

INFORMATION DISCLOSURE OF PT ADI SARANA ARMADA, TBK.,  
IN RELATION TO THE ADDITION OF BUSINESS ACTIVITIES (“**INFORMATION DISCLOSURE**”)

THIS INFORMATION DISCLOSURE IS MADE AND INTENDED TO COMPLY WITH THE PROVISIONS OF ARTICLE 22 PARAGRAPH (1) LETTER (C) OF THE FINANCIAL SERVICES AUTHORITY REGULATION NUMBER 17/POJK.04/2020 (“**POJK 17 OF 2020**”) CONCERNING MATERIAL TRANSACTIONS AND CHANGES IN BUSINESS ACTIVITIES, AND THE FINANCIAL SERVICES AUTHORITY REGULATION NUMBER 15/POJK.04/2020 CONCERNING PLANS AND THE HOLDING OF GENERAL MEETING OF SHAREHOLDERS OF PUBLIC COMPANIES.

**PT ADI SARANA ARMADA, TBK.**  
**(“COMPANY”)**

Domiciled in North Jakarta

**Business Activities:**

Engaged in the fields of:

Renting and operational leasing of cars, buses, trucks, and similar vehicles; wholesale trade of used cars; motorized transport for general cargo; renting and operational leasing of land transport equipment excluding four-wheeled motorized vehicles or more; transport consultancy activities; car repair; provisioning of human resources and human resources function management; warehousing and storage; and packing activities.

**Head Office:**

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THIS INFORMATION DISCLOSURE IS IMPORTANT AND REQUIRES THE CAREFUL ATTENTION OF THE COMPANY'S SHAREHOLDERS.

IF YOU FIND IT DIFFICULT TO UNDERSTAND THE DETAILS IN THIS DOCUMENT, YOU ARE ADVISED TO CONSULT A STOCKBROKER, INVESTMENT MANAGER, LEGAL ADVISOR, PUBLIC ACCOUNTANT, OR OTHER PROFESSIONAL ADVISORS.

## DEFINITIONS

KJPP RSR	: Kantor Jasa Penilai Publik Ruky, Safrudin & Rekan (Public Registered Appraiser Office)
KBLI	: <i>Klasifikasi Baku Lapangan Usaha Indonesia</i> (Indonesia Standard Industrial Classification). It is the official classification system for Indonesian economic activities that produce goods or services based on business fields, used to provide uniform concepts, definitions, and classifications amid economic growth.
The Company	: PT Adi Sarana Armada Tbk, a public limited liability company established under the laws of the Republic of Indonesia, with its registered address at Gedung Samudera Kirana, Lt. 6, Jl. Yos Sudarso No. 88, Sunter Jaya, Tanjung Priok, Jakarta Utara 14350
POJK 17/2020	: Financial Services Authority Regulation No. 17/POJK.04/2020 dated April 20, 2020, concerning Material Transactions and Changes in Business Activities.
POJK 15/2020	: Financial Services Authority Regulation No. 15/POJK.04/2020 dated April 20, 2020, concerning Plans and the Holding of General Meeting of Shareholders of Public Companies.

## INTRODUCTION

PT Adi Sarana Armada, Tbk. is a company engaged in the provisioning of motorized vehicle rental services (for both two-wheeled and four-wheeled vehicles), freight forwarding, and warehouse management services. Over time, the Company intends to complete its business strategy by improving competitiveness, expanding market reach, and increasing corporate flexibility to meet customer demands. By incorporating the provisioning and operation of a Transportation Management System (“TMS”), the Company can prepare itself to integrate more comprehensive logistics services to support smooth corporate operations, enabling TMS-user clients to manage their cargo shipments more efficiently.

To meet the needs of the Company's customers, the Company intends to expand its business activities by adding several KBLI (*Indonesia Standard Industrial Classification*) codes, namely: KBLI No. 62199 concerning *Other Computer Programming Activities Not Elsewhere Classified (N.E.C.)* and KBLI No. 58290 concerning *Other Software Publishing Activities*, as the core business activities; and KBLI No. 62204 concerning *Internet of Things (IoT) Consulting and Design Activities* and KBLI No. 61105 concerning *Data Communication System Service Activities*, as the supporting business activities.

Accordingly, this Information Disclosure is made to comply with the provisions of Article 22 paragraph (1) letter (c) of POJK 17/2020, under which the Company is required to announce the Information

Disclosure regarding the planned changes in business activities to the shareholders concurrently with the announcement of the General Meeting of Shareholders.

Through this Information Disclosure, the Company will provide explanations, considerations, intentions and objectives, as well as the rationale behind the addition of these business activities.

#### **A. BRIEF HISTORY OF THE COMPANY**

The Company is domiciled in North Jakarta, established based on the Deed of Establishment of the Company (formerly PT Quantum Megahtama Motor) No. 56 dated December 17, 1999, executed before Misahardi Wilamarta, S.H., Notary in Jakarta, which obtained approval from the Minister of Justice and Human Rights of the Republic of Indonesia as evidenced by the Decree of the Minister of Justice and Human Rights of the Republic of Indonesia No. C-23561 HT.01.01.TH.2002 dated November 29, 2002.

The Articles of Association of the Company have undergone several amendments, with the latest amendment concerning Article 3 of the Company's Articles of Association regarding the expansion of the Company's business scope as stated in the Deed of Minutes of the Extraordinary General Meeting of Shareholders No. 183 dated June 24, 2025, executed before Jimmy Tanal, S.H., M.Kn., Notary in South Jakarta, which obtained approval from the Minister of Law of the Republic of Indonesia as set forth in Decree No. AHU-0044140.AH.01.02.TAHUN 2025 dated July 7, 2025, and the Receipt of Notification of Changes to Company Data No. AHU-AH.01.09-0307671 dated July 7, 2025.

The Company commenced its commercial operations in 2003. The Head Office is located at Gedung Samudera Kirana, 6th Floor, Jl. Yos Sudarso No. 88, Sunter Jaya, Tanjung Priok, North Jakarta 14350, Indonesia. The Company has also opened branch offices in Surabaya, Malang, Makassar, Solo, Lampung, Bandung, Semarang, Medan, Palembang, Banjarmasin, Balikpapan, Bali, Pekanbaru, Padang, and Jakarta (Tihar Cakung, Pondok Pinang, Prudential Tower, and Tambun Selatan). Furthermore, the Company has opened representative offices in Pontianak, Jember, Manado, Kendari, Palu, Ambon, Ternate, Gorontalo, Jayapura, Bengkulu, Cirebon, Aceh, Batam, Yogyakarta, Pematang Siantar, Jambi, Pangkal Pinang, Tanjung, Mataram, and Kupang. The Company is listed on the Indonesia Stock Exchange under the stock ticker symbol "ASSA".

The purposes and objectives of the Company are to engage in the business sectors of:

- Renting and Operational Leasing of Cars, Buses, Trucks, and similar vehicles (KBLI No. 77100);
- Wholesale Trade of Used Cars (KBLI No. 45102);
- Motorized Transport for General Cargo (KBLI No. 49431);
- Aktivitas Penyewaan dan Sewa Guna Usaha Tanpa Hak Opsi Alat Transportasi Darat Bukan Kendaraan Bermotor Roda Empat atau Lebih (KBLI No. 77311);
- Transport Consultancy Activities (KBLI No. 70202);
- Car Repair (KBLI No. 45201);
- Provisioning of Human Resources and Human Resources Function Management (KBLI No. 78300);
- Warehousing and Storage (KBLI No. 52101); dan

- Packing Activities (KBLI No. 82920).

The Company's core business activities include:

- Renting and operational leasing of all types of land transport equipment without operators, such as cars, trucks, and towing vehicles;
- Wholesale trade of used cars, including special purpose vehicles (such as ambulances, caravans, minibuses, fire engines, etc.), lorries, trailers, semi-trailers, and various other motorized transport vehicles;
- Freight transport operations via motorized vehicles capable of carrying more than one type of goods, such as transport using trucks, pickups, open-bed, and closed-bed (box) trucks;
- Renting and operational leasing of all types of land transport equipment excluding four-wheeled motorized vehicles or more (cars, buses, trucks, and similar vehicles) without operators, such as motorcycles, caravans, campers, railroad vehicles, and the like. This group also includes container rental business; dan
- Commercial temporary storage of goods before they are dispatched to their final destinations.

The Company's supporting business activities include:

- Transport consultancy activities, including the provision of views, advice, preparation of feasibility studies, planning, supervision, management, and research in the fields of land, sea, and air transport, including port security management;
- Car repair and maintenance services, such as mechanical repair, electrical repair, electronic injection system repair, regular servicing, body repair, motor vehicle component repair, spraying and painting, glass and window repair, and motor vehicle seat repair. This includes repair, installation, or replacement of tires and tubes, anti-rust treatment, installation of parts and accessories not part of the manufacturing process, and other maintenance businesses;
- Provisioning of human resources and human resources management services for employers. This activity is specified for managing personnel human resources, presenting workers' historical employment profiles concerning wages, taxes, and financial matters, as well as other resources including laborers/workers; dan
- Packaging/packing services on a fee or contract basis, whether or not using automated processes. This includes bottling of beverages and food, solid object packaging (blister packaging, aluminum foil wrapping, etc.), packaging of medicines and medical substances, labeling, stamping, and sealing, parcel or hamper packaging, and gift wrapping. It also includes canning and similar activities.

The Company owns direct subsidiaries as follows:

- PT Duta Mitra Solusindo (“**DMS**”) - provisioning of human resources and human resources function management (outsourcing services) or labor supply;
- PT Autopedia Sukses Lestari, Tbk. (“**ASLC**”) - used vehicle sales and equity investment in subsidiaries;
- PT Tri Adi Bersama (“**TAB**”) - commercial post/express courier delivery services;
- PT Adi Sarana Investindo (“**ASI**”) - provisioning of management and consultancy services, specifically in investments, where ASI invests in startup companies; dan

- e. PT Adi Sarana Transportasi (“ASTA”) – provisioning of freight forwarding services.

The Company owns indirect subsidiaries as follows:

- a. Through ASLC, namely PT JBA Indonesia (“JBAI”) - auction house; and PT Autopedia Sukses Gadai (“ASG”) - pawnshop;
- b. Through ASG, namely PT Autopedia Gadai Jabar (“AGJ”) - pawnshop;
- c. Through TAB, namely PT Krida Gawai Abadi (“KGA”) - communication equipment repair services;
- d. Through ASI, namely PT Logika Sarana Teknologi (“LST”) formerly PT Rekayasa Teknologi Kargo (“RTK”) - the publishing of ready-to-use software, web portals and/or digital platforms for commercial purposes; and Coldspace Pte., Ltd. (“CS”) - other holding companies; and
- e. Associated entities, namely:
  - PT Adi Sarana Logistik (“ASL”) - freight forwarding, warehousing, and storage services;
  - PT Adi Sarana Properti (“ASP”) - construction, trade, industry, land transport, agriculture, printing, workshops, and services excluding legal and tax services (real estate);
  - PT Surya Fajar Indonesia (“SFI”) - multimodal transport; dan
  - PT Kreasi Pangan Samadhi (formerly PT Kedai Pangan Sejahtera (“KPS”) - web portals and/or digital platforms in specialized retail trade of agricultural, livestock, forestry, hunting, and miscellaneous food products.

The capital and shareholding structure of the Company as of the valuation date, December 31, 2025, is as follows:

Keterangan	Jumlah Saham (Saham)	Jumlah Nominal (Rp)	Kepemilikan (%)
<b>Modal Dasar</b>	<b>8.000.000.000</b>	<b>800.000.000.000</b>	
<b>Modal Saham Ditempatkan dan Disetor Penuh</b>			
<b><u>Kepemilikan di atas 5% setiap pihak</u></b>			
PT Adi Dinamika Investindo	851.951.100	85.195.110.000	23,08%
PT Daya Adicipta Mustika	651.400.000	65.140.000.000	17,65%
<b>Komisaris dan Direksi</b>			
Tuan Prodjo Sunarjanto Sekar Pantjawati	342.568.300	34.256.830.000	9,28%
Nyonya Erida	108.071.500	10.807.150.000	2,93%
Tuan Jany Candra	10.000.069	1.000.006.900	0,27%
Tuan Hindra Tanujaya	5.774.463	577.446.300	0,16%
Tuan Tjoeng Suyanto	1.084.800	108.480.000	0,03%
Masyarakat (kepemilikan di bawah 5% setiap pihak)	1.720.287.285	172.028.728.500	46,60%
<b>Jumlah Modal Saham Ditempatkan dan Disetor Penuh</b>	<b>3.691.137.517</b>	<b>369.113.751.700</b>	<b>100,00%</b>
<b>Jumlah Saham dalam Portepel</b>	<b>4.308.862.483</b>	<b>430.886.248.300</b>	

Source: Consolidated Financial Statements of the Company as of December 2025

As of the date of this information disclosure, the composition of the Board of Commissioners and Board of Directors of the Company, in accordance with the Deed of Minutes of the Extraordinary General Meeting of Shareholders of PT Adi Sarana Armada, Tbk., No. 183 dated June 24, 2025, is as follows:

**Board of Commissioners**

President Commissioner	:	Erida
Commissioner	:	Hindra Tanujaya
Independent Commissioner	:	Lindawati Gani
Independent Commissioner	:	Shanti Lasminingsih Poesposoetjipto

**Board of Directors**

President Director	:	Drs. Prodjo Sunarjanto Sekar Pantjawati
Director	:	Jerry Fandy Tunjungan
Director	:	Jany Candra
Director	:	Tjoeng Suyanto

**B. BRIEF DESCRIPTION OF THE ADDITION OF BUSINESS ACTIVITIES**

The Company intends to add new business activities to be operated directly by the Company, consisting of the following new sectors:

1. KBLI No. 62199 concerning Other Computer Programming Activities Not Elsewhere Classified.
2. KBLI No. 58290 concerning Other Software Publishing Activities.
3. KBLI No. 62204 concerning Internet of Things (IoT) Consulting and Design Activities.
4. KBLI No. 61105 concerning Data Communication System Service Activities.

Pursuant to Law No. 40 of 2007 concerning Limited Liability Companies, as last amended by Law No. 6 of 2023 concerning the Enactment of Government Regulation in Lieu of Law No. 2 of 2022 concerning Job Creation into Law ("Company Law"), the Company is required to amend its Articles of Association to incorporate the Addition of Business Activities, specifically amending Article 3 of the Articles of Association regarding the purposes, objectives, and business scope of the Company.

Based on the Company Law and POJK 17/2020, amendments to the Articles of Association require the approval of the General Meeting of Shareholders (GMS). Upon obtaining the approval of the GMS and other necessary licenses or requirements, the aforementioned new business activities can be implemented. Approval for the amendment of the Articles of Association in connection with the Addition of Business Activities will be sought at the Company's Annual GMS for the Financial Year 2025, which is scheduled to be held on Wednesday, June 17, 2026.

## EXPLANATION, CONSIDERATION, AND RATIONALE FOR THE ADDITION OF BUSINESS ACTIVITIES

The transportation and logistics industry in Indonesia is currently undergoing rapid development, driven by the increasing complexity of supply chains, the growth of e-commerce, and the demands for cost efficiency and operational transparency from both suppliers and customers. In this context, the need for integrated, data-driven transportation management systems capable of providing end-to-end visibility has become increasingly critical.

As a company with extensive experience and operational scale in transportation, logistics, and related services, the Company evaluates that the primary challenges of the industry are no longer limited to the availability of fleets and physical infrastructure. The challenge has increasingly shifted toward how a company manages operational information in an integrated manner, coordinates various parties involved in the delivery process, and ensures that service levels can be monitored and controlled consistently.

In practice, route planning processes, delivery status monitoring, service level agreement (SLA) management, transportation cost reconciliation, and performance reporting are still frequently performed separately with limited automation. This condition potentially creates operational inefficiencies, delays in decision-making, and limitations in leveraging data as a basis for performance improvement and cost control.

In line with these conditions, the Company plans to develop a Transportation Management System (“TMS”) Integrated Solution business, which is a technology-based solution designed to integrate the processes of transportation planning, execution, monitoring, and administrative settlement into a single, unified system.

Process Outsourcing (BPO), demonstrating the Company's direct involvement in running the daily operations of customers. BPO services cover activities such as order input, delivery dispatching and assignment, delivery process monitoring, operational follow-ups, up to billing and administrative settlement processes. All BPO activities are executed through modules within the TMS, so that the TMS serves as the management system while the BPO serves as the operator executing operational processes within the system.

Furthermore, the Company also provides Control Tower services as an operational control hub functioning to conduct real-time delivery monitoring, service level agreement (SLA) management, and proactive operational incident handling. The Control Tower utilizes data and information generated by the TMS, such as delivery status, delay notifications, and operational alerts, to ensure service performance remains maintained and to enable swift corrective actions if deviations occur.

To complement operational visibility, the Company's TMS solution is supported by the utilization of technology *Internet of Things* (IoT) to enhance real-time operational visibility and control, which functions to provide direct field data, including vehicle location information (GPS), temperature and humidity for cold chain shipments, driver behavior, and vehicle telematics data. The data generated by these IoT devices is integrated into the TMS and utilized for delivery tracking, service compliance

control, Estimated Time of Arrival (ETA) calculation, and data-driven operational performance analysis.

The TMS is aimed at supporting the Company's internal operations, serving as the core system in serving customer orders for transportation and logistics services and meeting the Company's captive market needs. Additionally, the TMS is designed to provide services to external cross-sector industrial clients. Through this development, the Company is expected to enhance operational efficiency, expand its technology-based service portfolio, and create sustainable recurring revenue streams with long-term growth potential.

To support the lawful, structured, and continuous execution of TMS business activities, the Company needs to add several Indonesia Standard Industrial Classification (KBLI) codes relevant to the characteristics of the business activities to be carried out, including:

#### **Details of the Company's Core TMS KBLI Classifications**

No	Core KBLI	Relevance
1.	KBLI 62199 – Other Computer Programming Activities Not Elsewhere Classified	<p>KBLI 62199 serves as the primary basis for the Company to provide customized TMS software tailored to the needs of the Company's clients. This TMS software will be commercialized by the Company using a charging model per delivery order that is closed (successful deliveries as well as rejected deliveries). The TMS software will be continuously developed from time to time.</p> <p>Within the service package offered by the Company related to this TMS software, the Company can offer delivery order input services, delivery monitoring, as well as training and assistance for TMS software usage as an integrated service bundle with the provisioning of the TMS software, with the offered price being higher compared to only providing the TMS software itself.</p>
2.	KBLI 58290 – Other Software Publishing Activities	<p>KBLI 58290 serves as the primary basis for the Company to provide ready-to-use TMS software that matches the requirements of the Company's clients. This TMS software will be commercialized by the Company using a charging model per delivery order that is closed (successful deliveries as well as rejected deliveries). The TMS software will be continuously developed from time to time.</p> <p>Within the service package offered by the Company related to this TMS software, the Company can offer delivery order input services, delivery monitoring, as well as training and assistance for TMS software usage as an integrated service bundle with the provisioning of the TMS software, with the offered price being higher compared to only providing the TMS software itself.</p>

**Details of the Company's Supporting TMS KBLI Classifications**

No	Supporting KBLI	Relevance
1.	KBLI 62204 – Internet of Things (IoT) Consulting and Design Activities	<p>As part of the development of TMS services, the Company also integrates IoT technology to support delivery operational monitoring, particularly in segments requiring continuous oversight of goods' conditions. This KBLI is required to encompass the design, integration, and management of IoT solutions connected to the TMS system.</p> <p>Through this integration, data from devices such as GPS and sensors can be leveraged for tracking, temperature control, and operational vehicle door detection, which support service control and provide added value in the form of analysis and early warnings against potential operational disruptions.</p>
2.	KBLI 61105 – Data Communication System Service Activities	<p>In its execution, the TMS system is designed to interface with the internal systems of customers and business partners, thereby requiring reliable data exchange and management. The addition of KBLI 61105 is required to support integration activities and data connectivity between these systems.</p> <p>The covered business activities include managing operational data flows, synchronizing information across systems, and providing data communication support that serves as the foundation for monitoring and service performance analysis.</p>

The Company's readiness regarding the planned addition of business activities is reflected, among other things, by the availability of several key modules within the Transportation Management System (“TMS”). The modules currently available in the TMS are as follows:

1. Master Data Management;
2. Order Management;
3. Shipment Management;
4. Monitoring;
5. Customer Billing;
6. Freight Settlement; dan
7. Dashboard & Report.

In addition to these modules, the Company also plans to develop several additional modules, namely the Driver Management System, Control Tower, and Bulk Shipment Planning.

Currently, the TMS is undergoing internal trial phases. Any feedback received during the trial process will be utilized as a basis for system refinement, so that the TMS is expected to be fully ready for commercial launch. The Company plans to execute the commercial launch of the TMS in August 2026.

The financing for this planned addition of business activities will utilize the Company's internal funds.

### **C. SUMMARY OF THE FEASIBILITY STUDY REPORT FROM THE INDEPENDENT APPRAISER**

The Public Registered Appraiser Office (*Kantor Jasa Penilai Publik – “KJPP”*) Ruky, Safrudin & Rekan (“RSR”), appointed by the Board of Directors of the Company as the independent appraiser in accordance with the Proposal for Independent Appraiser Services No. RSR/P-B/FS/081285.02 dated December 8, 2025, has been requested to conduct a Business Feasibility Study on the Company's Planned Addition of Business Activities (“**Company's Plan**”).

In accordance with the Decree of the Minister of Finance of the Republic of Indonesia No. 54/KM.1/2010 dated January 25, 2010, regarding the Appraiser License of Yunus N. Purwono, MAPPI (Cert.), who is designated as an appraiser in the Field of Business Valuation Services with Business Appraiser (B) qualifications under No. B-1.10.00273 and registered as a capital market supporting profession at the Financial Services Authority (“OJK”) pursuant to the Registration Certificate of Capital Market Supporting Profession for Business Appraiser No. KEP-272/KS.13/2026.

RSR holds a business license from the Ministry of Finance of the Republic of Indonesia No. 2.11.0095 based on the Decree of the Minister of Finance of the Republic of Indonesia No. 1131/KM.1/2011 dated October 14, 2011.

The following is a summary of the Business Feasibility Study Report on the Planned Addition of Business Activities in Indonesia for the Company No.: RSR/R/B.050626.01 dated June 5, 2026, prepared by KJPP RSR:

#### **1. Object of the Feasibility Study**

The object of this Business Feasibility Study is the addition of business activities in the field of provisioning and operating a Transportation Management System (“TMS”), which requires the addition of several KBLI classifications, in accordance with the Company's Plan. The details of the KBLI to be added are:

1. KBLI No. 62199 concerning Other Computer Programming Activities Not Elsewhere Classified.
2. KBLI No. 58290 concerning Other Software Publishing Activities.
3. KBLI No. 62204 concerning Internet of Things (IoT) Consulting and Design Activities.
4. KBLI No. 61105 concerning Data Communication System Service Activities.

#### **2. Purpose and Objective**

The purpose of this assignment is to provide a feasibility opinion on the addition of business activities in connection with the Company's Plan in order to fulfill the requirements of POJK

17/2020, which mandates a Business Feasibility Study Report on the Planned Addition of Business Activities prepared by an Appraiser. It is not intended for any other type of transaction plan, nor is it intended for banking or taxation purposes.

The objective of this assignment is to conduct a Business Feasibility Study for capital market compliance requirements for public companies.

### **3. Cut-off Date of the Business Feasibility Study**

The cut-off date for the Business Feasibility Study is **December 31, 2025**, with the parameters and financial statements used in the analysis based on data as of December 31, 2025.

### **4. Assumptions and Limiting Conditions**

- The results of the Feasibility Study constitute a *non-disclaimer opinion*.
- The results of the Feasibility Study are prepared using financial projections whose assumptions have been adjusted by the management of the Company, thereby reflecting the fairness of the projections and the capability of attainment (*fiduciary duty*).
- The results of the Feasibility Study are compiled based on the principles of information and data integrity.
- In compiling the Results of the Feasibility Study, it is based on source data and information used as materials for review, calculation, and analysis.
- The results of the Feasibility Study are prepared solely by considering the viewpoint of the Company's shareholders and do not consider the viewpoints of other stakeholders or other aspects.
- The results of the Feasibility Study are prepared by considering market and economic conditions, general business and financial conditions, as well as laws and regulations applicable as of the date the Results of the Feasibility Study are issued.
- We assume that from the date of compilation of the feasibility study until the date of issuance of the Results of the Feasibility Study, no extraordinary events have occurred that materially affect the Company or its business plan and budget, either macroeconomically or industrially, at present or in the future.
- The Feasibility Study Report is open to the public; however, publication of part or all of the report must obtain approval from the Company's management and RSR, given the potential presence of confidential information that could influence the Company's competition and operations.

## 5. Feasibility Study Analysis

### a. Market Feasibility Analysis

The Company possesses strong market feasibility to enter and develop the TMS business, supported by the consistent growth of the national transportation and logistics sector as well as the increasing market demand for the digitalization of transportation management. The complexity of distribution activities, the high reliance on land transportation, and the still limited adoption rate of integrated transportation management systems open up significant market opportunities for the development of technology-based TMS business solutions.

With the Company's experience and operational scale in the transportation and logistics fields, the Company already possesses an established client base, operational process insights, and a relevant supporting ecosystem to support the development and marketing of the TMS business. The target market for the TMS business encompasses logistics and forwarding companies, Fast-Moving Consumer Goods (FMCG) and cold chain distributors, mining and construction operators, small and medium enterprises with operational fleets, as well as government agencies and State-Owned Enterprises (SOE). This segmentation provides broad growth space with a more targeted marketing approach.

By taking into account the market feasibility analysis, the Addition of Business Activities is market-wise **Feasible**.

### b. Technical Aspect Feasibility Analysis

The Company has adequate technical feasibility to run the TMS business, which is supported by a system architecture designed to be API-first, utilizing cloud technology, and core modules covering order management, shipment, monitoring, billing, and reporting. The TMS business workflow is designed to be integrated with other supporting systems such as the Order Management System (OMS) and Warehouse Management System (WMS), thereby supporting end-to-end transportation management.

From the human resources perspective, the Company has structured a workforce that includes engineering, product & implementation, data and analytics, quality assurance, as well as supporting operational personnel for managed service-based offerings such as Control Tower Operations and Business Process Outsourcing. Workforce competence development is conducted through regular technical training sessions.

With system readiness, technology infrastructure, clear operational workflows, and relevant human resources support, the Company is assessed to possess adequate technical readiness to operate and develop the TMS business sustainably.

By taking into account the technical feasibility analysis, the Company's Plan is technically **Feasible**.

**c. Business Model Aspect Feasibility Analysis**

The Company's TMS business model is supported by its existing logistics ecosystem, including integration with transportation services, warehousing systems (WMS), and managed service-based operational support. This advantage enables the Company to offer transportation management solutions that are not only system-based but also encompass standardized operational support based on Service Level Agreements (SLA).

Added value for customers is created through enhanced operational efficiency, end-to-end visibility, and data-driven decision-making. Furthermore, diversification of revenue streams through system subscription models, Control Tower services, Business Process Outsourcing, and supporting technology integration provides revenue sustainability and commercial flexibility for the Company.

By taking into account the business model feasibility analysis, the Company's Plan is business model-wise **Feasible**.

**d. Management Model Aspect Feasibility Analysis**

The Company has designed a management model and organizational structure suitable to support the development and operations of the TMS. This structure encompasses core management functions, product and implementation management, technology development, and operational support functions required for managed service-based offerings.

Workforce availability is planned progressively in accordance with the scale of business expansion and, in the initial phase, is also supported by relevant functions at the Company's head office, including Human Capital, Finance, Accounting, Information Technology, and General Services. To maintain operational quality and continuity, the Company periodically organizes training and competency development programs for its human resources.

By taking into account the management model feasibility analysis, the Company's Plan is management model-wise **Feasible**.

**e. Financial Aspect Feasibility Analysis**

○ **Start-Up Costs**

In the framework of adding business activities, the Company requires an initial investment cost of **Rp5.12 billion**. The entirety of this funding requirement will be fulfilled through the Company's internal funds, which will be utilized for office equipment, software, licensing requirements, and initial working capital.

- **Determination of Discount Rate**

For the purposes of the Feasibility Study Results, the discount rate used is the Weighted Average Cost of Capital (WACC) of 10.22%.

- **Financial Feasibility Analysis**

Based on the financial assessment, analysis, and other projections—stipulating that all projected assumptions can be fulfilled—the results of the financial feasibility analysis are as follows:

- **Net Present Value (NPV)  $\geq 0 \rightarrow$  Feasible**

The resulting NPV shows a positive figure of **Rp12.62 billion**. A positive NPV result (greater than zero) indicates that the addition of business activities is feasible to execute because it yields returns greater than the investment cost.

- **Internal Rate of Return (IRR)  $\geq$  Discount Rate  $\rightarrow$  Feasible**

The resulting IRR is **41.93%**, which means it stands above the WACC of 10.22%.

- **Payback Period (PP)  $<$  Projection Period  $\rightarrow$  Feasible**

Based on the results of the analysis, the Company is capable of recovering the entire investment after the addition of business activities has run for **4 years and 8 months**.

- **Profitability Index (P/I)  $\geq 1 \rightarrow$  Feasible**

The obtained P/I is **3.54x**, which means it is greater than 1. A P/I result of more than one indicates that the addition of business activities is feasible to execute because it generates profits from the investment expenditure.

**f. Sensitivity Analysis**

To test the project's sensitivity against various influencing factors, a sensitivity analysis was conducted on the main revenue segment of the TMS business, namely growth in the transaction fee segment volume and increases in server costs, software licenses, and labor costs.

The sensitivity of the addition of business activities is as follows:

## Sensitivity Analysis on Volume Growth in the Transaction Fee Revenue Segment

Keterangan		% Kenaikan / Penurunan Pertumbuhan Volume Segmen Transaction Fee TMS					
Volume Segmen Transaction Fee TMS		+/	-10,00%	-5,00%	0,00%	5,00%	10,00%
Net Present Value (NPV)	Rp Jutaan		(10.262)	1.640	12.618	24.568	37.531
Internal Rate of Return (IRR)	%		0,00%	17,55%	41,93%	55,68%	65,96%
Payback period (PP)	Tahun		> 6 Tahun	5 Tahun 2 Bulan	4 Tahun 8 Bulan	4 Tahun 2 Bulan	3 Tahun 11 Bulan
Profitability Index (P/I)	Unit		-1,07	1,33	3,54	5,95	8,57
WACC	%		10,22%	10,22%	10,22%	10,22%	10,22%
Nilai Investasi	Rp Jutaan		5.119	5.119	5.119	5.119	5.119
Kelayakan Rencana Perseroan			Tidak Layak	Layak	Layak	Layak	Layak

### Volume Growth in the Transaction Fee Segment

Sensitivity analysis on volume growth within the transaction fee revenue segment indicates that in the event of a volume increase of +5.00% and +10.00%, the Company's Plan is deemed feasible for execution. This is demonstrated by the evaluation results across four feasibility methods, namely a positive NPV of IDR 24.57 billion and IDR 37.53 billion, a PBP of 4 years 2 months and 3 years 11 months, an IRR of 55.68% and 65.96% respectively against a WACC of 10.22%, and a P/I of 5.95x and 8.57x respectively, which are greater than one.

In the event of a decline in volume growth within the transaction fee revenue segment by -5.00%, the Company's Plan is still deemed feasible for execution. This is reflected in the evaluation results across the four feasibility methods, namely a positive NPV of IDR 1.64 billion, a PBP of 5 years 2 months, an IRR of 17.55% against a WACC of 10.22%, and a P/I of 1.33x, which is greater than one.

However, if a decline in volume growth within the transaction fee revenue segment reaches -10.00%, the Company's Plan is deemed unfeasible. This is evidenced by a negative NPV value.

## Sensitivity Analysis on Cost Growth of Servers, Software Licenses, and Labor

Keterangan		% Kenaikan / Penurunan Pertumbuhan Biaya Server, Lisensi Software, dan Tenaga Kerja					
Biaya Server, Lisensi Software, dan Tenaga Kerja		+/	-10,00%	-5,00%	0,00%	5,00%	10,00%
Net Present Value (NPV)	Rp Jutaan		29.381	21.893	12.618	1.214	(16.058)
Internal Rate of Return (IRR)	%		58,47%	52,38%	41,93%	16,19%	0,00%
Payback period (PP)	Tahun		4 Tahun 4 Bulan	3 Tahun 5 Bulan	4 Tahun 8 Bulan	5 Tahun 1 Bulan	> 6 Tahun
Profitability Index (P/I)	Unit		6,92	5,41	3,54	1,24	-2,24
WACC	%		10,22%	10,22%	10,22%	10,22%	10,22%
Nilai Investasi	Rp Jutaan		5.119	5.119	5.119	5.119	5.119
Kelayakan Rencana Perseroan			Layak	Layak	Layak	Layak	Tidak Layak

### Cost Growth of Servers, Software Licenses, and Labor

Sensitivity analysis on the cost growth of server expenses, software licenses, and labor shows that the feasibility of the Company's Plan is highly sensitive to the assumed annual growth rate of these expenses. If there is a decrease in the cost growth of servers, software licenses, and labor by -5.00% and -10.00%, the Company's Plan is deemed feasible for execution. This is demonstrated by the evaluation results across the four feasibility methods, namely a positive NPV of IDR 21.89 billion and IDR 29.38 billion, a PBP of 4 years 5 months

and 4 years 4 months, an IRR of 52.38% and 58.47% respectively against a WACC of 10.22%, and a P/I of 5.41x and 6.92x respectively, which are greater than one.

In the event of an increase in the cost growth of server expenses, software licenses, and labor by +5.00%, the Company's Plan is still deemed feasible for execution. This is reflected in the evaluation results across the four feasibility methods, namely a positive NPV of IDR 1.21 billion, a PBP of 5 years 1 month, an IRR of 16.19% against a WACC of 10.22%, and a P/I of 1.24x, which is greater than one.

However, if the assumed cost growth of server expenses, software licenses, and labor increases by +10.00%, the Company's Plan is deemed unfeasible. This is evidenced by a negative NPV value.

## **6. Feasibility Study Conclusion**

Based on the assessment, evaluation, market feasibility analysis, technical feasibility analysis, business pattern feasibility analysis, management model feasibility analysis, and financial feasibility analysis, provided that the specified assumptions are met, it can be concluded that the Company's planned addition of business activities is **Feasible**.

## **D. AVAILABILITY OF EXPERTS RELATED TO THE ADDITION OF BUSINESS ACTIVITIES**

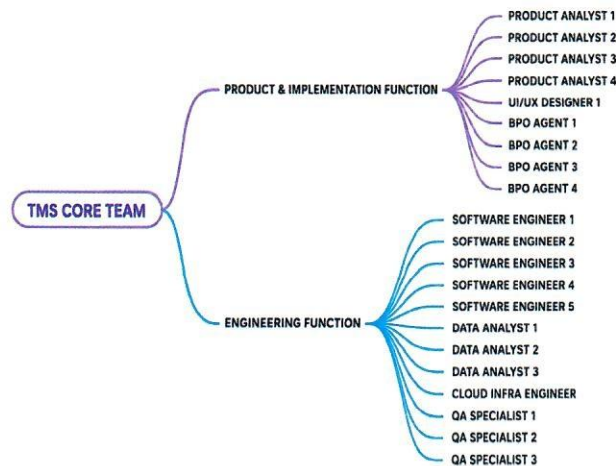
### Organizational Structure for the Addition of Business Activities

To support the management and business development of the TMS, the Company has established an organizational structure that ensures clear segregation of duties, operational efficiency, and human resource readiness in executing the new business activities. The formulation of this structure considers the technical, operational, and strategic requirements inherent to technology-based business models.

The Company's existing organizational structure is deemed adequate to accommodate the new function, namely the Applied Technology Solution (ATS) department, which was established for the operationalization of the TMS. The addition of the ATS department does not materially alter the Company's organizational structure, neither in terms of decision-making nor overall corporate governance.

The Product & Implementation Function is responsible for product planning, user requirement management, system implementation, and service-based operational support. Meanwhile, the Engineering Function focuses on the development, maintenance, and reliability of technology systems, including infrastructure and data management.

The management of the TMS is designed to operate under a single unified TMS Core Team, which is functionally divided into two main groups: the Product & Implementation Function and the Engineering Function. This segregation of functions reflects a clear separation of roles between product development, implementation, and technology management, thereby supporting effective decision-making and system management accountability.



## Management Capacity and Capabilities

The qualifications for each key position within the core structure are detailed as follows:

### 1. **Engineering Head**

The Engineering Head is responsible for planning and managing the TMS system architecture, technology development, and supervising the technology roadmap.

- **Education:** Minimum of a Bachelor's Degree in Informatics Engineering, Information Systems, Computer Engineering, or other related fields.
- **Experience:** Experience in system architecture development, microservices, API-based system integration, and development team management.
- **Technical Skills:** Mastery of cloud computing (AWS or Azure), DevSecOps, ERP or WMS integration, and system security
- **Managerial Capabilities:** Leadership, technical decision-making, and cross-functional coordination.

### 2. **Software Developers (Backend & Frontend)**

Responsible for developing and maintaining TMS applications on the backend, frontend, and mobile platforms.

- **Education:** Minimum of an Associate Degree/Bachelor's Degree in information technology or related fields.
- **Experience:** Experience in system architecture development, microservices, API-based system integration, and development team management.
- **Technical Skills:** Mastery of cloud computing (AWS or Azure), DevSecOps, ERP or WMS integration, and system security.

### 3. **DevOps & Cloud Engineer**

Responsible for system infrastructure reliability and deployment process automation.

- **Education:** Minimum of an Associate Degree/Bachelor's Degree in information technology or related fields.

- **Experience:** Minimum of 3 years.
- **Technical Skills:** CI/CD pipeline, container orchestration, infrastructure as code, observability, and infrastructure cost optimization.

#### 4. **Data Engineer & AI Specialist**

Supports the data management and analytics of the TMS, including the development of analytical and artificial intelligence models.

- **Education:** Minimum of an Associate Degree/Bachelor's Degree in Information Technology or a related field
- **Experience:** Minimum of 3 years.
- **Technical Skills:** Data pipeline management, streaming, ETL, machine learning for ETA prediction and route optimization, and Service Level Agreement (SLA) analytics.

#### 5. **QA & Tester**

Tasked with ensuring the quality and reliability of the TMS system before and after implementation.

- **Education:** Minimum of an Associate Degree/Bachelor's Degree in information technology or related fields.
- **Experience:** Minimum of 1 year.
- **Technical Skills:** Test management, test automation, regression testing, performance testing, and User Acceptance Testing (UAT).

#### 6. **Product & Implementation Head**

Acts as a liaison between business requirements, customers, and the technical team.

- **Education:** Minimum of an Associate Degree (D3) / Bachelor's Degree (S1) in information technology or related fields.
- **Experience:** Experience in SaaS-based product management, agile methodologies, and product roadmap planning.
- **Technical Skills:** Stakeholder communication and cross-team coordination.

#### 7. **Product Analyst**

Responsible for gathering user requirements and monitoring product performance.

- **Education:** Minimum of an Associate Degree (D3) / Bachelor's Degree (S1) in information technology or related fields.
- **Experience:** Minimum of 3 years.
- **Technical Skills:** Drafting BRD/PRD, KPI monitoring, basic data analysis, and data integration for dashboards.

#### 8. **UI/UX Designer**

Supports the development of a user-friendly and consistent system interface.

- **Education:** Minimum of an Associate Degree (D3) / Bachelor's Degree (S1) in information technology or related fields.
- **Experience:** Minimum of 1 year.

- **Technical Skills:** Interactive dashboard design, mobile-first approach, and proficiency in design tools such as Figma.

### Labor Availability

To support the development, implementation, and operation of the TMS, the Company requires a workforce encompassing the core management structure, technical personnel, and operational support staff. The composition of this workforce is designed to ensure a smooth system development process, customer implementation, and the long-term sustainability of TMS services, including managed services support such as Control Tower Operations and Business Process Outsourcing (BPO).

In order to maintain workforce quality and competence, the Company conducts regular training and development programs. The estimated workforce requirement for the TMS is planned gradually in accordance with the scale of business expansion. In the initial stage, it will also be supported by relevant functions at the Company's head office, including Human Capital, Finance, Accounting, Information Technology, and General Services. Once the business scale is sufficient, a more independent segregation of functions may be implemented according to operational needs and company standards.

The estimated total workforce required to support business operations, including the main management structure and daily operational staff, is 24 personnel. This number is designed to ensure smoothness and efficiency across all TMS activities.

Meeting the workforce requirement of 24 (twenty-four) personnel for the TMS business activities will be carried out through the recruitment of existing human resources within the Company and the Company's group.

As of May 21, 2026, the positions of the designated parties are as follows:

Job Title	Number of Personnel	Status
<i>Applied Technology Solution Department Head</i>	1	Under recruitment
<i>Product &amp; Implementation Function Head</i>	1	Filled
<i>Product Analyst</i>	4	Filled
<i>UI/UX Designer</i>	1	Filled
<i>BPO Agent / Control Tower Officer</i>	4	Filled
<i>QA Specialist</i>	3	Filled
<i>Engineering Function Head</i>	1	Under recruitment
<i>Software Engineer</i>	5	Filled
<i>Data Analyst</i>	3	Under recruitment
<i>Cloud Infra Engineer</i>	1	Under recruitment

**E. IMPACT OF THE PLANNED ADDITION OF BUSINESS ACTIVITIES ON THE COMPANY'S FINANCIAL CONDITION**

In the framework of adding business activities, the Company requires an initial investment cost of IDR 5.12 billion. All such funding requirements will be met through the Company's internal funds, which will be utilized for office equipment, software, licensing requirements, and initial working capital.

The details of the investment are as follows:

(in Rupiah)

Keterangan	
<b>Aset Tetap</b>	
Peralatan kantor	154.000.000
<b>Total</b>	<b>154.000.000</b>
<b>Aset Takberwujud</b>	
Software TMS	3.612.000.000
Subscription	160.000.000
<b>Total</b>	<b>3.772.000.000</b>
<b>Perizinan dan Modal Kerja</b>	
Gaji pegawai (sebelum operasional)	408.000.000
Biaya operasional awal	670.400.000
Biaya perizinan	15.000.000
<b>Total</b>	<b>1.093.400.000</b>
<b>Dana kontigensi</b>	<b>100.000.000</b>
<b>Total Investasi Awal</b>	<b>5.119.400.000</b>

The implementation approach for the TMS will be carried out in stages (phased approach). In the initial phase, the Company will leverage existing internal infrastructure, resources, and capabilities, allowing the investment to focus on essential needs for early operations. As the scale and complexity of the ecosystem expand, investment requirements will be adjusted gradually in line with business development.

Regarding the TMS software costs, the Company acts as the developer of the TMS used. Development is conducted internally by utilizing existing resources and technology, as well as industry-standard supporting components. This approach enables more efficient control of initial costs while providing flexibility for future system development and customization.

Costs arising in connection with the development of the TMS business activities are recorded and treated in accordance with applicable accounting standards. The TMS business activities do not require any specialized accounting treatment.

The investment costs for the Addition of Business Activities are expected to provide future benefits for the Company.

The results of the feasibility criteria for the planned Addition of Business Activities, based on the feasibility study report prepared by KJPP RSR, are as follows:

*Net Present Value* : Rp12,62 billion  
IRR : 41,93%  
Payback Period : 4 years 8 months

The addition of the TMS business activities has been factored into the Company's business planning and does not pose a material negative impact on the Company's financial condition and performance.

The financial projections with and without the Company's Plan are as follows:

(in million Rupiah)

Keterangan	Tanpa Rencana Perseroan						Dengan Rencana Perseroan					
	2026	2027	2028	2029	2030	2031	2026	2027	2028	2029	2030	2031
PENDAPATAN	7.542.015	8.422.023	9.537.409	11.033.225	12.666.457	15.199.748	7.545.063	8.430.798	9.547.458	11.045.741	12.684.365	15.219.490
BEBAN POKOK PENDAPATAN	(5.713.369)	(6.213.515)	(7.028.260)	(8.195.247)	(9.461.928)	(11.354.313)	(5.716.746)	(6.221.844)	(7.037.361)	(8.206.025)	(9.477.419)	(11.371.311)
LABA (RUGI) BRUTO	1.828.646	2.208.508	2.509.150	2.837.977	3.204.529	3.845.435	1.828.317	2.208.954	2.510.097	2.839.716	3.206.946	3.848.178
Beban usaha	(730.022)	(999.315)	(1.089.003)	(1.180.373)	(1.282.471)	(1.538.965)	(730.141)	(999.627)	(1.089.328)	(1.180.848)	(1.283.240)	(1.539.773)
LABA (RUGI) OPERASI	1.098.624	1.209.193	1.420.146	1.657.604	1.922.058	2.306.469	1.098.177	1.209.327	1.420.770	1.658.868	1.923.706	2.308.405
Pendapatan keuangan	43.962	46.318	57.840	75.182	81.632	97.958	43.962	46.318	57.840	75.182	81.632	97.958
Pajak atas pendapatan keuangan	(8.973)	(10.321)	(12.734)	(16.196)	(17.472)	(20.966)	(8.973)	(10.321)	(12.734)	(16.196)	(17.472)	(20.966)
Beban keuangan	(262.977)	(290.308)	(320.203)	(351.696)	(387.367)	(464.840)	(262.977)	(290.308)	(320.203)	(351.696)	(387.367)	(464.840)
Pendapatan (Beban) lain-lain, net	(227.988)	(254.310)	(275.097)	(292.710)	(323.207)	(387.848)	(227.988)	(254.310)	(275.097)	(292.710)	(323.207)	(387.848)
LABA (RUGI) SEBELUM BEBAN PAJAK	870.636	954.882	1.145.049	1.364.894	1.598.851	1.918.621	870.189	955.016	1.145.672	1.366.157	1.600.499	1.920.557
BEBAN PAJAK												
Kini	(183.726)	(196.301)	(229.724)	(266.297)	(301.961)	(362.353)	(183.726)	(196.331)	(229.862)	(266.575)	(302.323)	(362.779)
TOTAL BEBAN PAJAK	(183.726)	(196.301)	(229.724)	(266.297)	(301.961)	(362.353)	(183.726)	(196.331)	(229.862)	(266.575)	(302.323)	(362.779)
LABA (RUGI) TAHUN BERJALAN	686.911	758.581	915.324	1.098.597	1.296.890	1.556.268	686.464	758.685	915.811	1.099.582	1.298.176	1.557.778

The following is an analysis of the financial projections and the impact of executing the Company's Plan on the company's financial condition:

Revenue without the Company's Plan is projected at IDR 15.20 trillion in 2031, with a 2026–2031 CAGR of 15.05%. Meanwhile, the Company's revenue with the Company's Plan is projected to be higher at IDR 15.22 trillion in 2031, with a 2026–2031 CAGR of 15.07%.

Operating Profit without the Company's Plan is projected at IDR 2.306 trillion in 2031, with an average operating profit margin of 14.86%. Meanwhile, the Company's operating profit with the Company's Plan is projected to be higher at IDR 2.308 trillion in 2031, with an average operating profit margin of 14.86%.

Profit for the Year without the Company's Plan is projected at IDR 1.556 trillion in 2031, with an average net profit margin of 9.69%. Meanwhile, the profit for the year with the Company's Plan is projected to be higher at IDR 1.557 trillion in 2031, with a net profit margin of 9.69%.

Keterangan	Tanpa Rencana Perseroan						Rata-rata 2026-2031	Dengan Rencana Perseroan						Rata-rata 2026-2031
	2026	2027	2028	2029	2030	2031		2026	2027	2028	2029	2030	2031	
<b>Rasio Pertumbuhan*</b>														
Pendapatan	11,67%	13,24%	15,68%	14,80%	20,00%	15,05%	11,74%	13,25%	15,69%	14,83%	19,99%	15,07%		
Laba (Rugi) Operasi	10,06%	17,45%	16,72%	15,95%	20,00%	15,99%	10,12%	17,48%	16,76%	15,97%	20,00%	16,02%		
Laba (Rugi) Tahun Berjalan	10,43%	20,66%	20,02%	18,05%	20,00%	17,77%	10,52%	20,71%	20,07%	18,06%	20,00%	17,81%		
<b>Rasio Vertikal</b>														
Porsi Beban Pokok Pendapatan	75,75%	73,78%	73,69%	74,28%	74,70%	74,48%	75,77%	73,80%	73,71%	74,29%	74,72%	74,50%		
Margin Laba Bruto	24,25%	26,22%	26,31%	25,72%	25,30%	25,52%	24,23%	26,20%	26,29%	25,71%	25,28%	25,50%		
Margin Laba Operasi	14,57%	14,36%	14,89%	15,02%	15,17%	14,86%	14,55%	14,34%	14,88%	15,02%	15,17%	14,86%		
Margin Laba Tahun Berjalan	9,11%	9,01%	9,60%	9,96%	10,24%	9,69%	9,10%	9,00%	9,59%	9,95%	10,23%	9,69%		

\*) Growth based on CAGR 2026–2031

## F. ANNUAL GENERAL MEETING OF SHAREHOLDERS

In accordance with the provisions of POJK 17/2020, the Company intends to seek approval from the Shareholders through a General Meeting of Shareholders (GMS) regarding the Company's planned Addition of Business Activities. In this regard, the Company's Addition of Business Activities will be requested at the GMS to be held by the Company on:

Day, Date : Wednesday, June 17, 2026  
Venue : Kelapa Gading Room 3-5, 5th Floor - Hotel Santika Kelapa Gading, Jl. Raya Kelapa Nias, RT.8 RW.6, Kelapa Gading Barat, North Jakarta 14240  
Time : 14.00 WIB – concluded

The key dates concerning the holding of the Company's GMS are as follows:

Event	Date
Notification of GMS Agenda	May 4, 2026
Information Disclosure regarding the planned Addition of Business Activities	May 8, 2026
GMS Announcement	May 11, 2026
Recording Date to determine the Company's Shareholders entitled to attend the GMS	May 25, 2026
GMS Invitation	May 26, 2026
General Meeting of Shareholders (GMS)	June 17, 2026
Submission of the Summary of GMS Minutes	June 19, 2026
Submission of the GMS Deed	No later than July 17, 2026

One of the agenda items to be discussed in the GMS is as follows:

**EGMS Agenda** :

*Approval to add business sectors and activities of the Company, to align the Company's purposes and objectives with the Regulation of the Central Bureau of Statistics No. 7 of 2025 concerning the Indonesia Standard Industrial Classification (KBLI), and consequently amend Article 3 of the Company's Articles of Association.*

The disclosure of the EGMS agenda was submitted during the Notification of GMS Agenda through the Electronic Reporting System (SPE) and the Company's website on May 4, 2026. Subsequently, the Disclosure of the Business Feasibility Study Report and other supporting documents were submitted through the SPE and the Company's website on May 8 and 11, 2026.

Furthermore, the Company's GMS will be convened by referring to the provisions of the Company's Articles of Association and Article 42 of POJK 15/2020, as follows:

- a. The GMS may be held if attended by the Company's shareholders representing at least 2/3 (two-thirds) of the total shares with valid voting rights, unless the Articles of Association of the Public Company stipulate a larger quorum requirement;
- b. The resolution of the GMS as referred to in letter a is valid if approved by more than 2/3 (two-thirds) of all shares with voting rights present at the GMS.

If the planned Addition of Business Activities as mentioned above does not obtain approval from the Shareholders at the GMS, the plan can only be resubmitted 12 (twelve) months after the holding of the said GMS.

**G. OTHER MATERIAL MATTERS RELATED TO THE PLANNED ADDITION OF BUSINESS ACTIVITIES**

There are no other material matters related to the Planned Addition of Business Activities.

**H. STATEMENT OF THE BOARD OF DIRECTORS AND THE BOARD OF COMMISSIONERS OF THE COMPANY**

The Board of Directors and the Board of Commissioners of the Company state that, in accordance with the provisions of Article 17 letter (g) of POJK 17/2020, the Board of Directors and the Board of Commissioners of the Company declare that: (i) The Material Transaction does not contain any Conflict of Interest regarding the planned addition of business activities; and (ii) All material information has been fully disclosed in this document and such information is not misleading.

*(The remainder of this page is intentionally left blank, and the signature sheet is on the following page)*

**I. ADDITIONAL INFORMATION**

Shareholders of the Company who require further details or information regarding this Information Disclosure are kindly requested to contact:

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Jakarta, June 9, 2026



**Jerry Fandy Tunjungan**  
Director

**Tjoeng Suyanto**  
Director