



TRAVERSE

TRAVERSE BERHAD · BURSA MAIN MARKET

COMPANY PROFILE 2026

We build the roads, railways and water networks Malaysia runs on.

Highways and bridges, rail viaducts and stations, water and wastewater, marine works and precast concrete, since 1986.

A civil engineering contractor with its own precast plant

Traverse Berhad designs and builds infrastructure for federal and state agencies, concessionaires and port operators across Malaysia.

We are registered with CIDB at grade G7 for building, civil engineering, and mechanical and electrical works, and listed on the Main Market of Bursa Malaysia since 2004.

Five divisions share one engineering team and one safety system. Our own 24-hectare plant in Kapar casts the segments, girders and piles our sites depend on, so the critical path stays in our hands.



1986

Founded in Petaling Jaya

1,520

People across sites, the plant and head office

412 km

Of highway built since 1986

38.6 km

Of rail viaduct erected

RM 9.84 bn

Order book at the last year end

0.13

Lost-time injuries per million hours

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Setting out at dawn. Images in this profile were generated for the concept.

ABOUT TRAVERSE

Four decades of building what has to last

Traverse began in 1986, when two engineers started a roads and drainage contractor in Petaling Jaya with forty people. The name comes from the survey traverse every one of our projects still starts with: measure first, then build.

Today we have offices in six cities, thirteen live sites across Malaysia, and completed joint-venture work in Brunei and Indonesia.

We take on work where engineering and logistics decide the outcome: viaducts over live roads, river crossings, treatment plants and marine structures. We price the risk honestly, plan the temporary works as carefully as the permanent ones, and report progress the same way to every client.

Most of our clients come back. That is the measure we care about most.



Measure first

Every job starts with the survey, the ground investigation and the temporary works, before the first pile.

Say it as it is

Progress, delays and costs are reported the same way to every client, good month or bad.

Home safe

No programme pressure justifies a shortcut on lifting, height, traffic or excavation.

Five divisions, one engineering team

Each division carries its own CIDB specialisations and delivery teams. Design, temporary works, planning and safety are shared, so a rail station and a river bridge are run to the same standard.

01

Highways and bridges

CE01 CE02 CE08 CE10 CE36

Expressways, interchanges, elevated highways and river crossings, from earthworks to the last road marking.

- Elevated expressways and interchanges
- Balanced cantilever and segmental bridges
- Road widening under traffic
- Slope stabilisation and drainage

02

Rail viaducts and stations

CE07 CE02 CE23 CE34 B04

Elevated guideways, U-girder and box-girder viaducts, and stations built over live roads.

- Precast segmental and U-girder viaducts
- Elevated and at-grade stations
- Depot civil works
- Utility diversion and traffic management

03

Water and wastewater

CE19 CE20 CE41 CE06 ME

Treatment plants, trunk mains and sewerage networks for state operators and concessionaires.

- Water treatment plants to 300 MLD
- Regional sewage treatment plants
- Trunk mains to 2,000 mm
- Reservoirs and pumping stations

04

Marine and coastal works

CE03 CE18 CE40 CE16 CE10

Jetties, breakwaters, shore protection and reclamation for ports and coastal agencies.

- Jetties and quays
- Rock and armour-unit breakwaters
- Shore protection
- Reclamation and dredging

05

Precast concrete plant

CE34 CE23 CE35 B01

A 24-hectare plant in Kapar casting segments, girders, piles and culverts for our sites and for others.

- Segmental box girder segments
- U-girders and I-beams to 40 m
- Spun and square piles
- Box culverts, drains and parapets



Western Rail Link, Viaduct Package V3

CLIENT

Rail asset owner

LOCATION

Shah Alam – Klang

CONTRACT

Design and build

VALUE

RM1 – 2 billion

Design and build of 4.2 kilometres of elevated double-track viaduct and two stations through Shah Alam and Klang, including utility diversion, traffic management and station architecture.

HOW IT WAS DONE

- An overhead launching gantry erects a 40-metre span every two nights
- Both stations are built over a live four-lane road
- Eleven community sessions were held before piling began
- Segments come from our Kapar plant, 30 km away

4.2 km

Double-track viaduct

1,240

Bored piles

132

Spans of 30–45 m

2

Elevated stations

PROJECT DIRECTOR

Adam Reyes

VIADUCT MANAGER

Leah Morgan

STATIONS MANAGER

Ethan Cole

HSE MANAGER

Grace Lin



Sungai Linggi Second Crossing

CLIENT

State public works agency

LOCATION

Linggi, Port Dickson

CONTRACT

Construct only

VALUE

RM 250 – 500 million

A new four-lane crossing of the Linggi river downstream of the existing bridge: two river piers on 2.4-metre bored piles, a 180-metre balanced cantilever main span and precast approach viaducts on both banks.

HOW IT WAS DONE

- Piers built without cofferdams, using steel caissons
- Form travellers advanced a 5-metre segment every six days
- 3.2 hectares of mangrove replanted under the EIA conditions
- Opened 42 months after award

1.24 km

Bridge and approach viaducts

180 m

Balanced cantilever main span

312

Bored piles in the river

42 mths

From award to opening

PROJECT DIRECTOR

Samuel Okafor

BRIDGE MANAGER

Hana Sato

HSE MANAGER

Lucas Weber

COMMUNITY RELATIONS

Ivy Chen

Recent and current work

A selection from the order book and the last five years of completions. Clients are named by type; references are available on request.

PROJECT	DIVISION	STATE	CLIENT	VALUE	STATUS
Klang Valley Orbital Link, Package 4	Highways	Selangor	Highway concessionaire	RM 1–2 bn	In progress
Western Rail Link, Viaduct V3	Rail	Selangor	Rail asset owner	RM 1–2 bn	In progress
North Selangor Regional Water Treatment Plant	Water	Selangor	State water operator	RM 0.5–1 bn	In progress
Bintulu Industrial Port Reclamation, Phase 1	Marine	Sarawak	State port authority	RM 0.5–1 bn	In progress
Kota Kinabalu Northern Bypass	Highways	Sabah	Federal roads agency	RM 0.5–1 bn	In progress
Bintulu Coastal Road, Section 3	Highways	Sarawak	State public works agency	RM 0.5–1 bn	Completed 2025
Kuantan Port Rail Spur Viaduct	Rail	Pahang	Port operator	RM 250–500 m	Completed 2025
Kota Bharu Treated Water Mains	Water	Kelantan	Federal water services agency	RM 50–250 m	Completed 2024
Pasir Gudang Liquid Bulk Jetty Extension	Marine	Johor	Port operator	RM 250–500 m	Completed 2024
Sungai Linggi Second Crossing	Highways	Negeri Sembilan	State public works agency	RM 250–500 m	Completed 2024
Precast Box Culverts, Kelantan Flood Mitigation	Precast	Kelantan	Federal drainage agency	RM 10–50 m	Completed 2023

28

Projects in the atlas, across Malaysia, Brunei and Indonesia

RM 3.5_{bn}

New awards in the last financial year

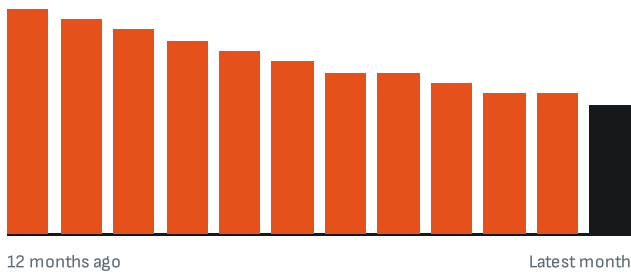
RM 2.59_{bn}

Revenue in the last financial year

Everyone goes home safe

Safety is planned into every method statement, audited every night shift and reported to the board every month. Anyone can stop work they believe is unsafe, and every stop is thanked, never punished.

LOST-TIME INJURY FREQUENCY, ROLLING 12 MONTHS (PER MILLION HOURS)



0

Work-related fatalities in three years

9.7 m

Hours worked in the last 12 months

CERTIFIED MANAGEMENT SYSTEMS

ISO 9001:2015	Quality: design and construction of civil engineering works
ISO 14001:2015	Environment: all divisions and the Kapar plant
ISO 45001:2018	Occupational health and safety: all sites
ISO 37001:2016	Anti-bribery: group procurement and tendering
CIDB G7	Building, civil engineering, and mechanical and electrical works

FOUR OF OUR EIGHT CRITICAL-RISK RULES

01 Lifting operations

No lift without a signed lift plan, a certified operator and rigger, and an exclusion zone nobody enters.

03 Traffic and live roads

Every closure follows an approved traffic management plan, set out by trained crews and audited at night.

02 Working at height

Edge protection first; harnesses clipped on wherever edge protection is not possible.

04 Temporary works

Falsework and propping are designed, checked and signed off before loading.





Segment storage at Kapar.

OUR PLANT

The Kapar precast plant

Casting our own segments, girders and piles takes the riskiest supply chain on a viaduct out of other hands.

The plant sits 30 kilometres from the Klang Valley, with short-line match casting for segments, long-line prestressing beds for beams and piles, steam curing and an accredited concrete laboratory. It supplies our own sites first and other contractors when capacity allows.

Every element carries a cast number traced from the batch tickets to the position it was installed in.

96,000 m³

Concrete cast per year

24 ha

Plant and storage yard

7 days

Mould turnaround for segments

40 m

Longest beams cast

WHAT WE CAST

- Segmental box girder segments
- U-girders and I-beams to 40 m
- Spun and square piles
- Box culverts, drains and parapets

The people accountable for delivery

Each division is led by an engineer who has run its largest projects. The group managing director chairs the monthly safety and delivery review with every project director.

HM

Helena Marsh

Group managing director

Joined as a site engineer in 1994 and ran the rail division before taking the group in 2019.

SO

Samuel Okafor

Director, highways and bridges

Led the Sungai Linggi Second Crossing and two expressway interchanges.

AR

Adam Reyes

Director, rail

Project director of the Western Rail Link viaduct and the Kuantan Port rail spur.

PN

Priya Nair

Director, water and marine

Geotechnical engineer; led the Bintulu Coastal Road and the port reclamation.

GL

Grace Lin

Head of health, safety and environment

Chairs the critical-risk programme and reports to the board every month.

OH

Omar Haddad

Head of engineering and design

Runs design management and temporary works for every design-and-build bid.

People and biographies are samples for a concept brand.



Talk to the team that will build it

HEAD OFFICE

Level 12, Wisma Traverse, 8 Jalan Kemajuan, Seksyen 13,
46200 Petaling Jaya, Selangor

PRECAST PLANT

Lot 2201, Jalan Kapar Lama, 42200 Kapar, Klang, Selangor

TELEPHONE

+60 3-0000 2400

BUSINESS ENQUIRIES

enquiries@traverse.example

INVESTOR RELATIONS

ir@traverse.example

REGISTRATION

Traverse Berhad 198601009872 (152611-K) · CIDB G7

WEBSITE

traverse-infra-cnmm.perfectdesign.app

