Rating Rationale

PT Jasa Marga (Persero) Tbk

Credit Ratings

General Obligation (GO)	$_{id}$AA/Stable
SR Bond II	$_{id}$AA
SR Bond III	$_{id}$AA

Rating Period

March 3, 2026 – March 1, 2027

Published Rating History

MAR 2025	$_{id}$AA/Stable
MAR 2024	$_{id}$AA/Stable
NOV 2023	$_{id}$AA/Stable
NOV 2022	$_{id}$AA/Stable
MAY 2022	$_{id}$AA-/Positive

PEFINDO has affirmed the ratings of PT Jasa Marga (Persero) Tbk (JSMR) and its outstanding bonds at $_{id}$AA. Outlook for the corporate rating is stable. The rating reflects JSMR's important role to the government, the Company's dominant position in the toll road sector, a diversified toll road portfolio with a long concession period, and very strong financial flexibility. The rating is constrained by business risks related to the development of new toll roads and its high leverage.

We may raise the rating if JSMR could strengthen its business profile substantially by successfully developing and operating new toll roads with strong traffic volume, which supports the improvement in its financial profile, with lower leverage and stronger cash flow coverages on a sustained basis. We may lower the rating if government support weakens, its financial profile deteriorates because of a severe drop in revenue due to a decline in traffic volume, or the Company incurs higher debt than projected without being compensated by favorable growth prospects.

JSMR is the largest toll road operator in Indonesia. Its portfolio includes nine toll road concessions at the parent company and 27 operated toll roads at subsidiaries, whereas four toll roads are still under construction, and one is still partially operating. As of December 31, 2025, its shareholders were the Indonesian government (70%, through Danantara and BP BUMN), the public (29.97%, each below 2%), and its management (0.03%).

Financial Highlights

As of/for the year ended Consolidated Figure	Dec-2025 (Unaudited)	Dec-2024 (Audited)	Dec-2023 (Audited)	Dec-2022 (Audited)
Total adjusted assets [IDR bn]	159,739.4	148,607.5	134,627.3	91,097.3
Total adjusted debt [IDR bn]	75,305.1	65,021.3	72,710.2	52,915.3
Total adjusted equity [IDR bn]	62,374.9	58,791.4	39,686.0	25,579.5
Total sales [IDR bn]*	19,878.3	18,800.2	15,601.8	13,809.7
EBITDA [IDR bn]	13,240.9	12,619.0	9,911.6	8,680.0
Net income after MI [IDR bn]	3,627.7	4,535.6	6,793.6	2,746.9
EBITDA margin [%]	66.6	67.1	63.5	62.9
Adjusted debt/EBITDA [X]	5.7	5.2	7.3	6.1
Adjusted debt/adjusted equity [X]	1.2	1.1	1.8	2.1
FFO/adjusted debt [%]	10.5	11.4	7.2	6.3
EBITDA/IFCCI [X]	3.0	2.9	2.5	2.1
USD exchange rate [IDR/USD]	16,782	16,162	15,416	15,731

FFO = EBITDA – IFCCI + Interest Income – Current Tax Expense
EBITDA = Operating Profit + Depreciation Expense + Amortization Expense
IFCCI = Gross Interest Expense + Other Financial Charges + Capitalized Interest; (FX Loss not included)
MI= Minority Interest **Total sales include margin from construction*

The above ratios have been computed based on information from the company and published accounts. Where applicable, some items have been reclassified according to PEFINDO's definitions.

Rating Definition

A debt security rated $_{id}$AA differs from the highest rated debt only to a small degree. The obligor's capacity to meet its long-term financial commitments on the debt security, relative to other Indonesian obligors, is very strong.

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Key Strengths

Important role to the government

PEFINDO is of the view that JSMR holds an important role to the government in developing toll road infrastructure to support logistic and land transportation activities as well as create new economic growth centers. JSMR's importance is reflected in the significant expansion of its toll road portfolio, with 36 concessions as of December 31, 2025, nearly doubled compared to just 19 concessions it held in 2015. Given this important role, we expect the government to maintain control over JSMR through its majority ownership and permanent holding of a golden share, which provides veto rights and can exert a strong influence on JSMR's strategy and business through the appointment of board members and senior management. In addition, the government has demonstrated support through regulatory measures designed to sustain the viability of toll road operators, including policies that provide greater certainty for land acquisition, allow concession period extension, and enable periodic tariff adjustments to maintain JSMR's revenue visibility and stability over the long term.

Dominant position in the toll road sector

We are of the view that JSMR has a very strong business position as the largest toll road operator in Indonesia, having 1,736 kilometers (km) of toll road concession rights, including 1,294 km of toll roads operational, accounting for around 42% of the national toll road network by length as of December 31, 2025. Some of JSMR's toll road assets are located in Greater Jakarta and other big cities in Java, ensuring robust traffic given the relatively strong economy of the areas served. Its future toll roads are also expected to have favorable growth prospects as they are connected with existing toll roads, resulting in an increase in traffic flow. About 500 km of JSMR's toll roads (around 40% of its toll road portfolio by length) are considered mature toll roads since they have been operational since 2004, ensuring stable traffic (making up for about 50% of JSMR's toll road revenue in 2025), which further underpins JSMR's business risk profile.

Diversified toll road portfolio with a long concession period

As the largest toll road operator, JSMR has a diverse toll road portfolio, with nine toll road concessions at the parent level and 27 toll road concessions at the subsidiary level. JSMR's diversified toll road locations minimize the revenue concentration risk, as none contributed more than 10% over the past three years. These toll roads also have long concession periods, with maturities ranging from 2044-2066, supporting strong revenue visibility and long-term growth prospects, supported by a ramp-up in traffic volume from newly operated toll road assets, new interconnections, and a biannual inflation-link tariff adjustment mechanism. In 2023-2025, JSMR successfully implemented tariff adjustments for almost all of its toll roads despite some delays. JSMR's traffic grew by 0.4% year-on-year (YoY) in 2025 to 1,306.4 million traffic, while toll revenue increased by 5.6% YoY (excluding revenue from PT Jasamarga Jalanlayang Cikampek, which operates the MBZ elevated toll road), reflecting the combined impact of tariff adjustments and stable traffic demand.

Very strong financial flexibility

JSMR's very strong financial flexibility is underpinned by its good track record in fulfilling all its financial obligations, solid cash flow generation, and a very strong business position in the industry. It has very strong funding access, supported by its track record of issuance in the debt capital market and long-standing relationships with local banks, with no concentration on one funding source. It has also developed alternative funding sources through asset securitization and de-consolidated ownership in some of its toll road assets using an investment fund scheme. As of December 31, 2025, the Company has IDR22 trillion unused bank loan facilities at the parent level.

Key Weaknesses

Business risk related to the development of new toll roads

JSMR remains exposed to development risks associated with the construction and operation of new toll road assets. JSMR is currently constructing five toll roads, which are the Jakarta-Cikampek II South, Probolinggo-Banyuwangi, Jogjakarta-Bawen, Jogjakarta-Solo, and Patimban Access. The simultaneous development of these toll roads introduces execution and ramp-up risks, particularly related to traffic performance during the early years of operation. While JSMR's strategy of developing interconnecting toll roads may help support traffic growth over time, new toll roads typically face the risk of lower-than-expected traffic volume during the initial operating phase, especially when surrounding economic activity and supporting infrastructure are still developing. If traffic falls short of expectations, the affected assets may face constraints in servicing their financial obligation on a stand-alone basis, thus, requiring the need for a cash deficiency support commitment from JSMR. The Company's Manado-Bitung toll road, completed in 2022 (with partial operations since 2020), has recorded traffic volumes well below expectations, leading to consecutive losses and expected continued reliance on financial support from JSMR to meet financial obligations and sustain operations.

High leverage

We anticipate JSMR's leverage will remain elevated through 2026, with debt to EBITDA projected to exceed 6x, compared with 5.7x in 2025 and 5.2x in 2024. The increment reflects continued debt-funded expansion as JSMR develops new toll road projects totaling more than 400 km, with an estimated total capital expenditure (capex) of around IDR80 trillion. We expect around 70% of this investment will be funded by debt, adding to JSMR's already sizable debt burden from its previous greenfield toll road investments. Since 2016, JSMR has spent more than IDR80 trillion for capex (excluding bridging funds for land acquisition) to build around 667 km of new toll road assets.

Environmental, Social and Governance (ESG) Factors in the Rating Assessment

ESG factors are an overall neutral consideration in JSMR's rating assessment. Social factors are particularly relevant, as mobility restrictions and shifts in travelling and logistics behavior, including users' willingness to pay, may indirectly pressure revenue through lower traffic volume. Nonetheless, the pandemic's one-off nature and the faster rebound of toll road traffic compared to other infrastructure assets suggest that any future mobility restrictions would have only a moderate impact on JSMR's credit profile.