

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST

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### 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST

Statements contained in this section that are not historical facts may be forward-looking statements. Such statements are based on the assumptions set forth in this section and are subject to certain risks and uncertainties which could cause actual results to differ materially from those estimated and forecasted. Under no circumstances should the inclusion of such information herein be regarded as a representation, warranty or prediction with respect to the accuracy of the underlying assumptions by any of the Trust, the Trustee-Manager, the Selling Unitholder, the Principal Adviser, the Lead Bookrunner, the Joint Bookrunners, the Managing Underwriter and the Joint Underwriters, or any other person that the underlying assumptions will materialise, or that these results will be achieved or are likely to be achieved (please refer to the Section on “Forward-looking Statements” and Section 5 “Risk Factors” of this Prospectus for further details). Investors in the IPO Units are cautioned not to place undue reliance on these forward-looking statements which are made only as at the date of this Prospectus.

**None of the Trust, the Trustee-Manager, the Selling Unitholder, the Principal Adviser, the Lead Bookrunner, the Joint Bookrunners, the Managing Underwriter and the Joint Underwriters or any other person guarantees the performance of the Trust, the payment of capital or the payment of any distributions, or any particular return on the Units.**

The financial year end of the Trust is 31 December.

For clarity, upon formation of the Trust Group, the consolidated statement of comprehensive income and cash flow of the Trust Group for Estimate Year 2023 will be prepared based on the accounting principles and accounting standards to be adopted by the Trust then.

Notwithstanding the above, the Trust Group’s statement of comprehensive income and statement of cash flow for Estimate Year 2023 set out in Section 16 were prepared on a combined basis to reflect the performance of the Concession Companies, assuming the Pre-IPO Acquisition has been completed on 31 December 2023. Accordingly, the Profit and Cash Flow Estimate for Estimate Year 2023 has not been prepared on the basis and accounting principles of business trust mentioned in the preceding paragraph.

In summary, the statement of comprehensive income and statement of cash flow for Estimate Year 2023 was prepared on a combined basis and the statement of comprehensive income and statement of cash flow for Forecast Year 2024 was prepared on a consolidated basis.

The forecasted yield in Forecast Year 2024 stated in the following table(s) are calculated based on:

- the Retail Price of RM[●] per Unit; and
- the assumption that the Unitholders will be entitled to distributions from 1 January 2024.

Such yield will vary accordingly for investors who purchase Units in the secondary market at a market price that differs from the Retail Price.

The DPU for Forecast Year 2024 is calculated on the assumption that the IPO Units are issued on 1 March 2024 and are eligible for distributions arising from operations from 1 January 2024 to 31 December 2024. For the avoidance of doubt, we wish to highlight that there is no distribution made from the Trust in the Estimate Year 2023 as the Trust Group is expected to be formed on 31 December 2023.

The profit and cash flow estimate and forecast are based on the assumptions set out below and have been examined by the Reporting Accountants. Investors should read the whole of this “Profit and Cash Flow Estimate and Forecast” section together with the Reporting Accountants’ Reports on the Profit Estimate and Forecast of the Prolintas Infra BT and its subsidiaries for the FYE 2023 and FYE 2024 and Reporting Accountants’ Reports on the Cash Flow Estimates and Forecast of the Prolintas Infra BT and its subsidiaries for the FYE 2023 and FYE 2024 as set out in Annexure A(i) and Annexure A(ii) of this Prospectus respectively, as well as the other assumptions and the sensitivity analysis set out in this section of the Prospectus.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### 16.1 COMBINED STATEMENT OF COMPREHENSIVE INCOME FOR ESTIMATE YEAR 2023 AND CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME FOR FORECAST YEAR 2024

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
Revenue	317,560	306,879
Construction costs	(6,200)	(2,200)
Other income	7,982	8,041
Staff costs	(8,629)	(24,045)
Amortisation of highway development expenditure	(43,682)	(43,983)
Impairment loss on highway development expenditure <sup>(1)</sup>	(124,244)	-
Other operating expenses	(88,654)	(77,418)
Trustee-Manager fee	-	(8,000)
Trust expenses	-	(500)
<b>Profit from operations</b>	<b>54,133</b>	<b>158,774</b>
Finance costs	(145,177)	(132,507)
<b>(Loss)/profit before tax</b>	<b>(91,044)</b>	<b>26,267</b>
Income tax expense	(169,061)	(18,072)
<b>(Loss)/profit for the financial year, representing total comprehensive (loss)/income for the financial year</b>	<b>(260,105)</b>	<b>8,195</b>

For clarity, upon formation of the Trust Group, the consolidated statement of comprehensive income of the Trust Group for Estimate Year 2023 will be prepared based on the accounting principles and accounting standards to be adopted by the Trust then.

Notwithstanding the above, the Trust Group's statement of comprehensive income for Estimate Year 2023 set out in Section 16 were prepared on a combined basis to reflect the performance of the Concession Companies, assuming the Pre-IPO Acquisition has been completed on 31 December 2023. Accordingly, the statement of comprehensive income for Estimate Year 2023 has not been prepared on the basis and accounting principles of business trust mentioned in the preceding paragraph.

Had the consolidated statement of comprehensive income for Estimate Year 2023 been prepared, the amounts would be as follows:

	Estimate Year 2023
	(RM'000)
Pre-acquisition (loss)	(65,762)
Post-acquisition (loss)	(115)

**Note:**

(1) Impairment loss on highway development expenditure will not be reflected in consolidated statement of comprehensive income as it will be reflected as fair value recognition upon completion of acquisition.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### 16.2 COMBINED STATEMENT OF CASH FLOW FOR ESTIMATE YEAR 2023 AND CONSOLIDATED STATEMENT OF CASH FLOW FOR FORECAST YEAR 2024

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
<b>Cash flows from operating activities</b>		
Cash receipts from toll collection	292,409	302,080
Receipts from expressway ancillary facilities	2,305	2,347
Government compensation received	100,372	49,298
Payment to suppliers, contractors, employees, related companies and for other operating expenses	(143,930)	(94,533)
Payment to suppliers for construction of lane widening and interchange	(27,500)	(34,715)
Finance cost paid	(127,009)	(120,409)
Trustee-Manager fees	-	(8,000)
Trust expenses	-	(500)
Income tax paid	(14,176)	(15,561)
<b>Net cash generated from operating activities</b>	<b>82,471</b>	<b>80,007</b>
<b>Cash flows from investing activities</b>		
Income received from other investments and deposits with licensed banks	7,982	8,041
Payment for highway development expenditure	(11,736)	(2,200)
Proceeds from redemption of other investments	36,985	-
Advances repay to immediate holding company	(46,102)	-
<b>Net cash (used in)/generated from investing activities</b>	<b>(12,871)</b>	<b>5,841</b>
<b>Cash flows from financing activities:</b>		
Drawdown of financing	2,325,050	24,578
Repayment of borrowings	(127,635)	-
Debt refinancing	(2,200,310)	-
Issuance expenses incurred	(6,750)	-
Listing expenses incurred	-	(9,480)
Distribution paid to unitholders	-	(33,000)
<b>Net cash used in financing activities</b>	<b>(9,645)</b>	<b>(17,902)</b>
<b>Net increase in cash and cash equivalents</b>	<b>59,955</b>	<b>67,946</b>
<b>Cash and cash equivalents at beginning of the year</b>	<b>312,882</b>	<b>372,837</b>
<b>Cash and cash equivalents at end of the year</b>	<b>372,837</b>	<b>440,783</b>

For clarity, upon formation of the Trust Group, the consolidated statement of cash flow of the Trust Group for Estimate Year 2023 will be prepared based on the accounting principles and accounting standards to be adopted by the Trust then.

Notwithstanding the above, the Trust Group's statement of cash flow for Estimate Year 2023 set out in Section 16 were prepared on a combined basis to reflect the performance of the Concession Companies, assuming the Pre-IPO Acquisition has been completed on 31 December 2023. Accordingly, the statement of cash flow for Estimate Year 2023 has not been prepared on the basis and accounting principles of business trust mentioned in the preceding paragraph.

Had the consolidated statements of cash flow been prepared, the amounts would be as follows:

- Cash and cash equivalents at beginning of the estimate year 2023 (only SILK Co, as deemed acquirer): RM 124.390 million
- The cash and cash equivalents at the end of the Estimate Year 2023 remained the same.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### 16.3 RECONCILIATION OF THE TRUST GROUP'S PROFIT AFTER TAX TO EBITDA

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
(Loss)/profit before tax	(91,044)	26,267
Adjusted for:		
Add: Finance cost	145,177	132,507
Add: Amortisation of highway development expenditure	43,682	43,938
Add: Impairment of highway development expenditure	124,244	-
Less: Amortisation of deferred income	(18,065)	-
Less: Other income	(7,982)	(8,041)
Add: Listing expense	-	9,480
<b>EBITDA</b>	<b>196,012</b>	<b>204,151</b>
EBITDA margin (%)	61.7%	66.5%

### 16.4 RECONCILIATION OF THE TRUST GROUP'S PROFIT BEFORE TAX TO DISTRIBUTION

	Forecast Year 2024
	(RM'000)
Profit before tax	26,267
<b>Adjusted for:</b>	
Add: Amortisation of highway development expenditure	43,983
Add: Unwinding discount in relation to lane widening on SILK and construction of Strathairlie Interchange on GCE	10,756
Less: Income tax paid	(15,561)
Less: Capital expenditure for upgrading and development works which is not funded by debt/Islamic financing (including lane widening on SILK and construction of Strathairlie Interchange on GCE)	(12,337)
Add: Listing expenses	9,480
<b>Distributable Amount</b>	<b>62,588</b>
Add: Utilisation of existing cash balance of the Trust Group	3,412
<b>Distributions</b>	<b>66,000</b>

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## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### 16.5 RECONCILIATION OF DISTRIBUTION PAID IN CURRENT YEAR TO DISTRIBUTION ATTRIBUTABLE FOR THE YEAR

	<b>Forecast Year 2024</b>
	<b>(RM'000)</b>
Distribution to Unitholders paid in current year (i.e., FYE 2024)	33,000
Add: Distribution to be paid in the next year (i.e., FYE 2025) in relation to FYE 2024 distribution period	33,000
<b>Distribution to Unitholders attributable for Forecast Year 2024</b>	<b>66,000</b>

### 16.6 FORECASTED YIELD BASED ON RETAIL PRICE

The projected yield stated in the following table are calculated based on the Retail Price and the indicative listing date on 1 March 2024. Such yields will vary accordingly in relation to investors who purchase the Units in the secondary market at a market price that differs from the Retail Price or to investors who do not hold the Units for the whole of Forecast Year.

	<b>Forecast Year 2024</b>
Retail Price (RM per Unit)	<b>[•]</b>
Distribution to Unitholders (RM'000)	66,000
Number of units ('000)	1,100,000
Distribution per Unit (RM sen)	<b>[•]</b>
Indicative distribution yield per Unit	<b>[•]%</b>

### 16.7 BASES AND ASSUMPTIONS

The Profit and Cash Flow Estimate and Forecast have been prepared for illustrative purposes, on the bases and accounting principles consistent with those adopted in the preparation of the financial statements of the Trust Group. The financial year end of the Trust is 31 December. The Profit and Cash Flow Estimate and Forecast have been prepared on the assumption that:

- the Pre-IPO Acquisition as set out in Section 6.1.8(i) of this Prospectus is completed on 31 December 2023 and the Trust Group will be formed on 31 December 2023;
- the Islamic Financing as set out in Section 6.1.8(ii) of this Prospectus is completed on 31 December 2023;
- the conditions precedent for the respective SCAs 2022 as set out in Annexure C of this Prospectus have been met and the effective date for the respective SCAs 2022 is on 31 December 2023;
- the Pre-IPO Reorganisation as set out in Section 6.1.8(iii) of this Prospectus is completed on 31 December 2023; and
- the Listing of Prolintas Infra BT on the Main Market of Bursa Securities is completed in March 2024.

The Trustee-Manager has prepared the Profit and Cash Flow Estimate and Forecast based on the material bases and assumptions listed below. The Trustee-Manager considers these bases and assumptions to be appropriate and reasonable as at the LPD. However, investors should consider these bases and assumptions, and the associated risks (as set out in Section 5 of this Prospectus) for the Profit and Cash Flow Estimate and Forecast and make their own assessment of the future performance of the Trust.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### A. ASSUMPTIONS OF COMBINED STATEMENT OF COMPREHENSIVE INCOME FOR ESTIMATE YEAR 2023 AND CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME FOR FORECAST YEAR 2024

#### (1) Revenue

The Trust Group's revenue comprises the following:

	Note	Estimate Year 2023		Forecast Year 2024	
		(RM'000)	%	(RM'000)	%
Toll collection revenue	(i)	290,990	91.6	302,332	98.5
Amortisation of deferred income	(ii)	18,065	5.6	-	-
Non-toll revenue	(iii)	2,305	0.8	2,347	0.8
Construction revenue	(iv)	6,200	2.0	2,200	0.7
<b>Total</b>		<b>317,560</b>	<b>100.00</b>	<b>306,879</b>	<b>100.00</b>

#### (i) Toll collection revenue

The Concession Companies operate via open toll system where road users are charged fixed toll rates according to their vehicle classes regardless of travelling distance. The toll revenue is recognised as and when the toll is charged for the usage of the highways based on gazetted toll rates as stipulated in SCAs 2022. The toll revenue is recognised after deducting the commission charged by Touch 'n Go Sdn Bhd.

The toll collection revenue, which is a function of traffic volume and Gazetted Toll Rates for the financial years indicated is as set out below:

Concession Companies	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
AKLEH Co	30,993	32,010
GCE Co	88,479	92,314
LKSA Co	41,774	43,615
SILK Co	129,744	134,393
<b>Total</b>	<b>290,990</b>	<b>302,332</b>

The following are the key drivers for toll collection revenue:

#### a. Traffic volume

Perunding Trafik Klasik Sdn Bhd was engaged to prepare the traffic study in its capacity as the Traffic Consultant. The traffic volume projections for each Highway based on the key bases and assumptions as set out in the Traffic Consultant's Report in Section 18 of this Prospectus for the Estimate Year 2023 and Forecast Year 2024, are as follows:

The traffic volume projections for each Highway based on the key bases and assumptions as set out in the Traffic Consultant's Report for the Estimate Year 2023 and Forecast Year 2024 are as follows:

	Estimate Year 2023	Forecast Year 2024
Highways	Annual average daily traffic volume (AADT)	
AKLEH	40,145	41,349
GCE	123,537	128,530
LKSA	84,818	88,374
SILK	203,764	210,497
<b>Total</b>	<b>452,264</b>	<b>468,750</b>

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

The vehicle composition by vehicle classes adopted in the traffic volume projections for the Estimate Year 2023 and Forecast Year 2024 is based on the actual vehicle composition crossing the respective toll plazas for FYE 2022 as set out below:

<b>Toll plaza</b>	<b>Class 1</b>	<b>Class 2</b>	<b>Class 3</b>	<b>Class 4</b>	<b>Class 5</b>
<b><u>AKLEH</u></b>					
Datuk Keramat Toll Plaza	98.57%	0.37%	0.02%	0.90%	0.14%
<b><u>GCE</u></b>					
Lagong Toll Plaza	93.00%	3.60%	2.90%	0.30%	0.20%
Elmina Toll Plaza	89.20%	5.70%	4.60%	0.30%	0.20%
Bukit Jelutong Toll Plaza	89.70%	5.50%	4.30%	0.30%	0.20%
<b><u>LKSA</u></b>					
Alam Impian Toll Plaza	95.20%	3.40%	0.80%	0.20%	0.40%
Sri Muda Toll Plaza	93.70%	3.50%	1.70%	0.30%	0.80%
<b><u>SILK</u></b>					
Sungai Balak Toll Plaza	95.00%	3.10%	1.30%	0.40%	0.20%
Sungai Ramal Toll Plaza	94.70%	3.00%	1.40%	0.40%	0.50%
Bukit Kajang Toll Plaza	94.10%	3.50%	1.90%	0.30%	0.20%
Sungai Long Toll Plaza	95.80%	3.00%	0.80%	0.20%	0.20%

### b. Toll rate

The toll rates assumed for the Estimate Year 2023 and Forecast Year 2024 charged to road users are based on the gazetted toll rates which are currently same as the toll rate stipulated in the respective SCAs 2022 as follows:

<b>Highways</b>	<b>Gazetted toll rates from 2023<sup>(1)</sup> to 2032, RM</b>				
	<b>Class 1</b>	<b>Class 2</b>	<b>Class 3</b>	<b>Class 4</b>	<b>Class 5</b>
AKLEH	2.13	7.00	10.50	1.53	1.28
GCE	1.75	3.80	5.70	0.83	1.29
LKSA (Alam Impian)	0.83	1.80	2.70	0.83	0.55
LKSA (Seri Muda)	1.56	3.40	5.10	0.83	1.10
SILK	1.66	3.60	5.40	0.83	0.92

#### **Note:**

(1) The toll rates were gazetted on 20 October 2022.

### (ii) Amortisation of deferred income

Amortisation of deferred income represents toll compensation for AKLEH highway received in advance which is amortised over the remaining concession period in accordance with the following formula:

$$\left[ \frac{\text{Actual traffic volume for the year}}{\text{(Forecast traffic volume over remaining concession period + Actual traffic volume for the year)}} \times \text{Opening carrying amount of deferred income income} \right]$$

As the compensation is received in advance in relation to the original concession agreement, the deferred income for the Estimate Year 2023 will continue to be amortised based on the remaining concession period of the original concession agreement of AKLEH Co (i.e., up until 2029).

Pursuant to the Pre-IPO Acquisition, the balance of deferred income of AKLEH Co will be eliminated upon consolidation of the Trust Group and accounting for the fair value of the HDE. Hence, there will no longer be any amortisation of deferred income arising from the advanced Government compensation received by AKLEH Co in Forecast Year 2024.

**(iii) Non-toll revenue**

Non-toll revenue includes rental income of billboard space, space rental for telco towers and rental from stall operators in rest service areas.

The non-toll revenue for each Highway for the Estimate Year 2023 and Forecast Year 2024 are as follows:

<b>Concession Companies</b>	<b>Estimate Year 2023 (RM'000)</b>	<b>Forecast Year 2024 (RM'000)</b>
AKLEH Co	414	414
GCE Co	998	1,014
LKSA Co	694	720
SILK Co	199	199
<b>Total</b>	<b>2,305</b>	<b>2,347</b>

Non-toll revenue is projected by the Trustee-Managers based on the revenue-sharing arrangement as stipulated in the service level agreement with PHSSB, a wholly-owned subsidiary of PLKH.

**(iv) Construction revenue**

The construction revenue is estimated and forecasted based on the approved capital expenditure plan prepared by the Trust Group's in-house engineers based on industry experience with projects that are of the same nature.

These revenues are mainly from projects such as construction works for the design, installation, testing and commissioning of RFID systems at toll plazas in GCE and SILK in Estimate Year 2023 and upgrading works for SILK lay-bys in Forecast Year 2024.

**(2) Construction costs**

The construction costs are estimated and forecasted based on the capital expenditure plan prepared by the Trust Group's in-house engineers based on industry experience with projects that are of the same nature.

**(3) Other income**

Other income is estimated and forecasted based on the historical 3-year average deposit balance of respective Concession Companies of the year (2023: RM238 million; 2024: RM241 million) multiplied by average actual profit rate of the year (2023: 3.35%; 2024: 3.34%). The other investments have been fully redeemed in March 2023. The average profit rate of 3.34% to 3.35% adopted for the estimation and forecast is based on actual average profit rate from the actual fixed deposit for the respective Concession Companies from 1 January 2023 to 30 June 2023.

**(4) Amortisation of HDE**

HDE comprises construction, development and upgrading expenditure incurred in relation to the Highways (including finance costs relating to the financing of the development of the Highways). HDE is stated at cost less amortisation and impairment losses.



HDE is amortised over the toll collection period under the intangible asset model based on a formula which directly relates to the traffic volume (both actual and expected), as follows:

$$\left[ \frac{\text{Actual traffic volume for the year}}{\text{(Forecast traffic volume over remaining concession period + Actual traffic volume for the year)}} \times \left[ \begin{array}{l} \text{(Opening net book value} \\ \text{+ Additions} \\ \text{during the year)} \end{array} \right] \right]$$

The computation of HDE is updated on an annual basis to incorporate actual and forecasted traffic volume for the year and remaining highway concession period.

On 12 October 2022, the Concession Companies entered into SCAs 2022 with the Government, whereby the toll rate structure was revised and with extended concession period. From 1 January 2023 onward, the Concession Companies are no longer entitled to receive toll compensation from the Government in view that the agreed toll rates pursuant to the SCAs 2022 and the gazetted toll rates are identical. The management has amortised its HDE based on the extended concession period pursuant to the SCAs 2022 as lower toll rates have been gazetted and no compensation was recognised starting from 1 January 2023.

#### (5) Impairment loss on HDE

The recoverable amounts of the cash generating unit have been determined based on value-in-use calculations using cash flow projections covering the extended concession period until 15 May 2037 for AKLEH and until 31 July 2062 for LKSA, based on the SCAs 2022.

The following describes each key assumption on which management has based its cash flow projections to undertake impairment testing on the concession intangible assets (i.e., HDE):

##### (i) Revenue

Revenue is based on the toll rates as stipulated in SCAs 2022. The projected traffic volume for the concession period is based on projections by an independent professional firm of traffic consultants in the projection study commissioned by the Concession Companies.

##### (ii) Discount rate

Value-in-use was determined by discounting the future cash flows generated by applying the discount rate of 7.8% (2022: 7.1%) for AKLEH Co and 8.1% (2022: 7.9%) for LKSA Co. The rate used to discount future cash flows is subject to change in economic conditions and is reviewed annually.

Based on the management's assessment, it is projected that AKLEH Co's and LKSA Co's HDE will incur a one-off impairment of RM75.4 million and RM48.8 million respectively for the Estimated Year 2023. This is due to the effect of the SCAs 2022, whereby, in consideration of the toll reduction, AKLEH and LKSA enjoyed relatively shorter concession extension (i.e., extended by 8 years and 15 years respectively) whereas GCE and SILK's concession periods were extended by 26 years and 25 years respectively. As a result, the expected cash flows for AKLEH and LKSA were below the value-in-use prior to the Toll Restructuring.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### (6) Staff costs and other operating expenses

The following table sets out the breakdown of staff costs and other operating expenses for the Estimate Year 2023 and Forecast Year 2024:

	Note	Estimate Year 2023 (RM'000)	Forecast Year 2024 (RM'000)
Staff costs	(i)	8,629	24,045
Highway repair and maintenance costs	(ii)	35,773	29,340
Toll management fees	(iii)	16,337	-
Management fees	(iv)	5,085	-
Corporate shared service fees	(v)	-	9,040
Provision for replacement cost	(vi)	3,248	2,928
Provision for road and pavement resurfacing cost	(vii)	5,676	5,085
Utilities	(viii)	7,262	7,517
Listing expenses	(ix)	-	9,480
Other expenses	(x)	15,273	14,028
<b>Total</b>		<b>97,283</b>	<b>101,463</b>

#### (i) Staff costs

Staff costs consist of salaries and wages of permanent and contract staff, employer's contribution to defined contribution plans, social security contributions, medical costs, training, and other staff-related expenses.

The estimated staff costs for Estimate Year 2023 is based on historical actual staff costs incurred. The forecasted staff costs for Forecast Year 2024 is forecasted based on the historical actual staff costs incurred with an adjustment for average Malaysia's inflation rate at 3.5% per annum. The forecasted staff costs in Forecast Year 2024 includes the assumption of additional headcount pursuant to the Pre-IPO Reorganisation whereby the relevant technical and operational employees from Turnpike i.e., the personnel that operate AKLEH Co, GCE Co and LKSA Co will be transferred to the Concession Companies to perform the relevant O&M Services in-house.

#### (ii) Highway repair and maintenance costs

	Estimate Year 2023 (RM'000)	Forecast Year 2024 (RM'000)
Operation overhead costs <sup>(1)</sup>	5,584	5,193
Engineering overhead costs <sup>(2)</sup>	23,061	21,897
Heavy repairs cost <sup>(3)</sup>	7,128	2,250
<b>Total</b>	<b>35,773</b>	<b>29,340</b>

#### **Note:**

- (1) Repair and maintenance costs for toll plaza and toll collection system.
- (2) Repair and maintenance costs for highway structure such as road sign, electrical components, and rails.
- (3) Costs for repair works such as reinstatement of toll plaza, bridge, structure repair of highways and pavement repairs. Heavy repairs costs are one-off in nature.

The highway repair and maintenance costs for Estimate Year 2023 are estimated based on the actual highway repair and maintenance costs incurred up to the LPD as well as the management's estimation based on industry experience and trend of historical cost. The highway repair and maintenance costs for Forecast Year 2024 are forecasted based on the management's industry experience and trend of historical cost, with an adjustment for average Malaysia's inflation rate at 3.5% per annum.

**(iii) Toll management fees**

AKLEH Co, GCE Co and LKSA Co incur toll management fees for the operation and maintenance services subcontracted to Turnpike. The fees are estimated based on existing contracts with a fixed rate of 10% of total toll collection revenue by the respective Concession Companies. Nevertheless, the contracts will be mutually terminated upon the completion of Pre-IPO Reorganisation and hence, there is no toll management fees being forecasted in Forecast Year 2024.

**(iv) Management fees**

The Concession Companies incur management fees for management support services provided by PLKH such as corporate communications, operations, asset management, human resources and treasury.

The amount is estimated based on historical actual cost in accordance with the existing contracts with PLKH. The contracts will be mutually terminated upon the completion of Pre-IPO Reorganisation and hence, there is no management fees being forecasted in Forecast Year 2024.

Upon completion of the Pre-IPO Acquisition, certain management support services, such as finance, legal, innovation and technology, human capital management, corporate communications, administration and company secretarial services will be subcontracted to PCSSSB, a wholly-owned subsidiary of PLKH. Whereas, the company secretary, integrity, risk management and compliance and internal audit functions will be subcontracted to PLKH. Such fees will be recognised under corporate shared services fees as set out in item (v) below.

**(v) Corporate shared services fees**

Corporate shared service fees represent shared services subcontracted to (i) PCSSSB for certain management support services, such as finance, legal, innovation and technology, human capital management, corporate communications, administration and company secretarial services and (ii) PLKH for company secretary, integrity, risk management and compliance and internal audit functions.

The fees forecasted for Forecast Year 2024 are allocated to the respective companies managed by PCSSSB and PLKH based on proportion of time spent for each entity after considering the average of Malaysia's inflation rate of 3.5% per annum.

**(vi) Provision for replacement cost**

Provision for replacement cost is recognised at the estimated and forecasted present value of the future replacement cost expected to be incurred over a 5-year replacement cycle. The estimated and forecasted present value amount is discounted using a risk-free rate which is the rate of government bond with similar remaining term as the provision.

**(vii) Provision for road and pavement resurfacing cost**

In accordance with the SCAs 2022, the Concession Companies have an obligation to perform road and pavement resurfacing to maintain the Highways. The management estimated and forecasted the road and pavement resurfacing cost based on a 7-year cycle, with PCA conducted on a yearly basis to assess the road conditions. During the 7-year cycle, the Concession Companies will perform partial PCA in every year except in the 7<sup>th</sup> year whereby a full PCA will be performed, of which the Concession Companies are expected to incur a higher cost for resurfacing during that particular year.

Provision for road and pavement resurfacing is estimated and forecasted based on trend of historical cost and agreed capital expenditure plan prepared by in-house engineers based on their past experience. Provision for road and pavement resurfacing is projected based on present value of future costs to be incurred over the road resurfacing cycle and discounted at a risk-free rate.

**(viii) Utilities**

For Estimate Year 2023, utilities, which include electricity charges, connectivity charges, and water usage are estimated by the management based on the trend of historical cost. For Forecast Year 2024, utilities are forecasted by the management based on the trend of historical cost with an adjustment for average Malaysia's inflation rate at 3.5% per annum.

**(ix) Listing expenses**

Listing expenses, which comprises advisers fee for the Pre-IPO Restructuring and listing process, as well as the expenses to prepare the necessary documents and filings required by regulatory authorities are estimated and forecasted by the management based on the contracts with the respective advisers.

**(x) Other expenses**

Other expenses comprise legal and professional fees, public relation activities, and others. Other expenses for Estimate Year 2023 are estimated by the management based on the actual other expenses incurred up to the LPD and trend of historical cost. Included in other expenses in Estimate Year 2023 is a one-off loss on the derecognition of an unamortised debt issuance expense amounting RM3.3 million on the existing financing facilities, which will be derecognised upon completion of the Islamic Financing.

Other expenses for Forecast Year 2024 are forecasted by the management based on trend of historical cost with an adjustment for average Malaysia's inflation rate at 3.5% per annum. From 1 January 2024 onwards, Turnpike is expected to be engaged as consultant to the Concession Companies with an estimated fee of approximately RM1.66 million per annum.

**(7) Trustee-Manager fee**

The Trustee-Manager fee payable to the Trustee-Manager is charged pursuant to the Trust Deed, the Trustee-Manager is entitled to base fee, performance fee, acquisition fee and divestment fee.

Base fee is a fixed fee of RM8.0 million per annum, which is subject to increase each year by a such percentage representing the percentage increase (if any) in the Malaysia Composite Consumer Price Index pursuant to the Trust Deed. The Trustee-Manager fee is assumed to be RM8.0 million and payable in cash in Forecast Year 2024. As the formation of the Trust Group is expected to be completed on 31 December 2023, there is no Trustee-Manger fee being estimated in Estimate Year 2023.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

Trustee-Manager is entitled to receive a performance fee of 10% per annum of the increase in DPU in a financial year as compared to the DPU in the preceding financial year. There is no performance fee to be incurred in Estimated Years 2023 and Forecast Year 2024 as 2024 is the first year of the Trust's operations.

No acquisition fee and divestment fee were forecasted in Estimate Year 2023 and Forecast Year 2024 as there is no potential assets acquisition or any divestment plan at this juncture. For the avoidance of doubt, no acquisition fee is payable with respect to the acquisition of the Highways in connection with the Pre-IPO Acquisition.

### (8) Trust expenses

Trust expenses mainly comprise costs for periodical statutory audit, external corporate secretary, annual general meeting, and other miscellaneous expenses for the Trust. The expenses will be incurred in Forecast Year 2024, following the formation of the Trust Group on 31 December 2023.

### (9) Finance costs

	Estimate Year 2023	Forecast Year 2024
Financing facilities	(RM'000)	(RM'000)
<b><u>Before Islamic Financing:</u></b>		
Government support loan	645	-
Syndicated Islamic financing	15,028	-
Tawarruq financing	28,338	-
Sukuk Mudharabah	87,202	-
Others	1,015	-
<b><u>After Islamic Financing:</u></b>		
Tawarruq financing facility	-	120,409
Amortisation of debt issuance expenses	732	242
Unwinding of discount for provisions	12,217	11,856
<b>Total</b>	<b>145,177</b>	<b>132,507</b>

#### **Before Islamic Financing**

The finance costs of the Trust Group primarily comprise the following:

- Finance cost on financing/borrowings, which includes Sukuk Mudharabah, Government support loan, syndicated Islamic financing as well as lease liabilities;
- Unwinding of discounts on provisions for road and pavement resurfacing, replacement cost, lane widening and construction of interchange, which were recognised at the discounted present value; and
- Others, which includes amortisation of debt issuance expenses.

Pursuant to the Islamic Financing, Prolintas Managers is expected to raise up to RM2.7 billion from term financing on behalf of the Trust for purposes of payment for the Concession Companies' debts and outstanding balances to related companies, and to partially fund capital expenditure in connection with lane widening for SILK and construction of Strathairlie Interchange for GCE.

Finance costs for financing facilities prior to Islamic Financing are estimated based on the early settlement sum as advised by existing lenders/financiers and Sukuk holders.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### After Islamic Financing

Finance costs for financing facilities post Islamic Financing are forecasted based on the indicative term sheet obtained from Bank Pembangunan Malaysia Berhad as follows:

<b>Financing facilities</b>	<b>Profit rate and assumptions</b>
Tawarruq financing facility – Term 1	<p>a. Profit rate of 5.18% based on the indicative term sheet from Bank Pembangunan Malaysia Berhad, payable on a semi-annual basis.</p> <p>b. Drawdown of financing is expected to be on 31 December 2023 as payment for the existing debts of the respective Concession Companies as at 31 December 2023.</p>
Tawarruq financing facility – Term 2	<p>a. Profit rate of 4.28% based on the indicative term sheet from Bank Pembangunan Malaysia Berhad, payable on a semi-annual basis.</p> <p>b. Drawdown of financing is expected in both Estimate Year 2023 and Forecast Year 2024 based on the estimated capital expenditures schedule for lane widening for SILK and construction of Strathairlie Interchange for GCE.</p>

### (10) Income tax expenses

The estimated and forecasted chargeable income are derived after the deduction of allowable expenses and permitted allowances. The amounts are calculated based on Malaysian statutory tax rate of 24% for the Estimate Year 2023 and Forecast Year 2024.

	<b>Estimate Year 2023</b>	<b>Forecast Year 2024</b>
<b>Concession Companies</b>	<b>(RM'000)</b>	<b>(RM'000)</b>
AKLEH Co	11,341	(7,071)
GCE Co	(3,318)	(7,704)
LKSA Co	(77,264)	9,996
SILK Co	(99,820)	(13,293)
<b>Total</b>	<b>(169,061)</b>	<b>(18,072)</b>

Upon settlement of the Sukuk finance costs by LKSA Co, the amount will be claimed as deductible expense which will form part of the unutilised business losses which will expire by year of assessment 2033. LKSA Co has reversed the deferred tax assets as there is insufficient future taxable profits to be utilised against the unutilised business losses before its expiry.

Deferred tax assets arising from unutilised business losses from SILK Co was reversed due to insufficient future taxable profits based on the projections performed pursuant to the SCA 2022.

**B. ASSUMPTIONS OF COMBINED STATEMENT OF CASH FLOW FOR ESTIMATE YEAR 2023 AND CONSOLIDATED STATEMENT OF CASH FLOW FOR FORECAST YEAR 2024**

**(1) Cash receipts from toll collection**

Toll collections from Highways are estimated and forecasted based on the traffic volume projected by the Traffic Consultant (as set out in Section 18 of this Prospectus) and the gazetted toll rate which are currently same as the toll rate stipulated in the SCAs 2022 for the respective Highways throughout the estimate and forecast periods, net of the commission charged by Touch 'n Go Sdn Bhd.

- (i) Toll collection is computed based on the toll rate of respective Highways multiplied by the forecasted traffic volume. The traffic volume projected by the Traffic Consultant for the Estimate Year 2023 and Forecast Year 2024 are as follows:

	<b>Estimate Year 2023</b>	<b>Forecast Year 2024</b>
<b>Highways</b>	<b>Annual average daily traffic volume (AADT)</b>	
AKLEH	40,145	41,349
GCE	123,537	128,530
LKSA	84,818	88,374
SILK	203,764	210,497
<b>Total</b>	<b>452,264</b>	<b>468,750</b>

- (ii) Commission charged by Touch 'n Go Sdn Bhd is derived based on the existing term prescribed under the respective agreements with Touch and Go Sdn Bhd.

**(2) Receipts from expressway ancillary facilities**

Receipts from expressway ancillary facilities comprises non-toll revenue from space rental for telco towers, rental income from stall operators in rest service areas, work permit (e.g., charges to carry underground work by telco operators), and rental income from billboard space. Payment is received from customers in accordance with the term prescribed under the respective rental agreement.

**(3) Government compensation received**

Government compensation represents revenue received from the Government for the imposition of revised toll rates lower than those as provided for in the Concession Agreements over the period the compensation relates.

The government compensation for the Estimate Year 2023 relates to the compensation receivable from the government for the period prior to 1 January 2023 pursuant to the original concession agreement. As at the LPD, the Trust Group has received RM100.4 million whilst the remaining sum of RM49.3 million is expected to be received within Forecast Year 2024 upon finalisation of documentation and verification procedures.

Pursuant to the SCAs 2022, if the Government impose toll rates lower than those as provided for under the SCAs 2022, the Government will compensate the Concession Companies based on compensation mechanism as set out in the respective SCAs 2022.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### (4) Payments to suppliers, contractors, employees, related companies and for other operating expenses

The payment breakdown is set out below:

	Note	Estimate Year 2023 (RM'000)	Forecast Year 2024 (RM'000)
Staff costs	(i)	(9,987)	(24,045)
Road and pavement resurfacing	(ii)	(13,927)	(6,192)
Repair and maintenance costs	(iii)	(66,880)	(29,855)
Toll management fees	(iv)	(19,130)	(1,307)
Replacement costs	(v)	(3,975)	(3,052)
Management fees	(vi)	(5,627)	(407)
Shared service fees	(vii)	-	(8,316)
Other expenses	(viii)	(24,404)	(21,359)
<b>Total</b>		<b>(143,930)</b>	<b>(94,533)</b>

Cash paid for operating expenses includes the followings:

- (i) Staff costs primarily consist of salaries and wages of permanent and contract staff, employer's contribution to defined contribution plans, social security contributions, medical costs, training, and other staff-related expenses. Staff costs are estimated and forecasted to be RM10.0 million and RM24.0 million in Estimate Year 2023 and Forecast Year 2024 respectively.

As part of the Pre-IPO Reorganisation, approximately 228 employees will be transferred from Turnpike to the respective Concession Companies (other than SILK Co where its toll operation is carried out by the entity directly). The increase in staff costs will contribute to a significantly lower toll management fees as mentioned in item (iv) below, as the O&M services will be carried out by the respective entities directly.

- (ii) Road and pavement resurfacing costs are forecasted based on historical cost and agreed capital expenditure plan that was prepared by the Trust Group's in-house engineers based on industry experience. The road and pavement resurfacing schedule is based on the road conditions of the respective highways that will be assessed by third party pavement specialist consultants annually. PCA reports are prepared to determine the areas for resurfacing.

Included in the estimated cash outflow for road resurfacing in Estimate Year 2023 is an amount of RM7.94 million road and pavement resurfacing incurred in FYE 2022.

- (iii) Repair and maintenance costs mainly comprise the cost of the repair and maintenance work for the respective Highways and toll plazas. For the Estimate Year 2023, the costs are estimated based on the actual repair and maintenance costs incurred up to the LPD and trend of historical cost. In the Estimate Year 2023, RM34.0 million out of the total payment relates to accruals for FYE 2022 and will be paid in FYE 2023, and a one-off heavy repair fee amounting to RM7.1 million relating to the reinstatement of the respective highway's toll plaza, bridge work and highway structure.

For Forecast Year 2024, the costs are forecasted based on the trend of historical cost, with an adjustment for average Malaysia's inflation rate at 3.5% per annum.



## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

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- (iv) Toll management fees for Estimate Year 2023 relates to fees which were previously paid by AKLEH Co, GCE Co and LKSA Co to Turnpike for O&M services. The fees are projected based on 10% of the toll collection revenue of the Highways based on the existing terms prescribed under the respective agreements with Touch and Go Sdn Bhd.

Following the completion of Pre-IPO Reorganisation, all existing O&M arrangements with Turnpike will be terminated and the O&M services will be carried out by the respective Concession Companies directly. For Forecast Year 2024, staff costs relating to the relevant operational and technical employees performing the O&M services have been accounted for within the staff costs as discussed in item (i) above.

For clarity, the payment for toll management fees in the Forecast Year 2024 is for the fees incurred in December 2023, which is expected to be paid within a 30-day credit term.

- (v) Replacement costs are estimated and forecasted based on future expenditure expected to be incurred over moveable assets based on a 5-year replacement cycle.
- (vi) Management fees are cost paid by the Concession Companies to PLKH annually for management support services provided by PLKH prior to the formation of the Trust Group. The costs are estimated and forecasted based on historical cost.

The management services contracts will be mutually terminated following the formation of the Trust Group on 31 December 2023. The management support services, such as finance, legal, innovation and technology, human capital management, corporate communications, administration and company secretarial services will be subcontracted to PCSSSB commencing 1 January 2024. Whereas, the company secretary, integrity, risk management and compliance and internal audit functions will be subcontracted to PLKH commencing 1 January 2024.

For clarity, the payment for management fees in the Forecast Year 2024 is for the fees incurred in December 2023, which is expected to be paid within a 30-day credit term.

- (vii) Shared service fees are the payment made to (i) PCSSSB for management support services, such as finance, legal, innovation and technology, human capital management, corporate communications, administration and company secretarial services, and (ii) PLKH for the company secretary, integrity, risk management and compliance and internal audit functions, commencing 1 January 2024, following the completion of Pre-IPO Acquisition. The costs are forecasted based on historical costs relating to management fees paid to PLKH and management's estimation on the time cost incurred for the respective Concession Companies.
- (viii) Other expenses mainly comprise utility fees, professional fees, subscription and license fees and administration related fees. For Estimate Year 2023, the other expenses are estimated by management based on the actual other expense incurred up to the LPD and trend of historical cost. For Forecast Year 2024, the costs are forecasted based on the trend of historical cost, with an adjustment for average Malaysia's inflation rate at 3.5% per annum.

All accruals and payables prior to 1 January 2023 are assumed to be repaid in the Estimate Year 2023 and the expenses for the Estimated Year 2023 and Forecast Year 2024, excluding staff costs, is expected to be repaid within a 30-day credit term.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### (5) Payment to suppliers for lane widening and construction of interchange

The lane widening works for SILK and construction works for Strathairlie Interchange for GCE is estimated and forecasted based on the approved construction plan prepared by the Trust Group's in-house engineers based on industry experience with projects that are in the same nature.

### (6) Finance costs paid

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
<b><u>Before Islamic Financing</u></b>		
Government support loan	(776)	-
Syndicated Islamic financing	(14,560)	-
Tawarruq financing	(14,266)	-
Sukuk Mudharabah	(96,392)	-
Other	(1,015)	-
<b><u>After Islamic Financing</u></b>		
Tawarruq financing facility	-	(120,409)
<b>Total</b>	<b>(127,009)</b>	<b>(120,409)</b>

Finance costs paid for financing facilities prior to Islamic Financing are estimated based on the early settlement sum as advised by existing lenders and Sukuk holders.

Finance costs for Islamic Financing facility are forecasted based on the term sheet obtained from Bank Pembangunan Malaysia Berhad, issuer of the new financing facility. Below are the assumptions used in the facility:

Instrument	Assumption
Tawarruq financing facility – Term 1	<p>a. Profit rate of 5.18% based on the indicative term sheet from Bank Pembangunan Malaysia Berhad, payable on a semi-annual basis.</p> <p>b. Drawdown of financing is expected to be on 31 December 2023 as payment for the existing debts of the respective Concession Companies as at 31 December 2023.</p>
Tawarruq financing facility – Term 2	<p>a. Profit rate of 4.28% based on the indicative term sheet from Bank Pembangunan Malaysia Berhad, payable on a semi-annual basis.</p> <p>b. Drawdown of financing is expected in both Estimate Year 2023 and Forecast Year 2024 based on the estimated capital expenditures schedule for lane widening for SILK and construction of Strathairlie Interchange for GCE.</p>

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### (7) Trustee-Manager fees

Base fee is a fixed fee of RM8.0 million per annum, which is subject to increase each year by a such percentage representing the percentage increase (if any) in the Malaysia Composite Consumer Price Index, and payable on a quarterly basis pursuant to the Trust Deed. The Trustee-Manager fee is forecasted to be charged commencing 1 January 2024. The fees in respect of Forecast Year 2024 is assumed to be paid in cash.

### (8) Trust expenses

Trust expenses mainly comprise the periodical statutory audit, external corporate secretary, annual general meeting, and other miscellaneous expenses for the Trust. The expenses will be incurred in Forecast Year 2024, following the formation of the Trust Group on 31 December 2023.

### (9) Income tax paid

	<u>Estimate Year 2023</u>	<u>Forecast Year 2024</u>
<u>Concession Companies</u>	<u>(RM'000)</u>	<u>(RM'000)</u>
AKLEH Co	(7,466)	(6,231)
GCE Co	(6,710)	(9,330)
<b>Total</b>	<b>(14,176)</b>	<b>(15,561)</b>

Tax paid is estimated and forecasted based on the Malaysian statutory tax rate of 24% after taking into consideration of the allowable expenses, permitted allowances and unutilised business losses of the respective Concession Companies.

LKSA Co and SILK Co will not be paying tax for the assessment years 2023 and 2024 due to the availability of capital allowances to be deducted from the respective entity's projected taxable profits.

### (10) Income received from other investments and deposits with licensed banks

	<u>Estimate Year 2023</u>	<u>Forecast Year 2024</u>
<u>Profit/interest income received from:</u>	<u>(RM'000)</u>	<u>(RM'000)</u>
Deposits with licensed banks	7,789	8,041
Other investments	193	-
<b>Total</b>	<b>7,982</b>	<b>8,041</b>

Other income is estimated and forecast based on the historical 3-year average deposit balance of the year of respective the Concession Companies (2023: RM238 million; 2024: RM241 million) multiplied by average profit/interest rate (2023: 3.35%; 2024: 3.34%). The other investments are fully redeemed in March 2023.

The average profit/interest rates of 3.34% to 3.35% adopted in the assumption is based on historical average profit/interest rates from the actual fixed deposit for the respective Concession Companies from 1 January 2023 to 30 June 2023.

### (11) Payment for highway development expenditure

	<u>Estimate Year 2023</u>	<u>Forecast Year 2024</u>
	<u>(RM'000)</u>	<u>(RM'000)</u>
Land premiums	(5,536)	-
Other concession assets	(6,200)	(2,200)
<b>Total</b>	<b>(11,736)</b>	<b>(2,200)</b>

Payment for HDE includes land premium and other concession assets.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

Land premiums comprise payment to Pejabat Tanah Shah Alam for transfer of land ownership under Seksyen 76 National Land Code. It is estimated at RM5.5 million in Estimate Year 2023 based on Form 5A received from the Pejabat Tanah Shah Alam.

Other concession assets comprise projects such as construction works for the design, installation, testing and commissioning of RFID systems at toll plazas in GCE and SILK in Estimate Year 2023 and constructions works for SILK lay-bys in Forecast Year 2024. Other concession assets are estimated and forecasted based on the approved capital expenditure plan prepared by the Trust Group's in-house engineer based on prior years' experience on similar projects.

### (12) Redemption of other investments

Redemption of other investment relates to proceeds from money market funds that have been redeemed in March 2023.

### (13) Drawdown on financing

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
Tawarruq financing facility – Term 1	2,305,580	-
Tawarruq financing facility – Term 2	19,470	24,578
<b>Total</b>	<b>2,325,050</b>	<b>24,578</b>

For Estimate Year 2023, the Trustee-Manager is expected to drawdown up to RM2,306 million from the Tawarruq financing facility – Term 1 for purposes of payment to the Concession Companies' debts and outstanding balances to related companies, and up to RM19.5 million from Tawarruq financing facility – Term 2 to partially fund the capital expenditure in connection with the lane widening works for SILK.

For Forecast Year 2024, the Trustee-Manager is expected to further drawdown up to RM24.6 million to further fund the capital expenditure in connection with the lane widening works for SILK and construction of Strathairlie Interchange for GCE.

### (14) Payment of financing/borrowing and debt refinancing

Payment of financing/borrowings for the years indicated is as set out below:

	Estimate Year 2023	Forecast Year 2024
	(RM'000)	(RM'000)
<b><u>Before Islamic Financing</u></b>		
Government support loan	(25,940)	-
Syndicated Islamic financing	(30,000)	-
Tawarruq financing	(15,158)	-
Sukuk Mudharabah	(56,537)	-
<b><u>After Islamic Financing</u></b>		
Government support loan	-	-
Syndicated Islamic financing	(241,398)	-
Tawarruq financing	(508,102)	-
Sukuk Mudharabah	(1,450,810)	-
<b>Total</b>	<b>(2,327,945)</b>	<b>-</b>

Prior to Islamic Financing, the payment of financing/borrowings is estimated based on existing payment schedules.

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

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Following the completion of Islamic Financing, the Trust Group's existing financing/borrowings and Sukuk, including accrued finance cost by utilising the Tawarruq financing facility will be paid off in the Estimate Year 2023.

There will be no principal payment forecasted in Forecast Year 2024 as the principal payment for the Tawarruq financing facilities secured by the Trust Group from Bank Pembangunan Malaysia Berhad will only commence on the 10th year from the drawdown date.

### (15) Issuance expenses incurred

The debt issuance expenses are forecasted based on the fee stated in the indicative term sheet by Bank Pembangunan Malaysia Berhad amounting to RM6.75 million. Stamp duty is not included in the forecast as the Trust Group has obtained approval-in-principle of tax exemption from the Ministry of Finance Malaysia.

### (16) Listing expenses incurred

The estimated listing expenses in relation to the Listing (including expenses for the Pre-IPO Restructuring but excluding expenses related to the Offer for Sale by the Selling Unitholder) of approximately RM9.48 million is forecasted based on the engagement letters entered with the respective advisers and professionals, and other costs expected to be incurred throughout the listing process.

Currently, the expenses were paid by PLKH on behalf of the Trust to respective parties on a milestone basis throughout the Listing process as Prolintas Infra BT has yet to be formed. The amount will be reimbursed from the Trust upon completion of the Listing in Forecast Year 2024.

### (17) Distribution paid to Unitholders

Upon Listing, the Trustee-Manager will distribute a total Distribution of RM66.0 million for the FYE 2024. The distribution to the Unitholders will be made on a semi-annual basis. The first distribution payment, which is expected to be paid in October 2024, is expected to amount to RM33.0 million. The remaining RM33.0 million is expected to be paid in FYE 2025.

## C. ACCOUNTING STANDARDS

The Trustee-Manager has assumed that there will be no material change in applicable accounting standards or other financial reporting requirements that may have a material effect on the Profit and Cash Flow Estimate and Forecast for Estimate Year 2023 and Forecast Year 2024.

## D. OTHER ASSUMPTIONS

The Trustee-Manager has made the following additional assumptions in preparing and the combined Profit and Cash Flow Estimate and Forecast:

- the asset portfolio of the Trust Group remains unchanged;
- no further capital will be raised during Estimate Year 2023 and Forecast Year 2024 apart from the above-mentioned;
- the Trust Group will not be required to incur additional material capital and operating expenditure, other than those identified in the Profit and Cash Flow Estimate and Forecast;

## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

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- there will be no change in applicable accounting standards or tax treatment or other financial reporting requirements that may have a material effect on and the Profit and Cash Flow Estimated and Forecast;
- there will be no material changes in the cost of supplies, inflation rates and profit/interest rates from those currently prevailing in the context of the Trust Group's operations, other than those which are discussed in this section of this document;
- there will be no material changes in the bases or applicable rates of taxation, surcharges or other government levies except as otherwise disclosed in this section of the Prospectus;
- there will be no economic crisis, industrial disputes, political changes, wars, military incidents, pandemic diseases or natural disasters or any unforeseeable factors that are beyond the Trust's control, that would have a material impact on the Trust Group's business and operating activities;
- there will be no material changes in the management and business policies currently practiced by the Trust;
- the Trust and the Government will be in compliance at all times with the agreements and arrangements entered into in connection with the Concession Agreements;
- there will be no material changes in present legislation and government regulations, including taxation and guidelines of regulatory authorities which will affect the Trust's activities or the market in which the Trust operates;
- there will be no significant effects on the projections of toll revenue resulting from alternative expressways or alternative forms of transportation in Peninsular Malaysia;
- there will be no significant changes in the terms and conditions of material contracts and agreements, including but not limited to, the Concession Agreements, the Trust Deed and the financing agreements;
- there will be no material contingent liabilities or litigations, which are likely to give rise to any proceedings that may adversely affect the assets, financial position and operations of the Trust Group; and
- there will be no material deviation in actual expenses incurred from the estimated and forecasted expenses to be incurred for the Estimate Year 2023 and Forecast Year 2024.

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## 16. PROFIT AND CASH FLOW ESTIMATE AND FORECAST (Cont'd)

### 16.8 SENSITIVITY ANALYSIS

The sensitivity analysis does not form part of and Profit and Cash Flow Estimate and Forecast, and is intended only for the purposes as set out below. The sensitivity analysis is intended to provide a guide only and variations in actual performance could exceed the ranges shown. Movement in other variables may offset or compound the effect of a change in any variable beyond the extent shown.

#### (i) Traffic volume and total revenue

Changes in the Trust Group's traffic volume will impact its toll collection revenue and consequently, its Distributable Amount to Unitholders. The effect of variations in the Trust Group's traffic volume on its toll collection revenue and Distributable Amount is set out below:

	Forecast Year 2024	Forecast Year 2024
	(RM'000)	(RM'000)
<b>Percent change in traffic volume</b>	<b>+2.50%</b>	<b>-2.50%</b>
Change in toll collection revenue	7,558	(7,558)
Change in Distributable Amount	6,812	(6,812)

#### (ii) Profit rate and finance costs

Change in profit rate will impact the Trust Group's finance costs to be paid and consequently, its Distributable Amount to Unitholders. The effect of variations in the profit rate of the Trust Group on its finance costs to be paid and Distributable Amount is set out below:

	Forecast Year 2024	Forecast Year 2024
	(RM'000)	(RM'000)
<b>Percent change in profit rate</b>	<b>+0.25%</b>	<b>-0.25%</b>
Change in finance costs to be paid	5,821	(5,821)
Change in Distributable Amount	5,500	(5,500)

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