING UP THE VALUE CHAIN

GAMUDA GARNERS A MARKET CAPITALISATION OF RM11 BILLION (AS AT END JULY 2015), PLACING US AMONG THE TOP ENGINEERING AND CONSTRUCTION AND PROPERTY DEVELOPMENT COMPANIES IN MALAYSIA.

Established in 1976 as a construction-based enterprise, Gamuda has since grown to become Malaysia's leading infrastructure and property developer.

Leveraging on our three core competencies in engineering and construction, property development, as well as infrastructure concessions, Gamuda has built some of the most iconic award-winning infrastructures in Malaysia, Southeast Asia and the Middle East regions.

Continuously challenging the status quo in the last four decades, we deliver creative engineering solutions while nurturing local expertise in our quest to realise world-class infrastructure delivering on our promise of top-notch design and quality, cost effectiveness and on-time completion.

Through our property development division - Gamuda Land, we are the name behind Malaysia's award-winning townships, creating value for homeowners through creative masterplan and quality execution.

Gamuda Land is among the top property developers in Malaysia with significant and growing interest in Asia and the Oceania. Today, we have sold more than 27,000 homes in our integrated lifestyle townships and boutique developments.

We are also among the largest infrastructure concessionaires in Malaysia, with significant interest in highway and water concessions.

Moving forward, we strive to enrich communities and our employees with leading-edge initiatives that drive innovation, long-term sustainability, talent advancement and nation building.

GROUP AWARDS & ACHIEVEMENTS



- International Achievement Award, Yen So Sewage Treatment Plant, Malaysian Construction Industry Excellence Awards (MCIEA) 2015
- 5-Star SCORE Rating, SCORE Programme 2014, Construction Industry Development Board Malaysia
- Highest Profit Growth Company (Construction), The Edge Billion Ringgit Club Awards 2013 and 2014
- MBAM Honorary Builder - Master Builders Association Malaysia Awards 2014
- Overall Best Managed Company in Malaysia - Mid Cap, Asia Money Awards 2013
- Best Performing Stock (Construction), The Edge Billion Ringgit Club Awards 2013
- Property and Construction Sector, Malaysia's 100 Leading Graduate Employers 2012
- Asia's Best Managed Companies, Euromoney
- Best Under a Billion 200 Companies, Forbes Global
- Best Managed Company and Strongest Commitment to Enhancing Shareholder Value, FinanceAsia
- Kaohsiung MRT, Air Quality Protection Model Award, The Environmental Bureau of Kaohsiung Country Government, Republic of China

GAMUDA LAND

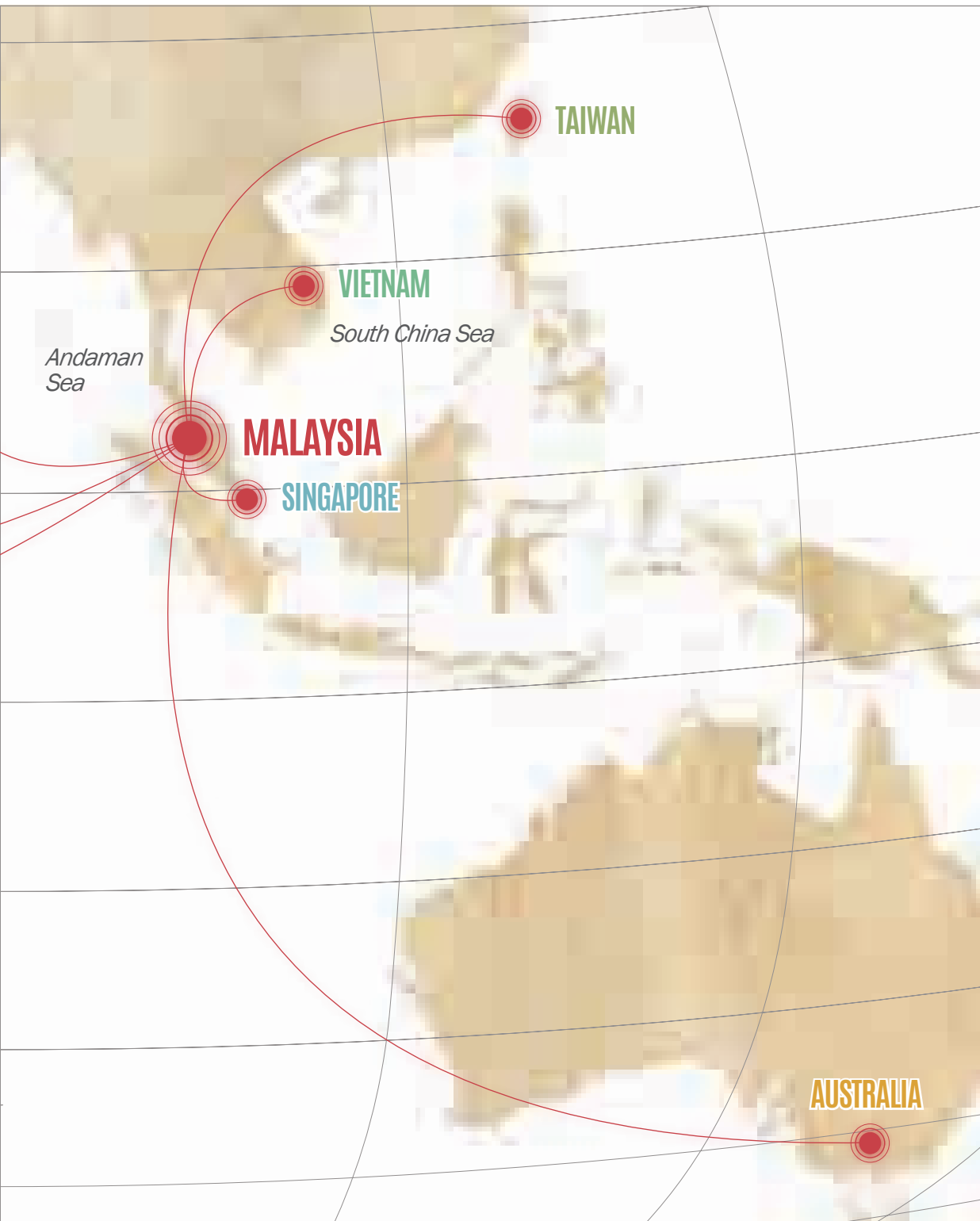
- Gamuda Land, The Edge Malaysia Top Property Developers Awards, The Edge Malaysia Property Excellence Awards (2012-2014)
- Horizon Hills and Bandar Botanic (2014), Bandar Botanic and Kota Kemuning (2013), Kota Kemuning and Horizon Hills (2012), The Edge Malaysia - PEPS Value Creation Excellence Award, The Edge Malaysia Property Excellence Awards
- Horizon Hills, Jade Hills, Valencia and Yen So Park, Property Developer Category for Excellent Landscape Planning and Development, Malaysia Landscape Architecture Awards, Institute of Landscape Architects Malaysia (ILAM)
- Kota Kemuning Hillpark, Landscape Community Park Award, Selangor State Government
- Bandar Botanic, Engineering Awards, Association of Consulting Engineers Malaysia
- Kota Kemuning, Planning, Innovation and Concept Award, Malaysian Institute of Planners
- Bandar Botanic, Best Master Plan, International Real Estate Federation FIABCI Property Award of Distinction
- Kota Kemuning, Best Maintained Township Award, Ministry of Housing and Local Government
- Kota Kemuning Wetlands Park, Urban Re-development, Conservation and Rehabilitation Award, Malaysian Institute of Planners
- Kota Kemuning, Bandar Botanic, Valencia, Horizon Hills, Jade Hills, Top Rated on CONQUAS for Landed Residential and Institutional Buildings, BCA of Singapore
- Horizon Hills, The Edge Top Property Developers Award, The Edge Malaysia Property Excellence Awards 2014
- Bandar Botanic, The Edge-PEPS Value Creation Excellence Award, The Edge Malaysia Property Excellence Awards 2014
- Celadon City, Malaysia Landscape Architecture Awards 2014, Property Developer Category for Excellent Landscape Planning and Development, Institute of Landscape Architects Malaysia
- Kota Permai Golf and Country Club, HAPA Best Golf Excellence-Exhilarating Experience 2015, Hospitality Asia Platinum Awards
- Kota Permai Golf and Country Club, Best Course in Malaysia 2014, Asian Golf Awards
- Kota Permai Golf and Country Club, Malaysia's Best Golf Course 2015, Malaysian Golf Awards
- Kota Permai Golf and Country Club, Best Course in Malaysia 2015, IAGTO Excellence Awards

MMC-GAMUDA JOINT VENTURE

- KVMRT (Sungai Buloh-Kajang Line) - Underground, Winner for Technical Innovation of the Year Category for the Variable Density Tunnel Boring Machine (VD TBM), International Tunnelling and Underground Space Awards 2014
- KVMRT (Sungai Buloh-Kajang Line) - Underground, Winner of the International Safety Award year 2015 (with Distinction) from the British Safety Council
- KVMRT (Sungai Buloh-Kajang Line) - Underground, Honorary Certification for Safety and Health year 2015 during construction at TRX Station by Department of Occupational Safety and Health (DOSH)
- Electrified Double Track Project (EDTP) (Ipoh-Padang Besar), Best Major Infrastructure Project (Special Mention) Malaysian Construction Industry Excellence Awards (MCIEA) 2015
- Electrified Double Track Project (EDTP) (Ipoh-Padang Besar), Construction Category, National Occupational Safety and Health (OSH) Excellence Award 2012
- SMART, United Nations Scroll of Honour Award, World Habitat Day
- SMART, Specialised Project (Purpose Built) Category, Runner Up, FIABCI Prix d'Excellence Awards, International Real Estate Federation (FIABCI)
- SMART, Best International Project, British Construction Industry Award
- SMART, Design and Construction Excellence Award, Institution of Engineers Malaysia
- SMART, Special Award for National Contribution, Malaysia Property Award, International Real Estate Federation (FIABCI), Malaysian Chapter
- SMART, Best Contractor Award, CIDB Malaysian Construction Industry Excellence Award
- SMART, Special Award for Innovation, CIDB Malaysian Construction Industry Excellence Award
- SMART, Special Award for Environment, CIDB Malaysian Construction Industry Excellence Award

ON THE REGIONAL FRONT

| | |
|--|---|
| BAHRAIN Causeway Bridges <ul style="list-style-type: none">- Sitra Causeway Bridges |  |
| QATAR International Airport <ul style="list-style-type: none">- Hamad International Airport Highway <ul style="list-style-type: none">- Dukhan Highway | |
| INDIA Key Urban Expressway and Highway <ul style="list-style-type: none">- Panagarh-Palsit Highway- Durgapur Expressway | |
| VIETNAM Property Development <ul style="list-style-type: none">- Gamuda City, Hanoi- Celadon City, Ho Chi Minh City Sewage Treatment Plant <ul style="list-style-type: none">- Yen So Sewage Treatment Plant, Hanoi | |
| TAIWAN Urban Rail Transport <ul style="list-style-type: none">- Kaohsiung Metropolitan Mass Rapid Transit | |
| SINGAPORE Property Development <ul style="list-style-type: none">- Toa Payoh | |
| AUSTRALIA Property Development <ul style="list-style-type: none">- 661 Chapel St, Melbourne | |



MALAYSIA

Urban Rail Transport in Greater KL

- Klang Valley Mass Rapid Transit (KVMRT)
 - (i) Sungai Buloh-Kajang Line (SBK Line)
 - (ii) Sungai Buloh-Serdang-Putrajaya Line (SSP Line)

Urban Transformation in Penang

- Penang Transport Master Plan

Inter-State Rail Transport

- Electrified Double Track Project (Ipoh-Padang Besar)

World's First Dual Purpose Tunnel

- Stormwater Management and Road Tunnel (SMART)

Key Intra-Urban Expressways and Highways in Greater KL

- Damansara-Puchong Highway (LDP)
- Shah Alam Expressway (SAE)
- Western Kuala Lumpur Traffic Dispersal Scheme (SPRINT)

Water Treatment and Supply for Selangor

- Sungai Selangor Water Supply Scheme Phase 1 and 3 (SSP1 and SSP3)

Dam

- Sungai Selangor Dam

Property Development

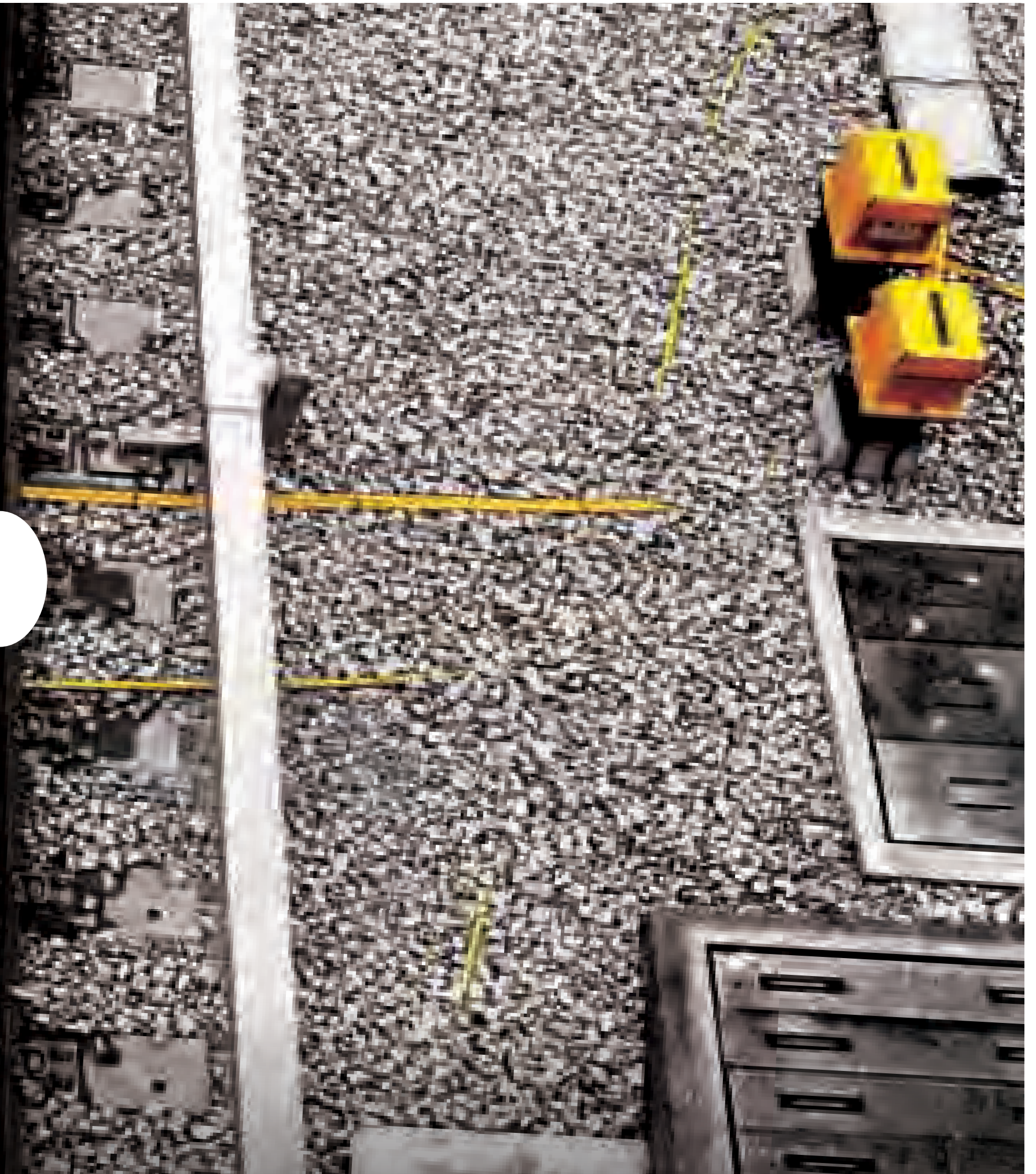
- Kota Kemuning
- Bandar Botanik
- Valencia
- Horizon Hills
- Jade Hills
- Madge Mansions
- The Robertson
- HighPark Suites
- GM Klang
- GM Robertson
- Bandar Serai
- Kundang Estates
- Tg. Dua Belas Development
- Kota Kemuning 257 Development
- Bukit Bantayan



CORPORATE MILESTONES

CONSTANTLY EXPANDING OUR HORIZONS

Newly-laid rail tracks at the Sungai Buloh Depot, which is a part of the Klang Valley Mass Rapid Transit, Sungai Buloh-Kajang Line.



1976

GAMUDA IS BORN

Gamuda is incorporated as a private limited company on 6 October 1976 in Ipoh, Perak.

1992

LISTED ON KLSE

Gamuda is listed on the Main Board of the Kuala Lumpur Stock Exchange (now Bursa Malaysia) on 10 August 1992.

1996

FIRST INTRA-URBAN HIGHWAY IN THE KLANG VALLEY

Construction of the 40km Damansara-Puchong Highway (LDP), one of the busiest intra-urban highways in the Klang Valley, begins. Completed in 1998, the development boasts numerous engineering feats such as the iconic cable-stayed bridge over the Federal Highway Interchange.

1999

FIRST TUNNELLING EXPERIENCE

The 26.5km Western Kuala Lumpur Traffic Dispersal Scheme (SPRINT) is built to relieve congestion in western Kuala Lumpur. Its construction involves cutting through the hard rock and granite of Kiara Hills via the drill and blast method, an engineering feat accomplished with minimal impact to the natural terrain.

2001

FIRST OVERSEAS VENTURE

The Panagarh-Palsit Highway and Durgapur Expressway projects in West Bengal, India, bear testament to Gamuda's strength as a build-operate-transfer contractor in the international arena.

2005

FIRST HIGHWAY PROJECT IN THE MIDDLE EAST

The Dukhan Highway, one of several road modernisation initiatives undertaken in Qatar to gear up for the 2022 FIFA Football World Cup, brings immense travelling convenience to residents and enhanced logistics coordination for trade.



1994

FIRST PRIVATISED PROJECT THROUGH TENDER

The Shah Alam Expressway (SAE) project is the first large-scale privatised infrastructure project to be won by Gamuda through competitive bidding.

FIRST INTEGRATED TOWNSHIP DEVELOPMENT

Gamuda undertakes its first property development - Kota Kemuning in the Klang Valley - one of Malaysia's first integrated townships which sets the benchmark for other sustainable townships to come.

1998

FIRST RESORT INSPIRED DEVELOPMENT WITH A PRIVATE GOLF COURSE

Gamuda undertakes the 280-acre Valencia development in Sungai Buloh, Selangor, Malaysia's first residential development that offers a private residents-only 9-hole golf course. Today, the luxurious lifestyle development is a flourishing gated and guarded community with a large expatriate following.

1999

FIRST "HOME IN THE GARDEN" INTEGRATED TOWNSHIP

The award-winning 1,200-acre Bandar Botanic in the Klang Valley represents Malaysia's first waterfront parkland township.

2000

FORAY INTO WATER TREATMENT AND SUPPLY

The Sungai Selangor Water Supply Scheme Phase 3 (SSP 3) is built to meet a critical need for potable water in Selangor. The project yields an additional combined treatment capacity of 1,050 million litres of water daily to residents and businesses in northern Selangor and the Federal Territory.

2002

WORLD'S FIRST DUAL-PURPOSE TUNNEL

The international award-winning Stormwater Management and Road Tunnel (SMART) is built to manage floods in Kuala Lumpur while relieving traffic congestion in the city centre. Its completion in 2007 establishes Gamuda as a global expert in tunnelling through highly challenging karstic limestone formations.

FIRST MALAYSIAN COMPANY TO BUILD MRT IN TAIWAN

Gamuda becomes the first Malaysian construction group to penetrate Taiwan's urban mass rapid transit construction industry with the Kaohsiung Metropolitan Mass Rapid Transit project. Gamuda was involved in the tunnelling and construction of one of 11 underground stations, with works carried out under live traffic conditions.

2005

FIRST INTERNATIONAL AIRPORT

Gamuda leads a consortium of builders in the Hamad International Airport project in Qatar, which represents its best overseas work of art yet.

2006

FIRST PROPERTY DEVELOPMENT IN ISKANDAR MALAYSIA

Work begins on the gated-and-guarded Horizon Hills residential township in Iskandar, Johor. Comprising expansive residences and an international championship golf course, it is today among the most prestigious property developments in the state.



2006

STRENGTHENING PRESENCE IN THE MIDDLE EAST

Gamuda takes on the challenge of replacing the more than 30-years-old bridges and causeway in the capital of Bahrain with two major marine bridges.

2010

SECOND DEVELOPMENT FOOTPRINT IN VIETNAM

The 203-acre Celadon City is the first self-sustainable township development in Ho Chi Minh City and features the largest green sanctuary in the city. It incorporates a 40-acre Central Park which interweaves landscaped parklands with beautiful foliage and water bodies.

2012

WORLD'S FIRST VARIABLE DENSITY TUNNEL BORING MACHINE

Partnering the world's largest tunnel boring machine manufacturer, Herrenknecht AG, Gamuda creates the world's first Variable Density Tunnel Boring Machine (VD TBM) to tackle the highly challenging tropical karstic limestone geology for the underground works of the KVMRT SBK Line.

2015

PROJECT DELIVERY PARTNER (PDP) FOR KVMRT SSP LINE

MMC-Gamuda JV is chosen as the PDP for the KVMRT Sungai Buloh-Serdang-Putrajaya (SSP Line). The 52.2km line will serve a corridor of two million people, cutting through high-density urban areas such as Bandar Sri Damansara, KLCC, Jalan Tun Razak, Seri Kembangan and Putrajaya.



2007

FIRST INTERNATIONAL PROPERTY DEVELOPMENT FORAY

Gamuda commences a 10-year project to build the 426-acre flagship Gamuda City, a major urban redevelopment project in Hanoi, Vietnam.

2011

FIRST PROJECT DELIVERY PARTNER IN MALAYSIA

The Klang Valley Mass Rapid Transit, Sungai Buloh-Kajang Line (KVMRT SBK Line) project in the Greater Kuala Lumpur is the largest public infrastructure development in Malaysia to date, and the first to be built under the Project Delivery Partner model. Expected to serve an estimated 1.2 million residents, the KVMRT SBK Line will be completed in year 2017.

2013

PM LAUNCHES THE WORLD'S FIRST VD TBM

Prime Minister Dato' Sri Mohd Najib bin Tun Abdul Razak launches the fully-assembled VD TBM at the Cochrane Launch Shaft, heralding the start of tunnelling works for the KVMRT SBK Line.

2015

LEADS JV AS PDP FOR PENANG TRANSPORT MASTER PLAN

SRS Consortium Sdn Bhd, a 60:20:20 joint venture between Gamuda Bhd, Loh Phoy Yen Holdings Sdn Bhd and Ideal Property Development Sdn Bhd, is announced as the PDP for the Penang Transport Master Plan (PTMP), which combines air, water, rail and road infrastructure to mitigate traffic congestion and improve Penang Island's liveability. The first PTMP project is expected to be rolled out by 2017.

2008

EXPANDING MALAYSIA'S INTER-STATE RAIL NETWORK

The national rail company appoints Gamuda and its partner, MMC Corporation, to build a 329km Electrified Double Track from Ipoh to Padang Besar. The brown field project to provide faster and more efficient inter-city travel and logistics solutions is one of the country's largest rail infrastructure undertakings.

WORLD'S FIRST TUNNELLING TRAINING ACADEMY

The world's first Tunnelling Training Academy (TTA) is established in Kota Kemuning, Malaysia, to nurture specialists, technicians and skilled labour for the roll-out of the KVMRT SBK Line and future tunnelling projects.

2014

COMPLETION OF MALAYSIA'S NORTHERN INTER-STATE RAIL NETWORK

The Electrified Double Track Project is completed. The section from Padang Besar to Ipoh (Spine Line) was handed over ahead of schedule, while the remaining section from Bukit Mertajam to Butterworth (Spur Line) was completed in November 2014.

MAIDEN PROJECT IN MELBOURNE

Gamuda Land enters the Australian property market with 661 Chapel St, a boutique 30-storey apartment just 4km from Melbourne's Central Business District. With a GDV of A\$138 million, this 169-unit residential project in the nation's fashion and style capital will appeal to both foreign and local buyers.

CONSORTIUM WINS TENDER FOR SINGAPORE LAND

A bid by Gamuda's joint venture with Evia Real Estate (7) Pte Ltd and Maxdin Pte Ltd to acquire 12,154.6 sq m of land in Toa Payoh was chosen as the winning bid by the Housing Development Board of Singapore. The JV is looking to develop a high-rise residential property to be launched towards the end of 2016.



CHAIRMAN'S PERSPECTIVE

Gamuda is the leading infrastructure and property developer in Malaysia, with significant interest in emerging Asia and the Middle East.

TALENT BUILDING, NATION BUILDING

It has been a busy and colourful year at Gamuda. The theme of this year's Annual Report - *Talent Building, Nation Building* - represents two fundamental aspects of our organisation which contribute to who we are, and that sets us apart.

A valued partner in the Government's agenda to develop the nation, our participation in the country's largest public infrastructure project - the Klang Valley Mass Rapid Transit (KVMRT) - has allowed us to take our contributions in this regard to a new level.

Via this project, we have helped empower the construction industry's local Small and Medium Enterprise (SME) segment; created a highly-skilled and knowledgeable workforce; significantly raised competency and delivery standards; and moved the construction industry up the value chain.

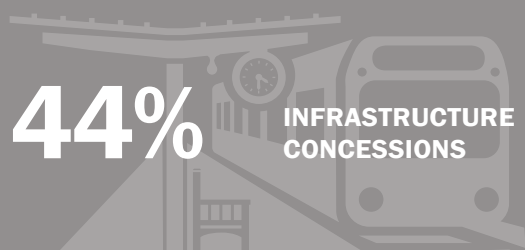
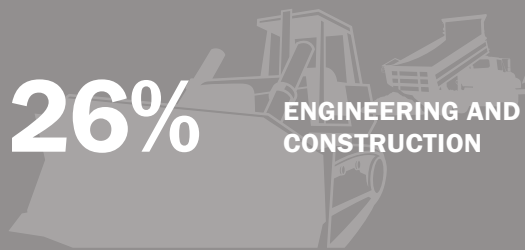
Just the underground works of the KVMRT Sungai Buloh-Kajang Line (SBK Line) alone has created almost 5,000 niche jobs including those requiring highly skilled operators, mechanics and welders. Some 95% of all the works were/are being carried out by locals, while 60% of management and professional staff involved are Bumiputera.



**Y BHG DATO'
MOHAMMED
HUSSEIN**

Building on our fundamentals - of technological innovation, sound business management, developing human capital, workers' welfare and environmental conservation - we have pulled together a very encouraging operational and financial scorecard, which I have great pleasure in presenting to you.

2015 PROFIT BEFORE TAXATION (PBT) CONTRIBUTION BY DIVISION



As the SBK Line underground works contractor, we have awarded contracts worth RM4.3 billion to no less than 480 local SMEs hiring a total of 22,000 employees for their products and services.

In terms of upskilling the workforce, we have helped to develop local self-sufficiency in high-demand mass rapid transit construction - for both elevated and underground works - through dedicated skills development platforms. These include our KVMRT Training Centre, Tunnelling Training Academy and the newly set up Tunnelling Boring Machine (TBM) Refurbishment Plant.

LEADING INNOVATION

We have proudly placed Malaysia on the world map for our engineering capabilities with cutting-edge tunnelling technologies such as the Variable Density Tunnel Boring Machine (VD TBM), which was acknowledged by London-based New Civil Engineer and the Switzerland-based International Tunnelling and Underground Space Association with the Technical Innovation of the Year Award 2015.

The VD TBM allowed the team to safely and effectively overcome major tunnelling challenges posed by the unpredictable karstic limestone formation in Kuala Lumpur, a feat that is considered the first in the world.

In property construction, a new area we are moving into is Industrialised Building Systems (IBS), which leverages on greater automation and robotisation to increase efficiencies, improve quality, reduce wastage and costs. Through this system, we would be enhancing the level of innovation in the country while reducing the nation's dependence on foreign labour.

MOVING UP THE VALUE CHAIN

Via the KVMRT project, we have developed the entire construction industry supply chain to cater

for high-value rail infrastructure. As a result of the experience gained, our local SMEs now stand to benefit from taking their underground works related products and services overseas.

Also, as a result of the job creation and skills training, the level of professionalism and expertise of the entire industry is being enhanced. In terms of delivery, all works carried out by works Package Contractors are monitored and tracked, in line with standards set under the Contractors Performance Assessment System (CONPAS).

Workers are being equipped with internationally-benchmarked safety knowledge and skills such as the Construction Skills Certification Scheme (CSCS). In this manner, we are cultivating the local construction safety standards to be on par with international benchmarks.

Within Gamuda itself, we are making a conscious effort to develop the capabilities of our people to support the Group's strategic ambitions. In order to keep enhancing their knowledge and skills, we have an extensive and comprehensive training and development programme that starts even before some of our employees join us - under Gamuda Scholarship - and which continues via a series of on-the-job training, mentoring and formal training.

To ensure a robust succession pipeline, we established the Management Development Centre this year, to identify and intensely groom high-potential individuals.

Another new avenue to train talents in basic construction skills was set-up, called the Construction Training Unit (CTU). Our in-house learning arm, Gamuda Learning Centre (GLC), and plant machinery training unit, Gamuda Plant Operator School (GPOS), continue to do well in imparting knowledge to both Gamudians and the larger Malaysian public.

CHAIRMAN'S PERSPECTIVE

PRIORITISING WORKERS' SAFETY AND WELFARE

The SME ecosystem that we have helped to develop includes a significant number of contractors who provide us with workers for our infrastructure projects.

These workers are critical to meeting project deadlines and satisfying the quality standards set. In recognition of their value, Gamuda has constantly placed workers' safety and well-being above all else in our operations.

In 2014, we embarked on a Zero Tolerance Programme at KVMRT worksites seeking to achieve zero fatalities. Despite the programme, there is still room for improvement. Hence, we have further intensified all safety procedures and processes involving contractors' workers and implemented tighter supervision, streamlining checks and approval procedures.

Among the actions taken, 60 experienced PDP Safety Superintendents have been deployed across the elevated KVMRT Line 1 alignment, focusing on locations where high-risk activities are being carried out.

Our safety culture and adherence to high safety standards have not gone unnoticed. It gives me great pleasure to share that during the financial year we received a number of international and local awards.

Key among these were an International Safety Award 2015 from UK-based British Safety Council; and Five Star Rating for Safety and Health Best Practices 2015 from the Department of Safety and Health Malaysia (DOSH) for our Tun Razak Exchange underground station.

As part of our workers' welfare initiatives, we have invested no less than RM100 million in building four Centralised Labour Quarters (CLQ) for the KVMRT project. These quarters not only offer comfortable



Developing a diverse and inclusive workforce, with high technical skills, is among our top agenda.

accommodation but also provide full-range amenities - such as laundry, health and sporting facilities, as well as mini-markets, cafeterias and kitchens - to ensure the workers' needs are tended to.

The CLQ is the first accommodation programme of its kind for construction workers in Malaysia and has proven to be such a success that the Construction Industry Development Board (CIDB) is developing industry guidelines for workers' living quarters modelled on it.

SUSTAINABLE INFRASTRUCTURE DEVELOPMENTS

If there was one word that encapsulates our future direction, it is 'sustainability'. In light of global challenges such as climate change and our rising population, we believe organisations have a responsibility towards ensuring their operations have a minimal impact on the environment. For our part, Gamuda is moving towards greener processes, procedures, engineering technology and practices that preserve the natural environment and safeguard a sustainable future.

The 'greening' of Gamuda is already evident in a number of our property developments. In Gamuda City, Hanoi, we have transformed what was previously sewer wastewater-plagued land into an award-winning 250-acre Yen So Park by building a new sewage plant which treats 50% of the city's total sewerage discharge and rejuvenating the surroundings into a green space encompassing five natural lakes surrounded by six themed gardens, a cultural park, commercial centre, five-star international hotels, shops office towers and residential zones.

We are also actively adopting the Green Building Index (GBI) guidelines in our new and upcoming projects. The Robertson, a mixed development in the heart of Kuala Lumpur, and HighPark Suites, a residential project in Kelana Jaya, have both been awarded provisional GBI Gold Rating in recognition of features such as rainwater harvesting, maximised natural lighting and ventilation as well as the provision of facilities for recycling. In future, we aim to attain GBI certification for all our developments,

We have awarded contracts worth RM4.3 billion to no less than 480 local SMEs hiring a total of



22,000
employees
for their products and services.

incorporating eco-friendly elements into the design and masterplanning of their blueprints.

For greater efficiency in the use of materials and resources, as well as to reduce the labour intensity of construction projects, we are adopting the IBS system which has the potential to reduce material wastage by up to 10%.

Meanwhile, the VD TBM which was co-developed with the world's largest TBM manufacturer, Herrenknecht AG, has pushed the envelope of sustainable construction on the global scale by enabling the development of underground spaces to increase business and commercial activities within the city centre - despite highly challenging ground conditions imposed by the tropical karstic limestone formation typical to Kuala Lumpur, and other parts of the world.

The flexible tunnelling modes of the VD TBM give it the flexibility to function in various ground conditions

with minimal effort. It, moreover, is a proven and effective green technology that has minimal impact on the environment - and is now being explored for a vast array of tunnelling applications in equally challenging geological conditions in many parts of the world.

AN INCLUSIVE WORKFORCE

As a responsible employer, we also have a policy of nurturing diversity in our workforce. This entails creating a healthy mix of the different races and balancing our gender ratio. More than this, Gamuda also provides equal and sustainable employment opportunities to those who are differently-abled (DA).

We started our Project DA in 2013, when we trained two employees to provide special needs support, making us one of the first companies in the world to have an internal support team for DAs. In 2014, we took in our first batch of employees with autism.

Today, we have 16 such employees and hope to increase this number to 30 by 2017. We believe diversity enriches the workplace with fresh perspectives, and our DA employees are equally appreciated in this regard.

RISING AMIDST CHALLENGES

The financial year 2015 was challenging for Malaysian corporations in general, especially from the tail end of 2014 when the price of oil began its downward spiral and the Ringgit followed suit, depreciating in value against foreign currencies, most notably the US Dollar.

Coupled with lower commodity prices, which affected export earnings, the Government in January 2015 reduced its gross domestic product (GDP) prediction for the year from 5.0%-6.0% to 4.5%-5.5%. More recently, the Ministry of Finance has indicated an expected GDP in the lower half of this revised figure, namely between 4.5%-5.0%.

In line with the unexpected softening of the economy, the Government also re-visited its Budget 2015 in January to reduce its public expenditure.

Fortunately for construction and engineering companies such as Gamuda Berhad (Gamuda or the Group), this did not impact large-scale infrastructure projects with high multiplier benefits that are in the pipeline such as the Klang Valley Mass Rapid Transit Sungai Buloh-Serdang-Putrajaya Line (SSP Line), Kuala Lumpur-Singapore High-Speed Rail, Klang Valley Light Rail Transit Line 3 (LRT3), and the Pan Borneo Highway. This has ensured continued strength in our construction order book that stands at RM1 billion as at end-FY2015, with major infrastructure projects in the pipeline.

The main impact of the bearish financial landscape on the Group was a dampened property market, as a result of cooling measures implemented by Bank Negara Malaysia (BNM) in 2014. Still, we were able to identify opportunities and capitalise on these to the benefit of the Group and our stakeholders such as our continued accumulation of critical landbanks in the Klang Valley and the region to pave the way for future developments.

Notwithstanding the external challenging environment, the Group worked hard to perform well overall, driven by our three core businesses of Engineering and Construction, Property Development, and Infrastructure Concessions. Building on our fundamentals - of technological innovation, sound business management, developing human capital, workers' welfare and environmental conservation - we have pulled together a very encouraging operational and financial scorecard, which I have great pleasure in presenting to you.

CHAIRMAN'S PERSPECTIVE

FINANCIAL PERFORMANCE

For the financial year ended 31 July 2015 (FY2015), the Group recorded a core revenue of RM2.40 billion, marking a 7.6% increase over FY2014. With the share of revenue of our joint venture companies included, our total revenue would have been twice as high at RM4.76 billion, an increase of 2.7% from the corresponding figure in FY2014.

Strong performance by our business units, especially the Property Development and Infrastructure Concessions divisions, helped to sustain the Group's profit before tax (PBT) of RM858 million, compared with FY2014's RM852 million.

Based on this healthy showing, we were able to pay our valued shareholders a dividend of 12 sen per share, as we had in the last few years. This amounts to a total dividend payout of RM285 million. I am additionally pleased to note that, with positive market expectation regarding our strong performance - especially from our significant interest in high-impact and transformational rail projects which attracted international recognition - our share price has been well supported during the year.

Revenue of our Engineering and Construction division remained stable at RM1.16 billion, just marginally lower than RM1.18 billion in the previous financial year. With the share of revenue of our joint venture companies included, contribution from our Engineering and Construction division would have been more than twice as high at RM3.17 billion. Revenue from Property and Development saw a slight reduction from RM895 million to RM842 million. Infrastructure Concessions helped buoy our revenue with a jump from RM154 million to RM401 million due to increased contributions from the Group's additional equity stake in Kesas Sdn Bhd.

In terms of profit, with the completion of the Electrified Double Track Project (EDTP) from Ipoh to Padang Besar, the Engineering and Construction's PBT decreased from RM260 million to RM222 million. This drop was buffered by PBT increases seen in both Property Development as well as Infrastructure



In the coming years, we will continue to build on Gamuda Land's trusted brand by delivering world-class properties with sustainable value.



We look forward to continue to play a role in the nation's infrastructure development agenda, particularly in mass rail transit.

MALAYSIA'S LEADING PUBLIC INFRASTRUCTURE AND PROPERTY DEVELOPER

Let us continue to work
together to build local
talent, and further
develop the nation.

Concessions. Greater property sales in Vietnam led to an increase in the division's PBT from RM225 million to RM258 million, while steadily increased toll collection on our highways contributed to Infrastructure Concessions' improved PBT, from RM367 million to RM378 million.

CORPORATE GOVERNANCE AND RISK MANAGEMENT

Whilst the effective implementation of visionary business strategies is key to our financial performance, we are committed to maintaining the highest standards of corporate governance to ensure all our operations and actions are ethical and do not compromise the long-term sustainability of the Group. Towards this end, we are guided by the Malaysian Code on Corporate Governance 2012, which serves to safeguard the interests of all stakeholders; and a Risk Management framework that allows us to identify all risks to the Group and to operate within acceptable parameters to strengthen Gamuda's underlying robustness.

Employees are apprised of Gamuda's Code of Practice, and any action that is not in line with it is reported to the head of Internal Audit via a Whistleblowing procedure that protects the integrity of the Group, and the security of the whistleblower.

To further inculcate a culture of ethical behaviour, employees are constantly reminded of our Core Values, which consist of taking personal ownership of their key functions; walking the talk; communicating openly and honestly; demonstrating real teamwork; and continuously developing all-round skills through mentoring and understudy.

PROSPECTS

Although the economy looks set to be challenging in the coming financial year (FY2016) Gamuda enjoys a relatively stable position because of the nature of our business activities as well as our well-thought-out strategies. Beginning in FY2016, each business unit in the Group will be embarking on a new five-year plan, which seeks to further diversify our business in order to achieve our growth targets.

In October 2014, Gamuda received the Letter of Award appointing us as the Project Delivery Partner (PDP) in the KVMRT SSP Line. In July 2015, PDP Agreement was executed. Soon after, in August 2015 a consortium where Gamuda holds 60% stake was named the PDP for the implementation of the Penang Transport Master Plan (PTMP).

Meanwhile, we still have our eyes set on other projects for which we could leverage on our expertise in rail construction such as the Kuala Lumpur-Singapore High-Speed Rail, the Electrified Double Track Project (Gemas-Johor Bahru) and LRT3. We therefore expect future earnings to be very much driven by rail-related infrastructure projects.

At the same time, having already accelerated regional diversification in our property portfolio with the acquisition of land and development projects in Melbourne, Australia and Singapore in FY2015, we will be launching residential products in these

markets in FY2016, increasing our non-Ringggit earnings while also reducing the geographical risk of our property development division.

At the same time, strategic development plans for the PTMP will facilitate long-term economic and social growth for the Penang state.

Further, we continue to be cautiously optimistic on launching new innovative products strategically located in our newly-developed townships in the Klang Valley.

In terms of concessions, the four highways that we manage will continue to provide us with a steadily increasing source of income as car ownership rises, leading to growth in toll collection.

While our core businesses continue to expand, we will further strengthen our relationships with key stakeholders at the Group level - our business partners, customers and employees - by ensuring all our dealings are ethical, that we maintain the highest priority on workers' safety and product quality, and that we continue to grow and nurture our talent.

These are critical to our value as a brand, and to the value we create for our stakeholders in the long term.

I would like to take this opportunity to thank all our employees and management for their continued dedication to the Group, without which we would not have achieved all the successes we have to date. My appreciation also goes to my colleagues in the Board of Directors for your counsel and guidance, which continue to be invaluable to the sustained growth of the Group.

Finally, I would like to thank all our business partners, contractors, clients, shareholders and other stakeholders for your trust in Gamuda and your various contributions, all of which have played a role in making us what we are today - a leading infrastructure and property developer.



Locomotive trains are used for rail tracks installation at the Sungai Buloh Depot of the Klang Valley Mass Rapid Transit, Sungai Buloh-Kajang Line.



PERFORMANCE REVIEW

DELIVERING VALUE TO ALL OUR STAKEHOLDERS

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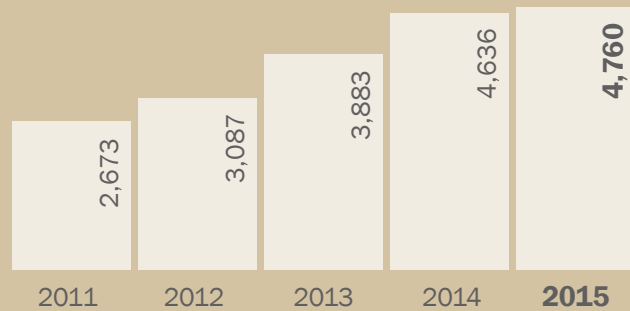
GROUP FINANCIAL HIGHLIGHTS

TOTAL REVENUE ^{N1}

RM' Million

2015 **RM4,760** MILLION

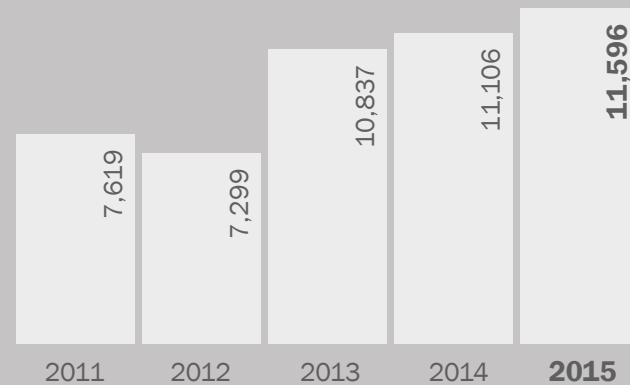
N1 includes share of joint ventures' revenue



MARKET CAPITALISATION

RM' Million

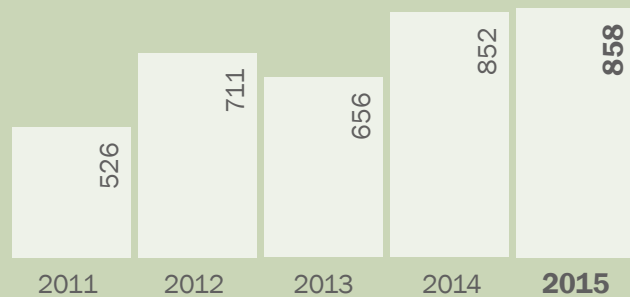
2015 **RM11,596** MILLION



PROFIT BEFORE TAXATION

RM' Million

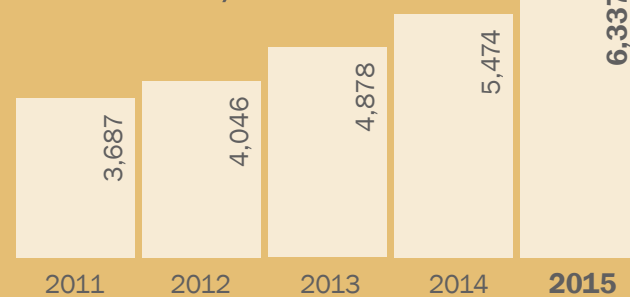
2015 **RM858** MILLION



OWNERS' EQUITY

RM' Million

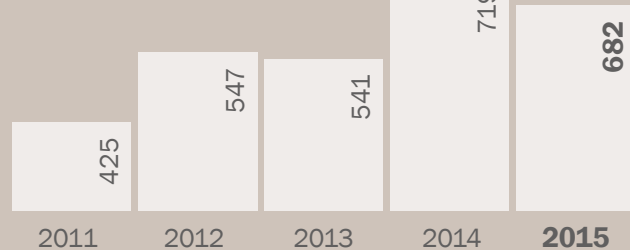
2015 **RM6,337** MILLION



PROFIT ATTRIBUTABLE TO EQUITY HOLDERS

RM' Million

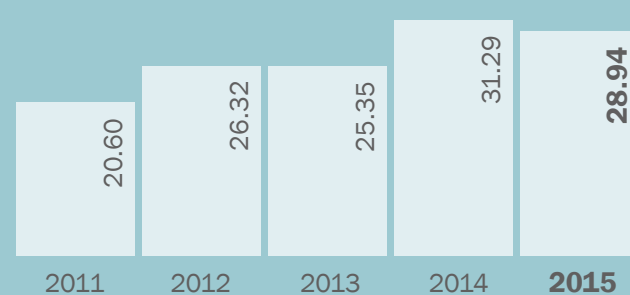
2015 **RM682** MILLION



BASIC EARNINGS PER SHARE

SEN

2015 **28.94** SEN



FIVE-YEAR FINANCIAL HIGHLIGHTS

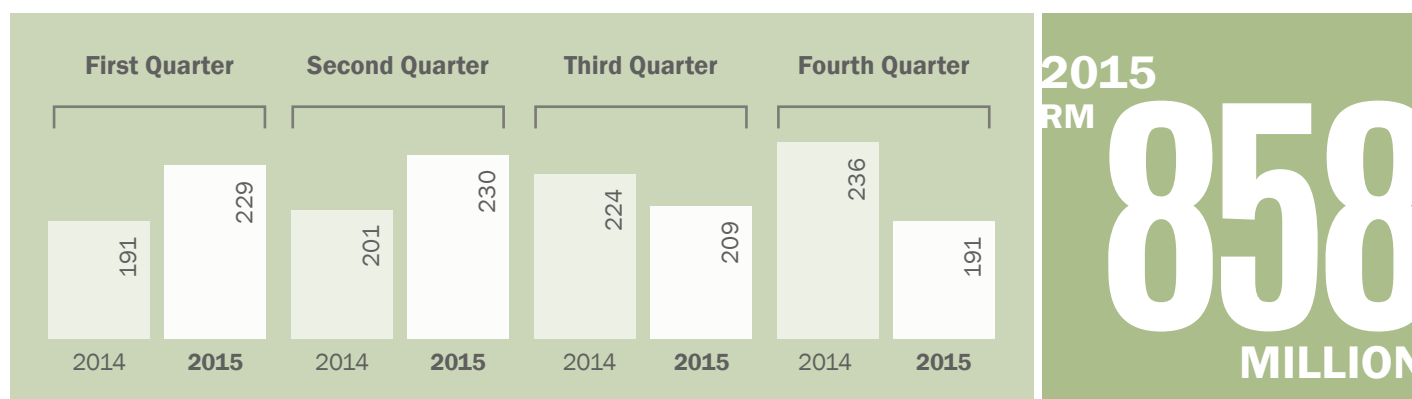
| | FOR THE YEAR ENDED 31 JULY | | | | |
|--|----------------------------|-------|--------|--------|---------------|
| | 2011 | 2012 | 2013 | 2014 | 2015 |
| FINANCIAL RESULTS (RM' MILLION) | | | | | |
| Revenue as reported | 2,413 | 2,303 | 2,235 | 2,230 | 2,400 |
| Share of joint ventures' revenue (N1) | 260 | 784 | 1,648 | 2,406 | 2,360 |
| Total revenue | 2,673 | 3,087 | 3,883 | 4,636 | 4,760 |
| Profit before taxation | 526 | 711 | 656 | 852 | 858 |
| Profit after taxation | 433 | 566 | 550 | 735 | 725 |
| Profit attributable to equity holders | 425 | 547 | 541 | 719 | 682 |
| FINANCIAL POSITION (RM' MILLION) | | | | | |
| Total cash & bank balances and investment securities | 993 | 1,005 | 1,306 | 920 | 1,438 |
| Total assets | 6,374 | 7,428 | 8,436 | 10,353 | 13,326 |
| Total borrowings | 1,654 | 1,895 | 1,973 | 2,531 | 4,135 |
| Total net assets | 3,887 | 4,267 | 5,104 | 6,162 | 6,693 |
| Share capital | 2,065 | 2,079 | 2,277 | 2,323 | 2,406 |
| Owners' equity | 3,687 | 4,046 | 4,878 | 5,474 | 6,337 |
| FINANCIAL RATIOS | | | | | |
| Basic earnings per share (sen) | 20.60 | 26.32 | 25.35 | 31.29 | 28.94 |
| Return on equity (%) | 12 | 14 | 11 | 13 | 11 |
| Return on total assets (%) | 7 | 8 | 7 | 7 | 5 |
| Share price at year end (RM) | 3.69 | 3.51 | 4.76 | 4.78 | 4.82 |
| Price earnings ratio (times) | 18 | 13 | 19 | 15 | 17 |
| Dividend per share (sen) | 11 | 12 | 12 | 12 | 12 |
| Dividend yield (%) | 3 | 3 | 3 | 3 | 3 |
| Net assets per share attributable to equity holders (RM) | 1.79 | 1.95 | 2.14 | 2.36 | 2.63 |
| Net gearing ratio (times) | 0.17 | 0.21 | 0.13 | 0.26 | 0.40 |
| Market capitalisation (RM' Million) | 7,619 | 7,299 | 10,837 | 11,106 | 11,596 |

N1: Pursuant to the New Financial Reporting Standard (FRS) 11 Joint Arrangements, the revenue of joint venture companies is excluded from Group's revenue in the audited financial statements.

GROUP QUARTERLY FINANCIAL PERFORMANCE

| 2015 | | | | | | |
|---|-------|---------------|----------------|---------------|----------------|----------|
| RM' Million | | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | 2015 YTD |
| For the period ended | | Oct-14 | Jan-15 | Apr-15 | Jul-15 | |
| Revenue as reported | | 570 | 653 | 554 | 623 | 2,400 |
| Share of joint ventures' revenue | | 590 | 536 | 537 | 697 | 2,360 |
| Total revenue | | 1,160 | 1,189 | 1,091 | 1,320 | 4,760 |
| Profit before taxation | | 229 | 230 | 209 | 191 | 858 |
| Profit after taxation | | 200 | 194 | 177 | 155 | 725 |
| Profit attributable to equity holders | | 186 | 182 | 160 | 154 | 682 |
| Basic earnings per share | (sen) | 8.00 | 7.78 | 6.81 | 6.39 | 28.94 |
| Dividend per share | (sen) | 6.00 | - | 6.00 | - | 12 |
| Net assets per share attributable to equity holders | (RM) | 2.45 | 2.54 | 2.58 | 2.63 | 2.63 |

| 2014 | | | | | | |
|---|-------|---------------|----------------|---------------|----------------|----------|
| RM' Million | | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | 2014 YTD |
| For the period ended | | Oct-13 | Jan-14 | Apr-14 | Jul-14 | |
| Revenue as reported | | 486 | 518 | 634 | 592 | 2,230 |
| Share of joint ventures' revenue | | 720 | 816 | 487 | 383 | 2,406 |
| Total revenue | | 1,206 | 1,334 | 1,121 | 975 | 4,636 |
| Profit before taxation | | 191 | 201 | 224 | 236 | 852 |
| Profit after taxation | | 166 | 175 | 181 | 213 | 735 |
| Profit attributable to equity holders | | 165 | 170 | 178 | 206 | 719 |
| Basic earnings per share | (sen) | 7.25 | 7.41 | 7.74 | 8.89 | 31.29 |
| Dividend per share | (sen) | 6.00 | - | 6.00 | - | 12.00 |
| Net assets per share attributable to equity holders | (RM) | 2.21 | 2.25 | 2.32 | 2.36 | 2.36 |



Profit Before Taxation

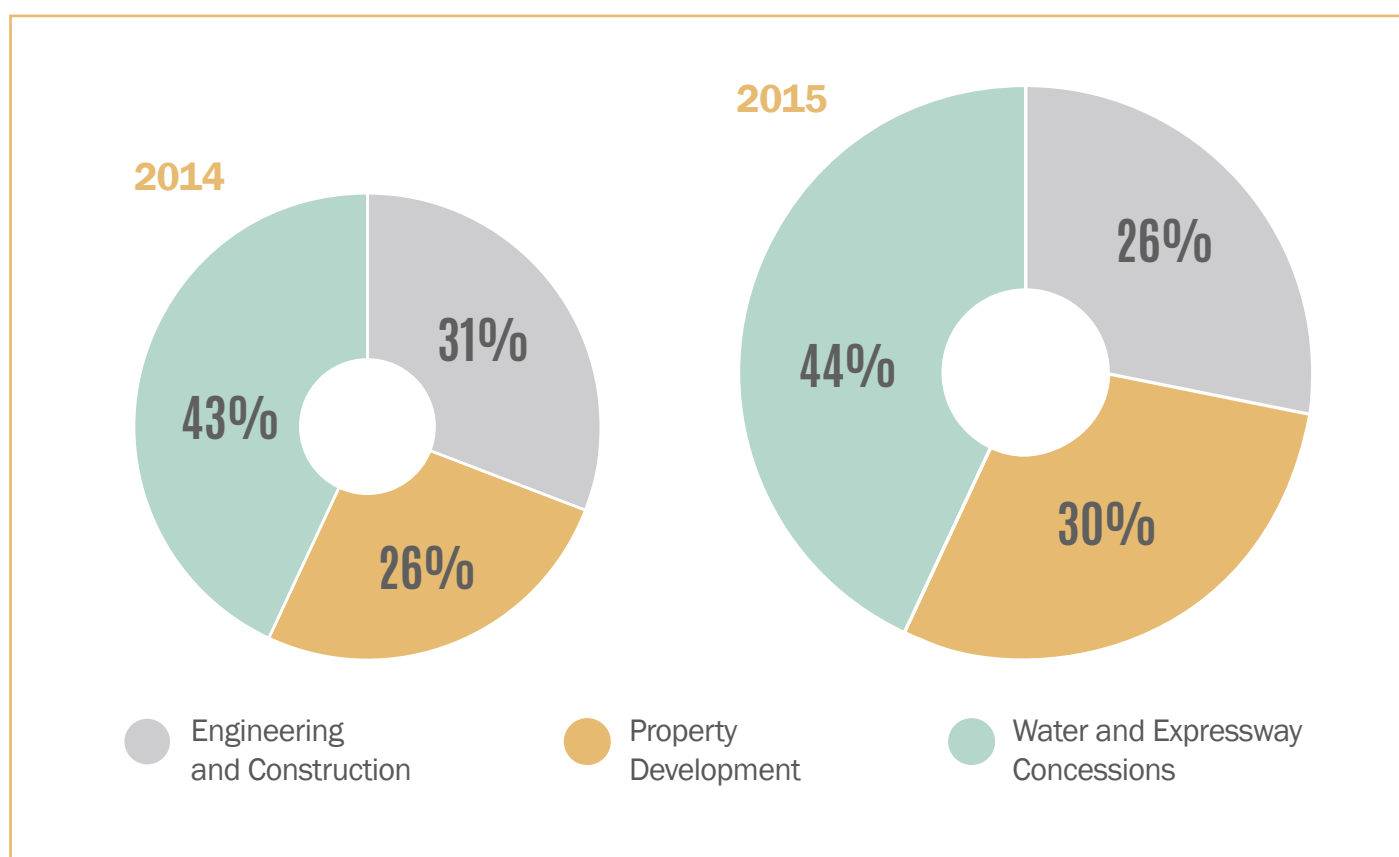
RM' Million

RM852 million

2014

GROUP SEGMENTAL PERFORMANCE

| RM' Million | | | | | |
|----------------------------------|-------|-------|-------|-------|--------------|
| | 2011 | 2012 | 2013 | 2014 | 2015 |
| OPERATING REVENUE | | | | | |
| Engineering and Construction | 1,682 | 1,272 | 1,409 | 1,181 | 1,157 |
| Property Development | 622 | 930 | 725 | 895 | 842 |
| Water and Expressway Concessions | 109 | 101 | 101 | 154 | 401 |
| | 2,413 | 2,303 | 2,235 | 2,230 | 2,400 |
| Share of joint ventures' revenue | 260 | 784 | 1,648 | 2,406 | 2,360 |
| Total Revenue | 2,673 | 3,087 | 3,883 | 4,636 | 4,760 |
| PROFIT BEFORE TAXATION | | | | | |
| Engineering and Construction | 135 | 225 | 152 | 260 | 222 |
| Property Development | 144 | 266 | 233 | 225 | 258 |
| Water and Expressway Concessions | 247 | 220 | 271 | 367 | 378 |
| Total Profit Before Taxation | 526 | 711 | 656 | 852 | 858 |



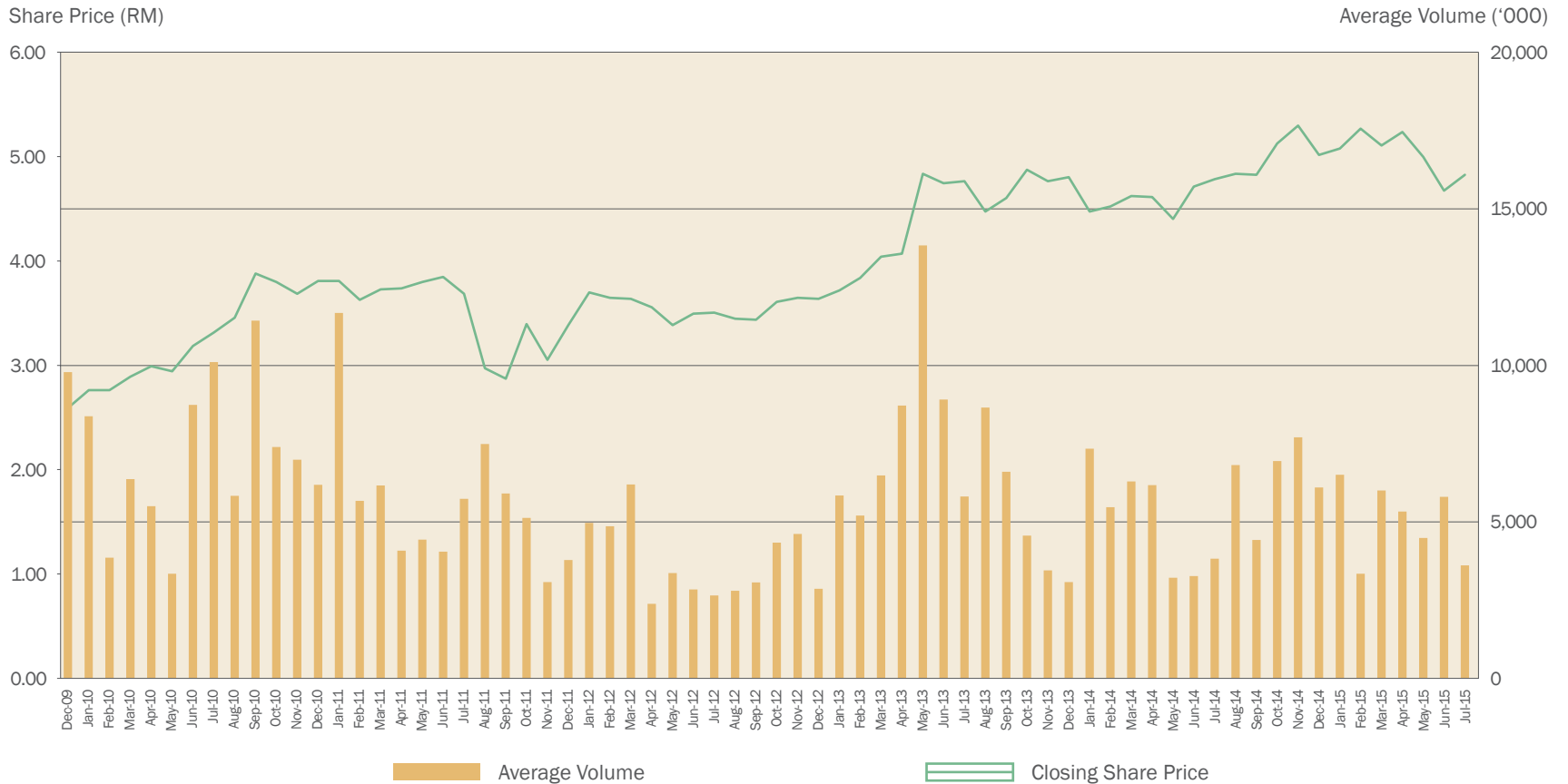
Profit Before Taxation

SHARE PRICE INFORMATION

STOCK EXCHANGE
BURSA MALAYSIA SECURITIES BERHAD

TRADING NAME
GAMUDA

STOCK CODE
5398



| Share price (RM) | Aug-14 | Sep-14 | Oct-14 | Nov-14 | Dec-14 | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 |
|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| High | 5.00 | 4.91 | 5.21 | 5.34 | 5.27 | 5.30 | 5.36 | 5.32 | 5.27 | 5.28 | 5.06 | 4.89 |
| Low | 4.72 | 4.71 | 4.75 | 5.07 | 4.73 | 4.92 | 5.05 | 5.05 | 5.08 | 4.93 | 4.60 | 4.54 |
| Average Volume (RM'000) | 6,805 | 4,408 | 6,941 | 7,692 | 6,095 | 6,500 | 3,328 | 5,992 | 5,322 | 4,476 | 5,789 | 3,602 |

DIVIDENDS

First Interim Dividend of 6.00 sen

Announcement : 16 December 2014
 Entitlement : 14 January 2015
 Payment : 28 January 2015

Second Interim Dividend of 6.00 sen

Announcement : 23 June 2015
 Entitlement : 15 July 2015
 Payment : 29 July 2015

ANNUAL GENERAL MEETING

9 November 2015

Notice of Annual General Meeting

7 December 2015

39th Annual General Meeting

ANNOUNCEMENT OF UNAUDITED CONSOLIDATED RESULTS

1st Quarter

(ended 31 October 2014)
 16 December 2014

2nd Quarter

(ended 31 January 2015)
 26 March 2015

3rd Quarter

(ended 30 April 2015)
 23 June 2015

4th Quarter

(ended 31 July 2015)
 28 September 2015

BOND AND CREDIT RATINGS

Rating : AA3/Stable/P1

Outlook : Stable

Rating : AA2/Stable

Outlook : Stable

Gamuda Berhad

- RM800 million Islamic Medium-Term Notes Programme (2008/2028) and RM100 million Islamic Commercial Papers Programme (2008/2015) with a combined limit of RM800 million.
- RM800 million Islamic Medium-Term Notes Programme (2013/2038) and RM100 million Islamic Commercial Papers Programme (2013/2020) with a combined limit of RM800 million.
- RM5 billion Islamic Medium-Term Notes Programme (2015/2045) and RM2 billion Islamic Commercial Papers Programme (2015/2022) with a combined limit of RM5 billion.

Bandar Serai

Development Sdn Bhd

- (Formerly known as Temasek Eksklusif Sdn Bhd)
- RM1 billion Islamic Medium-Term Notes Programme (2014/2044) and RM500 million Islamic Commercial Papers Programme (2014/2021) with a combined limit of RM1 billion.

Kesas Sdn Bhd

- RM735 million Islamic Medium-Term Notes Facility (“Sukuk Musharakah”) (2014/2023)

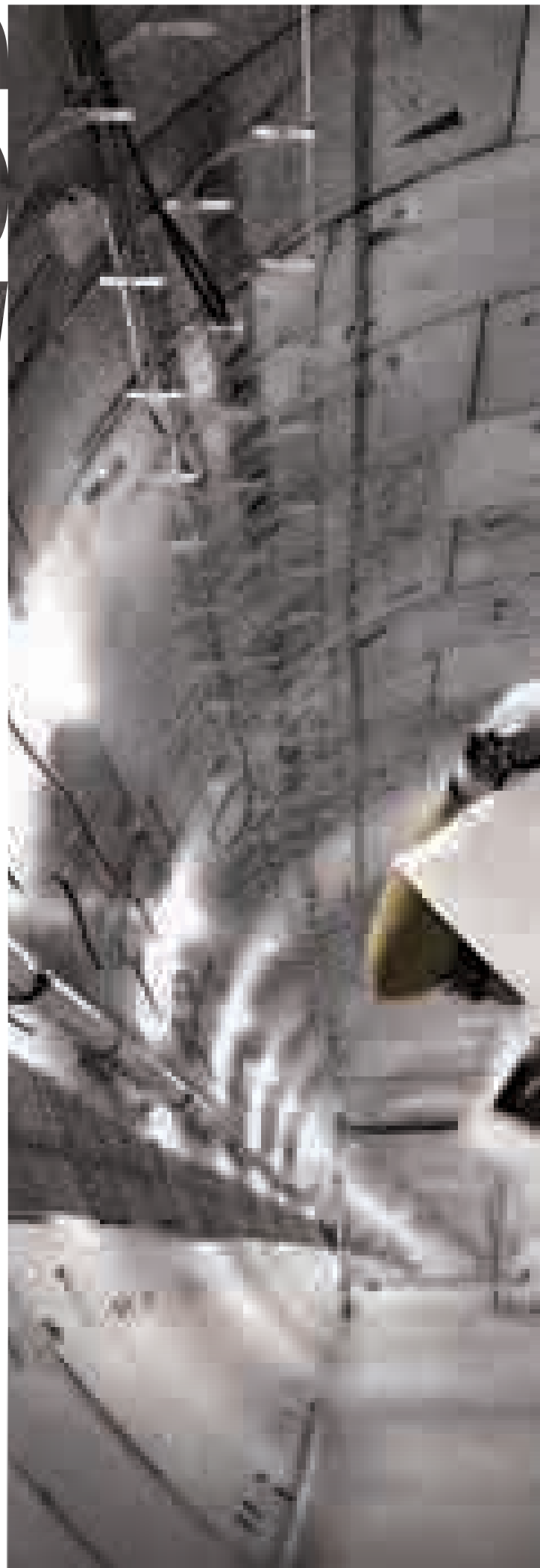
Projek Smart Holdings Sdn Bhd

- RM330 million Islamic Medium-Term Notes Facility (“Sukuk Murabahah”) (2015/2032)

OPERATIONS REVIEW

TAKING THE LEAD IN INNOVATION AND SUSTAINABILITY

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| Infrastructure Concessions | 118 |
| Statement by Gamuda Berhad • Executive Director | |





More than 500 tunnel engineers and technicians work in the underground tunnels everyday for the Klang Valley Mass Rapid Transit, Sungai Buloh-Kajang Line.

CORE BUSINESS

SEGMENTAL PERFORMANCE FY2015

Profit Before Taxation

The core business activities of the Group are:

- Engineering and Construction
- Property Development
- Infrastructure Concessions

The Group has enjoyed a year of strong performance where all three business divisions recorded healthy earnings.



26%


ENGINEERING AND CONSTRUCTION



30%
PROPERTY DEVELOPMENT



44%
INFRASTRUCTURE CONCESSIONS



ENGINEERING AND CONSTRUCTION

Aerial view of the Cochrane Launch Shaft just before the launch of the Variable Density Tunnel Boring Machines to tunnel towards the Tun Razak Exchange Station in 2013. The ongoing construction works is transforming the launch shaft into the future Cochrane Station.



WITH BETTER
CONNECTIVITY,
COMES ECONOMIC
PROGRESS AND
**ENHANCED
LIVEABILITY.**

STATEMENT BY GAMUDA ENGINEERING MANAGING DIRECTOR

TRANSFORMING THE NATION

The financial year 2015 (FY2015) has been particularly satisfying for the Engineering and Construction division, especially with regard to smooth and significant progress made on the Klang Valley Mass Rapid Transit Sungai Buloh-Kajang Line (KVMRT SBK Line); completion of the 329km Electrified Double Track Project (EDTP) linking Ipoh with Padang Besar on time and within budget; and being awarded, together with our partner MMC Corporation Bhd, the role of Project Delivery Partner (PDP) of the second KVMRT Line.

More than just completing the tunnelling portion of the underground works of the KVMRT SBK Line, we worked closely with the contractors to ensure compliance with all the safety measures implemented - the most stringent for any project ever undertaken in the country - and also managed to train home-grown talent working on site via various talent development initiatives.

In July 2015, Gamuda's jointly controlled company, MMC Gamuda KVMRT (PDP SSP) Sdn Bhd signed the Project Delivery Partner (PDP) Agreement with Mass Rapid Transit Corporation Sdn Bhd to implement the Klang Valley Mass Rapid Transit, Sungai Buloh-Serdang-Putrajaya Line (SSP Line). As the PDP, we will supervise and manage the construction, completion, testing and commissioning of the entire project. Phase 1 is to be completed by July 2021, while the entire project is scheduled for completion by July 2022.

We are proud that we have achieved complete transparency in obtaining stakeholder approval in this project. A Detailed Environmental Impact Assessment (DEIA) was completed on 19 May and approval from the Department of Environment was received on 9 July 2015. Concurrently, a three-month Public Inspection (PI) was held at



**UBULL
DIN OM**

*Managing Director,
Gamuda Engineering*

The Engineering and Construction division will leverage on the substantial number of infrastructure projects in the pipeline under the 11th Malaysia Plan, and is already making significant headway in this regard.

STATEMENT BY GAMUDA ENGINEERING MANAGING DIRECTOR



Safety compliance and awareness will be enforced across all KVMRT SSP Line worksites via the "Safety Passport" programme.

26 locations ending on 17 August 2015. This attracted 10,530 responses from a total of 45,000 visitors, of which 90% were supportive of the project. Among the main queries or comments from the remaining 10% were related to the location of the stations, route alignment, and future impact of the project. A Public Inspection Feedback Analysis Report has been prepared and included in the Final Railway Scheme Submission to the Land Public Transport Commission (SPAD).

Almost as exciting as our operational wins were the numerous international and local awards and recognitions received during the year, which speak volumes of our technological expertise and innovation, as well as our commitment to safety standards and professionalism reflecting our management experience.

Our capabilities as a construction company were positively recognised by CIDB Holdings which presented us with a 5-star SCORE rating,

based on business performance, financial and technical capabilities, project and procurement management, best practices and management capability in construction. The award in itself is gratifying; but added to that pleasure is the fact that Gamuda was the first construction company in the country to be awarded a five-star rating.

In line with the Government's objective to standardise the measurement of all civil engineering works for public and private projects, we are pleased to update that we signed a Memorandum of Understanding (MoU) with the Construction Industry Development Board to adopt the Malaysian Civil Engineering Standard Method of Measurement (MyCESMM) in August 2015.

With this MoU, we will adopt a single measurement standard for all current and future project procurement and evaluation, deriving greater cost effectiveness and clarity in our project implementation.

Another good news, our cutting-edge tunnelling technology, as represented by the Variable Density Tunnel Boring Machine (VD TBM) we developed jointly with Herrenknecht AG, garnered international recognition with the winning of the Technical Innovation of the Year by the London-based New Civil Engineer and the Switzerland-based International Tunnelling and Underground Space Association.

The VD TBM was responsible for overcoming major MRT tunnelling challenges posed by karstic limestone formation in Kuala Lumpur, and is said to be one of the most significant tunnelling technology breakthroughs in the last 30 years. The award was presented at an annual event in London that pays tribute to excellence in the delivery of the international tunnelling and underground space projects around the world.

Most meaningfully, the efforts we are making to enhance our safety performance were also recognised. MMC-Gamuda won the British Safety

STATEMENT BY GAMUDA ENGINEERING MANAGING DIRECTOR

Council's International Safety Award for our commitment to Safety and Health. This was followed by the Department of Safety and Health (DOSH) Malaysia awarding MMC Gamuda KVMRT (T) Sdn Bhd (MGKT)'s Tun Razak Exchange (TRX) Station a five-star rating through the Ministry of Human Resources for Safety and Health Best Practises.

We are extremely proud of these safety awards because, to us, the safety of our people and contractors' employees is of paramount importance. We have always placed utmost priority on adherence to global best practices in safety, and in early 2014 launched a Zero Tolerance Programme with the express desire to ensure contractors adhere to all our safety rules and regulations.

We recognise that there is room for improvement and we have taken every endeavour to improve safety awareness and compliance, for example, through the appointment of 60 experienced PDP Safety Superintendents, in order to achieve zero accidents at our worksites. This is a task that we are committed to and take very seriously.

Additionally, we have in place preventive measures to detect and avoid possible delay, as well as recovery programmes to make up for any time lost through accelerated works. All of this is undertaken without any compromise on safety.

Given cost and labour pressures, we are constructing a new site in Sepang for an Industrial Building System (IBS) facility to leverage on high production capacity and benefit from higher levels of automation, reduced labour and higher output efficiency. Our IBS plant is expected to commence operations next year.

PROSPECTS

The Engineering and Construction division has embarked on a new five-year plan to significantly grow its revenue by FY2020.

The division has embarked on a new five-year plan to

significantly
grow our revenue
by FY2020.

On 12 August 2015, SRS Consortium in which Gamuda has 60% equity received a Letter of Award from the Penang State Government for the PDP role in the PTMP. The consortium, also comprising Penang-based Loh Phoy Yen Holdings Sdn Bhd and Ideal Property Development Sdn Bhd, each with 20% stake, is currently working closely with the State Government on the masterplan and engineering designs of the project in order to meet the long-term public transport needs of people living and working on the island in a sustainable manner.

Tenders will be issued once all approvals and planning for the various work packages are in place. The first component of PTMP project is expected to roll out by 2017.

While having already been awarded the PDP contract for the KVMRT SSP Line, Gamuda is awaiting the Government's announcement on the calling for open tender for the 13.5km underground section of this project. In addition, the Government is expected to release tenders for the Kuala Lumpur-Singapore High-Speed Rail, Light Rapid Transit Line 3 (LRT3), Pan Borneo Highway and several new Klang Valley highways.

These major projects will require the technical and project management expertise that Gamuda has exhibited in the successful execution of past and ongoing infrastructure works. Hence the division will be bidding for them and we look forward to being able to contribute to their execution.

While focusing on its forte of roads, highways and railway infrastructure, we will also seek to diversify into construction in the property sector, capitalising on opportunities that will materialise from the Group's significant land bank as well as projects undertaken by third parties.

More immediately, the division is preparing to bid for the underground portion of the second line of the KVMRT project, the SSP Line, while as the PDP, we are concurrently working on tenders for the other elevated sections of the project.

For greater public awareness, two MRT SSP Info Centres will be set up along the SSP Line alignment which are expected to be operational in January 2016.

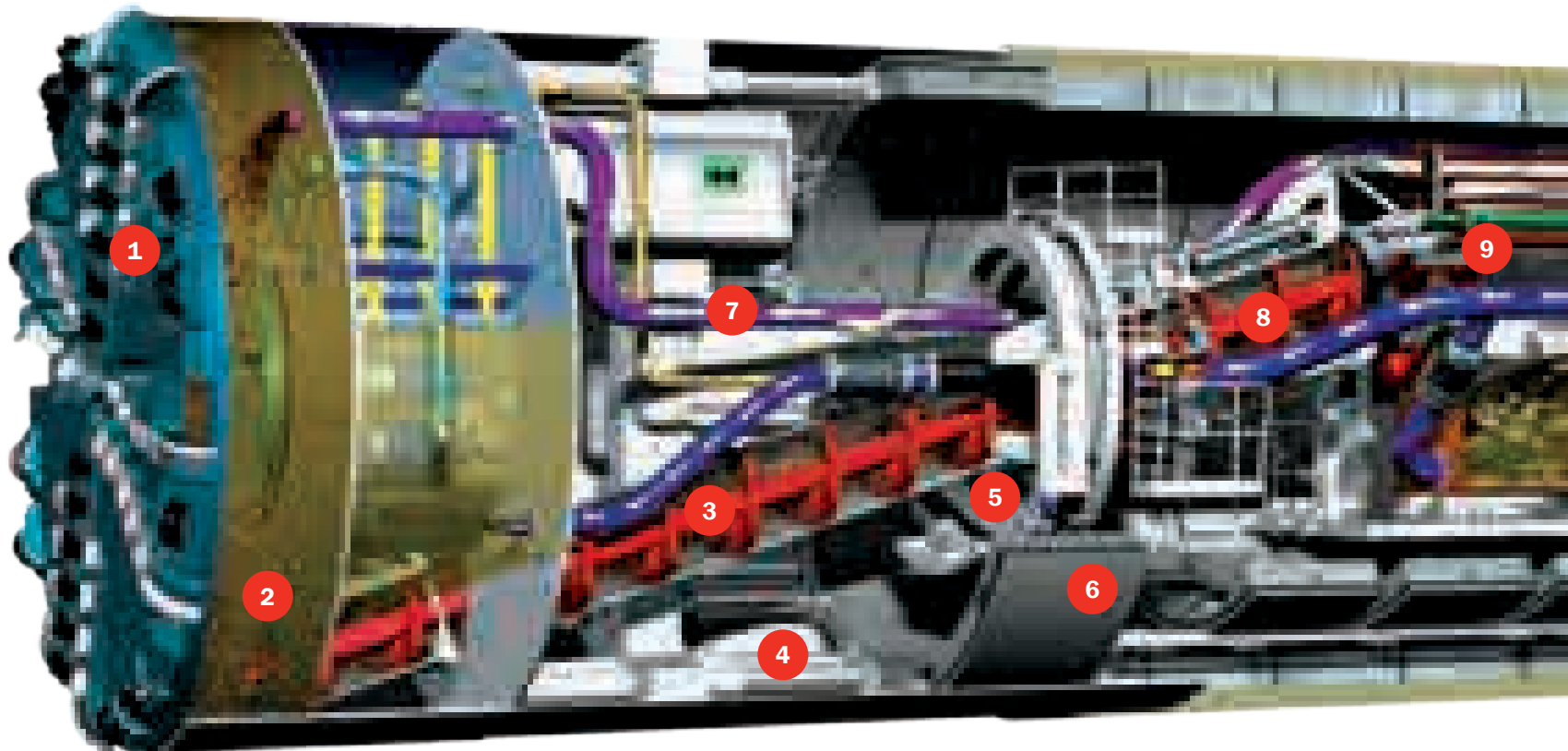


Pasar Seni Station tunnel.

DRIVING CREATIVE ENGINEERING

WORLD'S 1ST VARIABLE DENSITY TUNNEL BORING MACHINE

THE VARIABLE DENSITY TUNNEL BORING MACHINES (VD TBMs) WORK IN PAIRS TO BUILD THE 6.7M-DIAMETER TWIN TUNNELS FOR THE KVMRT SBK LINE.



UNDERGROUND BUILDING FOUNDATION AND UTILITIES

1 CUTTERHEAD

Rotating cutterhead effectively grinds karstic limestone into a soft paste. Tungsten alloy knives, disc cutters make the cutting tools harder than steel and denser than titanium.

2 EXCAVATION CHAMBER

Excavation chamber temporarily holds bored earth from the cutterhead.

3 SCREW CONVEYOR

Screw conveyor systematically moves earth out from the excavation chamber to the slurryfier-box for discharge.

4 THRUST CYLINDERS

Hydraulic thrust cylinders brace themselves on the newly-positioned ring to propel the

boring machine forward. The machine exerts a force of 58,000kN. The machine needs to lift

5 ERECTOR

Rotating erector places pre-cast concrete segments with precision to form the tunnel lining.

6 CONCRETE

Pre-cast concrete segments are placed by the erector. The segments are joined to form a tunnel lining. The segments form a complete ring.

7 FEED LINE

Slurry of high-pressure water is fed to the excavation chamber to cool the cutterhead and

135m

Length of one VD TBM is equivalent to 11 RapidKL buses parked end-to-end.

1,100 tonnes

Approximate weight of each VD TBM.

10m

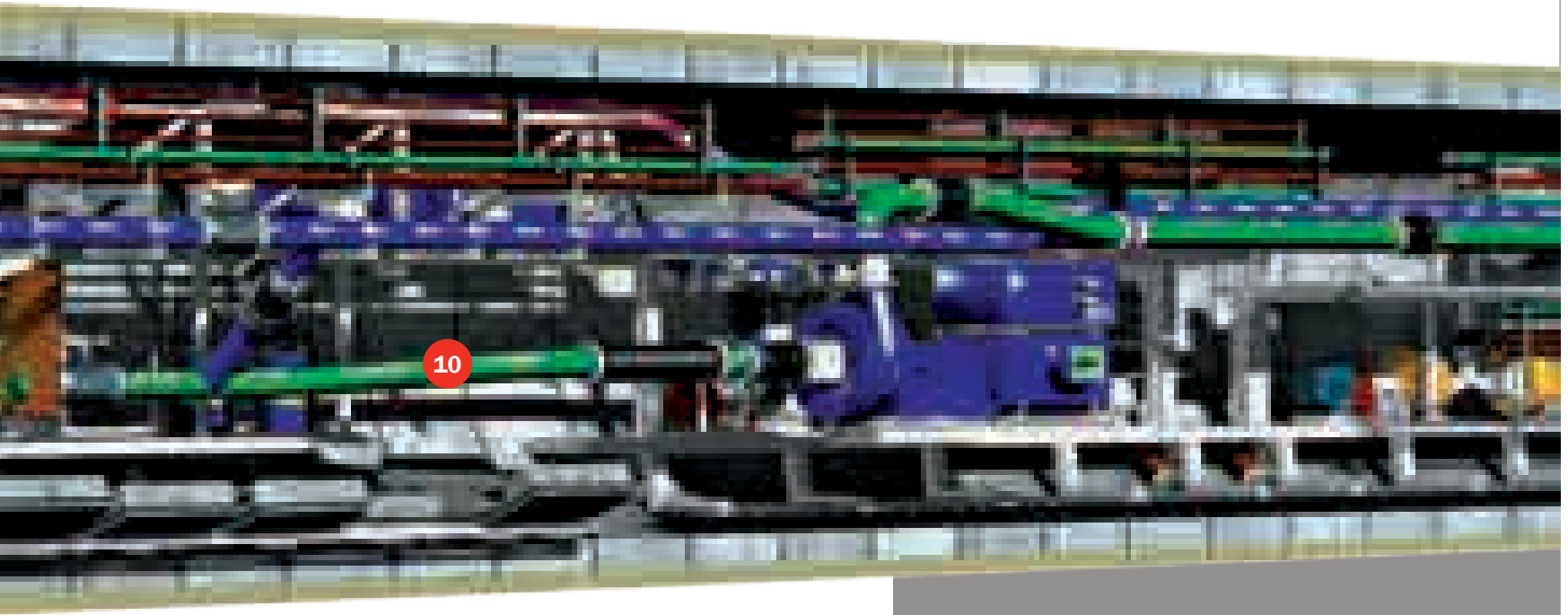
Average tunnel length built per day.

45 tunnellers

Working in each VD TBM on 24/7 rotation shifts.

500 cubic metres

Average excavated materials from tunnelling per machine per day.



...hine forward at a force of up to ... This is equivalent to the force ... ft more than 2,900 taxis.

...arms of the erector places ... concrete segments within millimetres ... form the tunnel ring.

SEGMENTS

...concrete segments are delivered to ... Total of 8 segments are needed to ... el ring. Segments differ in shape to ... olete ring.

THICK SLURRY

...h viscosity and density is supplied ... ation chamber.

8 FEED LINE THIN SLURRY

Low-density slurry is supplied to the working chamber where it would be pumped into the excavation chamber to mix with high density slurry depending on ground conditions.

9 ROTARY CRUSHER

Rotary crusher pulverises excavated earth into small fragments and mix with used slurry to be transported out of the tunnel.

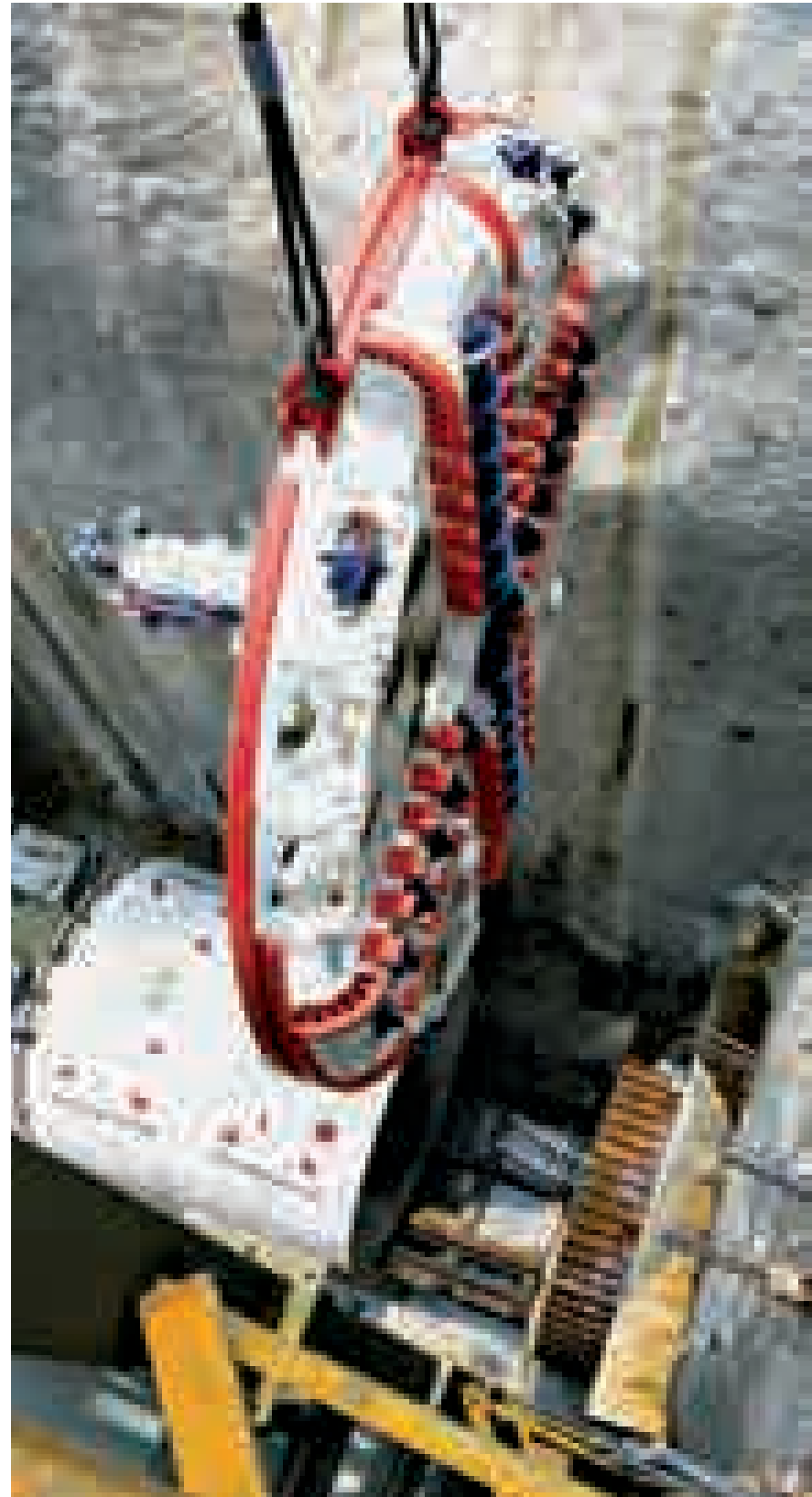
10 DISCHARGE LINE

Discharge line channels used slurry outside the boring machine to the plant separator where it will be recycled for reuse.

TECHNICAL SPECIFICATIONS

| | |
|-----------------------------|--|
| Diameter | : 6.7m |
| Cutterhead power | : 1,280kW |
| Max thrust force | : 42,751kN (350 bar) |
| Cutting wheel torque | : 4,239kNm |
| Cutting tools | : 33 single discs, 4 double discs, 54 cutting knives, 8 buckets |
| Total weight | : Approximately 1,100 tonnes |
| Total length | : 135m |

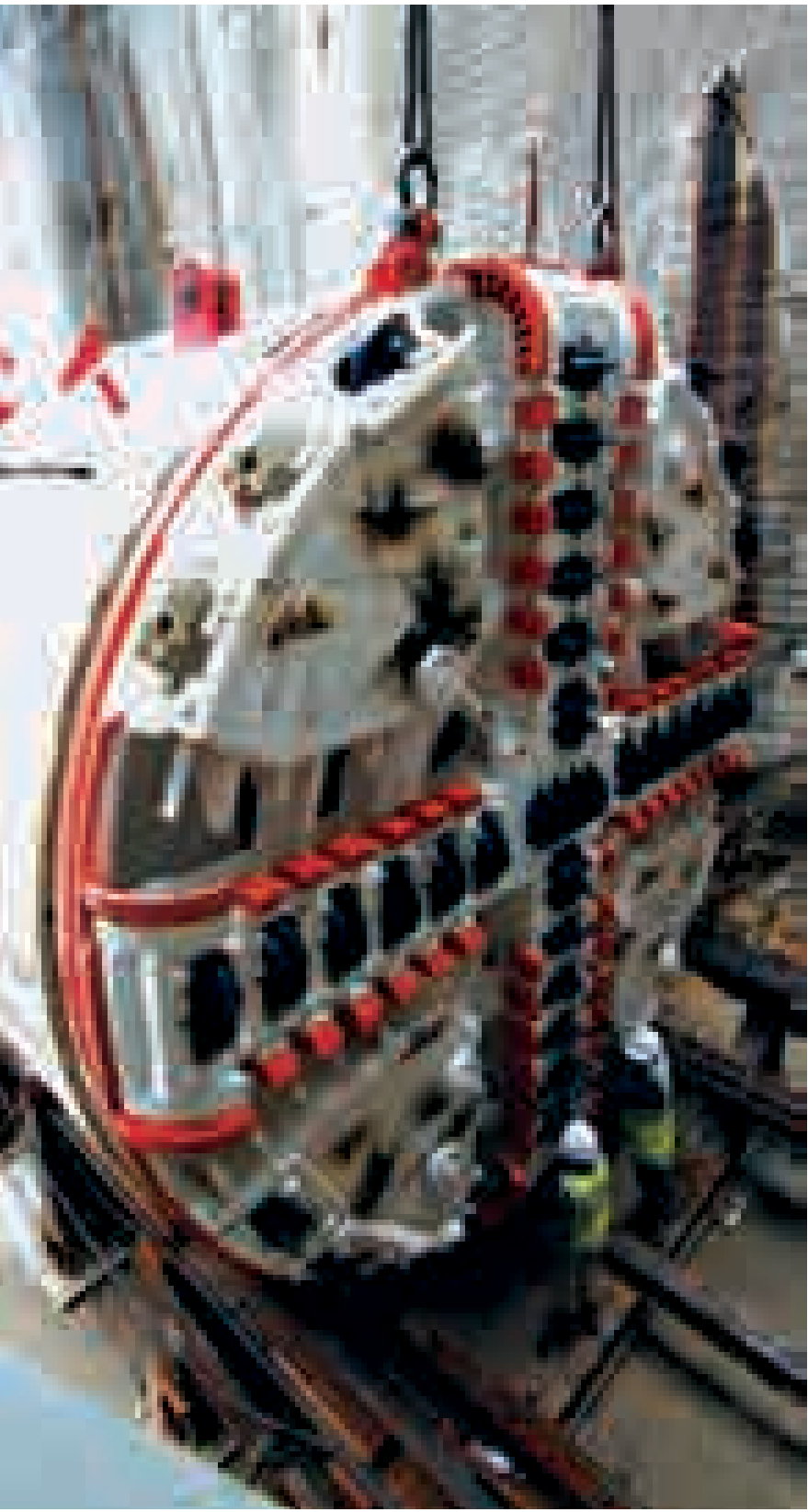
KVMRT SBK LINE'S 1ST VARIABLE DENSITY TUNNEL BORING MACHINE ASSEMBLY AT THE COCHRANE LAUNCH SHAFT



The first VD TBM for the KVMRT SBK Line was assembled at the Cochrane Launch Shaft, located near S.K. (P) Jalan Peel, Kuala Lumpur, as part of preparations for commencement of boring by early May 2013.

All VD TBM components arrived at Port Klang on 30 January 2013 and the assembly for the entire machine took almost three months to complete. Taking into consideration the complexity of the machine and the inter-connected functions of each component, all the parts had to be joined in exact precision to ensure the VD TBM operates in optimal condition at all times.

The three pictures below shows the 6.7m cutterhead being lowered by crane down the 30m-deep launch shaft, roughly the height of an 11-storey building.



KVMRT SBK LINE UNDERGROUND WORKS DELIVERY PROGRAMME

| Underground Works | Date / Duration |
|----------------------------|------------------------|
| Commencement | May 2012 |
| Completion Date | End-2016 |
| Construction Period | 60 months |

KVMRT SBK LINE UNDERGROUND TUNNELLING WORKS TUNNELLING PROGRAMME

| | |
|-----------------------------------|-----------------------|
| Project Length | 9.5 km |
| TBM Mining Length | 16 km |
| Tunnel Excavation Diameter | 6.7 m |
| Total Tunnelling Period | May 2013 - April 2015 |

PROJECT UPDATES



Roof truss installation, track laying, architectural, mechanical and electrical (M&E) works currently in progress at the Pusat Bandar Damansara Station.



KVMRT SBK LINE - ELEVATED SECTIONS

Much progress was achieved on the elevated portions of the KVMRT SBK Line, of which MGKT also serves as the PDP. All the viaducts are 100% completed, with the last segmental box girder (SBG) being lifted on 19 August 2015 at Package V4 (Jalan Duta). As at end August 2015, 98.9% of the viaducts had been handed over to Mitsubishi Heavy Industries, Ltd. (MHI) for track laying.

By end 2015, the installation of noise barriers on viaducts is expected to be completed, as also will the Sungai Buloh Depot; ancillary works at the Elevated Package V3's (from Dataran Sunway to TTDI) Surian MRT Station underpass; two Multi Storey Park N' Ride (MSPR) stations; and three power substations at Phileo Damansara, Sri Raya and Kajang - to complete the alignment's seven power substations.

Remaining works include the North and South sections' elevated stations; Kajang Depot; four MSPRs; minor ancillary works such as painting, drainage, reinstating roads and slope protection; and track-related insulation programme.

PROJECT UPDATES



SUNGAI BULOH DEPOT

Depot buildings and facilities are at 98% completion. Ongoing works include finishing works for ancillary buildings. Upon completion, the depot will serve the Sungai Buloh-Kajang Line, as well as the future Sungai Buloh-Serdang-Putrajaya Line.



PROJECT UPDATES



Viaduct and piers linking the Sungai Buloh MRT Station (left) and the Kampung Selamat MRT Station (right) are completed. Architectural works are underway to construct the Sungai Buloh MRT Station's integrated common concourse with the Sungai Buloh KTM Station.



PROJECT UPDATES



The completed 129m span across the busy Jalan Kuala Selangor, leading towards the Kampung Selamat Station.



1. Track works in progress. Track works are underway following the completion of sound barrier installation.
2. MRT workers are transporting bricks used for viaduct track laying.
3. Structural, architectural and roofing works at the Sungai Buloh Park N' Ride Station.

PROJECT UPDATES



ELEVATED PACKAGE V2

Locomotive trains are used in transporting heavy materials and equipment to and from various worksites to install rail tracks along the alignment.



PROJECT UPDATES



Completed track works as the alignment traverses past Kota Damansara.



1. Roof truss, architectural, and M&E works at the Kota Damansara Station.
2. Aerial view of the Kota Damansara Station.

PROJECT UPDATES



ELEVATED PACKAGE V3

Surian Station, the sixth MRT station along the alignment is on track for completion in end-2016.



PROJECT UPDATES



Viaduct noise barrier installation in progress along Persiaran Surian, next to Pelangi Damansara condominium.



1



2

1. Ongoing final works for the viaduct in front of IPC Shopping Centre, heading towards 1 Utama Shopping Centre.
2. Station works in progress at the Bandar Utama Station.

PROJECT UPDATES



ELEVATED PACKAGE V4

Rail track and drainage works are being carried out near Kelab Golf Perkhidmatan Awam, adjacent to SPRINT Expressway.



PROJECT UPDATES



Station works in progress at the Pusat Bandar Damansara Station. The station is among the most challenging in terms of construction, as it straddles the busy Ma'arof Interchange of SPRINT Expressway. Work schedule and Traffic Management Plan are carefully interweaved to minimise inconvenience to motorists.



1. Track works on viaduct along SPRINT Expressway, leading towards the Phileo Damansara Station. Seen in the photo is a locomotive train used to transport construction materials for track installation.
2. Substantial track and noise barrier works on viaduct along SPRINT Expressway, passing Bangsar.

PROJECT UPDATES



ELEVATED PACKAGE V5

Structural work for the Taman Pertama Station is near completion. This is the first elevated station located in the southern section of the alignment, immediately after the underground Maluri Station.



PROJECT UPDATES



Ongoing track works on viaduct along Jalan Cheras, heading towards the Taman Midah Station.



1. Construction of Taman Midah Station nears completion. It will be among the first elevated stations to be completed along the alignment.
2. Inner view of Taman Midah Station.

PROJECT UPDATES



ELEVATED PACKAGE V6

Elevated package V6 was the second elevated package to be awarded in Q1 2012 to Ahmad Zaki Sdn Bhd. The package includes the construction of viaduct and three elevated stations - Taman Suntext, Sri Raya and Bandar Tun Hussein Onn, along the Cheras-Kajang Highway.



PROJECT UPDATES



Station works in progress at the Taman Suntex Station.



Systems, testing and commissioning, and trial run on the new rail tracks will take place for a period of six months, ahead of commencement of operations by mid-2017.

PROJECT UPDATES



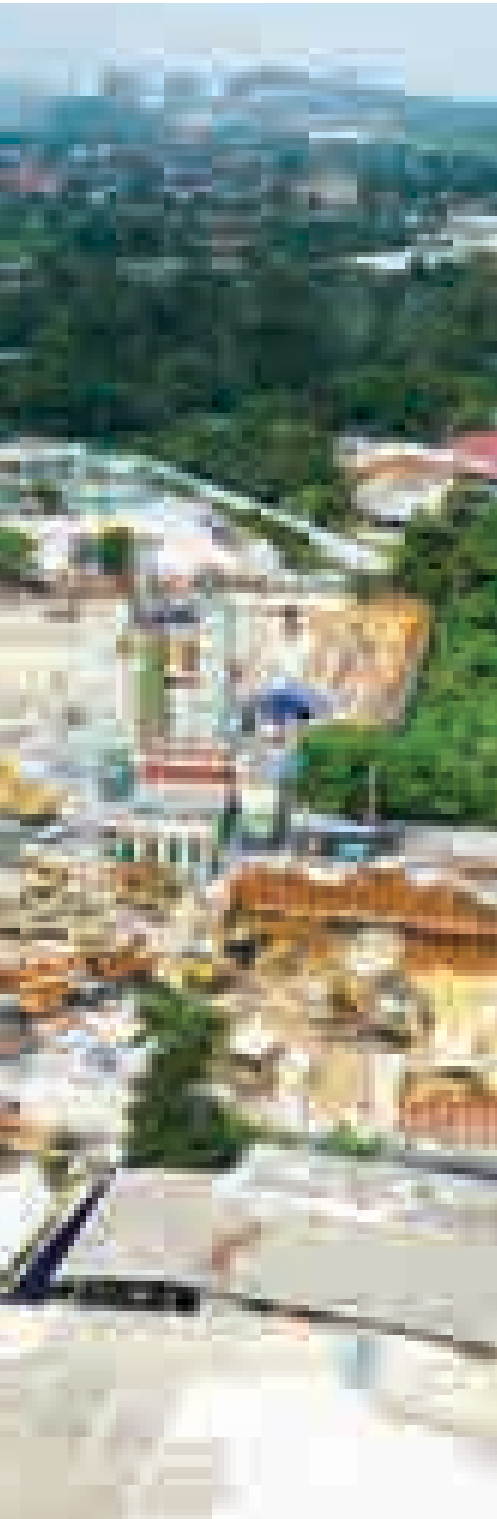
Track laying works are currently being done along the alignment next to the Cheras-Kajang Highway near the Bukit Dukung R&R area. Track works for the KVMRT SBK Line are administered by Mitsubishi Heavy Industries, Ltd. (MHI).



PROJECT UPDATES



1, 2 and 3: Ongoing roof truss installation, architectural and M&E works at the Bukit Dukung Station are near completion.



2



3

PROJECT UPDATES



ELEVATED PACKAGE V8

Platform slab is completed at the Stadium Kajang Station, while column work at the platform level is still ongoing.



PROJECT UPDATES



The Kajang MRT Station is the last station in the SBK Line and integrates with the Kajang KTM Station. Construction of the viaduct, which spans across the existing KTM track, requires seamless coordination between the Work Package Contractor and Keretapi Tanah Melayu Berhad (KTMB) as construction works can only begin after 12am, when KTMB operation has ended.



Roof truss installation, architectural and M&E works are concurrently taking place at the Sungai Jernih Station. This station has two Multi Storey Park N' Ride (MSPR) buildings, with each located at both sides of Jalan Cheras.

PROJECT UPDATES



KAJANG DEPOT

The almost completed 60-acre Kajang Depot is currently undergoing minor architectural and M&E works.



PROJECT UPDATES



KAJANG DEPOT

All major structural works at the stabling area, rolling stock and infrastructure workshop have been completed at the depot.



PROJECT UPDATES

KVMRT SBK LINE - UNDERGROUND SECTION

On 11 April 2015 a VD TBM completed its final drive at the Pasar Seni Station, signifying the end of tunnelling works for the 9.5km underground section of project. The TBM was also the first to be launched for the project, on 30 May 2013, and the one to cover the longest drive - of 4.4km - among all eight TBMs employed in the SBK Line. It broke through at three stations - TRX, Bukit Bintang and Merdeka - before reaching Pasar Seni. The tunnel it excavated will accommodate trains heading north towards Sungai Buloh.

A total of seven breakthroughs were achieved during the financial year, with either a TBM ending its journey or reaching a station to be pulled through to continue its journey from the other end of the station. These breakthroughs were not without challenges. The team encountered a series of minor sinkholes in Jalan Bukit Bintang from unscheduled stoppage of the TBM due to interchange soil conditions, and also had to drive the TBMs through a tangle of ground anchors that had been left following a previous unrelated project. Given the team's diligence, this was accomplished with minimal delay and almost no damage to the cutterhead.

Another challenge presented itself when the TBM boring the lower tunnel from Bukit Bintang towards the Pudu Launch Shaft got delayed due to mechanical failure. In the interest of time and cost, the tunnel team proceeded with mining of the upper tunnel machine, which was already assembled, from the Pudu Launch Shaft towards Merdeka Station. This move was unprecedented, yet with strategic planning and detailed real-time monitoring, the mission was completed successfully.

Currently, fitting out, quality inspection and finishing works are being conducted in the tunnels, following which they will be handed over to the track works contractor. The pace of architectural as well as mechanical and engineering related works has picked up at the seven underground stations, which are between 60% and 74% complete. These are expected to be completed by the third quarter of 2016. Overall, 80% of the Underground Works Package has been completed as at end July 2015, and the entire underground section will be operational by 31 July 2017, as per target.

The TBMs which have finished their respective drives are stored at a specially set-up TBM Refurbishment Plant. The giant machines are being restored and maintained in preparation for future upgrades.



Strutting works at the Merdeka Station.

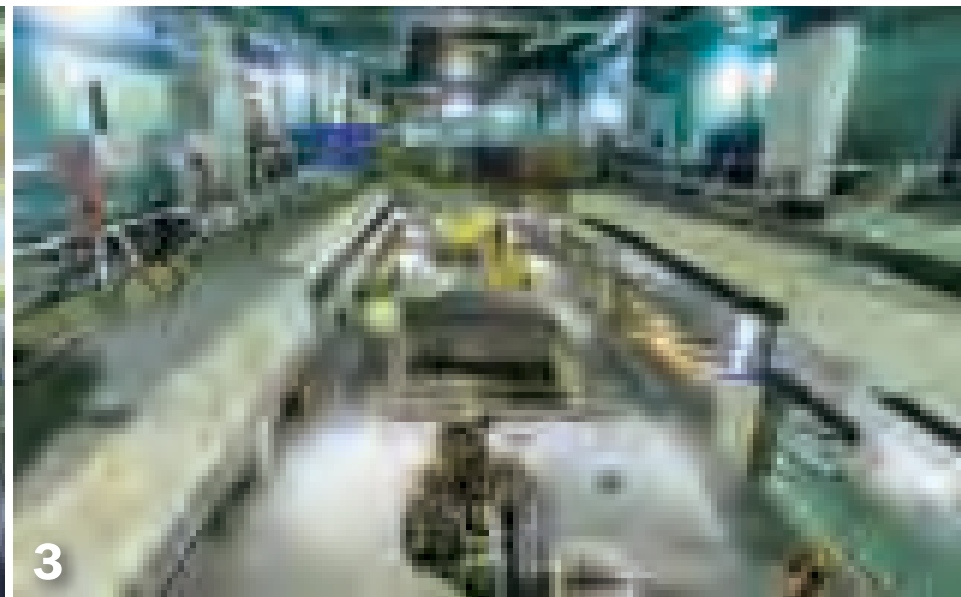


Upon completion, the seven underground stations along the KVMRT SBK Line alignment will be world-class metro facilities that will not only be functional, but also authentically pleasing. The MRT stations will employ green technology to boost energy efficiency and good access to the physically-challenged.

In addition, each station will serve as information centres for the KVMRT, and will provide information on the various rail transit lines, interchanges and transfer points in the Klang Valley. Interchange stations will clearly mark out the route for transit passengers to enable commuters to change trains seamlessly.

Importantly, each station will also be given a unique Malaysian identity to best reflect the relevant historical legacy or significant activities of the location.

PROJECT UPDATES



1. Aerial view of the station construction on-going at the Muzium Negara Station. The station is located right below Jalan Damansara in front of Muzium Negara. The station connects to the existing KL Sentral Transit Hub via a pedestrian link.
2. Concreting of plant room slab in progress.
3. The completed platform and concourse levels at the Muzium Negara Station.

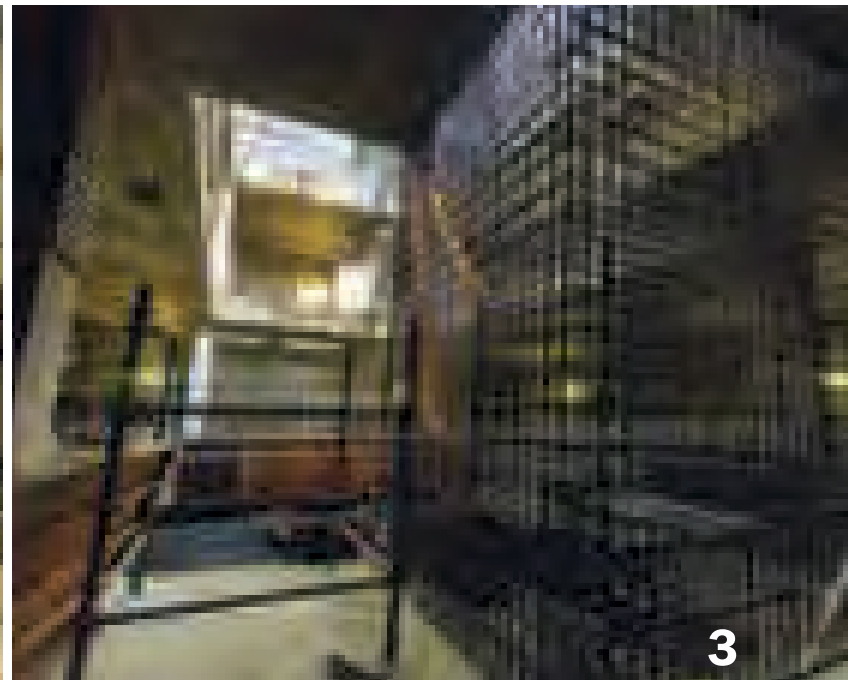


FUTURE STATION

ARTIST IMPRESSIONS

1. The platform level of the Muzium Negara Station. This station carries the identity of “Transition” from Malaysia’s rich heritage to our modern country today.
2. The overall perspective view of the entrances to the Muzium Negara Station.
3. The Entrance B of Muzium Negara Station, located in front of Muzium Negara.

PROJECT UPDATES



1. Aerial view of the Pasar Seni Station site where backfilling works have begun. This station is located where once the old Klang Bus Stand, Uda Ocean and Plaza Warisan stood. The location of this station in Chinatown, a tourist attraction, makes it a highly needed facility for the future growth of Chinatown.
2. The completed concrete casting of the staircase from base slab to concourse level.
3. Lift core wall construction at plant room level.



FUTURE STATION

ARTIST IMPRESSIONS

1. The platform level of Pasar Seni Station. As the station is located at the confluence of Sungai Gombak and Sungai Klang, where the hive of activity in Klang first started. The interior at this station is synonymous with the concept of “Confluence”, symbolising where the two rivers meet.
2. The concourse level at Pasar Seni Station.
3. The entrance C of Pasar Seni Station.

PROJECT UPDATES

MERDEKA
MRT STATION

1



2



3

CONSTRUCTION PROGRESS

1. Aerial view of the Merdeka Station worksite. This station will be connected to the existing Pasar Rakyat LRT Station and is well placed to serve the iconic Tun Razak Exchange development which is fast coming up.
2. Installation of strutting using excavator in progress.
3. Dismantling of third layer strutting.



ARTIST IMPRESSIONS

1. The platform level within the Merdeka Station. True to its name, which translated from Bahasa Malaysia means “Independence”, the station interior expresses sovereignty infused with rich historical references of our country.
2. The upper concourse level of Merdeka Station.
3. The entrance B to Merdeka Station situated on Jalan Hang Jebat.

PROJECT UPDATES



CONSTRUCTION PROGRESS

1. Aerial view of the working area in front of BB Plaza. The Bukit Bintang Station has four levels and is constructed using the top-down method. The station features stacked tunnels to match the split platform configuration.
2. Station box view at upper platform level of the station.
3. Ongoing rebar installation of the staircase core wall.



FUTURE STATION

ARTIST IMPRESSIONS

1. The 'Feature Wall' at the platform level of Bukit Bintang Station. Located at the heart of Kuala Lumpur's Central Business District, the station will be seamlessly connected to the existing Monorail station in Bukit Bintang.
2. The entrance C to Bukit Bintang Station located in front of BB Plaza. There are five entrances to this station making accessibility to the station convenient at this thriving business and tourist hub.

PROJECT UPDATES



COCHRANE MRT STATION

CONSTRUCTION PROGRESS

1. Aerial view of the Cochrane Station worksite.



ARTIST IMPRESSIONS

1. Aerial view of Cochrane Station. The station is located at an area where commercial and business activities are expected to grow exponentially. The station, which has three levels, is located just 100m away from the newly opened IKEA outlet.
2. The architectural finishes at Entrance A of Cochrane Station. This station comes with two entrances.
3. The lower concourse level of Cochrane Station. This station sports a stylish, vibrant and fun look which is representative of urban development.

PROJECT UPDATES



1. Aerial view of the Maluri Station under construction. This station is connected to the existing LRT station and will serve residential areas, as well as the AEON Maluri Shopping Centre. There will be a Park N' Ride facility made available at the station for easy commuting.
2. Reinforced concrete works for the platform level in progress.
3. The reinforced concrete structure of the ventilation building that is under construction.



ARTIST IMPRESSIONS

1. Aerial view of Maluri Station situated in front of AEON Maluri, Cheras.
2. Concourse level of Maluri Station. The station is located in an area slated for redevelopment. The station's interior is themed to match the concept of rejuvenation evoking a sense of youthful exuberance and vibrancy.

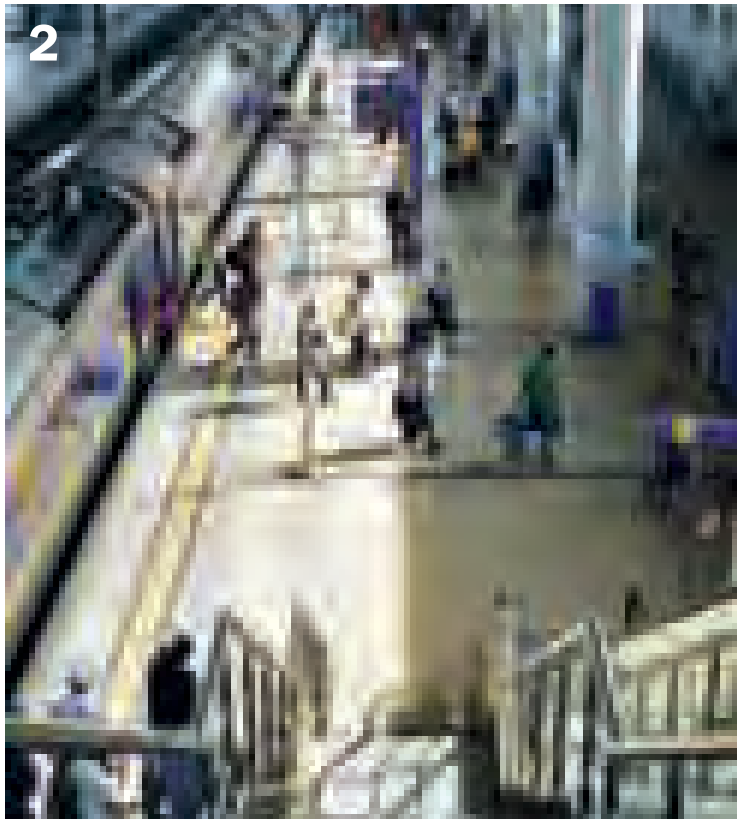
PROJECT UPDATES

ELECTRIFIED DOUBLE TRACK PROJECT (IPOH TO PADANG BESAR)

Jointly with MMC Corporation Berhad, our scope of work on this RM12.485 billion project was to design and build two new parallel electrified railway tracks (to replace the existing single track), stations, depots, centralised traffic control buildings, bridges, tunnels, viaducts, as well as modern electrification, signalling and communications systems.

The Spine Line of the EDTP, from Ipoh to Padang Besar, was handed over to the Government on 7 June 2014 and full completion was achieved on 7 November 2014.


The completed project is currently under a Defect Liability Period, which will expire on 7 November 2016.



1. The high-speed electric train service (ETS), launched in September 2015, will form the backbone for future commuter services in the northern peninsular region.
2. With growing concerns on traffic congestion and pollution, train has increasingly become the preferred mode of interstate travel.
3. Commuters can now enjoy a comfortable and hassle-free journey with efficient train services that operate four times a day.



1. Functioning as a dual-purpose bridge, the Prai Swing Bridge serves as an EDTP railway track and contains a rotating mid-span which allows access for marine vessels.
2. The completed 3.5km Bukit Merah marine viaduct with tracks, is currently the longest marine railway bridge in Southeast Asia.
3. The control centre in Bukit Mertajam ensures the scheduled trains run on their paths while maintaining operational safety and passenger comfort.
4. Spanning over 3.3km, the Twin-Bore Berapit Tunnel was successfully constructed under live traffic at the PLUS Highway despite uneven ground conditions.

A photograph of a well-maintained garden. In the foreground, a stone water feature flows over several large, rounded stones, creating small splashes. The water is clear and bright. To the left, a tall, dark green lamp post stands on a grassy area. The background is filled with dense, vibrant green foliage, including various trees and shrubs. The overall scene is bright and sunny, with a clear sky visible through the trees.

PROPERTY DEVELOPMENT

Celadon City in Ho Chi Minh City, Vietnam, won the Malaysia Landscape Architecture Awards 2014.

A vibrant, high-angle photograph of a lush green landscape. In the foreground, a large, dark green tree with a thick trunk stands prominently. The ground is covered in various green plants and shrubs. In the background, a bright, hazy sky features a faint rainbow. The overall scene is bright and natural, suggesting a well-maintained park or community space.

CREATING SUSTAINABLE
DEVELOPMENTS,
DELIVERING INNOVATION
AND QUALITY
**TO ENRICH THE
COMMUNITIES WE SERVE.**

STATEMENT BY GAMUDA LAND MANAGING DIRECTOR

SPREADING OUR WINGS

The financial year ending July 2015 (FY2015) was, as expected, slower for the property industry in Malaysia as compared to the previous year. A number of factors contributed to this, including a generally bearish economy, prudent measures by Bank Negara Malaysia (BNM) and oversupply in certain market segments. The industry is typically cyclical and developers with experience as well as financial strength will be able to leverage on opportunities during downturns to maximise growth once the industry picks up again.

Despite a soft economy, we believe there will still be demand for quality and value-creating products that Gamuda Land is known for. We continued to develop ongoing projects focusing on the masterplans for two land parcels in the Klang Valley nearing 800 acres in Bandar Serai, Kuang and 89 acres in Kundang Estates, Kundang. We also made a number of new land acquisitions; and launched new phases of our ongoing projects. Although our profit margins were affected by the domestic lull, the division's overall performance was buoyed by our assets in Vietnam, where the market was bullish. This led us to increase our stake in Celadon City, our integrated mixed development township in Ho Chi Minh City to 100% from 60%.

HighPark Suites, our new residential suites in Kelana Jaya, have been strategically designed to leverage on the desire of young professionals to have their own homes. Most significantly, we further diversified our land bank by acquiring land in Melbourne, Australia and Singapore, while expanding our land portfolio within Malaysia itself. Given the division's ambition to significantly increase our contribution to Gamuda Group's growth in five years, land acquisition is a crucial consideration. It has become a strategic imperative to cushion the adverse impact of potential sector down swings in any of the markets in which we have a presence.

In Melbourne, we invested in a 1,435 square metre (sq m) plot on 661 Chapel St, in the South Yarra suburb in December 2014. As there is an existing development order on the land, located 4km from Melbourne's central business district (CBD), we were able to proceed with its development very quickly. We have unveiled plans for a 30-storey tower comprising 169 apartments with built-up areas of between 41 sq m and 266 sq m generating a total gross development value (GDV) of A\$138 million.

We are targeting to launch this property in Melbourne in October 2015.

In Singapore, together with Evia Real Estate (7) Pte Ltd and Maxdin Pte Ltd, we successfully bid for three acres of 99-year leasehold land in Toa Payoh, to be developed into a 578-unit high-rise condominium with a GDV of about S\$650 million (approximately RM2.0 billion). This represents a preferred address in Singapore due to its close proximity to three MRT Lines, namely the North-South Line, North-East Line and Circle Line, for quick commute within the city state. The tender was conducted by the Housing & Development Board of Singapore. Gamuda has a 50% stake in the condominium which we are targeting to launch from end 2016 onwards, at about S\$15,000 per sq m.



**IR CHOW
CHEE WAH**

*Managing Director,
Gamuda Land*

We believe that even in a soft economy, there will still be demand for quality and value-creating products that Gamuda Land is known for.

STATEMENT BY GAMUDA LAND MANAGING DIRECTOR



New road infrastructure built at Gamuda City, Hanoi, Vietnam.

In Malaysia itself, we made three significant land acquisitions during the year:

- We made our maiden foray into East Malaysia with the purchase of 19 acres of land in Inanam, overlooking Kota Kinabalu's city centre and its seafront. The plan is to develop 1,500 apartments with an estimated GDV of RM823 million. Bukit Bantayan, the residential development, will be the first to boast seismic allowed building technology in Kota Kinabalu.
- In July 2014, we acquired the entire equity interest in Salak Land Development Sdn Bhd for RM784 million. Salak Land owns 1,530 acres in Tanjung 12, Mukim Kuala Langat, next to the Expressway Lingkaran Tengah (Elite). It is accessible via Jalan Klang-Banting, Jalan B18, the Shah Alam Expressway (Keses) and the Elite highway. We intend to develop this into a satellite city over a period of 21 years, and are looking at a GDV of RM19 billion.
- We also acquired 257 acres of land adjacent to Kota Kemuning, Shah Alam, from Bukit Melati Sdn Bhd for RM392 million, which we plan to transform over the next eight years into a boutique waterfront lifestyle development with integrated residential and business park offerings. This extension of our highly acclaimed Kota Kemuning township has an expected GDV of RM2.6 billion.

As a result of these acquisitions, the division has a total undeveloped land bank of 3,903 acres, representing a total GDV of RM57 billion.

We believe our expanded land bank and other steps taken in FY2015 will place us in a good position to overcome the current challenges in the industry.

I am pleased to report that Gamuda Land received several awards during the year, reflecting the quality of our masterplanning, design and project execution.

Celadon City in Ho Chi Minh City won the Malaysia Landscape Architecture Awards 2014 in the Property Developer Category for Excellent Landscape Planning and Development.

We also made a sweep at The Edge Malaysia Property Excellence Awards 2014, going home with three wins: The Edge Top Property Developers, and The Edge-PEPS Value Creation Excellence Award in the Residential Category for both Horizon Hills (The Golf East) and Bandar Botanic (Caspia and Nouvo in Ambang Botanic).

Gamuda Land Clubs continue to clinch its share of industry awards. Kota Permai Golf and Country Club was awarded the HAPA Best Golf Excellence - Exhilarating Experience 2015 by Hospitality Asia Platinum Awards; Best Course in Malaysia 2014 by Asian Golf Awards; Malaysia's Best Golf Course 2014 by World Golf Awards; Malaysia's Best Golf Course 2015 by Malaysian Golf Awards; and the Best Course in Malaysia 2015 by IAGTO Excellence Awards. Meanwhile, Horizon Hills Golf and Country Club was named the Second Runner-up for Best Course in Malaysia 2014 by Asian Golf Awards.

A further testament of our uncompromising quality and workmanship, Gamuda Land was further acknowledged with the highest CONQUAS scores in

Southeast Asia (outside Singapore) for both landed and high-rise developments as of to date. Landed property in Bandar Botanic scored 91.4% while Madge Mansions, a high-rise property development, scored 82.5%. CONQUAS is awarded by the independent Singapore's Building and Construction Authority (BCA).

These awards are extremely meaningful to us as they reflect the constant emphasis we place on bringing to the market, quality and innovative products that meet current lifestyle needs and demands.

PROSPECTS

FY2016 looks promising for the division, given the number of planned launches as well as the allocation of RM500 million for the acquisition of more land to further diversify and strengthen the Group's land bank. Having already made inroads in Singapore and Australia in FY2015, the division is looking to deepen its footprint and establish the brand more visibly within these markets.

In Malaysia, too, there are plans to further diversify our land bank in the Klang Valley and Johor, to include urban centres undergoing rapid and concentrated development, such as Penang.

In terms of launches, the Group is targeting to introduce the first of five towers in its condominium project in Bukit Bantayan, Kota Kinabalu in FY2016, as well as townships in Rawang: Bandar Serai and Kundang Estates. The former is an 800-acre project with a GDV of RM7.0 billion, while the latter encompasses 89 acres and has a GDV of RM600 million.