



# CORPORATE PRESENTATION

1Q 2026 PERFORMANCE

**PT RMK ENERGY TBK [RMKE]**

Integrated Logistics and Commodity Company

**Driving Connectivity, Sustaining Momentum**



# OUR AGENDA

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OVERVIEW**

**04**

**OPERATIONAL  
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**02**

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**FINANCIAL  
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**06**

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# BOARD OF DIRECTOR AND BOARD OF COMMISSIONER

## Board of Commissioner



1. **Tony Saputra**  
President  
Commissioner
2. **Rokhmad Sunanto**  
Independent  
Commissioner
3. **F. Saud Tamba Tua**  
Independent  
Commissioners

## Board of Director



1. **Vincent Saputra**  
President Director
2. **William Saputra**  
Director
3. **Indra Mulia Aliwarga**  
Director
4. **Edwin Tedjasukmana**  
Director
5. **Sugiyanto**  
Director

■ CHAPTER 1  
**COMPANY OVERVIEW**



# COMPANY OVERVIEW



**PT RMK Energy Tbk (RMKE or the Company)** was established in June 2009. Leveraging over 15 years of experience, the Company's management has built a strong reputation as a reliable coal logistics service provider. To date, the Company is the largest private coal logistics provider in South Sumatra. By utilizing existing infrastructure, the Company also engages in coal trading to further enhance its revenue and profit.

The Company operates in the field of coal logistics services and coal trading, which include rail station loading and unloading, transportation to ports, loading onto barges, and coal trading activities.

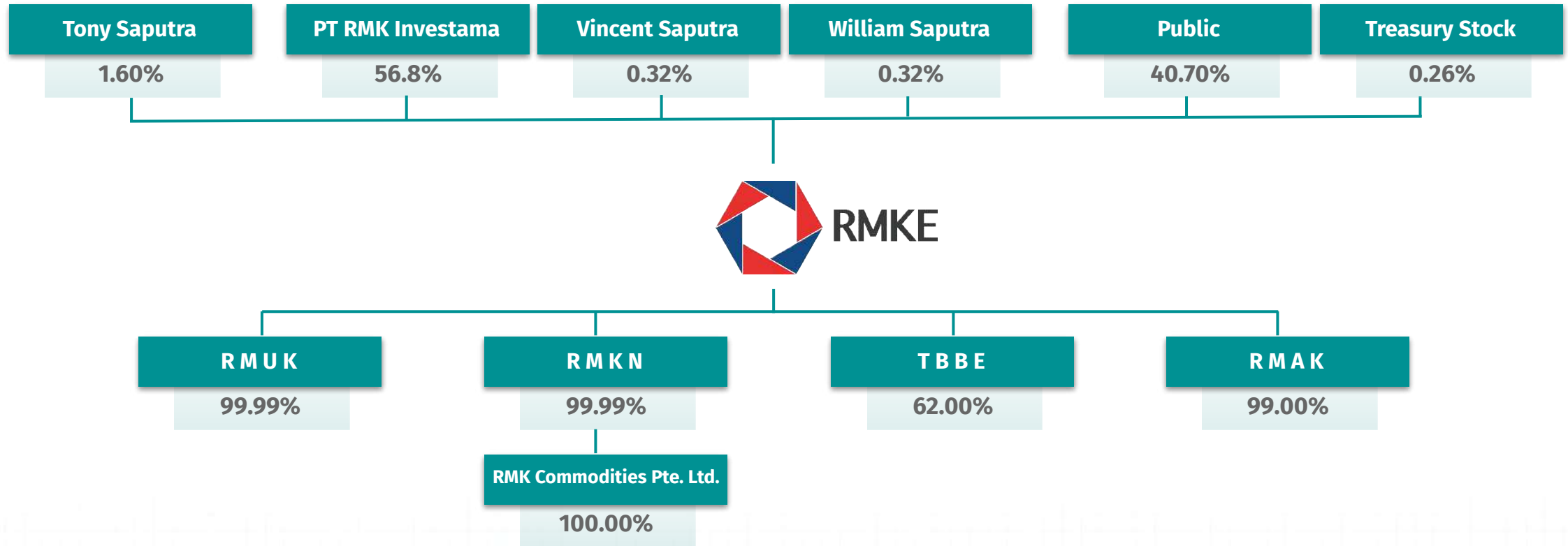
## Product & Services

- ▶ Port Services
- ▶ Coal loading/loading services onto barges
- ▶ Coal container transportation services
- ▶ Coal container unloading services
- ▶ Coal loading services at Gunung Megang station
- ▶ Other services and heavy equipment rental

## Product & Services

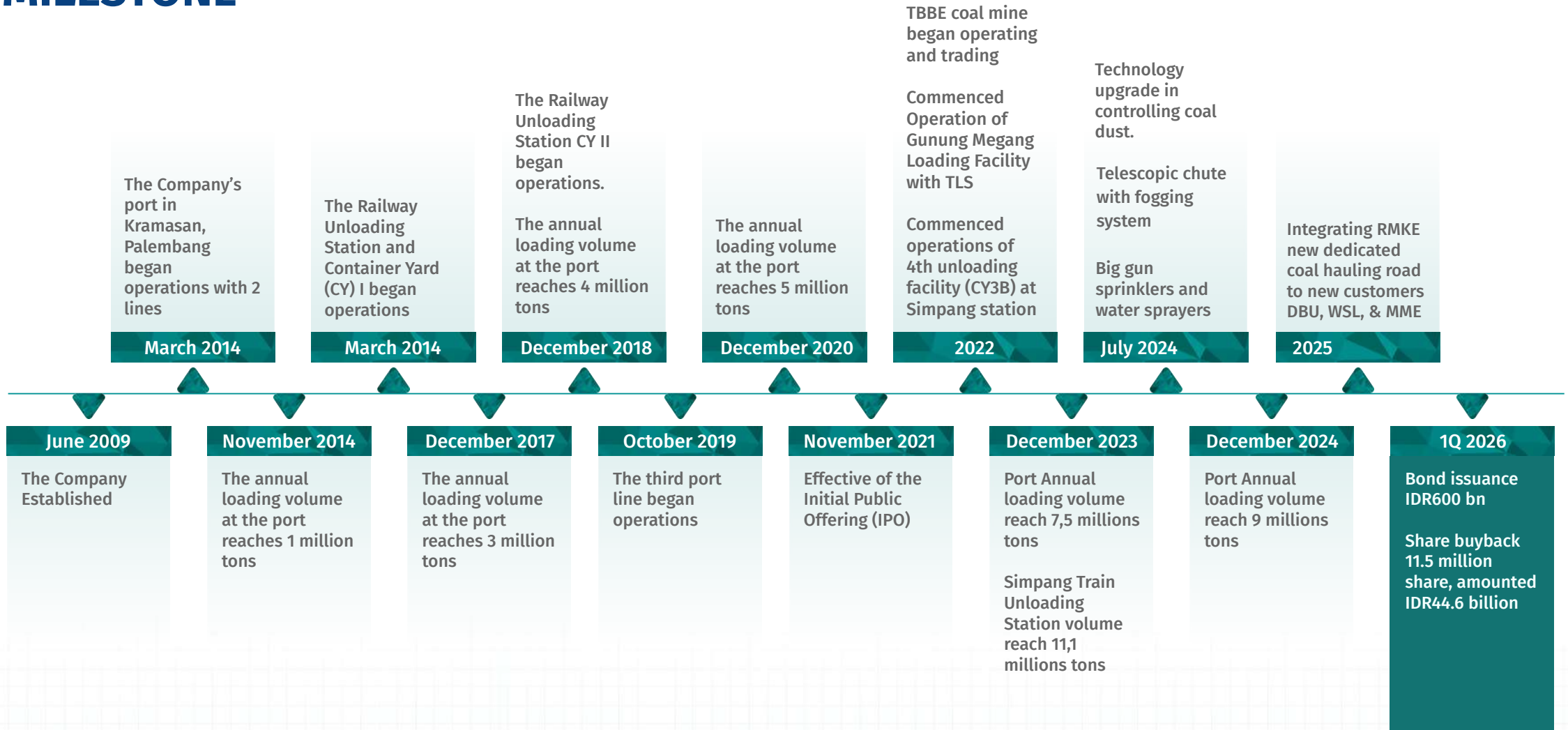
The Company runs the coal trading business segment, with the following operational flow, the Company purchases coal at the mine stockpile and transports the coal using a fleet of trucks that have become the company's partners to the train loading station. After arriving at the Company's train unloading station with the Company's unloading facilities and trucks, the coal is transported to the port and sold to buyers on barges, heading to the users. Apart from that, the Company also trades coal from Jambi and other South Sumatra sources.

# COMPANY STRUCTURE OVERVIEW



RMUK: PT Royaltama Mulia Kencana, RMKN: PT Royaltama Multi Komoditi Nusantara, RMT: PT Royaltama Mulia Tambang, TBBE: PT Truba Bara Banyu Enim, RMAK: PT Royaltama Marga Kencana

# MILESTONE



# COAL LOGISTICS BUSINESS PROCESS



Carrying coal from in-house and third parties mining



Integrated coal hauling road to connect mines with Gunung Megang loading station



Gunung Megang Loading Station with Train Loading System (TLS) and Others Loading Station in Lahat



Coal logistic by train



Simpang Unloading Station with 5 Tracks Container Yard and Gantry Crane



Kramasan Port with 3 lines barge loading conveyors

# WHY INVEST in RMKE

01

## STRATEGIC ASSETS LOCATION

Located in a **strategic area and the pioneer** in South Sumatera

02

## INTEGRATED COAL LOGISTICS SERVICE

The **only private coal logistics providers integrated with train** in South Sumatera

03

## EFFICIENT & EFFECTIVE COAL SERVICE SOLUTIONS

**Competitive tariff and bigger volume**; unloading time 3 hours with volume 2,800 mt/train

04

## STRONG OPERATIONS

- Coal sales volume CAGR 62.39%\*
- Coal service volume CAGR 17.21%\*

05

## STRONG REVENUE GROWTH

Operating revenues CAGR 21.5%\*

06

## SUSTAINABLE PROFITABILITY

Net profit CAGR 22.0%\*

07

## SOLID BALANCE SHEET

DER 0.54 time\*\*

08

## HIGH SAFETY STANDARD

- Railway is the **safest mode** of land transportation
- **Dedicated coal hauling road**

09

## LONG TRACK RECORD

**Professional and experienced** management team

10

## GOOD CORPORATE GOVERNANCE

The implementation of GCG in all business lines

\* CAGR 2018-2025

\*\* Based on 1Q 2026 performance

■ CHAPTER 2

# BUSINESS & OPERATIONAL HIGHLIGHTS



# SOUTH SUMATRA HAS ABUNDANT COAL RESERVES

- ▶ South Sumatra, **Indonesia's second-largest coal reserve**  
~8.9 billion tons or 27.96% of national reserves
- ▶ Strategic location that **integrated with logistics railways**
- ▶ **Low stripping ratio** and **low production volume**  
Contributes only ~12.09% of the country's coal production



Source: ESDM Data



# CHALLENGES IN SUMATRA

- ▄ **Costly long-haul** transportation with **expensive tariff**
- ▄ Loading and unloading **capacity constraints**
- ▄ **Social friction** due to hauling public congestion, traffic accidents, and damaged roads

**Integrated logistics solutions are critically needed.**



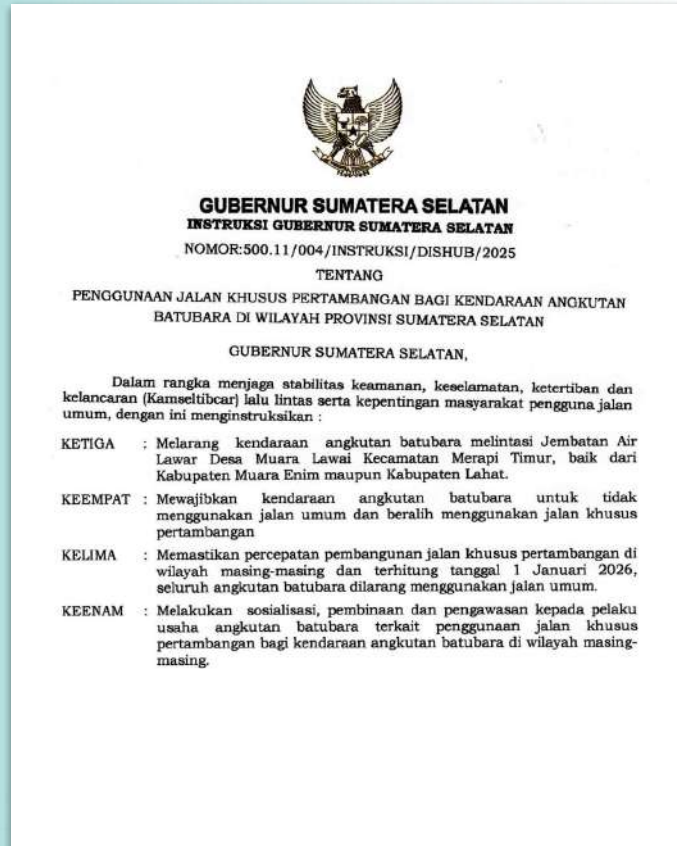
Railway



Dedicated coal hauling road



# PUBLIC ROAD COAL HAULING BAN



## Regulatory Catalyst:

South Sumatra Governor's Instruction No. 500.11/004/INSTRUKSI/DISHUB/2025 (effective Jan 1, 2026) **ban on coal transport via public roads**

## Infrastructure Vitality

RMKE's newly completed private hauling road is now the **exclusive logistics solution** for affected mines in the region.

## Perfect Timing

Strategic completion of the hauling road in late 2025 ensures RMKE captures the diverted volume as the sole viable transport route.



Source: Data Pemerintah Daerah Sumatera Selatan, 2025

# RAILWAY CAPACITY OUTLOOK

PT Kereta Api Indonesia (KAI) is expanding South Sumatra's coal rail network and fleet capacity.

- KAI plans to **develop triple track lines** across the corridor.
- KAI is investing in **54 new locomotives**, 1,125 flat wagons, and 966 bottom-dump wagons. The first 12 locomotives arrived in July 2025 and expected to add ~ 28 Mtpa of coal-transport capacity.
- KAI targets **165 Mtpa loading terminal capacity by 2029** excluding Gunung Megang Station, supporting PTBA and other regional mines.

Source: PT KAI Company Data



# THE CORE OF SOUTH SUMATRA'S COAL INDUSTRY

Lahat to Muara Enim region is the heart of South Sumatra's coal basin, with about **60% of reserves controlled by PT Bukit Asam (PTBA)**, Indonesia's largest state-owned coal producer.

In 2024, PTBA produced around 42 Mtpa. **PTBA targets 100 Mtpa by 2030**, supported by rail & terminal capacity expansions and cooperation with third party ports.

Other major producers in the area include Pendopo Energi Batubara (BUMI Group), Mustika Indah Permai (Adaro Andalan Indonesia - AADI group), Bumi Sekundang Enim Energi (Baramulti Group), Dizamatra Powerindo, and Manambang Muara Enim (MME).



Source: PTBA Company Data

# THE COMPETITIVENESS OF RMKE'S LOGISTICS SERVICES



Mode of transportation	Tariff	Volume/frequency	Strategic location	Socio-economic context
				
Railway	Rp806-922/ ton/km	~2,800 ton/ train	~69 Nautical Mile	The integration of hauling road and railway
<p>▼</p> <p><b>Competitiveness:</b> Safest transportation mode</p>	<p>▼</p> <p><b>Competitiveness:</b> Low tariff</p>	<p>▼</p> <p><b>Competitiveness:</b> Bigger volume</p>	<p>▼</p> <p><b>Competitiveness:</b> The nearest to anchorage</p>	<p>▼</p> <p><b>Competitiveness:</b> More reliable</p>

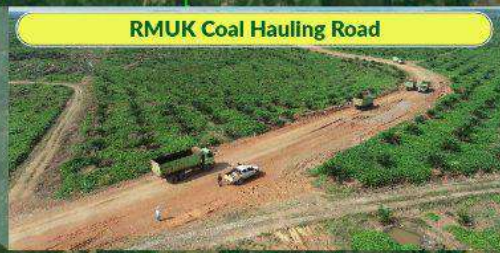
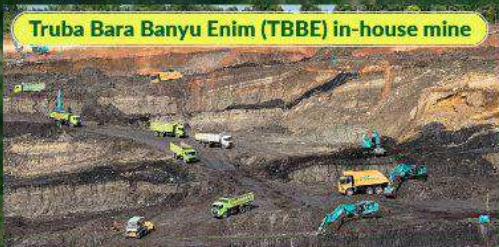
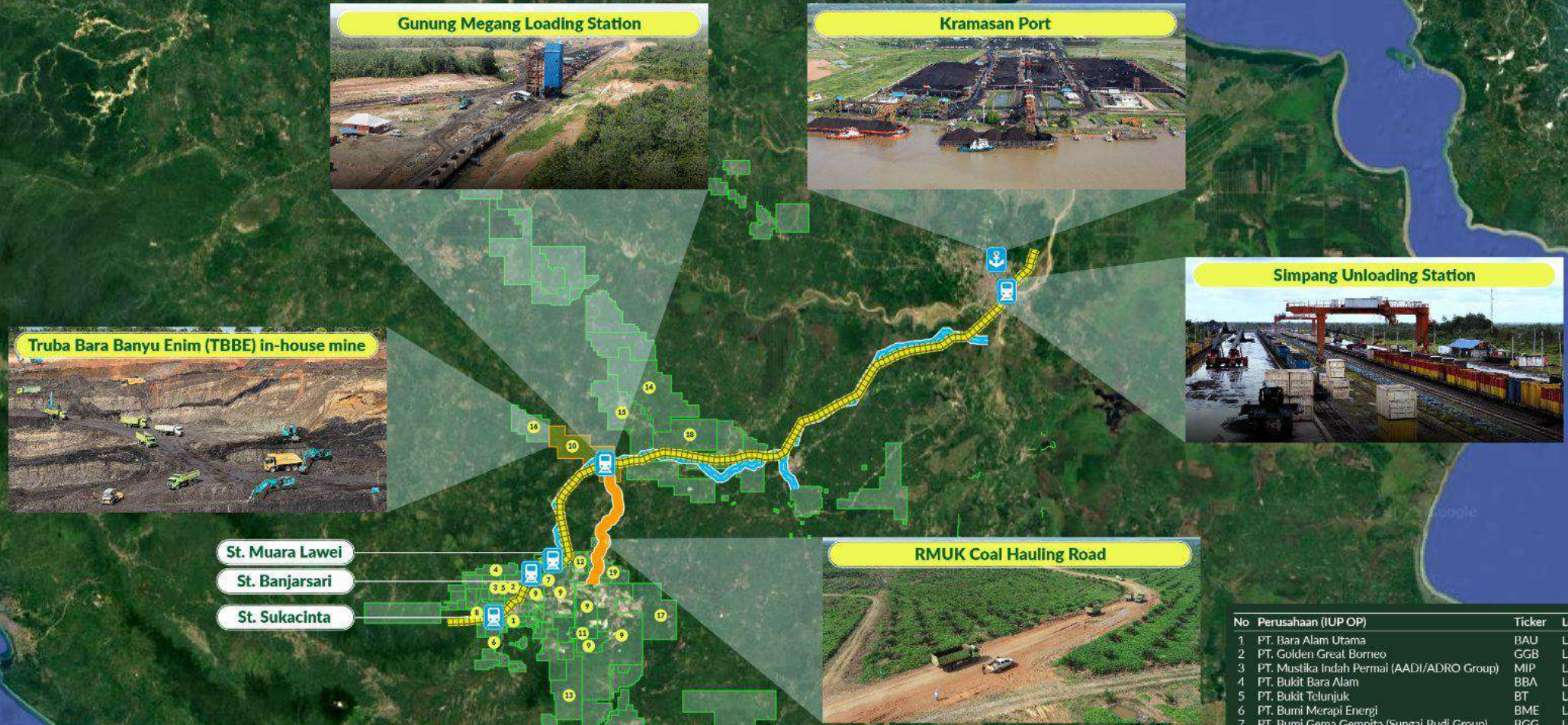
# THE MOST STRATEGIC PORT IN SOUTH SUMATRA



Description	RMKE Musi 2 Keramasan Port	Kertapati Port	Tarahhan Port	Private Road
Distance from Tanjung Enim	147km	160km	420km	140km
Current Capacity	20 Mtpa	7 Mtpa	27 Mtpa	21 Mtpa
Tariff	Rp 806-922/t/km	Rp 806-922/t/km	Rp 806-922/t/km	~Rp 1,200/t/km (excl. Toll Fee)
Status and Development Plan	upgrading to 24 Mtpa	A future port, Keramasan Port 1 <sup>st</sup> phase 20 Mtpa 2 <sup>nd</sup> phase + 20 Mtpa	Running at full Capacity	Port in Muara Lematang, longer distance for transshipment (110nm vs 70nm)

# OVERVIEW OF MINE-TO-PORT LOGISTICS IN SOUTH SUMATRA

RMKE Provides an Integrated Coal Logistic Solutions In South Sumatra



St. Muara Lawei  
St. Banjarsari  
St. Sukacinta



Source: ESDM Data

Public road  
Railway line  
RMUK coal hauling road  
Potential mining sites in South Sumatra

No	Perusahaan (IUP OP)	Ticker	Lokasi
1	PT. Bara Alam Utama	BAU	Lahat
2	PT. Golden Great Borneo	GGB	Lahat
3	PT. Mustika Indah Permai (AADI/ADRO Group)	MIP	Lahat
4	PT. Bukit Bara Alam	BBA	Lahat
5	PT. Bukit Telunjuk	BT	Lahat
6	PT. Bumi Merapi Energi	BME	Lahat
7	PT. Bumi Gema Gempita (Sungai Budi Group)	BGG	Lahat
8	PT. Dizamatra Powerindo	DZP	Lahat
9	PT. Bukit Asam (PTBA)	PTBA	Muara Enim
10	PT. Truba Bara Banyu Enim	TBBE	Muara Enim
11	PT. Menambang Muara Enim (CPRO Group)	MME	Muara Enim
12	PT. Duta Bara Utama	DBU	Muara Enim
13	PT. Sriwijaya Bara Priharum	SBP	Muara Enim
14	PT. Pendopo Energi Batubara (BUMI Group)	PEB	Muara Enim
15	PT. Bumi Sekundang Enim Energi	BSE	Muara Enim
16	PT. Bara Sumatera Energi	BSE	Muara Enim
17	PT. Bukit Enim Energi	BEE	Muara Enim
18	PT. Sriwijaya Tansri Energi	STE	Muara Enim
19	PT. Wiraduta Sejahtera Langgeng	WSL	Muara Enim

**Total Reserve 6,932 million ton**

# IN-HOUSE MINING IN SOUTH SUMATRA



## South Sumatra PT Truba Bara Banyu Enim (TBBE)

### South Sumatra

- Resources 148.3 mn mt
- Proven reserves 75 mn mt
- GAR: 3,000 - 4,200
- Stripping ratio: 4.0

# COAL HAULING ROAD



**38 km\***  
Completed and in  
operation since 1Q 2025

**40 km\***  
(future  
development)

\*Integrated with **Gunung Megang Station**

RMK Energy is building a dedicated coal hauling road to open access for coal miners in Lahat and Muara Enim.

# GUNUNG MEGANG LOADING STATION

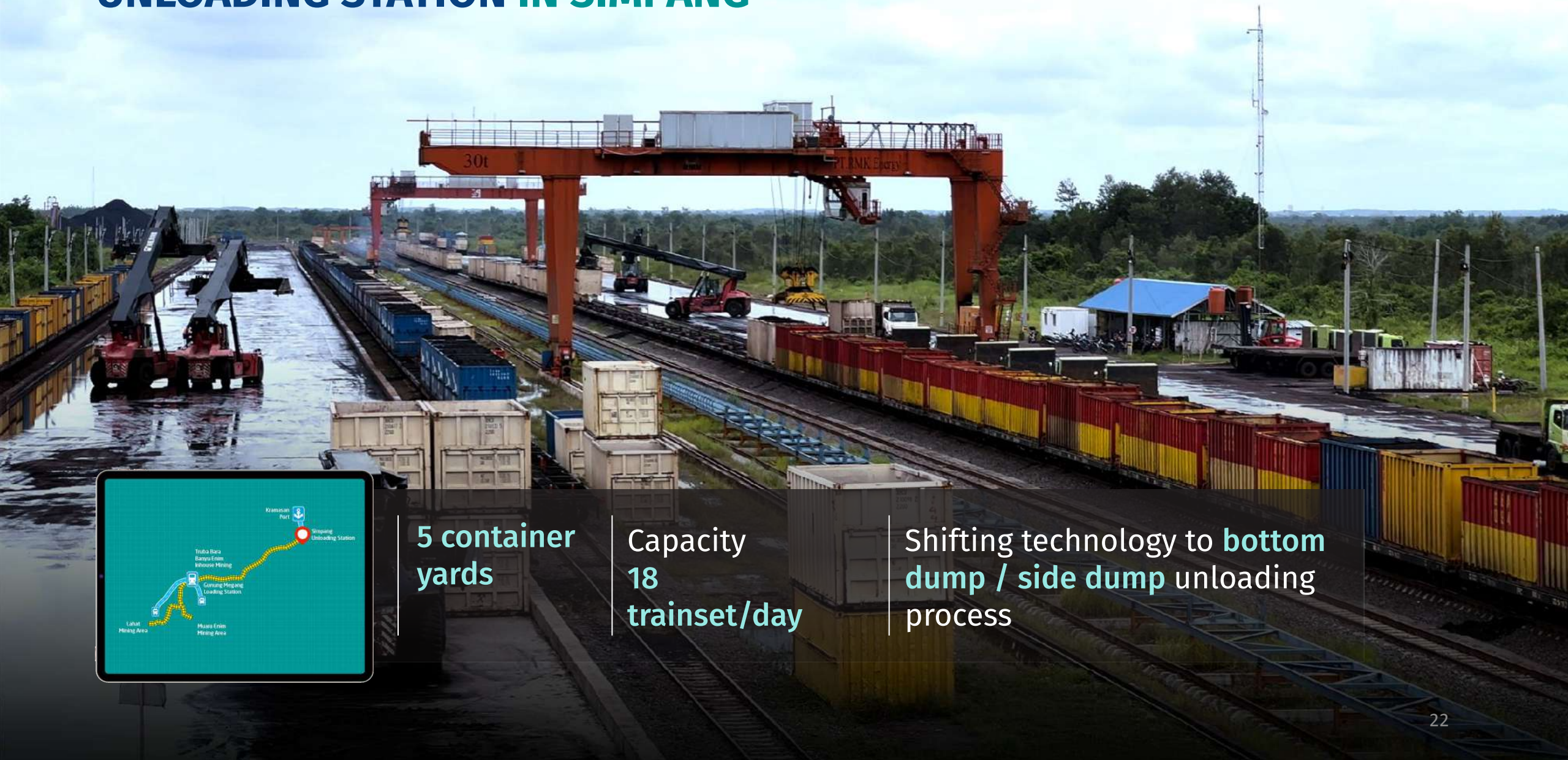


Loading station with **Train Loading System (TLS)**

The first private loading station in **Muara Enim**

Daily capacity **5 train set or 14,000 ton**

# UNLOADING STATION IN SIMPANG



5 container yards

Capacity 18 trainset/day

Shifting technology to bottom dump / side dump unloading process

# MUSI 2 KERAMASAN PORT



Integrated with  
**8 km hauling  
road**

**3-line barge loading conveyor,**  
The capacity are **8 barges/day**  
equivalent **60K ton/day**. Upgrade  
capacity from **20 Mtpa to 28 Mtpa**

**50 ha stockpile**  
with capacity  
**600K ton**

■ CHAPTER 3  
**STRATEGY & OUTLOOK**



# CORPORATE STRATEGY

**01** Integrating business groups in the energy sector

**02** Establishing a sustainable long-term production profile for the company

**03** Developing Integrated AI technology into business operations

**04** Maintaining and enhancing quality, corporate governance, occupational health and safety, environmental stewardship, and social responsibility

**05** Enhancing operational efficiency

## MILESTONE IN 2026

01

Strengthens management team with appointment of new finance director

02

Bond issuance IDR600 bn, oversubscription of 2.7 times

03

Capacity Breakthrough: The development of the second TLS is set to significantly boost the company's total coal loading capacity.

04

Share buyback 11.5 million share, amounted IDR44.6 billion

# BOND STRUCTURE 2026

<b>Issuer</b>	▶ PT RMK Energy Tbk
<b>Offering Type (PUB)</b>	▶ Penawaran Umum Berkelanjutan
<b>Instrument Name</b>	▶ Obligasi Berkelanjutan I RMK Energy Tahap II Tahun 2026
<b>Target PUB Issuance</b>	▶ IDR1.5 tn (one trillion and five hundred billion Rupiah)
<b>Phase II</b>	▶ IDR600 bn (six hundred billion Rupiah)
<b>Tenor</b>	▶ Series A: IDR450 bn, coupon 7.75% p.a. 5 Years Series B: IDR150 bn, coupon 8.25% p.a. 7 Years
<b>Bond Rating</b>	▶ idA (Single A) from Pefindo
<b>Use of Proceed</b>	▶ <ul style="list-style-type: none"><li>• Working capital</li><li>• Capital Expenditure</li></ul>
<b>Collateral</b>	▶ Clean Basis
<b>Listing Venue</b>	▶ PT Bursa Efek Indonesia

# SHARE BUYBACK COMPLETION & CAPITAL MANAGEMENT UPDATE

## Period End

- ▶ Buyback implementation successfully finalized on May 1, 2026.

## Shares Repurchased

- ▶ 11.5 million shares (approx. 0.26% of total equity).

## Total Outlay

- ▶ IDR 44.6 billion utilized from the planned IDR 200 billion buyback fund.

## Budget Utilization

- ▶ 22.3% of authorized funds utilized, reflecting a disciplined approach to market timing.

## Resilient Fundamentals

- ▶ Disclosure confirms no material impact on the legal, operational, or financial status of the Company.

■ CHAPTER 4

# OPERATIONAL PERFORMANCE



# HAULING ROAD SERVICES POWERING EXPONENTIAL GROWTH

## Capitalizing on Regulatory Shifts and Integrated Logistics to Drive 5.4x Volume Growth

### Downstream-Hauling Services

↑ 1Q 2025 +444.2% YoY to 461.9k ton



### Exceptional Operational Scalability:

Achieved a massive surge in coal hauling volumes, during the initial ramp-up phase in the same period last year.

### Vital Revenue Catalyst:

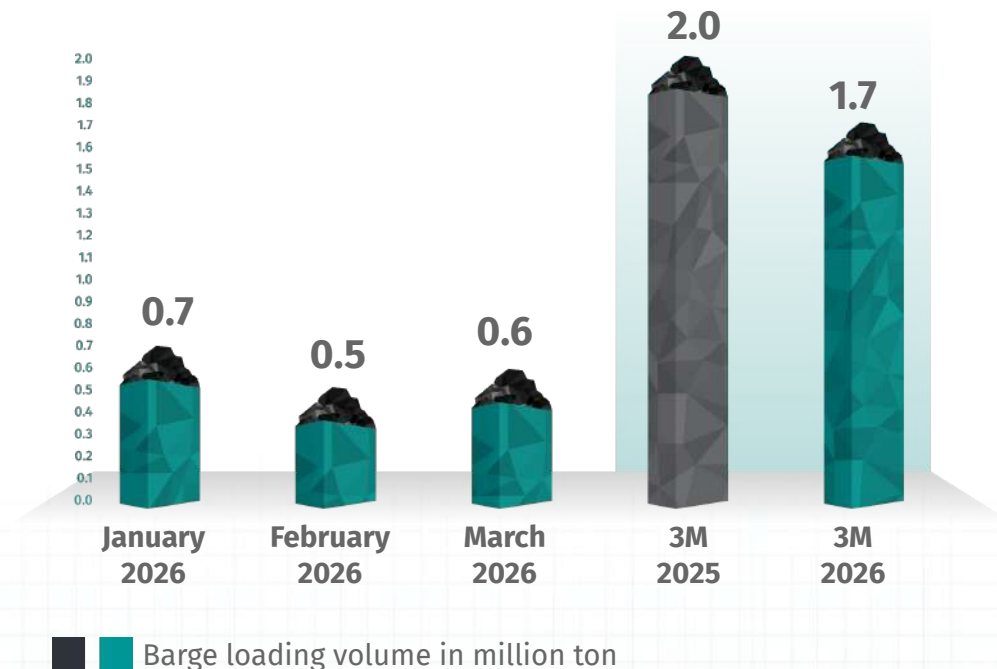
The hauling road segment effectively boosting overall service revenue by streamlining coal flow from upstream (mine site) to downstream (port facilities).

# OFFSETTING SEASONAL HEADWINDS WITH STRATEGIC DIVERSIFICATION

## Revenue Stability Maintained Through Rapid Growth in Hauling Services Amidst Seasonal Barge Volume Fluctuations

### Barge Loading Volume

↓ 1Q 2025 -14.4% YoY to 1.7mn ton



### Mitigating Temporary External Factors

- Extreme weather conditions impacting logistical flow.
- Focus on RKAB (Work Plan and Budget) administrative completion by mining partners.

### Effective Revenue Balancing

The impact of lower barge volumes has been significantly offset by the exponential growth of the hauling road segment.

### Outlook:

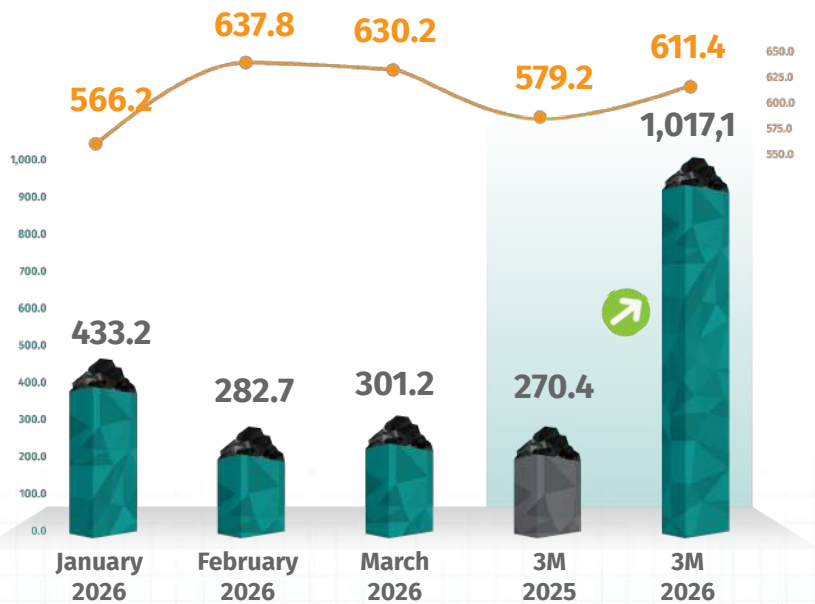
As seasonal weather stabilizes and RKAB approvals are finalized, barge volumes are expected to normalize, further amplified by the consistent and growing contribution from the newly optimized hauling road infrastructure.

# STRATEGIC SOURCING AND INFRASTRUCTURE SYNERGIES DRIVE 3.8X GROWTH IN COAL SALES

Capturing Market Opportunities through Integrated Logistics and Expanded Mining Portfolios

## Coal sales volume

↑ 1Q 2025 +276.2% YoY to 1.0mn ton



Coal sales volume in thousand ton

## Dual-Pronged Sourcing Strategy

Securing coal from new high-potential customers directly integrated with RMKE's logistical facilities.

## Infrastructure-Enabled Trading Advantage

RMKE's ownership of end-to-end integrated infrastructure allows the company to scale trading volumes rapidly and efficiently, providing a unique competitive edge over pure-play traders.

■ CHAPTER 5

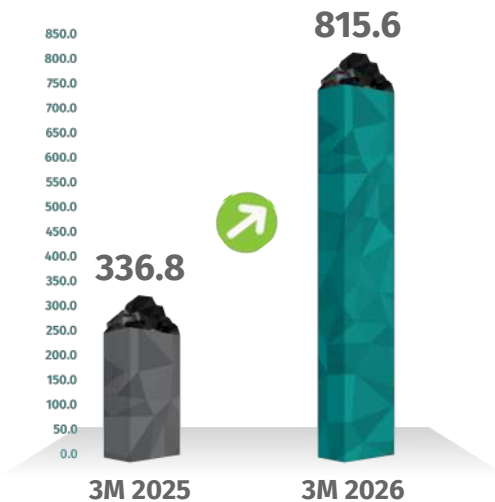
# FINANCIAL PERFORMANCE



# DRIVING EXPLOSIVE GROWTH THROUGH INTEGRATED SALES AND VITAL LOGISTICS INFRASTRUCTURE

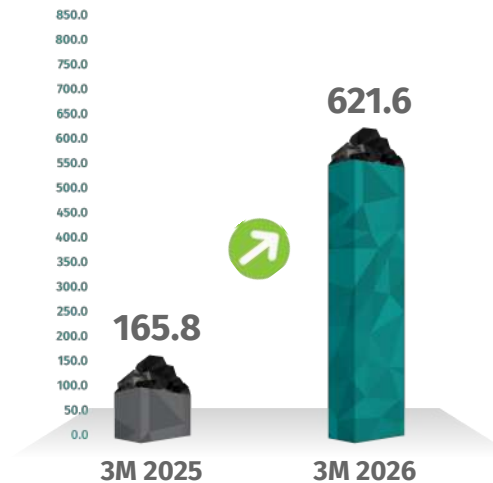
## Operating Revenue

↑ 1Q 2026 **+142.1% YoY** to IDR815.6 bn



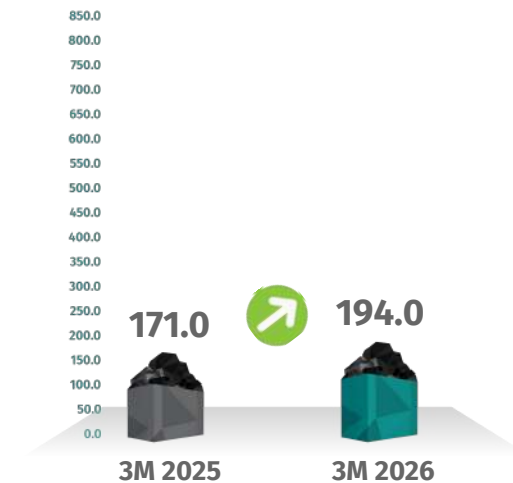
## Coal Sales Segment

↑ 1Q 2026 **+274.8% YoY** to IDR621.6 bn



## Coal Services Segment

↑ 1Q 2026 **+13.5% YoY** to IDR194.0 bn



in billion IDR

■ Operating revenue

### Operating revenues contribution:

Coal sales segment **76.2%**

Coal services segment **23.8%**

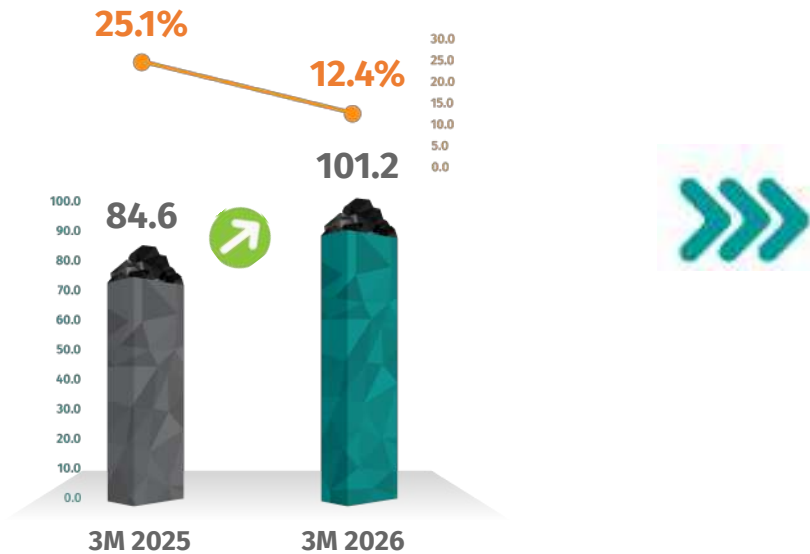
### Service Segment Resilience

Overall service revenue continues to grow, bolstered by contribution of the hauling road despite a seasonal dip in barge loading volumes.

# 79% SERVICE-DRIVEN PROFITABILITY WITH STABLE SALES CONTRIBUTION

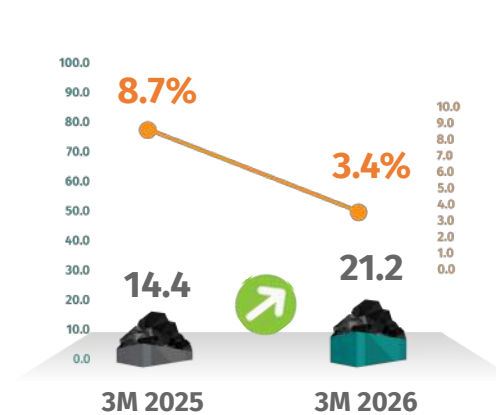
## Gross Profit

↑ 1Q 2026 **+19.6% YoY** to IDR101.2 bn



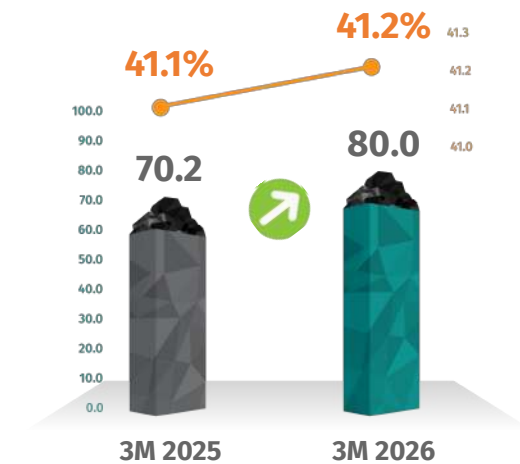
## Coal Sales Segment

↑ 1Q 2026 **+47.1% YoY** to IDR21.2 bn



## Coal Services Segment

↑ 1Q 2026 **+13.9% YoY** to IDR80.0 bn



■ Gross profit    — Gross profit margin (%)

### Gross profit contribution:

Coal sales segment **21.0%**

Coal services segment **79.0%**

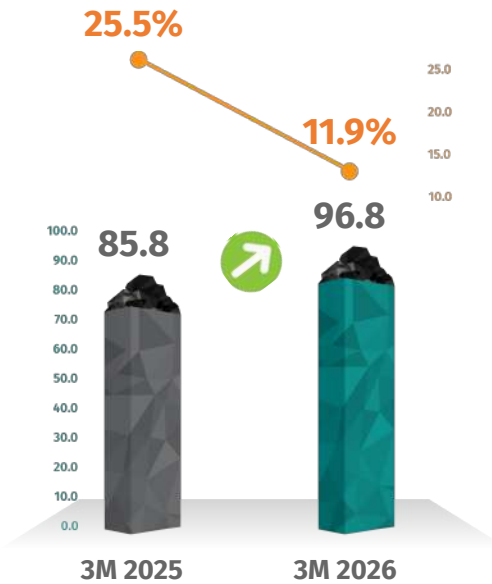
### Service Segment Resilience

Overall service gross profit continues to grow, bolstered by the high-margin contribution of the hauling road despite a seasonal dip in barge loading volumes.

# STEADY NET PROFIT GROWTH DESPITE LOW SEASONALITY

## EBITDA

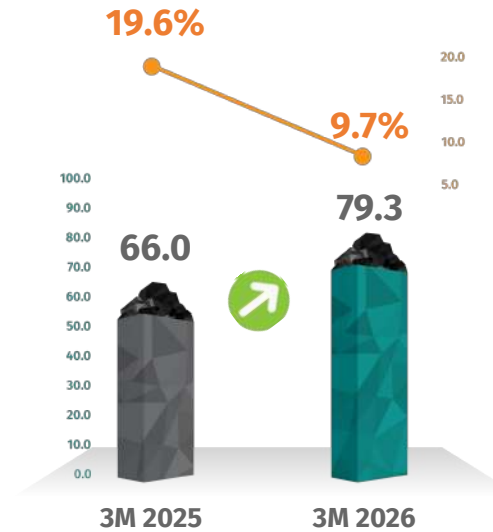
↑ 1Q 2026 **+12.8% YoY** to IDR96.8 bn



■ EBITDA  
■ EBITDA margin (%)

## EBIT

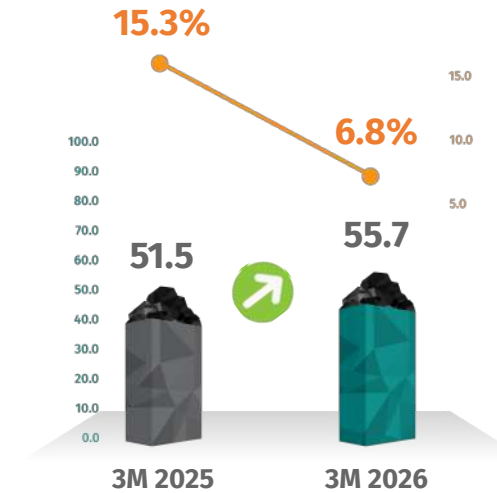
↑ 1Q 2026 **+20.2% YoY** to IDR79.3 bn



■ EBIT  
■ EBIT margin (%)

## Net Profit

↑ 1Q 2026 **+8.2% YoY** to IDR55.7bn



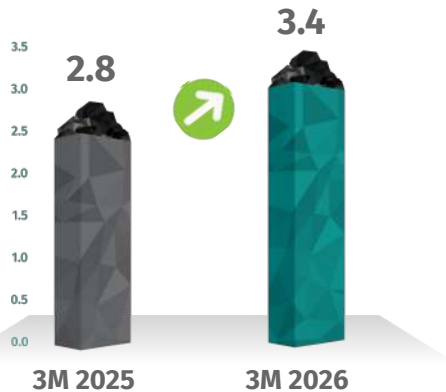
■ Net income  
■ Net margin (%)

in billion IDR

# MAINTAINING A HEALTHY 0.54X DER WHILE STRENGTHENING LIQUIDITY THROUGH BOND ISSUANCE

## Asset

↑ +20.0% to IDR3,4 tn



Asset

## Liability

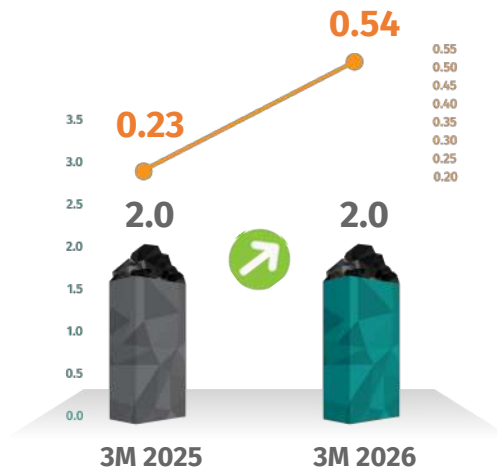
↑ +63.0% to IDR 1.4 tn



Liability

## Equity

↑ +0.6% to IDR2.0 tn



Equity in trillion IDR

DER (max 1.0 time)

Successfully boosted cash reserves through an IDR 600 billion bond issuance, providing the company with significant liquidity to fund future expansion.

Maintained a very healthy DER of 0.54x, demonstrating prudent financial management and a strong credit profile.

# SOLID FINANCIAL RATIO DER 0.54X

(currency in billion IDR, unless stated otherwise)

INDICATOR	4Q 2025	1Q 2026	Chg (%)
<b>FINANCIAL DEBT SEGMENT</b>			
Short Term Debt	140.1	142.7	1.9
Long Term Debt	313.6	912.2	190.8
<b>Total Financial Debt</b>	<b>453.7</b>	<b>1,054.9</b>	<b>132.5</b>

COVENANT	4Q 2025	1Q 2026
<b>DER (max 1 time)</b>	<b>0.23</b>	<b>0.54</b>

\*in-house financial statement

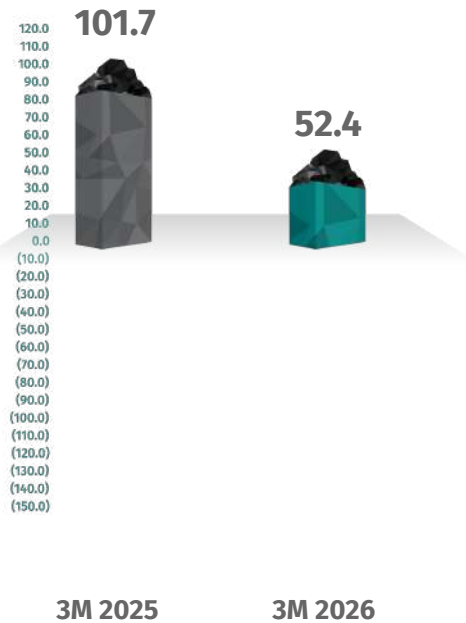
Short Term Debt  
**13.5%**

Long Term Debt  
**86.5%**

# STRATEGIC CASH FLOW MANAGEMENT

## Cash Flow from Operating

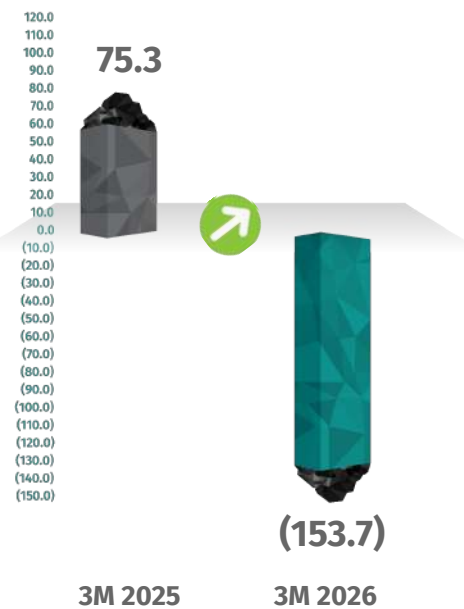
↓ 4Q 2025 -48.5% YoY to IDR52.4 bn



The coal sales business carries a longer cash cycle, requiring higher working capital to support the 3.8x volume growth

## Cash Flow from Investing

↑ 1Q 2025 +304.1% YoY to IDR-153.7 bn



Cash used in investing activities increased, primarily driven by the execution of the Strategic Share Buyback program.

## Cash Flow from Financing

↑ 1Q 2025 +450.6% YoY to IDR559.4 bn



Financing cash flow surged following the successful IDR 600 billion Bond Issuance.

in billion IDR

■ CHAPTER 6  
**APPENDIX**



# CONSOLIDATED OPERATIONAL PERFORMANCE

(in metric ton, unless stated otherwise)

INDICATOR	JANUARY 2026	FEBRUARY 2026	MARCH 2026	3M 2025	3M 2026	YoY (%)
	a	b	c	d	e	e/d
<b>COAL SERVICES</b>						
<b>Downstream Hauling (ton)</b>	<b>167,575</b>	<b>92,187</b>	<b>202,143</b>	<b>86,411</b>	<b>470,242</b>	<b>444.2</b>
Barge loading (ton)	703,595	463,901	567,566	2,027,294	1,735,062	(14.4)
<b>COAL SALES</b>						
<b>Coal sales (ton)</b>	<b>433,199</b>	<b>282,668</b>	<b>301,209</b>	<b>270,383</b>	<b>1,017,076</b>	<b>276.2</b>
<b>Average selling price (IDR/ton)</b>	<b>566,200</b>	<b>637,763</b>	<b>630,225</b>	<b>579,223</b>	<b>611,396</b>	<b>5.6</b>

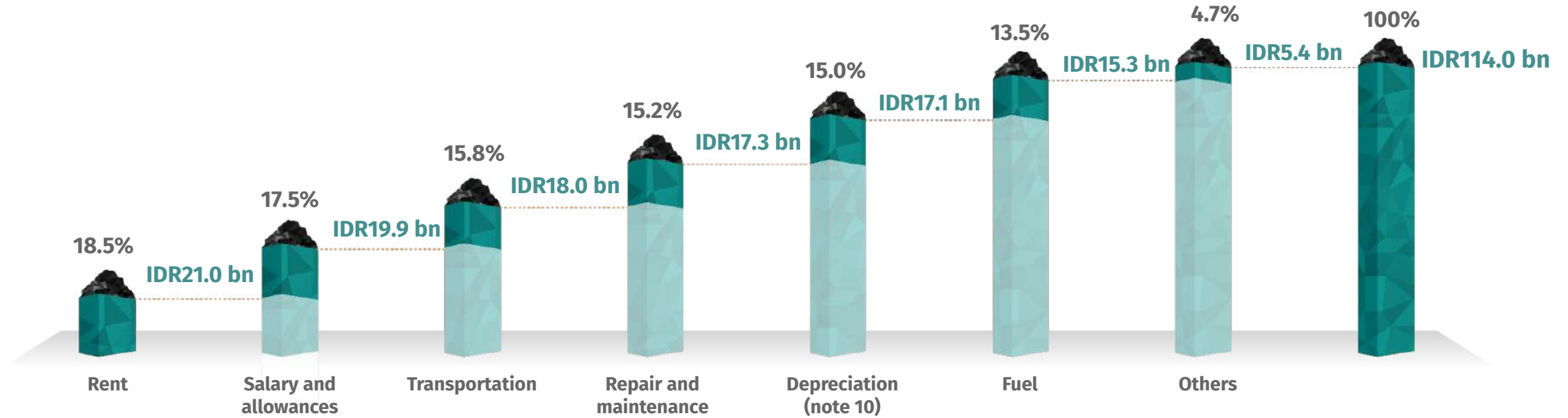
# CONSOLIDATED STATEMENTS OF PROFIT (LOSS)

(currency in billion IDR, unless stated otherwise)

INDICATOR	1Q 2025	1Q 2026	Chg (%)	3M 2025	3M 2026	Chg (%)
<b>REVENUES</b>						
Coal Sales	165.8	621.6	274.8	165.8	621.6	274.8
Services	171.0	194.0	13.5	171.0	194.0	13.5
<b>Total Operating Revenues</b>	<b>336.8</b>	<b>815.6</b>	<b>142.1</b>	<b>336.8</b>	<b>815.6</b>	<b>142.1</b>
<b>EXPENSES</b>						
COGS Coal Sales	(151.4)	(600.4)	296.5	(151.4)	(600.4)	296.5
COGS Services	(100.8)	(114.0)	13.1	(100.8)	(114.0)	13.1
Total COGS	(252.2)	(714.4)	183.2	(252.2)	(714.4)	183.2
G&A	(18.6)	(21.8)	17.3	(18.6)	(21.8)	17.3
Finance cost	(6.5)	(13.2)	102.4	(6.5)	(13.2)	102.4
Income Tax Expenses	(14.0)	(16.0)	13.8	(14.0)	(16.0)	13.8
<b>PROFITABILITY</b>						
<b>Gross Profit</b>	<b>84.6</b>	<b>101.2</b>	<b>19.6</b>	<b>84.6</b>	<b>101.2</b>	<b>19.6</b>
EBIT	66.0	79.3	20.2	66.0	79.3	20.2
EBT	65.5	71.7	9.4	65.5	71.7	9.4
<b>Net Income</b>	<b>51.5</b>	<b>55.7</b>	<b>8.2</b>	<b>51.5</b>	<b>55.7</b>	<b>8.2</b>
Comprehensive Income/Loss	51.4	55.7	8.4	51.4	55.7	8.4
EBITDA	85.8	96.8	12.8	85.8	96.8	12.8
<b>Gross Profit Margin (%)</b>	<b>25.1</b>	<b>12.4</b>	<b>(12.7)</b>	<b>25.1</b>	<b>12.4</b>	<b>(12.7)</b>
<b>Net Margin (%)</b>	<b>15.3</b>	<b>6.8</b>	<b>(8.5)</b>	<b>15.3</b>	<b>6.8</b>	<b>(8.5)</b>

# COST OF REVENUES BREAKDOWN FOR 1Q 2026

## Services Segment



The cost of revenues, mostly contributed by:

- Rent
- Salary
- Transportation

# CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

(currency in billion IDR, unless stated otherwise)

INDICATOR	4Q 2025	1Q 2026	Chg (%)
<b>ASSETS</b>			
Current Assets	1,349.2	1,763.8	30.7
Non Current Assets	1,491.1	1,643.4	10.2
<b>Total Asset</b>	<b>2,840.3</b>	<b>3,407.2</b>	<b>20.0</b>
<b>LIABILITIES</b>			
Current Liabilities	560.2	517.5	(7.6)
Non Current Liabilities	322.2	920.8	185.8
<b>Total Liabilities</b>	<b>882.4</b>	<b>1,438.2</b>	<b>63.0</b>
<b>EQUITY</b>			
<b>Equity</b>	<b>1,957.8</b>	<b>1,969.0</b>	<b>0.6</b>
<b>Total Liabilities &amp; Equity</b>	<b>2,840.3</b>	<b>3,407.2</b>	<b>20.0</b>

# RMKE MEETS THE MINIMUM REQUIREMENTS OF CREDIT COVENANT

(currency in billion IDR, unless stated otherwise)

INDICATOR	4Q 2025	1Q 2026	Chg (%)
<b>FINANCIAL DEBT</b>			
Short Term Bank Loans	0.0	0.0	N.A.
Current Maturity Long Term Liabilities			
Bonds Payable	114.2	115.6	1.2
Bank Loan	13.9	15.0	7.5
Consumer Financing Payables	11.1	11.4	2.0
Finance payable	0.0	0.0	N.A.
Lease Liabilities	0.8	0.8	1.6
Long Term Liabilities Net Of Current Maturities			
Bonds Payable	282.3	877.0	210.6
Bank Loan	22.1	29.1	31.8
Consumer Financing Payables	8.3	6.0	(28.1)
Finance payable	0.0	0.0	N.A.
Lease Liabilities	0.9	0.1	(87.1)
<b>Total Financial Debt</b>	<b>453.7</b>	<b>1,054.9</b>	<b>132.5</b>

Short Term Debt

**13.5%**

Long Term Debt

**86.5%**

INDICATOR	4Q 2025	1Q 2026	Chg (%)
<b>FINANCIAL DEBT SEGMENT</b>			
Short Term Debt	140.1	142.7	1.9
Long Term Debt	313.6	912.2	190.8
<b>Total Financial Debt</b>	<b>453.7</b>	<b>1,054.9</b>	<b>132.5</b>

COVENANT	4Q 2025	1Q 2026
<b>DER (max 1 time)</b>	<b>0.23</b>	<b>0.54</b>

# CONSOLIDATED STATEMENTS OF CASH FLOW

(currency in billion IDR, except stated otherwise)

INDICATOR	1Q 2025	1Q 2026	Chg (%)	3M 2025	3M 2026	Chg (%)
<b>CASH FLOW</b>						
<b>Cash Flows From Operating</b>	<b>101.7</b>	<b>52.4</b>	<b>(48.5)</b>	<b>101.7</b>	<b>52.4</b>	<b>(48.5)</b>
Cash Flows From Investing Activities	75.3	(153.7)	(304.1)	75.3	(153.7)	(304.1)
Cash Flows From Financing Activities	(159.5)	559.4	(450.6)	(159.5)	559.4	450.6
Net Increase In Cash And Cash Equivalents	17.5	458.1	2,522.1	17.5	458.1	2,522.1
Cash And Cash Equivalents At Beginning Of Year	(38.6)	257.9	768.2	(38.6)	257.9	768.2
Cash And Cash Equivalents At End Of Period	(21.1)	716.0	(3,490.4)	(21.1)	716.0	(3,490.4)
<b>Cash On Hand And In Banks</b>	<b>63.1</b>	<b>716.0</b>	<b>1,034.8</b>	<b>63.1</b>	<b>716.0</b>	<b>1,034.8</b>
Overdraft	(84.2)	0.0	(100.0)	(84.2)	0.0	(100.0)



# THANK YOU



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