FLAGSHIP C
Important facts and details on Western Gate Development
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**KEY HIGHLIGHTS**

- Key economic activities in Flagship C are port and marine services, warehousing, logistics centre, engineering, hi-tech manufacturing, food products, petrochemical, entrepot trade, regional HQs, regional procurement centres and utilities (power).

- MMC Corp Bhd, a public-listed company in Bursa Malaysia, is the main player in Flagship C, via its shareholdings in Port Of Tanjung Pelepas (PTP) and Tanjung Bin Power Plant. MMC/Dubai World recently proposed to build a US$5 billion Maritime Centre at Tanjung Bin.

- Most of the land banks in Flagship C are agriculture land and mangrove forests.

- In terms of land bank availability, about 700 acres in the Free Trade Zone in Port Of Tanjung Pelepas (PTP) are still available for investment in various sectors including warehousing, international procurement, etc. The proposed 2,215 acres of the Maritime Centre at Tanjung Bin also offer investment opportunities to oil and gas players.

- As of February 2008, land prices in Flagship C range around RM18 (US$5) per sq ft (for industrial/commercial use).

- The Second Link Expressway connects the area to Johor Bahru/Kuala Lumpur. It only takes 30 minutes to drive from Flagship C to Johor Bahru and Senai Airport. In the future, there will be a MRT/LRT system connecting Flagship C to the Johor Bahru City Centre and elsewhere.
ACKNOWLEDGEMENTS

Flagship A
• Danga Bay Holdings Sdn Bhd
• Crescendo Corporation Bhd
• Johor Land Bhd
• Mah Sing Group Bhd
• Pelangi Bhd

Flagship B
• UEM Land Bhd
• Iskandar Investment Bhd
• Mulpha International Bhd
• KSL Holdings Bhd
• SP Setia Bhd

Flagship C
• Port of Tanjung Pelepas
• Tanjung Bin Power Plant
• Tanjung Bin International Maritime Centre
• KIC Oil and Gas Group

Flagship D
• Johor Port Bhd
• Tanjung Langsat Port Sdn Bhd
• TPM Technopark Sdn Bhd
• Malaysia Pacific Corporation Bhd

Flagship E
• Senai Airport Terminal Services Sdn Bhd
• IOI Properties Bhd
• Asiatic Land Development Sdn Bhd
• UM Land Bhd
• MSC Cyberport Sdn Bhd
• Lee Rubber Group

Others
• Johor Corporation
• Johor State Planning Committee
• Johor State Investment Centre
• Economic Planning Unit of Johor (UPENJ)
• Johor Tourism Action Council
• Johor Bahru City Council
• Johor Bahru Tengah Municipal Council
• Kulai District Council
• Pasir Gudang Local Authority
• Pontian District Council
• Khazanah Nasional Bhd
• Malaysian Industrial Development Authority (MIDA) Johor
• Ministry of International Trade and Industry (MITI) Johor
• Malaysia External Trade Development Corporation (MATRADE)
• MMC Corporation Bhd
• Ho Chin Soon Research Sdn Bhd

We also wish to acknowledge and thank all the individuals, departments and agencies involved in contributing their views and input to this publication.
INTRODUCTION

Location. Flagship C is located within the south-west Region of Iskandar Malaysia. It is bound by Mukim Jeram Batu and Mukim Jelutong to the north; Mukim Serkat and Mukim Sungai Karang to the west; Selat Tebrau to the south; and Gelang Patah and Nusajaya to the east. It covers an area of more than 30,000 acres.

Key Landmarks. Besides Port Of Tanjung Pelepas (PTP), other key landmarks in Flagship C include RAMSAR sites (Mukim Sungai Karang and Hutan Simpan Kekal Sungai Pulai), Tanjung Bin Power Plant, the Second Link Access to Singapore and medium density residential areas (from PTP towards Leisure Farm).

Historical Background. Back in 1994, Flagship C used to be a fishing village surrounded mostly by RAMSAR zones and agriculture land banks. Today, the area has been developed as one of the most important maritime hubs in Malaysia. Its flagship, Port Of Tanjung Pelepas (PTP), is located on the eastern mouth of the Pulai River in South-western Johor, Malaysia.

Connectivity. Flagship C is accessible via local roads from the Second Link Expressway and is also connected to the North-South Expressway. By sea, it is accessible via Port Of Tanjung Pelepas.

Population. Total population in Flagship C is about 45,000, mostly concentrated near Port Of Tanjung Pelepas (est. 25,000), Mukim Jeram Batu (est. 11,000), Mukim Serkat (est. 5,000) and Mukim Sungai Karang (est. 2,000).
KEY LANDMARKS

Port Of Tanjung Pelepas (PTP)
Since its humble beginning in 1999, the Port Of Tanjung Pelepas (PTP) has grown into one of the world’s major container ports. In a short span of six years, PTP throughput volumes have grown by ten-fold. In recognition of the rapid growth and excellent services offered, the port was voted ‘Asia’s Container Terminal of the Year’ in 2004 and 2006.

Second Link To Singapore
The Malaysia-Singapore Second Link is a bridge connecting Singapore and Johor, Malaysia. In Singapore, it is officially known as the Tuas Second Link. The bridge was built to reduce the traffic congestion at the Johor-Singapore Causeway, and was opened to traffic on 2 January 1998. The twin-deck bridge supports a dual-three lane carriageway linking Kampong Ladang at Tanjung Kupang, Johor to Jalan Ahmad Ibrahim at Tuas, Singapore. The total length of the bridge over water is 1,920m (6,300ft).

RAMSAR Heritage Park
Pulau Kukup, Sungai Pulai and Tanjung Piai were designated as RAMSAR sites on 31 January 2003. Covering about 23,000 acres, the RAMSAR site in Johor is the second largest mangrove park in the world. The RAMSAR sites provide great opportunities for tourism activities.
Tanjung Bin Power Plant

Tanjung Bin Power has been granted a licence to construct, operate and own a 2,100MW coal-fired power plant in Tanjung Bin, Johor, for a 25-year period, effective from the commercial operation date of the first unit. The power plant comprises three power-generating units, each with a nominal net capacity of 700MW. Tanjung Bin Power Sdn Bhd is a 90% subsidiary of Malakoff Corporation Bhd which in turn is a 51%-owned subsidiary of MMC Bhd.

Bunker Terminal

There is a plan to develop a Regional Petroleum Hub on the Government’s reclaimed island at Tanjung Bin, Johor. The hub will have a Tank Farm facility with a capacity of approximately 1 million m$^3$, as well as two jetties and seven berths. Currently, work is proceeding on a fast-track schedule to meet the completion deadline in 2009.

Maritime Centre

MMC and Dubai World have proposed to develop a 2,215-acre maritime centre at Tanjung Bin that will comprise oil terminal activities, drydocks, a shipyard, conventional cargo handling facilities, logistic parks and real estate development. The proposed development has drawn considerable interest from foreign investors with potential investments totaling RM16 billion. The hub is expected to be operational by 2010.
LAND AVAILABILITY

Most of the land banks in Flagship C are agriculture land and mangrove forests.

Agriculture land (where the main crop is generally palm oil) is largely owned by private smallholders and covers a total area of approximately 25,000 acres. There is growing pressure to develop the agriculture land here for activities that are more economically viable. However, based on the National Physical Plan (NPP), there is a need to protect the agriculture resources to ensure long-term sustainability.

There are three RAMSAR sites in Iskandar Malaysia, i.e. Tanjung Piai, Sungai Pulai and Pulau Kukup. Other RAMSAR sites in Malaysia are Tasik Bera in Pahang and the Kuching Wetlands National Park in Sarawak.

<table>
<thead>
<tr>
<th>Name Of Site</th>
<th>Feature</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pulau Kukup</td>
<td>It is a State Park and the only island that is fully covered by mangrove forests. Designated as an Important Bird Area (IBA), it supports many threatened species and has important flood control, physical protection and shoreline stabiles in place. This IBA includes mudflats that are rich in shellfish and wetlands that support much flora and fauna.</td>
<td>647 ha</td>
</tr>
<tr>
<td>Sungai Pulai</td>
<td>The largest riverine mangrove system in Johor, Sungai Pulai is the perfect example of a tropical river basin supporting a rich biodiversity that is dependent on a mangrove habitat. The site also boasts important flood control, physical protection and shoreline stabiles for 38 villages.</td>
<td>9,126 ha</td>
</tr>
<tr>
<td>Tanjung Piai</td>
<td>Southern most tip of Continental Asia.</td>
<td>526 ha</td>
</tr>
</tbody>
</table>

Covering about 23,000 acres, these RAMSAR sites provide great opportunities for scientific research as well as commercial fishing industries, just as they have been doing so for several generations. The area is also big enough to support a large number of tourists.
Given the limited land bank availability in Flagship C for investment purposes, there has been no property transaction over the past 24 months.

Existing land banks available for investment at Flagship C are mostly concentrated in the vicinity of Port Of Tanjung Pelepas. Pelepas Free Zone (PFZ) is situated adjacent to the port and terminal, and covers an area of about 1,000 acres. So far, 30% of PFZ has been taken up by various industries, mostly involved in logistics-related businesses.

400 acres have been designated as a Free Commercial Zone (FCZ) reserved for distribution, logistics, and warehousing activities ideal for consolidation, International Procurement Centres, regional distribution centres and distribution services. The remaining 600 acres of Free Industrial Zone (FIZ) are reserved for light, medium and heavy manufacturing industries.

The Comprehensive Development Plan (CDP) highlighted that the Malaysian Government has allocated an additional 8,000 hectares of land to support the expansion of existing industries as well as the introduction of new industries in the Nusajaya, Senai and PTP areas. There will be about 700 hectares of industrial land available for investment purposes by 2025 in Flagship C.

**Proposed New Industrial Areas With New Economies**

<table>
<thead>
<tr>
<th>Industry Areas</th>
<th>Main Clusters</th>
<th>Cluster Nodes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Of Tanjung Pelepas</td>
<td>-</td>
<td>Warehousing International Services Entrepot, etc</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
MAJOR ECONOMIC ACTIVITIES

In comparison to other flagship zones in the region, Flagship C represents only 0.02% (PTP) of the total manufacturing activities in Iskandar Malaysia. This is not surprising as most economic activities in Flagship C are more focused on the logistics business in relation to the transshipment activities at the Port Of Tanjung Pelepas (PTP).

<table>
<thead>
<tr>
<th>No.</th>
<th>Zone</th>
<th>% Of Existing Manufacturing Industries</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>MBJB</td>
<td>46.77</td>
</tr>
<tr>
<td>2.</td>
<td>Tebrau</td>
<td>23.65</td>
</tr>
<tr>
<td>3.</td>
<td>Pasir Gudang</td>
<td>13.55</td>
</tr>
<tr>
<td>4.</td>
<td>Skudai</td>
<td>9.52</td>
</tr>
<tr>
<td>5.</td>
<td>Senai-Kulai</td>
<td>6.32</td>
</tr>
<tr>
<td>6.</td>
<td>Nusajaya</td>
<td>0.12</td>
</tr>
<tr>
<td>7.</td>
<td>Pontian</td>
<td>0.05</td>
</tr>
<tr>
<td>8.</td>
<td>Port Of Tanjung Pelepas (PTP)</td>
<td>0.02</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100.00</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)

Besides focusing on the logistics cluster, going forward, as part of the long-term development plan of Iskandar Malaysia, Flagship C will also be the hub for the Petrochemical, Food and Aquaculture Industries as well as the Agro Park by 2025.

Distribution Of Major Planned Industrial Areas 2025

Source: Comprehensive Development Plan (CDP)
Currently, there are more than 50 companies operating at the Free Trade Zone of Port Of Tanjung Pelepas (PTP), which include Maersk, Flextronics, CIBA Vision and BMW.

**Key Players at the Free Trade Zone of Port Tanjung Pelepas (PTP):**

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tiong Nam</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Schenker Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Maersk Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>JB Cocoa</td>
<td>Processing Plant</td>
</tr>
<tr>
<td>MIDF Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>BMW</td>
<td>Warehousing</td>
</tr>
<tr>
<td>JST Connectors</td>
<td>Electronics Plant</td>
</tr>
<tr>
<td>Flextronics</td>
<td>Electronics Plant</td>
</tr>
<tr>
<td>Ciba Vision</td>
<td>Contact Lenses Plant</td>
</tr>
<tr>
<td>Cameron International</td>
<td>Steel Fabrication</td>
</tr>
<tr>
<td>Jibri Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>ICS</td>
<td>Warehousing</td>
</tr>
<tr>
<td>TASC</td>
<td>Potatoes Cleaning</td>
</tr>
<tr>
<td>Kontena Nasional</td>
<td>Haulage Base</td>
</tr>
<tr>
<td>Intelco</td>
<td>Warehousing</td>
</tr>
<tr>
<td>ICBP</td>
<td>Bio-plastics</td>
</tr>
<tr>
<td>Naigai Nitto</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Geodis International</td>
<td>Warehousing</td>
</tr>
<tr>
<td>MISC Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Century Logistics</td>
<td>Warehousing</td>
</tr>
<tr>
<td>Material Service Complex</td>
<td>Recycle</td>
</tr>
<tr>
<td>Clean &amp; Healthy Food</td>
<td>Cold Storage Warehousing</td>
</tr>
<tr>
<td>Pioneer Smith</td>
<td>Ship Yard</td>
</tr>
<tr>
<td>Bitumen Bale</td>
<td>Bitumen Packaging</td>
</tr>
<tr>
<td>Nippon Express</td>
<td>Warehousing</td>
</tr>
<tr>
<td>MCK Technologies</td>
<td>Recycle</td>
</tr>
<tr>
<td>Metal Hub</td>
<td>Steel Fabrication</td>
</tr>
</tbody>
</table>

Source: Port Of Tanjung Pelepas (PTP)

In addition to the operators at Port Of Tanjung Pelepas (PTP), there are other key players operating at Flagship C such as Tanjung Bin Power Plant, Bunker Terminal and Maritime Centre at Tanjung Bin.

<table>
<thead>
<tr>
<th>No.</th>
<th>Company Name</th>
<th>Industry</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Tanjung Bin Power Plant</td>
<td>Utilities</td>
</tr>
<tr>
<td>2.</td>
<td>Bunker Terminal</td>
<td>Petroleum</td>
</tr>
<tr>
<td>3.</td>
<td>Maritime Centre</td>
<td>Maritime and Petrochemical</td>
</tr>
</tbody>
</table>

Source: IRDA
The table below illustrates the location of key players at the Free Trade Zone of Port Tanjung Pelepas (PTP):

Source: Port Of Tanjung Pelepas (PTP)
THE MASTERPLAN OF FLAGSHIP C

A long-term masterplan was established in April 1995 for the development of a Maritime Hub in south-western Johor.

Project components of the masterplan are:

a. Port Development: Concession signed with Federal Government on 24 March 1995 to develop PTP on a BOT (Build, Operate and Transfer) concept
b. Port City Development: Obtained principal approval from State Government on 16 February 1998
c. Tanjung Bin Development: MOU signed with State Government on 21 January 2002

Long-term Masterplan For Flagship C

Source: MMC Corp Bhd
a) Port Development

- Total investment of more than RM6.4 billion at Port Of Tanjung Pelepas (PTP).
- So far, PTP has attracted up to RM3 billion in FDI and is expected to attract an additional RM5 billion in FDI over the next three years.
- There is also a plan under the Third Industrial Master Plan (IMP3) to develop a Maritime Centre at Tanjung Bin, as recently proposed by MMC and Dubai World.
- The project area has been designated as a Petrochemical Zone under the Third Industrial Master Plan (IMP3) project incorporated in 'Draf Rancangan Tempatan Daerah Pontian (2002 - 2015)'.
- The RM2 billion project (with an investment potential of RM16 billion in FDI), covering 2,255 acres of landside and four kilometres of shore line, consists of three components:
  - General cargo terminal: Five multi-purpose berths
  - Port-related industries and commercial activities
  - Liquid cargo terminal: 12 berths forming three T-shaped jetties and tankage facilities

Port Of Tanjung Pelepas

Source: MMC Corp Bhd
Maritime Centre At Tanjung Bin

Source: MMC Corp Bhd
b) Tanjung Bin Development

- The Tanjung Bin Development comprises three project components, i.e.:
  - Power Plant
  - Maritime Centre
  - Bunker Terminal
- Based on the MOU signed in January 2002, the State Government has set aside approximately 3,335 acres of land for the development.
- Since January 2002, the MMC Group has been investing in various feasibility studies, engineering reports and in the development of numerous masterplans for the Tanjung Bin site.

Tanjung Bin Development In Flagship C

Source: Pontian District Office
c) Port City Development

There are approximately 5,398 acres of land available for real estate development for port support services including:

- Residential areas
- Logistics office complex and training centre
- Commercial and industrial areas
- Recreational areas

Source: MMC Corp Bhd
BASIC INFRASTRUCTURE AND AMENITIES

Overview

Infrastructure plays a pivotal role in supporting the manufacturing industry. The primary components for basic infrastructure and amenities are roads and transportation services, water supply and distribution, electrical supply, sanitation-wastewater collection and removal as well as solid waste collection and removal. These services are bundled together to support business activities in the surrounding Flagship C area.

Power Supply

The present supply of electric power is sufficient to meet the demand of various business activities in Iskandar Malaysia, including Flagship C. In order to enhance the reliability of power supply, the following proposed targets will be set for Iskandar Malaysia:

- Improve System Average Interruption Duration Index (SAIDI) from the current 105 minutes/customer/year 2004 to less than 20 minutes/customer/year; and
- System Average Interruption Frequency Indexes (SAIFI) from 1.11 (2004) to less than 0.5.

Projection Of Power Supply Demand In Iskandar Malaysia (2000 - 2025)

<table>
<thead>
<tr>
<th>Sector</th>
<th>2005</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic</td>
<td>667.37</td>
<td>739.67</td>
<td>900.19</td>
<td>1,126.91</td>
<td>1,409.98</td>
</tr>
<tr>
<td>Commercial</td>
<td>400.42</td>
<td>443.80</td>
<td>540.11</td>
<td>676.15</td>
<td>845.99</td>
</tr>
<tr>
<td>Industry</td>
<td>200.21</td>
<td>221.90</td>
<td>270.06</td>
<td>338.07</td>
<td>423.00</td>
</tr>
<tr>
<td>Sub total</td>
<td>1,268.00</td>
<td>1,405.37</td>
<td>1,710.35</td>
<td>2,141.13</td>
<td>2,678.97</td>
</tr>
<tr>
<td>Street Lighting (5%)</td>
<td>66.74</td>
<td>73.97</td>
<td>90.02</td>
<td>112.69</td>
<td>141.00</td>
</tr>
<tr>
<td>Total (MW)</td>
<td>1,334.74</td>
<td>1,479.34</td>
<td>1,800.37</td>
<td>2,253.82</td>
<td>2,819.97</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)

Water Supply

The current supply of water is adequate in meeting the needs of Iskandar Malaysia, with a reserve of about 100%.

<table>
<thead>
<tr>
<th>Treatment Plant</th>
<th>Water Supply (mid)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Layang</td>
<td>182.0</td>
</tr>
<tr>
<td>Layang Extension</td>
<td>136.0</td>
</tr>
<tr>
<td>Sg. Johor - Stage 2</td>
<td>159.0</td>
</tr>
<tr>
<td>Lower Pulai Treatment Plant</td>
<td>82.0</td>
</tr>
<tr>
<td>Sg. Johor - Stage 3</td>
<td>159.0</td>
</tr>
<tr>
<td>Sayang Treatment Plant</td>
<td>140.0</td>
</tr>
<tr>
<td>Total</td>
<td>858.0</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
Existing and Proposed Water Treatment Plants in Iskandar Malaysia

By 2025, the estimated consumption is 1,418 million litres per day, an increase of 44% compared to the consumption in 2005. The tables below show the existing and proposed water treatment plants till 2025.

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Treatment Plants:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Layang</td>
<td>182.0</td>
<td>182.0</td>
<td>182.0</td>
<td>182.0</td>
<td>182.0</td>
<td>182.0</td>
</tr>
<tr>
<td>Layang Extension</td>
<td>136.0</td>
<td>136.0</td>
<td>136.0</td>
<td>136.0</td>
<td>136.0</td>
<td>136.0</td>
</tr>
<tr>
<td>PUB Skudai</td>
<td>75.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Sg. Johor – Stage 2</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
</tr>
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<td>Lower Pulai Treatment Plant</td>
<td>82.0</td>
<td>82.0</td>
<td>82.0</td>
<td>82.0</td>
<td>82.0</td>
<td>82.0</td>
</tr>
<tr>
<td>Sg. Johor – Stage 3</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
<td>159.0</td>
</tr>
<tr>
<td>Sayong Treatment Plant</td>
<td>0.0</td>
<td>140.0</td>
<td>140.0</td>
<td>140.0</td>
<td>140.0</td>
<td>140.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>793.0</td>
<td>858.0</td>
<td>858.0</td>
<td>858.0</td>
<td>858.0</td>
<td>858.0</td>
</tr>
<tr>
<td><strong>Proposed By Syarikat Air Johor Holdings Bhd:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johor Bahru Treatment Plant (Sg. Johor)</td>
<td>0.0</td>
<td>0.0</td>
<td>140.0</td>
<td>140.0</td>
<td>140.0</td>
<td>140.0</td>
</tr>
<tr>
<td>Sedili Besar Treatment Plant - Stage 1A</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>210.0</td>
<td>210.0</td>
</tr>
<tr>
<td>Sedili Besar Treatment Plant - Stage 1B</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>210.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>140.0</td>
<td>140.0</td>
<td>350.0</td>
<td>560.0</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>793.0</td>
<td>858.0</td>
<td>998.0</td>
<td>998.0</td>
<td>1208.0</td>
<td>1418.0</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
**Road Networks**

Currently, Flagship C is accessible via local roads from the Second Link Expressway, connecting to the North-South Expressway at Skudai. It is also accessible via local trunk roads.

With the total population in Iskandar Malaysia forecasted to grow to 1.5 million by 2010, the existing and proposed road network system will most likely be unable to cope with the continuous traffic growth.

The Comprehensive Development Plan (CDP) has proposed a Road Network System of 423.96 km in Iskandar Malaysia at an estimated total cost of about RM4.8 billion (US$1.5 billion), of which about RM126 million (US$38 million) has been identified to upgrade State Road J4 from Skudai to Gelang Patah. The proposed new primary road (SNc) should be completed by 2010 (refer tables below).

<table>
<thead>
<tr>
<th>Road Network System</th>
<th>Length (km)</th>
<th>Implementation Phase</th>
<th>Indicative Cost (RM million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expressways</td>
<td>98.10</td>
<td>2004 - 2020</td>
<td>1,471.65</td>
</tr>
<tr>
<td>New / Upgrading Of Primary Roads</td>
<td>212.00</td>
<td>2004 - 2020</td>
<td>2,317.50</td>
</tr>
<tr>
<td>New / Upgrading Of Secondary Roads</td>
<td>113.85</td>
<td>2004 - 2020</td>
<td>983.65</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>423.95</strong></td>
<td><strong>2004 - 2020</strong></td>
<td><strong>4,772.80</strong></td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
### Proposed Secondary Road Development

<table>
<thead>
<tr>
<th>Ref</th>
<th>Project</th>
<th>Length (km)</th>
<th>Implementation Phase</th>
<th>Indicative Cost (RM million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EBa</td>
<td>Proposed Eastern Dispersal Link (EDL)</td>
<td>8</td>
<td>2004 - 2010</td>
<td>120</td>
</tr>
<tr>
<td>SNC (J4)</td>
<td>Upgrading of State Road J4 (Skudai-Gelang Patah)</td>
<td>14</td>
<td>2004 - 2010</td>
<td>126</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
Transit Oriented Development

Going forward, Iskandar Malaysia’s transportation system is envisaged to be a more mass-oriented rail-based urban public transportation system to reduce the usage of personal modes of transportation.

The Comprehensive Development Plan (CDP) has identified three optimal routes linking the new urban growth centres, Pasir Gudang, Nusajaya, Tebrau and Skudai to Johor Bahru Sentral. As for Flagship C, there will be a 59 km LRT route linking Pasir Gudang and Port Of Tanjung Pelepas at a total estimated cost of RM2.66 billion (US$831 million).

Proposed Development Of Light Rail Transit (LRT)

<table>
<thead>
<tr>
<th>Routes</th>
<th>Route Length (km)</th>
<th>No. Of Stations</th>
<th>Travel Time (1-way trip)</th>
<th>Implementation Phase</th>
<th>Indicative Cost (RM million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pasir Gudang -Nusajaya</td>
<td>59.0</td>
<td>19</td>
<td>120 minutes</td>
<td>2016 - 2020</td>
<td>2,660.0</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)

In addition, three routes of the Mass Rapid Transit (MRT) System will be developed in Iskandar Malaysia. These would include a 36 km route connecting Johor Bahru Sentral II to the Port Of Tanjung Pelepas (PTP). With an estimated total cost of RM495 million (US$150 million), the implementation phase would be from 2011 - 2015.

Proposed Development Of Mass Rapid Transit (MRT)

<table>
<thead>
<tr>
<th>Routes</th>
<th>Route Length (km)</th>
<th>No. Of Stations</th>
<th>Travel Time (1-way trip)</th>
<th>Implementation Phase</th>
<th>Indicative Cost (RM million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>JB Sentral II-PTP</td>
<td>36.0</td>
<td>11</td>
<td>55 minutes</td>
<td>2011 - 2015</td>
<td>495.0</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)
Proposed Comprehensive Public Transportation System For Iskandar Malaysia

Source: Comprehensive Development Plan (CDP)
Rail Network And Transit Stops

Source: Comprehensive Development Plan (CDP)
Amenities

Community Facilities

Community facilities form an essential part of the urban environment here. These facilities include schools, libraries, childcare centres, hospitals, medical clinics, assisted living facilities, fire and rescue stations, police stations, community centres, public buildings and transportation.

Existing Community Facilities In Flagship C (PTP Area)

In Flagship C, there are currently about 38 schools, 37 religious reserves, 11 police stations and 9 healthcare facilities.

The table below highlights the existing available community facilities in Flagship C:

<table>
<thead>
<tr>
<th>District</th>
<th>Education</th>
<th>Religious Reserves</th>
<th>Security</th>
<th>Healthcare</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tg Kupang</td>
<td>5 9.23</td>
<td>- -</td>
<td>1 54.20</td>
<td>1 0.05</td>
<td>2 0.88</td>
</tr>
<tr>
<td>Jeram Batu</td>
<td>19 34.91</td>
<td>20 17.05</td>
<td>4 6.65</td>
<td>2 3.21</td>
<td>6 1.05</td>
</tr>
<tr>
<td>Sg Karang</td>
<td>4 9.25</td>
<td>3 6.47</td>
<td>- -</td>
<td>1 0.18</td>
<td>- -</td>
</tr>
<tr>
<td>Serkat</td>
<td>10 14.48</td>
<td>14 4.73</td>
<td>6 0.77</td>
<td>5 2.54</td>
<td>4 0.73</td>
</tr>
<tr>
<td>Total</td>
<td>38</td>
<td>37</td>
<td>11</td>
<td>9</td>
<td>12</td>
</tr>
</tbody>
</table>

Source: Comprehensive Development Plan (CDP)

Demand For Community Facilities In Flagship C (2025)

Based on the projected total population of 3.0 million in 2025, the demand for community facilities will increase in tandem. As illustrated in the table below, by 2025, the demand for community facilities in Flagship C will consist of 306 schools, 592 religious reserves and 2 healthcare facilities.

<table>
<thead>
<tr>
<th>District</th>
<th>Education</th>
<th>Religious Reserves</th>
<th>Security</th>
<th>Healthcare</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tg Kupang</td>
<td>172 218.94</td>
<td>334 77.57</td>
<td>- -</td>
<td>1 8.39</td>
<td>52 2.07</td>
</tr>
<tr>
<td>Jeram Batu</td>
<td>134 168.72</td>
<td>257 59.77</td>
<td>- -</td>
<td>1 6.46</td>
<td>40 1.59</td>
</tr>
<tr>
<td>Sg Karang</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
</tr>
<tr>
<td>Serkat</td>
<td>- -</td>
<td>1 0.29</td>
<td>- -</td>
<td>- -</td>
<td>- -</td>
</tr>
<tr>
<td>Total</td>
<td>306</td>
<td>592</td>
<td>2</td>
<td>92</td>
<td></td>
</tr>
</tbody>
</table>
International Schools
Currently, most of the international schools in Iskandar Malaysia are located in Flagship A (Johor Bahru City Centre) due to the concentration of population arising from major business activities in both areas. However, there are also plans to build more international schools in Iskandar Malaysia to cater to the expected growing numbers of expatriates coming to work in various Flagships in Iskandar Malaysia. As illustrated in the Comprehensive Development Plan (CDP), the percentage of foreigners to total population of Iskandar Malaysia is expected to increase from 6.6% presently to 12-15% by 2025.

The existing International Schools in Iskandar Malaysia are as follows:

<table>
<thead>
<tr>
<th>International Schools in Iskandar Malaysia</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRI UTAMA INTERNATIONAL SCHOOL</td>
</tr>
<tr>
<td>SRI ANDALAS INTERNATIONAL SCHOOL</td>
</tr>
<tr>
<td>TUN DR ISMAIL INTERNATIONAL SCHOOL OF JOHOR</td>
</tr>
<tr>
<td>JAPANESE INTERNATIONAL SCHOOL</td>
</tr>
</tbody>
</table>

Source: Iskandar Regional Development Authority (IRDA)

Similarly, other facilities such as hospitals/healthcare services, and shopping malls/hypermarkets are mostly located in Flagship A (Johor Bahru City Centre). The distance between Johor Bahru City Centre and other Flagships in Iskandar Malaysia is within 15 - 45 minutes’ drive.

<table>
<thead>
<tr>
<th>Government Hospitals and Healthcare Services in Iskandar Malaysia</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOSPITAL SULTAN ISMAIL</td>
</tr>
<tr>
<td>HOSPITAL TEMENGGUNG SERI MAHARAJA TUN IBRAHIM</td>
</tr>
</tbody>
</table>

Source: Ministry of Health
<table>
<thead>
<tr>
<th>Private Hospitals and Healthcare Services in Iskandar Malaysia</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hospital Pakar Johor (Multidisciplinary)</strong></td>
</tr>
<tr>
<td><strong>Hospital Pakar Puteri (Multidisciplinary)</strong></td>
</tr>
<tr>
<td><strong>Chia’s Maternity and Gynaecology Specialist (Maternity Home)</strong></td>
</tr>
<tr>
<td><strong>Hospital City Heart Care</strong></td>
</tr>
<tr>
<td><strong>Hospital Hoo Specialist Maternity &amp; Surgery Sdn Bhd</strong></td>
</tr>
<tr>
<td><strong>Hospital Pakar Skudai, Skudai Surgical Centere (M) Sdn Bhd</strong></td>
</tr>
<tr>
<td><strong>Hospital Century Medical Centre</strong></td>
</tr>
<tr>
<td><strong>Hospital Kempas Medical Centre</strong></td>
</tr>
<tr>
<td><strong>Hospital Penawar Sdn Bhd (Multidisciplinary)</strong></td>
</tr>
<tr>
<td><strong>Klinik dan Wisma Bersalin Rabbishfina (Maternity Home)</strong></td>
</tr>
<tr>
<td><strong>Klinik Pakar Wanita dan Hospital Bersalin Skudai (Maternity Home)</strong></td>
</tr>
<tr>
<td><strong>Landmark Medical Centre Sdn Bhd</strong></td>
</tr>
<tr>
<td><strong>Loke Specialist Maternity Centre</strong></td>
</tr>
<tr>
<td><strong>Hospital Perling Medical Centre Sdn Bhd</strong></td>
</tr>
<tr>
<td><strong>Specialist Women Hospital Sdn Bhd (Maternity Home)</strong></td>
</tr>
<tr>
<td><strong>Tan Klinik Pakar Perbidanan</strong></td>
</tr>
</tbody>
</table>

Source: Ministry of Health
Shopping Malls/Hypermarkets

- Jusco Tebrau City
- City Square
- Plaza Kotaraya
- Plaza Seni
- Plaza Pelangi
- Plaza Angsana
- Perling Mall
- Pelangi Leisure Mall

Source: Johor Tourism Action Council

Other Facilities

Hotels/Resorts

- The Puteri Pacific Hotel
- Hyatt Regency Hotel
- Holiday Inn Crowne Plaza
- Sofitel Hotel
- Grand Blue Wave Hotel
- Straits View Hotel
- Crystal Crown Hotel
- Eden Garden Hotel
- Selesa Hotel
- Tropical Inn Hotel
- Merlin Inn Hotel
- Rasa Sayang Hotel
- Seri Malaysia Hotel
- Paradise Skudai Hotel
- Surf Pacific Hotel

Source: Johor Tourism Action Council

Golf Courses

- Austin Hills Country Resort
- Pulai Springs Golf & Country Club
- Starhill Golf & Country Club
- Ponderosa Golf & Country Club
- Tanjung Puteri Golf & Country Club
- Royal Johor & Country Club
- Resort Poresia Country Club
- Octville Golf & Country Club
- Pelangi Driving Range
- Palm Resort Golf & Country Club
- Permas Jaya Golf Club
- Daiman 18 (Public Course)
- Palm Villa Resort
- The Legends Golf & Country Resort
- Kukup Golf Resort

Source: Johor Tourism Action Council

State Police Station Contacts

Johor State Police Headquarters: (607)-225 4422
Johor State Police Headquarters 24-hour Hotline: (607)-225 4499

Website: www.rmp.gov.my

Fire Stations

Contact No: 999

Website: www.bomba.gov.my
KEY PLAYERS
Port Of Tanjung Pelepas (PTP)

Background of PTP
The Port of Tanjung Pelepas (PTP) is located strategically at the confluence of the world’s international
shipping lanes which goes through the Melaka Straits.

The port started official operations in 2000. To date, PTP has invested approximately RM3.2 billion out
of the total amount RM12 billion planned for the port’s development over 5 phases. This amount excludes
other forms of investments by the Government, for example, capital dredging, roads and other
infrastructure leading to the port.

Since its inception, PTP has grown from strength to strength, moving from being ranked 148th in the
world in 2000 to being the world’s 17th busiest port in 2007, and has been awarded a number of
independent awards throughout the years including being named Container Terminal of the Year in 2004 & 2006 respectively. PTP is also the first port in the Asia Pacific to be IMS (Integrated Management System) certified. The IMS covers three different standards namely ISO 9001, ISO 14001 and OHSAS 18001 (Quality, Environment and Occupational Safety & Health).

For the year 2007, PTP recorded a throughput of 5.5 million TEUs allowing it to retain its status as
Malaysia’s busiest container terminal.

Although more commonly known as a mega transshipment port, PTP also handles hinterland cargo volumes.

Multimodal connectivity
PTP is well connected by road, rail and sea. Movement to the major industrial estates around Johor is
easily accessible with PTP’s 5.4 km access road linking PTP to the second Malaysia-Singapore expressway, and the north-south highway. In addition, the port is directly linked to the national rail grid passing through Peninsular Malaysia which connects Singapore and the south of Thailand.

Facilities, Infrastructure and Equipment
PTP currently has 10 berths totaling 3.6 km of quay length. Directly behind the berths is the port’s
container yard, which is one of the largest container storage facilities in the region. At present, PTP has
an annual handling capacity of up to 8 million TEUs.

PTP currently has 35 Quay cranes, 80 Rubber Tyred Gantry cranes, 198 Prime Movers and 228 Trailers
which provide ample support for fast terminal operations.

The terminal operation is also backed by a state-of-the-art information technology system which is
linked to all port users. By synergising all of the port’s operations and communication centres, the I.T.
network system facilitates a free-flow of real-time information and provides near paperless transaction
between shipping lines, forwarders, shipping agents and the port, ensuring high productivity.
Customers
1. Shipping Lines
Maersk Line, Evergreen Marine Corporation & MISC Bhd are the three major main liners currently hubbing at PTP.

2. Free Zone
Approximately 1,000 acres have been designated for Free Zone activities. The Pelepas Free Zone is ideal for distribution, logistics, warehousing and manufacturing activities.

Current global players having their facilities within Pelepas Free Zone include (but are not limited to) Maersk Logistics, Schenker Logistics, Geodis International, Naigai Nitto, Nippon Express, BMW Asia Pacific Spare Parts Distribution Center, Flextronics Technology Sdn Bhd, CIBA Vision, JST Connectors (Malaysia) P/L and Cameron International Malaysia Systems Sdn Bhd.

Expansion Plans
In meeting the demand for capacity as a result of continuing growth in global trade, PTP has plans for further expansion. Amongst others, PTP’s expansion plans in the near future include (but are not limited to) further dredging of the access channel, building additional berths and procuring additional port equipment as follows:

• Construction of two additional berths (berths 11 & 12) which commenced in the 1st quarter of 2008 and is expected to be completed by 3rd quarter 2009. Once completed, PTP’s annual terminal handling capacity will be increased to 10 million TEUs.

• Construction of two more berths (berths 13 & 14) commencing in 1st quarter of 2009 and expected to be completed by 4th quarter 2010. Once completed, PTP will have an annual terminal handling capacity of 12 million TEUs.

• Expansion of container yards – construction of additional new container yards (numbers 13, 14 & 15) which will be ready by 4th quarter 2008, and construction yards (numbers 16, 17 & 18) which will commence in 1st quarter 2009 and is expected to be completed by 1st quarter 2010.

• Purchase of additional port equipment:

<table>
<thead>
<tr>
<th></th>
<th>Quay cranes</th>
<th>RTGs</th>
<th>Prime movers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>3</td>
<td>36</td>
<td>110</td>
</tr>
<tr>
<td>2009</td>
<td>12</td>
<td>46</td>
<td>80</td>
</tr>
</tbody>
</table>

Future Plans
PTP’s recently approved port masterplan (up to year 2028) allows for PTP to further expand up to a total of 22 berths. Once completed and fully equipped, PTP will boast an annual terminal handling capacity of 35.8 million TEUs.
Address
Block A, Wisma PTP, Jalan Pelabuhan Tanjung Pelepas, TST 507, 81560 Gelang Patah, Johor, Malaysia.

Phone No/Fax
+607 504 2222/+607 504 2288

Website
www.ptp.com.my

E-mail
ptp@ptp.com.my

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Designation : Manager
Department : Corporate Communications
E-mail : derick@ptp.com.my
Tel (office) : +607 504 2222 (ext: 2175)

Date Of Incorporation
28 December 1994

Major Shareholders
1. MMC Corp Bhd (70%)
2. APM Terminals (30%)
Board Of Directors

1. Y. Bhg Datuk Mohd Sidik B. Shaik Osman
2. Y. Bhg Dato’ Mohd Taufik B. Abdullah
3. En. Hasni B. Harun
5. Pn. Dayang Sadiah Bt Abang Bohan
6. Mr. Martin Gaard Christiansen
7. Mr. Steen B Lund

Senior Management

1. En. Harun Hj Johari | CEO
2. Captain Ismail Hashim | Deputy CEO
3. Ir. Mr. Shafeeq Wilson Abdullah | Senior General Manager (Project Division)
4. En. Shahrull Allam Shah Abdul Halim | Senior General Manager (Corporate Division)
5. En. Iskandar Sham Abdul Rasap | Chief Financial Officer
6. Mr. Keld Pedersen | Senior General Manager (Operation Division)

Price (RM/per sq ft)

<table>
<thead>
<tr>
<th>Industrial</th>
<th>(RM/per sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pelepas Free Zone (PFZ)</td>
<td>18</td>
</tr>
<tr>
<td>30 years (1995 - 2025), renewable</td>
<td>18</td>
</tr>
</tbody>
</table>

Land Bank (in acres)

<table>
<thead>
<tr>
<th>Total</th>
<th>Industrial/Commercial</th>
<th>Freehold</th>
<th>Leasehold</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,400 acres</td>
<td>1,000 (PFZ) + 2,400 (Terminal)</td>
<td>0</td>
<td>3,400 (60 years)</td>
</tr>
</tbody>
</table>
Map Of PTP

Source: Port Of Tanjung Pelepas (PTP)
Tanjung Bin Power Plant

Company Profile

• Tanjung Bin Power Sdn Bhd is a 90% subsidiary of Malakoff Corporation Bhd which in turn is a 51%-owned subsidiary of MMC Corp Bhd (listed on the Main Board of Bursa Malaysia).

• Tanjung Bin Power Sdn Bhd (formerly SKS Power) has been granted a licence to construct, operate and own a 2,100MW coal-fired power plant in Tanjung Bin, Johor, for a 25-year period, effective from the commercial operation date of the first unit.

• The estimated total construction cost of the Tanjung Bin Power Plant is about RM7.8 billion.

• The power plant comprises three power-generating units, each with a nominal net capacity of 700MW.

• With a total power capacity of 2,100MW, the Tanjung Bin Power Plant is the largest privatised coal-fired power plant project under the IPP programme.

• Tanjung Bin Power is the first Independent Power Producer (IPP) to bear an element of demand risk under its Power Purchase Agreement (PPA) with Tenaga Nasional Bhd (TNB), the sole purchaser of its generating capacity and electrical energy. In its PPA, only 85% of the Capacity Rate Financial (CRF), the cornerstone tariff that determines an IPP’s financial strength, is guaranteed. The remaining 15% will be paid according to despatch.

• The plant has been fully operational since 1 September 2007 and provides power stability to Southern Johor.

• The plant currently employs approximately 500 workers.

Core Businesses/Services/Facilities

Power Generation. The company supplies electricity to Tenaga Nasional based on the PPA. Under the PPA, the IPP is given a guaranteed capacity payment of up to 85% for over 25 years for the availability of their generators for power generation as required by Tenaga Nasional.

Address
Tanjung Bin Power Plant, 82030 Serkat, Pontian, Johor, Malaysia.

Phone No/Fax
+607 697 2288/+607 6972 2000

Website
www.malakoff.com.my

E-mail
malakoff@malakoff.com.my

Contact Persons

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Designation : Plant Manager
Department : Admin
E-mail : chew.yeechuan@malakoff.com.my
Tel (office) : +607 697 2288

Name : Mohd Raziff Embi
Designation : Head, Maintenance and Engineering
Department : M&E
E-mail : raziff.embi@malakoff.com.my
Tel (office) : +607 697 2288
Year Of Incorporation
1999

Major Shareholders
1. MMC Corp Bhd (90%)
2. Employees Provident Fund Board (10%)

Senior Management
1. Ahmad Jauhari Yahya  | CEO
2. Mohd Radzuan Yahya  | Deputy CEO
3. Ruswati Othman  | CFO
4. Habib Husin  | SVP
5. Azhari Sulaiman  | SVP

Project Description

Type Of Plant
Primary Fuel: Coal imported from Indonesia, Australia, South Africa, etc.
Start-up Fuel: Light Fuel Oil

Plant Capacity
Generation Net Capacity: 2,100MW from 3 identical units of 700MW

Project Cost
RM7.8 billion

Completion Date
Unit 1 Plan: 31 August 2006
Unit 2 Plan: 28 February 2007
Unit 3 Plan: 31 August 2007

Transmission Works
500/275kV Substations at Tanjung Bin and at Bukit Batu
500kV Transmission Line: Tanjung Bin to Bukit Batu (approximately 70 km)
275kV Transmission Line: Tanjung Bin to Y-junction (approximately 10 km)
132kV Conductor: Y-junction to existing Tg Kupang substation (25 km)

Source: Malakoff Bhd

Project Finance
• Total project cost at 80:20
• Debt portion of RM6.5 billion raised by CIMB-led consortium
• Non-recourse long-term Islamic financing facilities by local financial institutions comprise:
  - Fixed-rate bonds (RM4.9 billion)
  - Fixed-rate term loan (RM1.3 billion)
  - CP/MTN (RM300 million)
  - Standby Letter Of Credit (RM54 million) for PPA
Map Of Tanjung Bin Power Plant

Source: MMC Corp Bhd
Process Flow

Project Participants

Source: MMC Corp Bhd
Tanjung Bin International Maritime Centre

Company Profile And Project Overview

- Seaport Worldwide Sdn Bhd is a 100%-owned subsidiary of Johor Port Sdn Bhd which is in turn 100%-owned by MMC Corp Bhd (listed on the Main Board of Bursa Malaysia).

- The Maritime Centre is one of the three major projects involving Seaport Worldwide Sdn Bhd under the development plans of Tanjung Bin that were granted by the State Government through a Memorandum Of Understanding signed on 21 January 2002.

- Located in a very strategic location, the Maritime Centre is only a mere 45 minutes away from the International East-West shipping lanes.

- The Maritime Centre will be located on 2,255 acres of land and will have four kilometres of shoreline. The centre will be developed into a world-class liquid and multi-purpose terminal.

- The estimated cost to develop the basic infrastructure for the Tanjung Bin Maritime Centre is about RM2 billion. The Maritime Centre is projected to attract FDI amounting to approximately RM16 billion.

- The Maritime Centre will house oil storage and tank farms, maritime-related industries and a multi-purpose transshipment terminal to cater for bulk and conventional cargo.

- Together with the Port of Tanjung Pelepas, the Maritime Centre will further enhance the attractiveness of Iskandar Malaysia by establishing it as a world-class integrated logistics centre.

Core Businesses/Services/Facilities

1. Liquid terminal
2. Industrial area for liquid bulk related activities
3. Logistics services

Current/Ongoing Developments

1. Preliminary work including technical studies
2. Earthworks will commence in Q3 of 2008

Future Developments

1. Liquid bulk terminal will commence work in Q4 2008
2. External infrastructure work will commence in Q4 2008
Address
Seaport World Wide, Level 24, Menara Tun Razak, Jalan Raja Laut, Kuala Lumpur.

Phone No/Fax
+603 2691 4200/+603 2698 4900

Contact Persons
Name : Y. Bhg. Datuk Mohd Sidik Shaik Osman
Tel (office) : +603 2698 4800

Name : Encik Shahrull Allam Shah
Tel (office) : +607 504 2222
E-mail : shahrull@ptp.com.my

Date Of Incorporation
9 October 1997

Major Shareholders
100%-owned by Johor Port Bhd

Board Of Directors
1. En. Abdul Khalid Khan Bin Lal Khan
2. En. Feizal Ali
3. En. Hasni Harun
4. Datuk Mohd Sidik Bin Shaik Osman
5. Mr. Yoong Nim Chee

Land Bank (in acres)

<table>
<thead>
<tr>
<th>Total</th>
<th>Residential</th>
<th>Industrial</th>
<th>Freehold</th>
<th>Leasehold</th>
</tr>
</thead>
<tbody>
<tr>
<td>2255 acres</td>
<td>128</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total GDV</td>
<td></td>
<td></td>
<td></td>
<td>RM2 billion</td>
</tr>
</tbody>
</table>

Price (RM/per sq ft)

<table>
<thead>
<tr>
<th></th>
<th>Residential (RM/per sq ft)</th>
<th>Industrial (RM/per sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>For raw land</td>
<td></td>
<td>20</td>
</tr>
</tbody>
</table>

For raw land
Tanjung Bin Maritime Centre Masterplan

Source: MMC Corp Bhd
KIC Oil and Gas Group

Company Profile
The KIC Group of Companies ("KIC") is a Malaysian group specialising in the downstream petroleum logistics industry. KIC is involved in terminalling (storage), blending, transportation, ship management, fabrication & supply base and project development.

Terminal Operations
KIC’s terminal operations are strategically positioned at the two busiest ports in Malaysia – the Port of Tanjung Pelepas and Port Klang.

Core Businesses/Services/Facilities
Kadriah I, Port of Tanjung Pelepas
Within the water limits of Port of Tanjung Pelepas in Southern Johor, KIC operates a floating terminal, Kadriah I or K 1.

K 1 is a 270,000 deadweight tonnes ("DWT") Very Large Crude Carrier ("VLCC") that has been converted as a Floating Terminal.

With a total investment cost of approximately RM140 million, K1 has 20 storage tanks and is equipped with patented technology providing the most efficient, rapid blending capabilities as well as the necessary infrastructure for the loading and unloading/discharging of cargoes from and unto visiting vessels.

K1 has a permanent mooring system to enhance its safety and for smooth operations.

After only 4 years of operations, K1 was recognised as one of the official Platts Singapore supply points in September 2007.
WEBS, Port Klang

At West Port, Port Klang, KIC has invested more than RM35 million in leasing and operating a land-based terminal Westport Bunkering Services ("WEBS").

WEBS, with a capacity of 196,000 m³, is one of the largest downstream onshore petroleum terminal facilities in Malaysia and is used to supply fuel to both the domestic and ASEAN regional markets.

WEBS is capable of handling and blending various grades of fuel oil and gas oil.

Transportation & Logistics

KIC owns Kadriah II or K2, a Medium Range oil tanker as well as manages and operates the oil tankers, Nur Eye I and Nur Eye II.

K2 is a 30,000 DWT vessel used to deliver petroleum products within the Middle East and Far East Region.

Nur Eye I and Nur Eye II are fully utilised for the delivery of petroleum products within Malaysia, averaging about 15 shipments per month.

The Group’s business and trading partners include national and major oil trading companies like Petronas Dagangan Bhd, Petroleum Authority of Thailand ("PTT"), Shell Malaysia, Chevron Malaysia, Boustead Petroleum, Trafigura Beheer.

Since commencement of operations in 2004, KIC has achieved the significant milestone of handling almost 34 million metric tones ("MT") of cargo (as at 30 June 2008).

The Group has also made history for all Malaysians by successfully reversing the supply chain trend by exporting approximately 7.2 million metric tons of fuel oil valued at over RM2.6 billion to Singapore (as at 30 June 2008).

KIC has also recently been described as “A Malaysian Oil Major” by Bunkerworld in its 12 June 2007 edition.

In May 2006, KIC’s subsidiary, Asia Petroleum Hub Sdn Bhd ("APH"), was mandated by the Government of Malaysia ("GOM") to develop and operate the Regional Petroleum Hub on the GOM’s reclaimed island at Tanjung Bin, Johor, Malaysia.

With the inclusion of APH, KIC’s total storage capacity will be approximately 1.5 million m³.
Current/Ongoing Development

World Class Regional Petroleum Hub ("Hub") by Asia Petroleum Hub Sdn Bhd ("APH")

The Hub that APH has been mandated to develop and operate by the GOM will have a Tank Farm facility with approximately 1 million m$^3$ capacity with 2 jetties and 7 berths. In addition, K1 will be relocated and connected to the Hub and the Single Buoy Mooring system via sub-sea pipelines in order to serve VLCCs and Ultra Large Crude Carriers ("ULCCs"). Total storage capacity of the Hub and K1 is approximately 1.3 million m$^3$.

The Hub will provide terminalling, blending, break-bulking, bunkering, re-distribution, and other value-added services. The Hub will be designed to handle blend stock and cutter stock to produce multi-petroleum products i.e. fuel oil, diesel, gasoline, jet fuel etc.

The Hub, which will be operational 24 hours, will have adequate space for dedicated multiple users. It will also meet international standards in blending various products as per clients’ specifications.

The Hub will have 10 TTLRs and is connected to the mainland via dual carriageway bridge for in-land distribution.

On 5 July 2007, YAB Dato’ Seri Abdullah Ahmad Badawi, the Prime Minister of Malaysia, officiated APH’s Commencement of Construction Works Ceremony. During this ceremony, the Prime Minister declared the Hub as a landmark project in Iskandar Malaysia.

The construction of the Hub is on a fast track mode to be completed in 2009.

APH Multi Purpose Complex: Fabrication and Supply Base by Petlog Sdn Bhd

KIC, via its subsidiary Petlog Sdn Bhd, has constructed a fabrication and supply base on a 12-acre site to support the construction and development of the Regional Petroleum Hub. The Fabrication yard is located at Tanjung Kupang, Pontian, Johor.

Officially launched on 12 June 2008 by His Royal Highness, Duli Yang Amat Mulia Tengku Mahkota Johor Tunku Ibrahim Ismail bin Sultan Iskandar Al-Haj, the “APH Multi Purpose Complex: Fabrication and Supply Base” marks a significant milestone towards the completion of APH.

The complex is located approximately 5 km north of the island to support the APH Project. The supply base will be equipped with 24-hour security, loading and off-loading jetties, passenger jetty, warehouse, gantry crane within the yard, workshop, serviced site-office, canteen, blasting & painting yard, open storage yard, plate rolling yard, weighbridge and waste disposal collection units.

7 acres of land adjacent to the supply base will also be converted into a workers’ village.
Technical Training Centre

A Technical Training Centre ("TTC"), that will be located in the near vicinity of the APH Project, will be operated by the Group. The TTC will specifically provide for vocational and hands-on training in the areas of terminal operations and will cater for the technical training in the downstream petroleum industry, specialising in the following:

- Operations, engineering and maintenance of petroleum terminal facilities
- Liquid port and marine operations
- Health, Safety, Security and Environment ("HSSE")

In addition to creating employment opportunities, it will also equip students with the necessary paper and practical qualifications to meet the increased demand in the industry.

Future Development

Future expansion of the Hub – Lot PTD 1732

The Group has planned for the future expansion of the Hub by the proposed reclamation on Lot PTD 1732, located beside the Hub with an area of 200 acres. Once completed, the Hub would then have a total acreage of 300 acres and propel itself as potentially the single largest petroleum terminal in the world.
Address
Kuala Lumpur Office:
Level 10 & 11, South Block,
The Ampwalk, 218 Jalan Ampang, 50450 Kuala Lumpur, Malaysia.

Johor Office:
APH Multi Purpose Complex:
Fabrication and Supply Base,
Lot 6003, Mukim Tanjung Kupang, Pontian, Johor Darul Takzim, Malaysia.

Phone No/Fax
+603 2166 6618/+603 2166 6623

Email/Contact
Email: www.kic.com.my
Contact: info@kic.com.my

Year of Incorporation
KIC Oil & Gas Ltd was the first company incorporated within the group; it was incorporated under the Offshore Companies Act (Labuan, Malaysia) in 1995.

KIC Group’s Key Management

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group Executive Chairman</td>
<td>Abdul Rashid bin Mohamad Isa Al-Qadiry</td>
</tr>
<tr>
<td>Group Deputy Chairman</td>
<td>Faidzan Bin Hassan Al-Qadiry</td>
</tr>
<tr>
<td>Group Executive Director</td>
<td>Wan Mohd Nasim bin Wan Abdul Kadir</td>
</tr>
<tr>
<td>Managing Director of APH</td>
<td>Foong Pak Chee</td>
</tr>
<tr>
<td>Group Chief Financial Officer</td>
<td>Ahmad Faisal Shafie</td>
</tr>
<tr>
<td>Group Senior Vice President</td>
<td>Captain Sudhir T. A. Vijayan</td>
</tr>
<tr>
<td>Group Senior Vice President</td>
<td>Adrina Awaludin</td>
</tr>
<tr>
<td>Group Senior Vice President</td>
<td>Roslan Rosdi</td>
</tr>
<tr>
<td>Managing Director of Petlog</td>
<td>Abdul Majid Mohd Yusoff</td>
</tr>
<tr>
<td>Group Vice President</td>
<td>Abdul Majid Mohd Yusoff</td>
</tr>
</tbody>
</table>
# USEFUL INFORMATION (ISKANDAR MALAYSIA)

## BY ROAD
Entry into Johor by road can be made via the following major routes:
- Johor Causeway; Second Link
- North-South Expressway
- Federal Trunk Road (Route 1)
- East Coast Trunk Road (Route 3)
- West Coast Trunk Road (Route 5)

## BY RAIL
The rail service is provided by Keretapi Tanah Melayu Bhd. To check the interstate train schedule, go to [http://www.ktmb.com.my](http://www.ktmb.com.my)

## BY AIR
Direct entry is via the Sultan Ismail Airport (or locally known as the Senai International Airport). It is located in the district of Johor Bahru, about 34 km from the capital city of Johor Bahru. Airport limousine services are available to various destinations at fares controlled by the Government. There are also scheduled airport coach services to Johor Bahru City Centre.

## BY SEA
The following are the sea entry points into Johor:
- Johor Bahru International Ferry Terminal (Johor Bahru district)
- Pasir Gudang (Johor Bahru district)
- Kukup (Pontian district)
- Muar (Muar district)
- Tanjung Belungkor (Kota Tinggi district)
- Tanjung Pengelih (Kota Tinggi district)
USEFUL ADDRESSES

PRIME MINISTER’S DEPARTMENT
Perdana Putra Building,
Federal Government Administrative Centre,
62502 Putrajaya, Malaysia.
Tel : (603) 8888 8000
Fax : (603) 8888 3444
Website : http://www.pmo.gov.my

MINISTRY OF INTERNATIONAL TRADE AND INDUSTRY (MITI)
Block 10, Government Offices Complex Jalan Duta,
50622 Kuala Lumpur, Malaysia.
Tel : (603) 6203 3022
Fax : (603) 6201 2337
Website : http://www.miti.gov.my

INLAND REVENUE BOARD OF MALAYSIA (IRB)
15th Floor, Block 9,
Kompleks Bangunan Kerajaan,
Jalan Duta, 50758 Kuala Lumpur.
Tel : (603) 6209 1000
Fax : (603) 6201 1179
Website : http://www.hasilnet.org.my

COMPANIES COMMISSION OF MALAYSIA (CCM)
Head Office:
2 & 10-18th Floor, Putra Place,
100, Jalan Putra, 50622 Kuala Lumpur.
Tel : (603) 4047 6000
Fax : (603) 4047 6317
Website : http://www.ssm.com.my

MINISTRY OF FINANCE
Finance Ministry Complex, Precinct 2,
Federal Government Administrative Centre,
62592 Putrajaya, Malaysia.
Tel : (603) 8882 3000
Fax : (603) 8882 3892 / 3894
Website : http://www.treasury.gov.my

MALAYSIAN INDUSTRIAL DEVELOPMENT AUTHORITY (MIDA)
Block 4, Plaza Sentral,
Jalan Stesen Sentral 5, Kuala Lumpur Sentral,
50470 Kuala Lumpur, Malaysia.
Tel : (603) 2267 3633
Fax : (603) 2274 7970
Website : http://www.mida.gov.my

ROYAL MALAYSIAN CUSTOMS HEADQUARTERS
Royal Malaysian Customs Headquarters,
Ministry of Finance Complex (MOF),
No.3, Perdana Boulevard,
Precinct 2,
62592 Putrajaya, Malaysia.
Tel : (603) 8882 2100
Fax : (603) 8889 5901
Website : http://www.customs.gov.my

IMMIGRATION DEPARTMENT OF MALAYSIA
Headquarters (Ministry of Home Affairs):
Level 1 - 7 (Podium) Block 2G4,
Precinct 2 Federal Government Administration Centre,
62550 Putrajaya, Malaysia.
Tel : (603) 8880 1000
Fax : (603) 8880 1200
Website : http://www.imi.gov.my

ECONOMIC PLANNING UNIT OF JOHOR (UPENJ)
Level 2, Bangunan Sultan Ibrahim,
Jalan Bukit Timbalan, Johor Bahru,
80503 Johor, Malaysia.
Tel : (607) 223 4840
Fax : (607) 224 5253
Website : http://www.johordt.gov.my

MALAYSIA EXTERNAL TRADE DEVELOPMENT CORPORATION (MATRADE)
Menara MATRADE, Jalan Khidmat Usaha, Off Jalan Duta,
50480 Kuala Lumpur, Malaysia.
Tel : (603) 6207 7077
Fax : (603) 6203 7037/7033
Website : http://www.matrade.gov.my

CENTRAL BANK OF MALAYSIA (BANK NEGARA MALAYSIA)
Jalan Dato’ Onn, P.O. Box 10922, 50929 Kuala Lumpur.
Tel : (603) 2698 8044
Fax : (603) 2691 2990
Website : http://www.bnm.gov.my
ISKANDAR REGIONAL DEVELOPMENT AUTHORITY (IRDA)

Main Office:
#G-01, Block 8, Danga Bay, Jalan Skudai, 80200 Johor Bahru, Malaysia.
T +607 233 3000
F +607 233 3001

Satellite Office:
Suite 5-3, 5th Floor, Block 3B, Plaza Sentral, Jalan Stesen Sentral 5, 50470 Kuala Lumpur, Malaysia.
T +603 2260 6777
F +603 2260 7999

E-mail: enquiries@irda.com.my
Iskandar Service Centre: 1 800 88 3010
www.iskandarmalaysia.com.my