



NPE ISSUES RM54MIL SUSTAINABILITY-LINKED SUKUK FOR NPE2, WORLD'S FIRST FOR A HIGHWAY PROJECT



From left: Michael Oh-Lau, CEO, Maybank Investment Bank; Datuk Lee Chun Fai, group CEO and Managing Director of IJM Corp; and Nor Masliza Sulaiman, CEO of CIMB Investment Bank

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KUALA LUMPUR: IJM Corporation Bhd's wholly-owned subsidiary, New Pantai Expressway Sdn Bhd (NPE), has issued an initial RM54 million Sustainability-Linked Sukuk (SLS) to finance the New Pantai Highway Extension (NPE2), marking the world's first SLS for a highway project.

The SLS was issued under NPE's unrated Islamic Medium Term Notes Programme of up to RM1.42 billion in nominal value, and adopts a performance-based financing structure anchored by two key performance indicators, namely occupational health and safety and green infrastructure certification.

In a joint statement today, Maybank Investment Bank Bhd (Maybank IB), CIMB Investment Bank Bhd (CIMB IB) and NPE said the proceeds will be used to fund the construction of NPE2, a 6.4-kilometre elevated highway, including directional ramps.

The highway forms part of the Kuala Lumpur Traffic Master Plan 2040 and will connect the existing Pantai Dalam Toll Plaza to the Jalan Istana Interchange via Jalan Syed Putra.

"Once completed, NPE2 will strengthen highway-to-highway connectivity between the NPE, Sungai Besi Expressway and the upcoming Laluan Istana-Kiara Expressway, improving traffic dispersion and accessibility into central Kuala Lumpur while supporting more efficient movement along the Pantai Dalam-Bangsar-Mahameru corridor and longer-term urban mobility needs," said the statement.

They said the construction of the project is being undertaken by IJM Construction Sdn Bhd, which was awarded the design-and-build contract in November 2025, with completion targeted for end-2029.

IJM group chief executive officer (CEO) and managing director Datuk Lee Chun Fai said the NPE2 SLS was structured around two areas central to how the group delivers every project, namely worker safety and sustainability performance.

Being the first highway globally to issue an SLS on these terms reflects our commitment to embedding measurable accountability into project delivery.

"Through this financing structure, we are equally focused on how the project is delivered, with clear performance targets tied to the transaction," he said. Maybank IB and CIMB IB acted as Joint Principal Advisers, Joint Lead Arrangers, Joint Lead Managers and Joint Sustainability Structuring Advisers for the transaction.

Maybank IB CEO Michael Oh-Lau said the landmark SLS demonstrates continued innovation in sukuk structuring and reflects the bank's commitment to advancing sustainable finance while supporting the growing demand for innovative financing solutions.

Meanwhile, CIMB IB CEO Nor Masliza Sulaiman said the initiative enhances connectivity, strengthens economic vitality, reduces environmental impacts and promotes safer working and mobility practices, while meeting growing investor demand for financing solutions that align Shariah principles with sustainability objectives and long-term value creation.



CORPORATE NEWS

FRIDAY, 29 MAY 2026

IJM LOOKS TO FY27 AFTER TOUGH FOURTH QUARTER



IJM said the revenue growth was mainly contributed by higher income from the group’s construction as well as manufacturing and quarrying divisions.

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PETALING JAYA: IJM Corp Bhd is confident that its construction division would be able deliver a better performance in the financial year ending March 2027 (FY27), on the back of its order book in hand of RM14.7bil.

This is despite recognising that the Malaysian property market is showing early signs of softening, driven by weaker consumer sentiment.

As such, the group said its property segment remains committed to driving sales of its existing projects by adopting a responsive market strategy and enhancing product differentiation to align with evolving buyer expectations and affordability thresholds, with the objective of achieving improved performance in FY27.

IJM has had a challenging FY26, which showed that for the fourth quarter ended March 31, 2026 (4Q26), the group had slid into the red with a net loss of RM173.9mil, compared to a net profit of RM129mil a year ago.

This is in spite of a 4.2% year-on-year (y-o-y) improvement in 4Q26 revenue to RM1.87bil.

For FY26 as a whole, the constructor posted a 10% y-o-y gain in turnover to RM6.88bil, its highest ever, although bottom line plunged to RM3.25mil, less than 1% the RM403.4mil garnered for FY25.

Elaborating, IJM said the revenue growth was mainly contributed by higher income from the group’s construction as well as manufacturing and quarrying divisions.

On the other hand, it said the net loss in 4Q26, which contributed to the fall in net profit for FY26, was primarily due to net foreign exchange losses of RM94.7mil in 4Q26 and RM197.9mil for FY26; on top of the recognition of an impairment on unsold inventories of RM121.6mil, including an office building in Changchun, China.

The group said a provision for maintenance costs for a highway in India of RM51mil, coupled with weaker performance from its property and port divisions also contributed to the weaker profitability.

IJM had performed better in 3Q26 in terms of profitability, where it had posted a net profit of RM15.8mil, although revenue for 4Q26 did improve a commendable 16.3% from RM1.61bil.

Similarly, the group attributed the loss in 4Q26 to the higher unfavourable foreign exchange losses and lower profit contribution from its property development division and toll division due to the impairment of inventories and provision of maintenance cost.

Despite the difficult quarter, IJM had kept up its dividend policy from the last fiscal year, proposing a dividend of six sen per share, bringing total dividends declared in FY26 to eight sen a share.

On that note, IJM said it had formalised a new dividend policy committing to at least 40% of annual core profit after tax and minority interest. Looking ahead, it said its earnings will be further supported by the disposal of land parcels.

“The industry division is expected to continue its strong performance achieved in the past few financial years given its solid order book in hand and the expected continued roll out of data centres, large scale industrial buildings and infrastructure jobs,” said IJM.



NPE 2 TO ADOPT FREE-FLOW TOLL TO EASE KLANG VALLEY CONGESTION



The NPE 2 extension is expected to strengthen Klang Valley’s integrated highway network by improving connectivity between the NPE, Sungai Besi Expressway and the proposed Istana-Kiara Expressway

KUALA LUMPUR: The New Pantai Expressway Extension Project (NPE 2) will implement the multi-lane free flow (MLFF) toll system upon completion in 2029 to reduce traffic congestion, especially during peak hours, its concessionnaire said.

IJM Corp Bhd said the project involves a main route of 6.4km, or 15km in total, including a ramp from the Pantai Dalam toll plaza to Jalan Istana here.

Traffic& Route Planners

IJM toll division CEO Chua Lay Hoon said physical construction of the RM1.7 billion project began last month and was about 6% complete, with design and modelling works under way.

“If the MLFF has not been implemented after this project is completed, the transition to another toll system can be done with changes to the toll collection equipment without requiring major modifications,” Chua said at a media briefing today.

She said the expressway extension would strengthen the integrated highway network in the Klang Valley through better connectivity between the NPE, the Sungai Besi Expressway and the proposed Istana-Kiara Expressway in line with the aspirations of the Kuala Lumpur Traffic Master Plan 2040.

On traffic management during construction, Chua said a comprehensive traffic management plan would be implemented throughout the period to ensure smooth traffic flow and the safety of road users.

Measures include real-time traffic monitoring, coordination with authorities, scheduled diversions and road closures during off-peak hours, as well as a dedicated traffic management team.

“The safety of road users, construction workers and nearby communities remains a priority throughout the construction period while minimising disruption to highway users,” she said.

Related Stories



CORPORATE NEWS

WEDNESDAY, 24 JUNE 2026

PROJEK SAMBUNGAN NPE 2 KURANGKAN KESESAKAN KUALA LUMPUR



CHUA Lay Hoon (kiri) melihat lakaran Projek Sambungan NPE 2 selepas sidang akhbar mengenai projek tersebut di Pusat Kecemerlangan IJM di Kuala Lumpur.

KUALA LUMPUR: Kerja-kerja pembinaan Projek Sambungan Lebuh raya Baru Pantai (NPE 2) menandakan satu langkah besar ke arah menangani kesesakan trafik kronik yang membelenggu koridor selatan ibu kota.

DestinasiPelancong

Ketua Pegawai Eksekutif Divisyen Tol IJM, Chua Lay Hoon berkata, projek strategik milik IJM Corporation Bhd itu akan membina jajaran utama sepanjang 6.4 kilometer atau 15.9 kilometer termasuk tanjakan arah menghubungkan Plaza Tol Pantai Dalam ke Persimpangan Jalan Istana melalui Jalan Syed Putra

Katanya, lebuh raya bertingkat itu dijangka mengalihkan kira-kira 40 peratus trafik yang kini sesak di Jalan Bangsar serta mengurangkan masa perjalanan sehingga 25 minit pada waktu puncak.

“Permulaan pembinaan ini merupakan satu pencapaian penting dalam merealisasikan projek infrastruktur terhadap rangkaian pengangkutan Kuala Lumpur.

“Projek ini turut akan memperkukuhkan hubungan antara NPE, BESRAYA dan cadangan Lebuh raya Istana-Kiara (LIKE) selaras dengan Pelan Induk Trafik Kuala Lumpur 2040 (PITKL 2040),” katanya semasa sidang akhbar di Pusat Kecermelangan IJM di sini hari ini.

Menurutnya, satu Pelan Pengurusan (TMP) komprehensif telah dirangka bersama pihak berkuasa berkaitan bagi meminimumkan gangguan sepanjang tempoh pembinaan.

“Kerja-kerja pembinaan yang secara rasminya bermula hari ini melibatkan tiga lokasi utama iaitu Pantai Dalam, Jalan Syed Putra dan Jalan Istana.

KejuruteraanAwam

“Langkah-langkah yang akan dilaksanakan termasuk pemantauan trafik secara masa nyata, penutupan lorong dan lencongan trafik secara berjadual di luar waktu puncak serta hebahan maklumat menerusi papan tanda mesej berubah (VMS).

“Setiap penutupan lorong telah dirancang dengan teliti bagi memastikan keselamatan awam dan meminimumkan kesesakan,” katanya.

Katanya, projek ini telah melalui pelbagai penilaian termasuk Penilaian Impak Alam Sekitar (EIA), Penilaian Impak Sosial (SIA) dan Audit Keselamatan Jalan Raya (RSA).

“Pemantauan keselamatan akan dijalankan secara berterusan melalui kamera pintar, pegawai keselamatan bertauliah dan Pasukan Tindak Balas Kecemasan (ERT),” katanya.

Katanya, pihak syarikat mengesahkan reka bentuk projek sudah mengambil kira ruang fizikal bagi pembinaan gantri sistem Tol Aliran Bebas Pelbagai Lorong (MLFF) yang disasarkan kerajaan menjelang 2029.

“Laluan tersebut masih boleh disesuaikan semula untuk operasi plaza tol konvensional sekiranya pelaksanaan sistem tanpa palang itu mengalami kelewatan.

“Satu plaza tol baharu iaitu Plaza Tol Salak Putra akan dibina bagi laluan yang menghala ke Jalan Syed Putra menjadikan jumlah keseluruhan kepada empat plaza tol berbanding tiga sedia ada,” katanya.



CORPORATE NEWS

WEDNESDAY, 24 JUNE 2026 | 1.20PM

KERJA PEMBINAAN NPE 2 BERMULA: KESELAMATAN PENGGUNA JADI KEUTAMAAN



Lay Hoon (kiri) melihat lakaran plan lokasi berkaitan Projek Sambungan NPE 2 di sini pada Rabu.

KUALA LUMPUR - Projek Sambungan Lebuhraya Baru Pantai (NPE 2) yang menelan belanja RM1.7 bilion direka bentuk dengan mengambil kira pelaksanaan sistem kutipan tol tanpa palang (MLFF).

Ketua Pegawai Eksekutif Divisyen Tol IJM Corporation Berhad (IJM), Chua Lay Hoon berkata, reka bentuk plaza tol bagi projek itu sememangnya disediakan bagi menyokong pelaksanaan sistem itu pada masa depan.

Bagaimanapun, katanya, lebuhraya itu masih boleh menggunakan sistem tol sedia ada sekiranya pelaksanaan teknologi itu belum dimuktamadkan menjelang projek siap pada 2029.

"Reka bentuk projek memang telah mengambil kira pelaksanaan MLFF, namun ia bergantung kepada keputusan kerajaan pada masa akan datang.



CORPORATE NEWS

WEDNESDAY, 24 JUNE 2026 | 1.20PM

IJM SAYS RM1.7 BIL NPE 2 REMAINS ON BUDGET



IJM Corp said the RM1.7 billion New Pantai Expressway 2 (NPE 2) extension project remains within its allocated budget, though it is keeping a close watch on costs amid geopolitical uncertainties that could drive up raw material prices.

NPE 2, which is slated for completion on Oct 15, 2029, is expected to attract about 40,000 vehicles daily in its first year of operation.



CORPORATE NEWS

WEDNESDAY, 6 MAY 2026 | 5.00PM

PEMBINAAN LEBUH RAYA PACU PERTUMBUHAN EKONOMI NEGARA - LLM



Mohd Hadzmir (tengah) dan Chua Lay Hoon (kanan) diwawancara oleh hos Datuk Sherkawi Jirim dalam program Ruang Bicara terbitan Bernama TV bertajuk “Keperluan dan Cabaran Pembinaan Lebuhraya di Dalam Bandar”, malam tadi

KUALA LUMPUR: Pembinaan lebuhraya terus menjadi pemangkin penting kepada pertumbuhan ekonomi negara melalui penajaan pekerjaan, pengukuhan rantaian bekalan serta pembukaan peluang perniagaan, menurut Lembaga Lebuhraya Malaysia (LLM).

Ketua Pengarah LLM, Mohd Hadzmir Yusoff berkata, projek lebuhraya bukan sahaja membuka peluang pekerjaan kepada kontraktor, malah merangsang penggunaan tenaga kerja tempatan serta aktiviti industri sokongan.

“Apabila lebuhraya siap dibina, kemudahan seperti kawasan Rehat dan Rawat (R&R) turut dibangunkan, sekali gus membuka ruang kepada peniaga untuk menjalankan perniagaan dan merencanakan aktiviti ekonomi setempat,” katanya.

Beliau berkata demikian kepada Bernama selepas menjadi tetamu program Ruang Bicara terbitan Bernama TV bertajuk “Keperluan dan Cabaran Pembinaan Lebuhraya di Dalam Bandar”, di sini, malam tadi.

Mengulas keperluan semasa, Mohd Hadzmir berkata, pembinaan lebuhraya dalam bandar masih kritikal susulan peningkatan jumlah kenderaan dan tahap kesesakan yang tinggi.

“Rangkaian jalan di bandar kini semakin sesak dengan aliran trafik harian dianggarkan antara 5.5 juta hingga enam juta kenderaan,” katanya.

Beliau berkata, pertambahan kenderaan baharu turut memberi tekanan kepada kapasiti jalan sedia ada, dengan kira-kira 600,000 kenderaan baharu didaftarkan tahun lalu.

“Jika tiada penambahan lebuhraya, kapasiti jalan sedia ada tidak lagi mencukupi untuk menampung pertambahan kenderaan ini,” katanya.

Dalam pada itu, beliau menjelaskan, pembangunan lebuhraya dilaksanakan melalui model kerjasama awam-swasta (PPP), di mana kos pembinaan ditanggung oleh syarikat konsesi dan dipulangkan melalui kutipan tol.

Bagaimanapun, beliau mengakui, pembinaan lebuhraya bukan penyelesaian tunggal kepada kesesakan jangka panjang dan perlu disokong dengan penggunaan pengangkutan awam.

“Dalam jangka panjang, kesesakan masih boleh berlaku walaupun lebuhraya dibina. Justeru, pengguna digalakkan menggunakan pengangkutan awam seperti LRT (Light Rail Transit) dan MRT (Mass Rapid Transit) bagi mengurangkan kesesakan,” katanya.

Sementara itu, Ketua Pegawai Eksekutif Divisyen Tol IJM Corporation Bhd, Chua Lay Hoon berkata, rakyat Malaysia masih bergantung kepada kenderaan persendirian, sekali gus menuntut penambahbaikan berterusan infrastruktur jalan raya.

“Dengan pertambahan kenderaan yang berterusan, ketiadaan pembangunan lebuhraya baharu berkemungkinan memburukkan lagi kesesakan,” katanya.

Beliau berkata, pembangunan lebuhraya bukan sahaja memenuhi keperluan semasa pengguna, malah menyokong pertumbuhan ekonomi dan sosial secara menyeluruh.

IN BRIEF

Bank Negara
fines Aeon Credit

KUALA LUMPUR: Bank Negara Malaysia has fined Aeon Credit Service (M) Bhd RM520,000 for failing to comply with targeted financial sanctions. The central bank said the fine was imposed on April 6 after breaches identified by the bank following an on-site supervisory examination on Aeon Credit, which revealed that a specified entity listed under the Domestic List was onboarded as its customer. "These breaches were attributed to a lack of staff oversight and a gap in Aeon Credit's standard operating procedure," it said.

Mydin: AI a boost
for retailers

KUALA LUMPUR: Artificial intelligence (AI) is a powerful tool for retailers seeking to manage rising operating costs, with potential savings of up to 30 per cent in certain processes, Mydin Mohamed Holdings Bhd director Malik Murad Ali said. Retailers are facing mounting cost pressures, particularly from labour and supply chain expenses, as transport and operating costs continue to rise. To mitigate these challenges, Malik said AI is helping firms optimise operations, improve productivity and preserve profit margins without having to pass on additional costs to consumers.

Yinson Production
names new vessel

KUALA LUMPUR: Yinson Production has reached a milestone with the naming of its floating storage and offloading vessel FSO PTSC Lac Da Vang ahead of its deployment to the Lac Da Vang project offshore Vietnam. The vessel was contracted by Murphy Cuu Long Bac Oil Co Ltd, a Murphy Oil Corp unit, to provide storage and offloading services for the Lac Da Vang field. "The contract has a firm period of 10 years with an option to extend for up to an additional five years," it said.

NEW PANTAI EXPRESSWAY EXTENSION

'NPE 2 REMAINS ON TRACK'

Construction cost increases from Mideast conflict remain manageable, says IJM

NABIHA SAFIAN
KUALA LUMPUR
bt@nst.com.my

IJM Corp Bhd says it is keeping a close watch on potential construction cost increases stemming from the Middle East conflict, although the impact on its New Pantai Expressway Extension (NPE 2) project remains manageable.

IJM chief executive officer (Toll Division) Chua Lay Hoon said prices had risen since the conflict intensified, but the company had been able to absorb the increases while working with contractors to manage costs.

"Prices have increased since the war started. At the moment, we are able to absorb the increases and manage the situation. We hope the prices will stabilise by the time future works are carried out," she said after a media briefing on NPE 2 yesterday.

Chua said IJM may engage with relevant stakeholders should cost pressures worsen, noting that a significant portion of the current work is being executed under contracts awarded before the latest geopolitical flare-up.

The project carries an estimated construction cost of RM1.4 billion, with a total development budget of RM1.7 billion.



(From left) IJM Corp Bhd chief executive officer (Toll Division) Chua Lay Hoon with Engineering, Maintenance and Traffic Central Support Unit head Azarulizam Ismail and New Pantai Expressway Extension project senior project manager Ivan Tan Chee Yen at a media briefing in Kuala Lumpur yesterday. BERNAMA PIC

Despite concerns over global supply chains and material costs, the project remains on schedule for completion by Oct 15, 2029.

Chua said its overall project progress had reached six per cent, with work focused largely on design and engineering activities.

Physical construction commenced about only a month ago, marking the transition into the next phase of development.

Once completed, NPE 2 is expected to improve connectivity and ease congestion along key routes in the Klang Valley.

She said IJM is prioritising critical sections of the alignment, particularly along the congested Kuchai Lama corridor, with the aim of completing parts of the stretch ahead of the overall project schedule.

"The Kuchai Lama section is

one of the critical areas that we are prioritising. Under our current programme, we are targeting to complete this stretch earlier, within about two years."

NPE 2 will comprise a 6.4km mainline highway, stretching to 15.9km when directional ramps are included, connecting the Pantai Dalam Toll Plaza to the Jalan Istana Interchange via Jalan Syed Putra.

Once completed, the new route is expected to divert around 40 per cent of vehicles using Jalan Bangsar, providing relief to one of Kuala Lumpur's busiest corridors.

NPE 2 is projected to cut travel times by as much as 25 minutes during peak hours.

The extension will enhance connectivity between the existing NPE, the Sungai Besi Expressway and the proposed Istana-

Kiara Expressway, creating a more integrated road network across the Klang Valley.

To minimise disruption during the construction of the elevated highway, Chua said mitigation measures, including safe work zones, erosion and sediment control plans, as well as dust, noise and vibration management, will be implemented throughout the construction period.

"A large-scale infrastructure project, such as the NPE 2, may cause temporary inconvenience.

"Every lane closure and traffic diversion has been planned to ensure public safety and traffic optimisation.

"Continuous safety monitoring will be carried out through smart cameras, safety personnel, traffic control measures and emergency response teams."

NPE 2 to support
MLFF, says IJM

KUALA LUMPUR: The New Pantai Expressway Extension (NPE 2) project has been designed to support a future multi-lane free flow (MLFF) tolling system, although rollout remains subject to government policy.

IJM Corp Bhd chief executive officer (Toll Division) Chua Lay Hoon said yesterday that MLFF design provisions have been incorporated into the project.

"However, implementation will depend on government policy

and future decisions," she said at a briefing on NPE 2.

Chua said that with completion scheduled for 2029, the four-year construction period gives IJM time to monitor government plans before deciding on toll infrastructure.

The highway has been designed without conventional toll plazas and traffic islands, allowing a seamless transition to MLFF if it is approved.

The approach is expected to

improve traffic flow and reduce toll-related bottlenecks.

If MLFF is not implemented by the time the highway opens, IJM will assess alternative tolling arrangements.

NPE 2 involves the construction of a 6.4km mainline alignment, or 15.9km including directional ramps, linking Pantai Dalam Toll Plaza to Jalan Istana Interchange via Jalan Syed Putra.

The highway is expected to divert about 40 per cent of traffic along Jalan Bangsar, easing congestion and reducing travel times by up to 25 minutes during peak periods.

The project will strengthen connectivity between the existing NPE, the Sungai Besi Expressway and the proposed Istana-Kiara Expressway, in line with the Kuala Lumpur Traffic Master Plan 2040.

STRAITS TIMES

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KERJA PEMBINAAN NPE 2 BERMULA: KESELAMATAN PENGGUNA JADI KEUTAMAAN



Lay Hoon (kiri) melihat lakaran plan lokasi berkaitan Projek Sambungan NPE 2 di sini pada Rabu.

KUALA LUMPUR - Projek Sambungan Lebuhraya Baru Pantai (NPE 2) yang menelan belanja RM1.7 bilion direka bentuk dengan mengambil kira pelaksanaan sistem kutipan tol tanpa palang (MLFF).

Ketua Pegawai Eksekutif Divisyen Tol IJM Corporation Berhad (IJM), Chua Lay Hoon berkata, reka bentuk plaza tol bagi projek itu sememangnya disediakan bagi menyokong pelaksanaan sistem itu pada masa depan.

Bagaimanapun, katanya, lebuhraya itu masih boleh menggunakan sistem tol sedia ada sekiranya pelaksanaan teknologi itu belum dimuktamadkan menjelang projek siap pada 2029.

"Reka bentuk projek memang telah mengambil kira pelaksanaan MLFF, namun ia bergantung kepada keputusan kerajaan pada masa akan datang.



CORPORATE NEWS

SATURDAY, 28 MARCH 2026 | 7.20AM

NPE 2 DIJANGKA JANA EKONOMI BERNILAI RM5.6 BILION



KETUA Pegawai Eksekutif Divisyen Tol IJM, Chua Lay Hoon.

KUALA LUMPUR: Projek Sambungan Lebuhraya Baru Pantai (NPE2) dijangka menjana ekonomi bernilai RM5.6 bilion khususnya dalam meningkatkan kecekapan mobiliti, merangsang pembangunan hartanah serta membuka peluang pekerjaan merentasi pelbagai sektor.

PengurusanProjek

Ketua Pegawai Eksekutif Divisyen Tol IJM, Chua Lay Hoon berkata, projek itu bukan sahaja memberi impak kepada sektor pembinaan, namun menyumbang kepada rangkaian nilai yang lebih luas termasuk penyedia perkhidmatan, teknologi dan penyelenggaraan infrastruktur. Katanya, projek yang bernilai RM1.7 bilion termasuk kos pengambilan tanah dijangka siap pada hujung 2029.

“Sepanjang tempoh pembinaan, projek model kerjasama Awam – Swasta (PPP) yang dibiayai sepenuhnya oleh NPE akan mewujudkan lebih 1,000 peluang pekerjaan, melibatkan tenaga kerja kontraktor, jurutera serta pembekal bahan binaan.

“Selepas siap, sekitar 100 hingga 200 pekerjaan tambahan akan diwujudkan bagi operasi dan penyelenggaraan lebuhraya termasuk perkhidmatan keselamatan, pengendali operasi dan penyelenggaraan dan pengurusan trafik,” katanya kepada Utusan Malaysia.

Selain itu, Lay Hoon berkata, pembangunan kemudahan seperti stesen pengecasan kenderaan elektrik (EV) berkelajuan tinggi turut dirancang, selari dengan peralihan negara ke arah mobiliti hijau.

“Kemudahan ini dijangka meningkatkan daya tarikan lebuhraya kepada pengguna moden, termasuk pemilik kenderaan elektrik,” katanya.

PerancangTrafik & Laluan

Menurut beliau, pembinaan lebuhraya ini dijangka akan menyurai trafik dan mengurangkan kesesakan trafik di sekitar Pantai Dalam dan Bangsar dan berperanan sebagai pemangkin kepada pertumbuhan aktiviti komersil dan ekonomi.

“Kesesakan yang berpanjangan mungkin akan menjejaskan aktiviti ekonomi dan sosial di persekitaran jajaran lebuhraya serta mengurangkan produktiviti.

“Dengan aliran trafik yang lebih lancar, perniagaan berpotensi berkembang dengan lebih efisien, sekali gus menarik lebih ramai pelanggan dan pelaburan ke kawasan terlibat,” katanya.

Menurut beliau, NPE 2 juga dijangka merangsang pembangunan hartanah dan komersial di sepanjang jajaran lebuhraya tersebut.

“Pemaju dilihat cenderung untuk membangunkan projek berhampiran akses lebuhraya kerana ia meningkatkan nilai hartanah serta kebolehcapaian

“Akses terus ke lebuhraya sering menjadi faktor utama dalam menentukan harga dan daya tarikan sesuatu pembangunan, menjadikan projek ini signifikan dalam merancakkan sektor hartanah,” katanya.

Dari sudut kewangan, jelasnya, projek ini melibatkan rundingan kos yang teliti selepas reka bentuk dimuktamadkan, termasuk penilaian jajaran, kapasiti lorong dan struktur lebuhraya.

“Tempoh rundingan boleh mengambil masa yang panjang bagi memastikan kos projek tepat dan berdaya maju.

“Pulangan pelaburan (ROI) dan struktur konsesi adalah tertakluk kepada kelulusan kerajaan, termasuk Kementerian Kerja Raya, Unit Kerjasama Awam Swasta (UKAS) dan Kementerian Kewangan,” katanya.

Lay Hoon berkata, antara cabaran utama projek ialah risiko kelewatan pembinaan yang disebabkan isu pengambilan tanah yang boleh menyebabkan peningkatan kos pembinaan serta kerugian hasil.

PengurusanProjek.

Sehubungan itu, pihak konsesi menyasarkan tempoh pembinaan sekitar empat tahun, dengan usaha berterusan untuk memastikan setiap fasa berjalan mengikut jadual,” katanya.

NPE 2 akan dilengkapi teknologi moden seperti kamera pintar, sistem pemantauan trafik masa nyata dan sistem lampu jalan pintar.

Teknologi ini bukan sahaja meningkatkan keselamatan lebuhraya dan pengguna lebuhraya, malah membantu analisis aliran trafik bagi pengurusan lebuhraya yang lebih efisien.



CORPORATE NEWS

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PROJEK NPE 2 BAKAL KURANGKAN KESESAKAN DI KL



KETUA Pegawai Eksekutif Divisyen Tol IJM, Chua Lay Hoon.

KUALA LUMPUR: Projek sambungan Lebuhraya Baru Pantai (NPE 2) bernilai RM1.7 bilion yang melibatkan laluan utama sepanjang 6.4km atau 15km keseluruhan termasuk tanjakan dari Plaza Tol Pantai Dalam ke Jalan Istana dijangka siap dan mula beroperasi pada 2029.

Menteri Kerja Raya Alexander Nanta Linggi berkata projek yang merupakan sebahagian daripada Pelan Induk Trafik Kuala Lumpur 2040 itu direka bentuk bagi menyuraikan kesesakan di koridor Pantai Dalam-Bangsar-Mahameru.

“Apabila siap kelak iaitu dijangka dalam tempoh 48 bulan, pengguna berupaya menjimatkan hingga 25 minit masa perjalanan dari Bangsar/Mid Valley ke Subang Jaya dengan peningkatan tahap perkhidmatan jalan.

“Selain itu, projek ini dijangka merancakkan pertumbuhan ekonomi setempat di kawasan Pantai Dalam, Bangsar dan Lembah Pantai, serta membuka peluang baharu dalam sektor perumahan, komersial dan perkhidmatan,” katanya.

Nanta berkata demikian dalam ucapan perasmian sewaktu menyempurnakan Majlis Pecah Tanah Projek NPE 2 di Plaza Tol Pantai Dalam hari ini.

Nanta berkata kos pembangunan projek NPE 2 dibiayai sepenuhnya oleh New Pantai Expressway Sdn Bhd, iaitu anak syarikat milik penuh IJM Corporation Berhad (IJM), tanpa beban kewangan kepada kerajaan.

“Ini merupakan contoh terbaik kerjasama Awam-Swasta (PPP) dalam pembangunan infrastruktur mampan,” katanya.

Ditanya mengenai perkembangan terkini pelaksanaan sistem kutipan tol Aliran Bebas Pelbagai Lorong (MLFF) pada sesi sidang media, Nanta berkata setakat ini sebanyak enam syarikat telah menyatakan minat untuk membida bagi projek berkenaan.

“Pelaksanaan sistem itu akan dibuat melalui perniagaan ke perniagaan (B2B) dengan syarikat penyedia perkhidmatan berkaitan diberi peluang untuk berbincang dan berurusan terus dengan syarikat konsesi lebuhraya bertol sedia ada.

“Dari segi kriterianya, kita mahu sistem yang terbaik dan efisien termasuk melibatkan penggunaan kecerdasan buatan (AI) dengan yang utamanya menjurus kepada memastikan pengguna dapat menikmati perjalanan lebih selesa dan selamat,” katanya.

NPE 2 大道计划全面展开 耗时4年预计2029竣工



（吉隆坡12日讯）耗资17亿令吉的“新班底大道延伸计划”（NPE 2）项目工程已于近期展开，预计2029年竣工，2030年全面通车。

此项目由怡保工程（IJM）旗下新班底大道私人有限公司全额出资，旨在纾解吉隆坡交通拥堵并提升行车顺畅度。

公共工程部长拿督斯里亚历山大指出，全长6.4公里的NPE 2大道为高架设计，并设有多条“定向匝道”（directional ramps），连接现有班底达南收费站至王宫路交界处。

“此延伸线属于《2040年吉隆坡交通总体规划》（PITKL 2040）的一部分，将进一步强化新班底大道（NPE）、新街场大道（BESRAYA）与即将建成的‘皇宫连贯公路’（LIKE）之间的交通连接。”

他表示，该项目将贯通班底达南-孟沙-马哈美鲁（Pantai Dalam-Bangsar-Mahameru）交通走廊至市中心，预料带来积极的经济效益，促进如班底中央公园（Pantai Sentral Park）、班底达南及孟沙南城等周边地区的发展。

“目前从班底至孟沙的路段每日车流量约达20万辆。”

“完工后，NPE 2预计可分流约40%的孟沙路车流，减轻前往市中心的拥堵，并将服务等级从E/F提升至C/D级。”

他补充，从孟沙或谷中城至梳邦再也的车程预计可节省约25分钟。



亚历山大是在今日“新班底大道延伸计划”动土仪式上，如是指出。与会嘉宾还包括了工程副秘书长拿督沙基里、IJM首席执行官兼董事经理拿督李振辉、IJM非执行董事丹斯里陈文成、马来西亚大道局副局长拿督斯里娜卓法芝拉、大道局董事拿督蔡智勇及IJM收费部门首席营运员蔡丽红。

亚历山大表示，项目此前已获得多项政府批准与协议，内阁于今年5月批准该项目，并于8月由工程与NPE公司签署补充特许协议（SCA）。

他说，项目由工程与马来西亚大道局合作推动，并获得财政部、吉隆坡市政局及环境局等多个联邦、州及地方单位支持，确保协调与执行顺畅。

“工程已于近期展开，预计需时约48个月，即大约4年后可投入运作。”

与此同时，李振辉指出，此项目仅需约5%的土地征用，最大限度减少对现有产业的影响。“施工期间将实施全面的交通与安全管理计划，确保安全并降低对社区的干扰。”

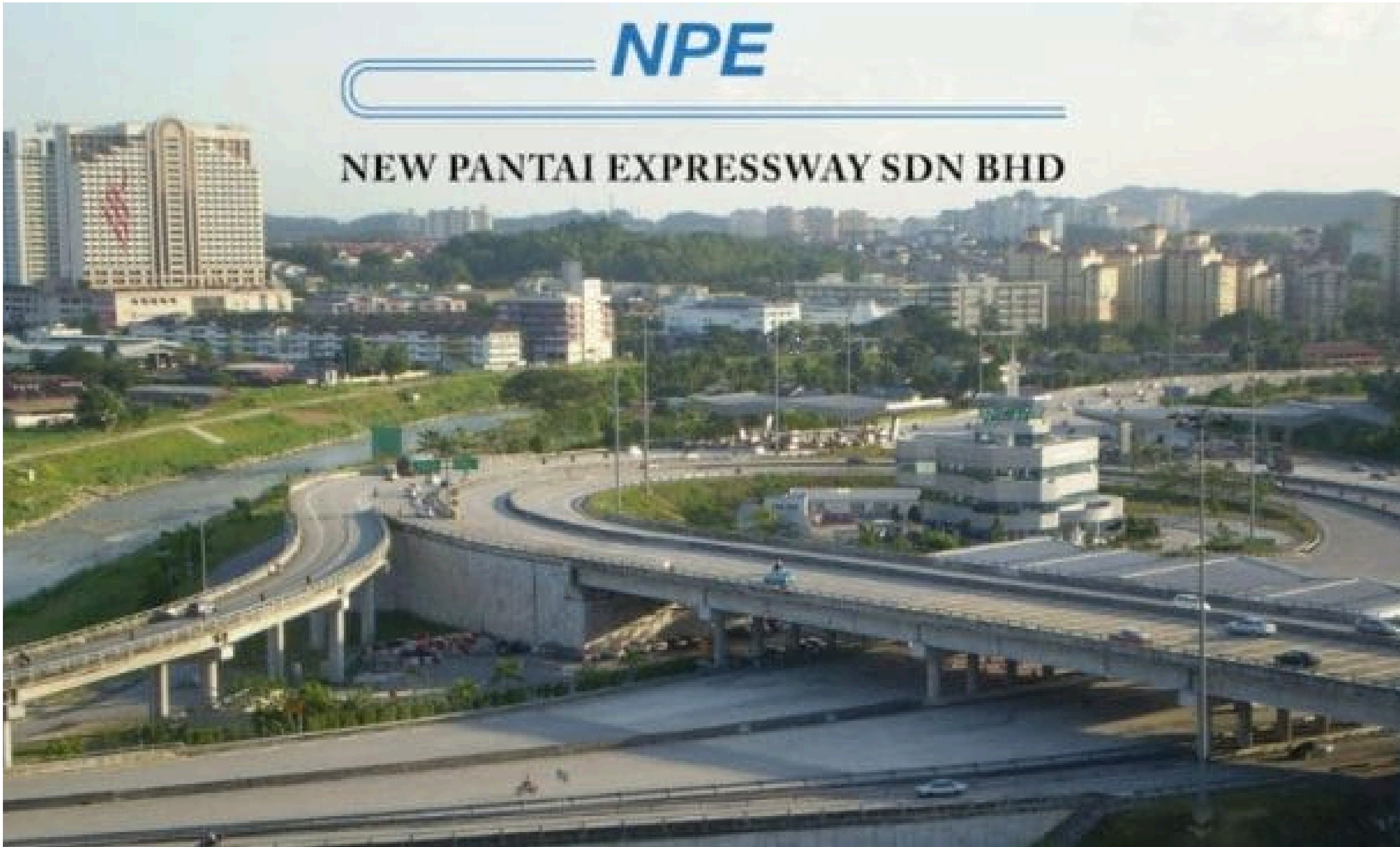
亚历山大指出，该项目由NPE公司全额资金筹措与执行，无需任何政府拨款。

“作为一项‘公私合作伙伴’（PPP）自筹资金计划，并以‘使用者付费’原则实施，NPE 2成为私营部门如何推动造福公众之基础设施建设的典范。”

“此举不仅强化城市基础设施，也有助于带动地方经济、改善社区福祉，并加速‘昌明大马’（Malaysia MADANI）的均衡与永续发展目标。”



GROUNDBREAKING FOR RM1.7 BILLION NPE 2 PROJECT TO EASE KUALA LUMPUR CONGESTION



The RM1.7 billion New Pantai Expressway Extension (NPE 2) project, spanning 6.4 km along the main route and 15 km including directional ramps, officially kicked off at Pantai Dalam Toll Plaza today.

Works Minister Datuk Seri Alexander Nanta Linggi said the project, which connects Pantai Dalam Toll Plaza to Jalan Istana, is expected to be completed and operational by 2029. The initiative is part of the Kuala Lumpur Traffic Master Plan 2040 and aims to alleviate congestion along the Pantai Dalam-Bangsar-Mahameru corridor.

“Once completed in 48 months, motorists could save up to 25 minutes when travelling from Bangsar or Mid Valley to Subang Jaya, thanks to improved road service levels,” he said during the ceremony.

Nanta noted that the highway would also stimulate local economic growth in Pantai Dalam, Bangsar, and Lembah Pantai, while creating new opportunities in housing, commerce, and services.

The project will be fully funded by New Pantai Expressway Sdn Bhd, a wholly owned subsidiary of IJM Corporation Berhad, ensuring no financial burden on the government.



“This is a prime example of a successful public-private partnership in sustainable infrastructure development,” Nanta said.

Regarding the Multi-Lane Free Flow (MLFF) toll collection system, Nanta revealed that six companies had expressed interest in bidding. The government plans to implement the AI-driven MLFF system on a business-to-business basis, allowing service providers to engage directly with existing highway concessionaires to ensure smoother and safer journeys for road users.