

Content

The Diversification of Indonesia's Export Commodity

Preliminary

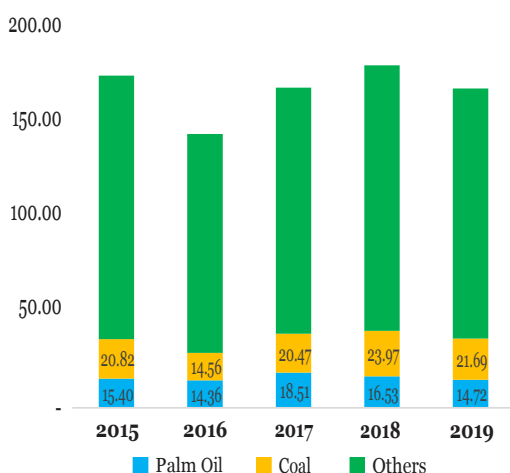
Palm oil and coal are the main commodities of Indonesia's export. Both commodities have been exported to many countries, such as China, India, European countries, and the United States. For years, both commodities have a significant contribution to Indonesia's export. However, at this moment, palm oil and coal face some challenges, such as import restriction in main export destination countries, black campaigns in some countries, decline of several world's commodity price, etc. Based on those reasons, Indonesia needs to diversify its main export commodities so that in the future Indonesia's export will not depend only on palm oil and coal.

Performance of Palm Oil and Coal Export

Palm oil and coal unceasingly face challenges in world trade. Protectionism policy by some countries and environment issues campaign give obstacles to the trade of these Indonesia's main export commodities. A commodity price decline in the global also weighed both commodities. European Union through Delegated Regulation Supplementing Directive of The EU Renewable Energy Directive II (RED II) document declared that starting in January 2024, the zone will reduce gradually the use of biofuel produced from deforestation or peatlands to support renewable energy. The declaration indirectly targeted palm oil that for a long time processed in peatlands or deforestation zone. The import restriction also becomes another obstacle for both commodities. Among the restrictions are the withdrawn of Generalized System of Preferences by the United States, high import tariffs for palm oil imposed by India since 2018, and the coal import restriction by China since 2018.

Indonesia is one of the biggest palm oil and coal producer and exporter countries in the world. In 2019, the value of Indonesia's palm oil export is at the first rank in the world, i.e. USD10.4 billion, followed by Malaysia (USD8.3 billion). Meanwhile, the value of Indonesia's coal export is below Australia (USD44.4 billion), i.e. USD21.5 billion in 2019. However, the value of Indonesia's coal export is still above Russia (USD 16 billion), the United States (USD9.8 billion), and Colombia (USD5.2 billion).

Figure 1. The Composition of Indonesia's Export Based on Commodity (USD billion)



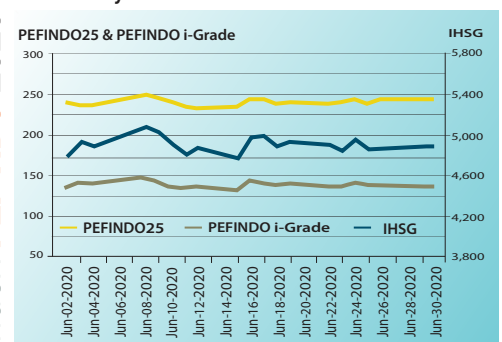
Source: Indonesia's Central Bank (BI)

As the main producer of world palm oil and coal, challenges explained in the previous section will affect Indonesia's export at this time and in the future. As we know, both commodities have a significant contribution to Indonesia's export during 2016 - 2019. Based on data from Bank Indonesia (BI), both commodities contributed around 20.02% - 23.09% of Indonesia's export value. Palm oil contributed around 8.74% - 10.96% of Indonesia's export value, while coal contributed around 10.08% - 13.26% on Indonesia's export value.

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Aulia Ikhsan
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During 2016 – 2019, China and India are the two biggest export destination countries of Indonesia's palm oil and coal export. Based on data from Statistics Indonesia (BPS), Indonesia's palm oil export to India during that period is an average of 5,918.61 thousand tons a year or around 21.20% of an average of Indonesia's palm oil export, followed by China (4,162.36 thousand tons), Pakistan (2,243.65 thousand tons), and Bangladesh (1,328.37 thousand tons). Meanwhile, in the same period, Indonesia's coal export to India is an average of 106,433.70 thousand tons a year or around 31.57% of an average of Indonesia's coal export, followed by China (53,233.66 thousand tons), South Korea (34,929.81 thousand tons), and Japan (30,404.65 thousand tons).

Nickel as an Alternative of Diversification

The data showed that India and China are the biggest market of Indonesia's palm oil and coal export. Furthermore, both commodities have significant contributions to Indonesia's export value. As a consequence, Indonesia still relies upon India and China as destination countries of palm oil and coal export, as well as trade policies imposed by both countries. Based on that condition, the quote of Don't Put All Your Eggs in One Basket by Miguel Cervantes looks suitable to solve the problem. The diversification of export commodity is necessary to reduce the dependency in the future, particularly the dependency on palm oil and coal as the main export commodity. The commodity expected to be the main commodity of Indonesia's export in the future is nickel. Throughout 2019, Indonesia is one of the five biggest nickel exporter countries based on export value, i.e. USD1.7 billion. The four other countries are Zimbabwe (USD737 million), the Philippines (USD600 million), New Caledonia (USD480 million), and Australia (USD307 million).

All this time, nickel is known as basic material to make stainless steel. Stainless steel is often used as raw materials to make equipment, such as scalpels, cutlery, chemical storage tanks, vehicle exhaust linings, coins, bolts, nuts and door handles. Public possibly do not know that nickel has an important role in electric vehicle development in the world that nowadays has been developing by some countries to substitute fossil fuel vehicles in the future.

Electric vehicles need lithium-ion battery to operate. The lithium-ion contained anodes, cathodes, and electrolytes. The most dominant metal component in the composition of the battery, especially in cathodes, is nickel. A material of cathodes pole on Lithium-ion battery is Li-NCA, which is a mixture between Nickel-Cobalt-Alumina

(NCA) and Lithium Carbonate (Li₂CO₃). NCA contains nickel worth 48% and Cobalt around 9%. NCA is more suitable to be used in Indonesia as it is more economical and boosts the national security of limonite nickel ore and saprolite nickel ore resources. Lithium-ion battery contained the Li-NCA has a better ability to store power so that electric vehicles have further mileage.

Based on it, Indonesia's government seems to give attention on nickel's potency as a main commodity of Indonesia's export in the future, considering that Indonesia has the biggest nickel reserve in the world, i.e. more than 9 billion metric tons or around 23.7% of world's nickel reserve. It is stated on Peraturan Menteri Energi dan Sumberdaya Mineral (ESDM) Nomor 11 Tahun 2019. On that regulation, nickel ore that has content below 1.7% is banned to be exported since January 1, 2020. The regulation is also supported by data in the market. The price of nickel upstream products could reach USD40 – 45 a ton, whereas the price of nickel downstream products could reach USD17 thousand tons. Furthermore, the nickel demand in domestic is relatively bigger. In 2017 – 2018, nickel ore demand for domestic reached around 20 – 22 million tons.

The government has also opened investment to construct nickel smelter although the construction in this year is postponed as the coronavirus outbreak. 18 projects of smelter construction will be built this year with the total investment of almost USD3.7 billion. Besides investing in material to develop the nickel industry, the government also brought foreign workers to work on nickel smelter. The goal is to give transfer of knowledge to Indonesian workers so that when in due time, the nickel smelter industry could be managed by Indonesian workers.

Nevertheless, massive investment and development on the smelter project should not damage the country. Public welfare around the smelter and environment impact arising due to smelter projects should be noticed. Moreover, the Transfer of Knowledge from foreign workers to Indonesian workers is a well action to do. However, the quality of foreign workers needs also to be well-considered. The government should not bring foreign workers that have less competency about nickel processing as it will be wasteful. These must be the government's consideration so that when nickel is thriving, it would give economic benefits to the country and all nation's elements, including to reduce the trade balance deficit or provide job fields related to the nickel industry. ●

Inevitable COVID-19 Pandemic Impact

On Transport and Logistics Infrastructure Companies



Emanuel Paco Tan
CORPORATE RATING ANALYST

PEFINDO is of the view that the coronavirus disease (COVID-19) pandemic has affected transport and logistics infrastructure companies, such as airports, railway, toll roads, and seaports operators. We view a higher impact on transport infrastructure than logistics infrastructure, due to more conservative passenger travel behavior and containment measures worldwide, which restrict people's movements during the pandemic. The pandemic has exposed transport and logistics infrastructure companies to the risk of lower passenger, cargo, and container traffic, which could negatively impact their business growth, profitability, and financial profile in the near term. In April 2020, the International Monetary Fund (IMF) lowered its projection for Indonesia's 2020 gross domestic product (GDP) growth to 0.5%, while the Indonesian government projected a -0.4% economic growth in a worst-case scenario. The World Economic Outlook has also projected global growth to fall to -3% in 2020. Slower economic growth correlates with slower growth in passenger traffic and logistics activities.

We are of the view that the pandemic impact is more significant on transport infrastructure companies, such as airports and railway operators, as the majority of their revenue streams are highly correlated with passenger traffic. In 2020, we project a significantly lower aeronautical revenue in all Indonesian airports. In the first quarter of 2020 (1Q2020), passenger traffic in major Indonesian airports fell 10.1% Year-on-Year (YoY). The fall started in March 2020, when Indonesia confirmed its first COVID-19 case and passenger traffic dropped by 31.2% YoY. Passenger traffic will be even lower in the second quarter of 2020, because of Transportation Ministry Regulation No. 25/2020, which temporarily restricted passenger travel, including by air, from April 24 to June 1, 2020. At the same time, most countries implemented lockdown policies as a containment measure, which inevitably impacted international passenger traffic.

Airports' non-aeronautical revenues are also significantly impacted. The retail and restaurant companies that operate in airports saw a significant drop in sales, not only because of the decline in passenger traffic but also because of lower purchasing power due to the economic downturn. This will lower airports' fixed rental revenue and revenue sharing income from tenants. Furthermore, some of the tenants may request for longer terms for rental payments or close down their stores permanently. With disrupted operating cash flows, airports also face challenges in reducing operating costs, due to their large fixed costs, some of which are related to safety and security. We note that airports shortened

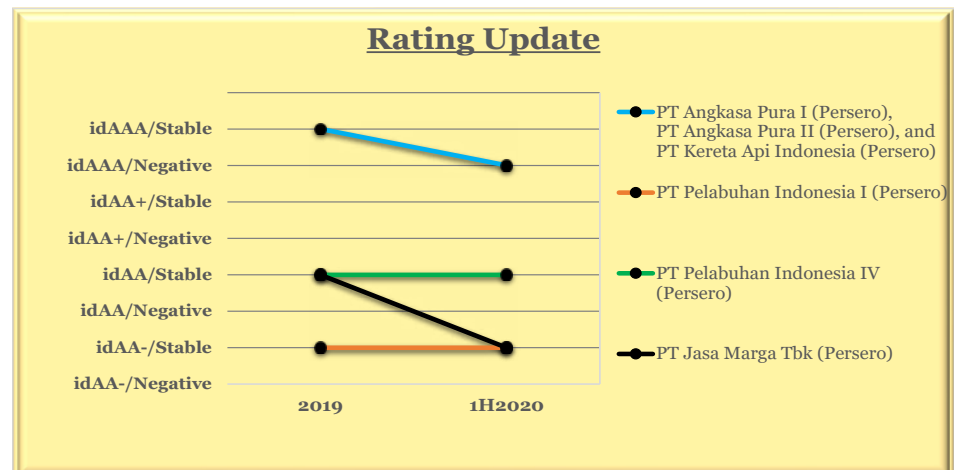
their operating hours to minimize some of these fixed operating costs and postponed some non-essential capital expenditure to ease cash outflows. However, these would not be enough to compensate for the significantly lower revenue and, hence, their profitability and credit profiles would be substantially impacted.

Similar to airports, we also view significantly lower revenue generation for railway operators, particularly PT Kereta Api Indonesia (KAI) as the major public railway operator in Indonesia, and toll road operators. KAI's average daily ridership dropped 78.4% to 275,827 on March 31, 2020, from 1,274,230 on March 2, 2020 — the day the government announced the first COVID-19 case. We expect KAI's daily ridership to be even lower from April to June, which was the period covered by the government's Large-Scale Social Restriction (PSBB) policy. The PSBB restricted people's movement by closing public places, offices, schools, and shopping malls, and restricted inter-region trips. Under the PSBB, a significant drop in rail ridership and toll users is inevitable. However, we expect a slight recovery from June 8, 2020 when offices are allowed to operate with partial employee attendance, and from June 15, 2020, when shopping malls are permitted to open again. In 2020, railway and toll road operators' profit margins will be under pressure due to lower revenue generation and they have sizeable fixed cost structures.

We are of the view that major Indonesian seaport operators are more resilient to the impact of the pandemic, given their relatively small exposure to passenger traffic. However, they are still exposed to the risk of lower port activities due to the economic downturn caused by COVID-19. This situation could negatively impact their business growth, profitability, and financial profile in the near term, as their revenue growth correlates with economic growth. We expect international cargo and container traffic will decline more

than domestic traffic, backed by our view that the Indonesian government's containment measures will not interrupt cargo and container traffic to ensure efficient logistics for critical goods like food, medicine, and other daily needs. International cargo and container traffic, on the other hand, is not only affected by the pandemic, but also by the ongoing trade war between the United States (US) and China. In our view, these events will limit seaport operators' revenue growth in the near term. Similar with other transport infrastructure companies, seaport operators also have large fixed cost structures, which could be challenging to minimize. Thus, their profit margin could be under pressure during this pandemic when revenue growth is limited.

The credit profiles of these transport and logistics infrastructure companies are expected to further weaken to unprecedented levels if the pandemic prolongs and/or the government extends the restrictions to contain the outbreak. Once the pandemic is well-contained and the restrictions are lifted, we are of the view that toll road operators will be able to recover the fastest, followed by railway operators. We are of the view that the recovery will lean towards a V shape for the former and a U shape for the latter, given their essential roles in public mobility. Airport recovery will take more time, as it depends on the lifting of visa restrictions, reopening of global borders, passenger travel behavior, travel demand, and airline fleet capacity. We are also of the view that airports and airlines will take some time to convince passengers that it is safe again to travel by air after the pandemic. This could be done by implementing new and enhanced safety and cleanliness protocols in airports and airplanes. Seaport recovery will also take more time as it depends on the recovery from the economic downturn caused by COVID-19 and the trade war between the US and China, which may continue. ●



Government's Policies in Handling COVID-19 with Direct Impact to Local Government Finance:

Transfer Funds Reallocation and Local Government's Loan through PEN



M. Try Satria Pranata
MUNICIPAL ANALYST

Coronavirus Disease 2019 (COVID-19) pandemic has not given any sign to end. Until the end of July 2020, there was still a significant increase of positive cases and fatalities. Still, the government has eased the policy of large scale social distancing in several regions, as a support for resuming economic activities.

Since the enactment of public health emergency on March 31, 2020, the government has issued various policies in handling COVID-19. In our observation, there are several policies that have a direct impact to local government finance, including transfer funds reallocation and local government's loan through the National Economic Recovery (*Pemulihan Ekonomi Nasional/ PEN*) program.

In this article, we will analyse the impact of these two policies to local government finance, specifically for provincial governments. The analysis is carried out using data of transfer funds allocation of 2020 state budget (*Anggaran Pendapatan dan Belanja Negara/APBN*) and transfer funds realization of 2019 APBN. The analysis of the PEN program is carried out using the latest regulations and information.

Transfer Funds Reallocation

The government policy that has a direct effect on local government's finance is transfer funds reallocation in 2020 APBN. On June 24, 2020, government issued the Presidential Regulation (*Peraturan Presiden/Perpres*) No. 72 Year 2020, which was the most recent revision of the detailed 2020 APBN. It was originally regulated by the Perpres No. 78 Year 2019.

Cumulatively, the transfer revenue allocated to all provincial governments in 2020 based on Perpres 72/2020 was IDR179.35 trillion, 7.5% lower than the allocation based on Perpres 78/2019 of IDR193.79 trillion. Compared to the realization in 2019 of IDR188.06 trillion, the growth of the transfer funds allocation based on Perpres 72/2020 was -4.6%.

Based on the budgetary account, transfer funds allocation that deeply declined was Tobacco Excise Profit Sharing Funds (*Dana Bagi Hasil Cukai Hasil Tembakau/DBH CHT*) that dropped 71.4%, followed by DBH of Oil and Gas decline of 44.1% and Physical Special Allocation Fund (*Dana Alokasi Khusus Fisik*) decline of 22.4%. The significant decline compared to the 2019 realization was DBH of Oil and Gas of -72.1%, followed by DBH of Forestry of -41.2% and DBH of Minerals and Coals of -26.6%.

Despite a decreasing allocation cumulatively at Perpres 72/2020, there is an increasing allocation in some accounts, such as DBH of Fishery that increased 182.1%, followed by the DBH of Geothermal increase of 24.2% and DBH of Income Tax (*DBH Pajak Penghasilan/DBH PPh*) increase of 16.7%. Both accounts also had the highest growths compared to the 2019 realization, which were

247.0%, 26.7%, and 24.9%, respectively. One of the factors that lead to the increasing allocation of DBH PPh was the provision of fiscal incentives of Income Tax Article 21 and Article 25 by the government.

The most impacted province to the transfer funds reallocation policy is West Papua, with a decreasing allocation of -18.1%, followed by Riau at -13.9% and East Java at -13.6%. The significant decrease compared to the 2019 realization occurred in West Papua that dropped 37.7%, followed by East Kalimantan at -22.1% and Riau Island at -18.2%. We could see from the patterns, the deepest decline of transfer funds allocation occurred in oil and gas producing regions, which is affected by the DBH of Oil and Gas declining allocation.

The least impacted province to the transfer funds reallocation policy occurred in DKI Jakarta, which still had an increasing allocation of 11.9%, followed by Banten at -2.3% and West Java at -4.3%. The highest growth compared to the 2019 realization occurred in DKI Jakarta, which still grew by 10.6%, followed by West Java at 7.4% and East Nusa Tenggara at 3.9%. DKI Jakarta had the highest allocation of DBH PPh, so that the increasing allocation of DBH PPh could compensate the decreasing allocation of other transfer funds.

Local Government's Loan through PEN

The PEN program is regulated in the Government Regulation (*Peraturan Pemerintah/PP*) No. 23 Year 2020 and is later amended by PP No. 34 Year 2020. Government can provide loans to the local governments through PEN program, as a support for accelerating regional economic recovery. The exclusive terms of this program compared to local loans in general are low interest rates (almost 0%) and long tenor (maximum 10 years).

The PEN loan is sourced from APBN, which is channelled through PT Sarana

Multi Infrastruktur (Persero) or PT SMI, to local governments affected by COVID-19. In addition, PT SMI could provide loans from its own funds as an alternative sources besides the APBN. Loans sourced from APBN are given a certain interest rate, while loans sourced from PT SMI could be given an interest subsidy, which is further regulated by the Minister of Finance.

On July 27, 2020, the government signed a PEN loan agreement with the Provincial Governments of DKI Jakarta and West Java. The loan facility received by DKI Jakarta is IDR12.5 trillion, which is divided into IDR4.5 trillion in 2020 and IDR8 trillion in 2021. Meanwhile, the loan facility received by West Java is IDR4 trillion, which is divided into IDR1.9 trillion in 2020 and IDR2.1 trillion in 2021.

The loan will be used as an alternative source of funding due to increasing deficit in the respective local budget as an impact of COVID-19. DKI Jakarta will use the loan for infrastructure development, especially in the water utility, flood control, waste management, transportation, tourism, and sports. West Java will use the loan for constructing social infrastructures (healthcare facilities), logistic infrastructures (roads and bridges), public housing, special economic zones, and environment infrastructures (irrigations and drainages).

In 2020 APBN, the PEN loans for local governments are budgeted at IDR10 trillion. It is also supported by PT SMI's internal funds of IDR5 trillion. Thus, there is still a PEN loan facility of IDR8.6 trillion that could be utilized by other local governments. Other local governments that have been encouraged to utilize the PEN loan are East Java, Central Java, West Sumatra, South Sulawesi, Bali, and North Sumatra, which are experiencing severe economic pressure as an impact of COVID-19.●

Table 1. Impact on transfer fund reallocation policy (Perpres 72/2020)

Changes in Transfer Funds Allocation (Perpres 72/2020) [%]	Province	No.	Province	Transfer Fund Growth (Based on 2019 Realization) [%]
11.93	DKI Jakarta	1	DKI Jakarta	10.62
-2.33	Banten	2	West Java	7.40
-4.26	West Java	3	East Nusa Tenggara	3.88
-7.45	mmulative Provinces		Cummulative Provi	-4.63
-13.57	East Java	32	Riau Island	-18.19
-13.88	Riau	33	East Kalimantan	-22.07
-18.10	West Papua	34	West Papua	-37.71

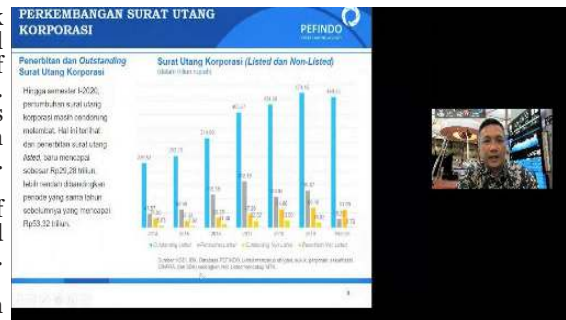
Source: Processed from transfer fund allocation of 2020 APBN and realization of 2019 APBN.

Go Public Webinar with PEFINDO

PT PEFINDO in association with PT Bursa Efek Indonesia (Indonesia Stock Exchange), PT Kliring Penjaminan Efek Indonesia, and PT Kustodian Sentral Efek Indonesia, held a Go Public Webinar with PEFINDO with the theme of "Prospect of Rating and Issuance of Debt Securities in the mid of Pandemic". The participants are business owners or management of PEFINDO's clients that are expected to issue bonds or sukuk. The event was held on Thursday, July 16, 2020 with a webinar format using Microsoft Teams media.

The main goal of this event is to provide awareness about the process of going public (bonds or sukuk) and in order to improve the quality and number of listed companies on the IDX, especially to clients of PEFINDO.

PEFINDO's President Director, Salyadi Saputra, gave an opening speech at this event, followed by the presentation from PEFINDO's Rating Director, Hendro Utomo. It was followed by presentations from speakers, including success stories of going public from PT Adira Dinamika Multi Finance Tbk, which is one of PEFINDO's clients. ●



The Annual General Meeting of Shareholders (AGM)



The Annual General Meeting of Shareholders (AGM) of PT PEFINDO held on Wednesday, July 8, 2020 appointed Iqbal Latanro as a member of the Board of Commissioners for 2020-2024. Previously, Iqbal Latanro has served as the President Director of PT Taspen (Persero) for the period of 2013 to January 2020.

Ignatius Girendroheru, also known as Aike, was appointed to be the Compliance Director replacing Hari Purnomo. Since 2016 to 2020, Aike has served as President Director of PT Indonesian Securities Investor Protection Program Provider (P3IEI).

In addition, the PEFINDO AGM appointed Hendro Utomo as Rating Director, replacing Vonny Widjaja, who had spent 2 (two) terms of office. Hendro has had a career at PEFINDO with his last position as Senior Vice President at the Financial Institution Ratings Division.

Salyadi Saputra and Bambang Indiarto were respectively re-elected as President Director and Commissioner, while Dr. Sjamsul Arifin M.A. still serves as President Commissioner of PEFINDO. ●

Newsletter

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Why is The Indonesian Bond Market

Lucky So Far?

Ahmad Nasrudin

ECONOMIC RESEARCH ANALYST



On July 16, 2020, Indonesian government bond yield was 7.035%, down 85 basis points (bps) compared to its position at the end of March 2020 (7.914%). Severe shocks occur in the bond market as surges in foreign capital flow out of the domestic bond market. Citing Bloomberg data, foreigners sold around IDR139.5 trillion of their ownership in the Indonesian bond market. The most massive outflow occurred in March 2020, amounting to IDR121.1 trillion, or the largest since the 2008-2009 crisis. As a result, the share of foreign ownership declined to 29.8% on July 15, 2020, from 38.6% in early January 2020.

Support from domestic investors also helped reduce the adverse effects of these capital flows. That makes the yield relatively maintained. In the year to date, the bank recorded the most significant purchases, with a value of IDR260.6 trillion, followed by Bank Indonesia of IDR140.4 trillion. Meanwhile, domestic investors who helped reduce the ownership of debt securities in the secondary market were pension funds, which recorded a net sale of IDR28.4 trillion.

Although it touched IDR16,367 per USD at the end of March 2020 (compared to IDR13,895 per USD at the beginning of January 2020), the trend began to subside. It returned to the level

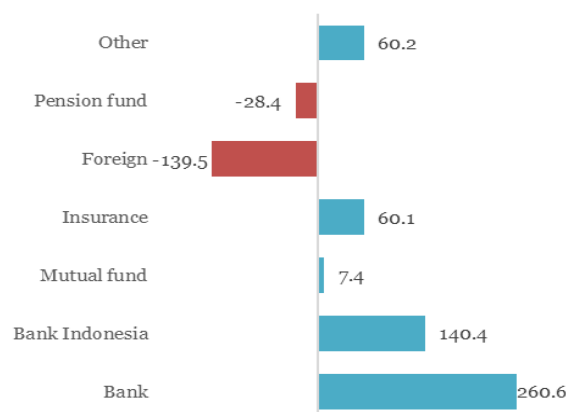
of IDR14,632 per USD on July 16, 2020. The trade balance surplus helped reduce pressure on the rupiah.

The trade balance surplus offset the outflow of foreign capital. Data from the Central Statistics Agency shows that Indonesia recorded a trade surplus of USD2.5 billion in February 2020 and USD715.7 million also in March 2020 or if converted to IDR14,000 per USD, each amounting to IDR35.0 trillion and IDR10.0 trillion.

Furthermore, in May and June 2020, Indonesia recorded a surplus of USD2.0 billion and IDR1.3 billion. Because foreign outflows from the bond market are also not too large, they help exchange rates and bond yields to perform positively. Moreover, Indonesia's foreign exchange reserves recovered to USD131.7 billion in June 2020 after dropping to a level of IDR120.9 billion in March 2020, in line with Bank Indonesia's intervention in the foreign exchange market.

Of course, in our opinion, the Indonesian bond market is lucky. The exodus of foreign capital did not come out and produce chaos on the exchange rate. If the exchange rate falls, it is likely to have a continued effect not only on the economy but also on the Indonesian bond market's performance. That is why we call the Indonesian bond market lucky. ●

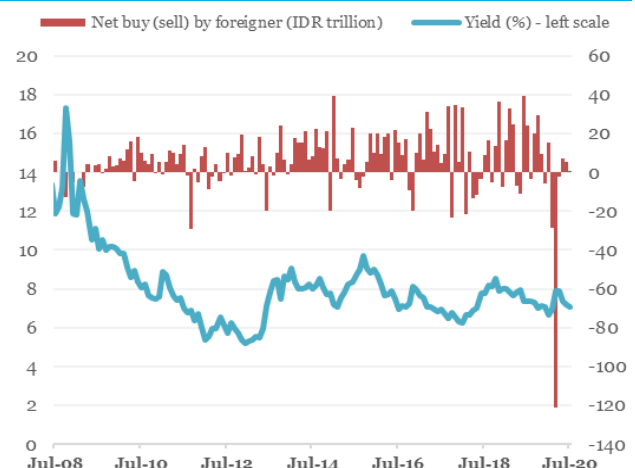
Chart 1. Buy (sell) value in the government bond market (IDR trillion)



*data year to date until July 17, 2020

Source: Director General of Debt, Ministry of Finance

Chart 2. Historical Trends of Foreign Investor Buy (Sell) in The Government Bond Market and 10-Year Tenor Bond Yield



Source: Director General of Debt, Bloomberg



companies & bonds rated by PEFINDO

PEFINDO
CREDIT RATING AGENCY

June 30, 2020

No	Company	Rating	Outlook
1	Adhi Karya (Persero) Tbk. Shelf Registration Bond Year 2017 and 2019	idA-	Negative
2	Adhi Persada Properti MTN Year 2017	idBBB-	Negative
3	Adi Sarana Armada Tbk.	idA-	Stable
4	Adira Dinamika Multi Finance Tbk. Shelf Registration Bond Year 2015, 2016, 2017, 2018, and 2019 Shelf Registration Sukuk Mudharabah Year 2016, 2017, 2018, and 2019	idAAA idAAA(sy)	Stable
5	AKR Corporindo Tbk. Shelf Registration Bond Year 2017	idAA-	Stable
6	Aneka Tambang Tbk. Shelf Registration Bond Year 2011	idA	Negative
7	Angkasa Pura I (Persero) Bond Year 2016 Sukuk Ijarah Year 2016	idAAA idAAA(sy)	Negative
8	Angkasa Pura II (Persero) Bond Year 2016 Shelf Registration Bond Year 2018	idAAA idAAA	Negative
9	ASDP Indonesia Ferry (Persero)	idAA	Stable
10	Astra Sedaya Finance Shelf Registration Bond Year 2018, 2019, and 2020 Shelf Registration Sukuk Mudharabah Year 2018	idAAA idAAA(sy)	Stable
11	Asuransi Bhakti Bhayangkara	idBBB	Stable
12	Asuransi Binagriya Upakara	idBBB+	Stable
13	Asuransi Central Asia	idA+	Stable
14	Asuransi Jiwa Inhealth Indonesia	idAA	Stable
15	Asuransi Jiwa Taspen	idA+	Stable
16	Asuransi Kredit Indonesia (Persero)	idAA+	Stable
17	Asuransi Sinar Mas	idAA+	Stable
18	Asuransi Tugu Kresna Pratama	idBBB+	Stable
19	Asuransi Umum BCA	idAA	Stable
20	Asuransi Umum Videi	idBBB	Stable
21	Bali Towerindo Sentra Tbk. MTN Year 2017	idBBB+	Stable
22	Bank Aceh Syariah	idA	Stable
23	Bank BNI Syariah	idAA+	Stable
24	Bank BNP Paribas Indonesia	idAAA	Stable
25	Bank BTPN Tbk.	idAAA	Stable
26	Bank Bukopin Tbk. Shelf Registration Subordinated Bond Year 2015 and 2017	idA- idBBB	CreditWatch with Developing Implication
27	Bank Capital Indonesia Tbk. Subordinated Bond Year 2014, 2015, and 2017	idBBB+	Negative
28	Bank Central Asia Tbk. Shelf Registration Subordinated Bond Year 2018	idBBB- idAAA	Stable
29	Bank CIMB Niaga Tbk. Shelf Registration Bond Year 2016, 2017, 2018, and 2019 Shelf Registration Subordinated Bond Year 2019 Subordinated Bond Year 2018 Shelf Registration Sukuk Mudharabah Year 2018, 2019, and 2020	idAA idAAA idAA idAAA(sy)	Stable
30	Bank Danamon Indonesia Tbk.	idAAA	Stable
31	Bank DKI Shelf Registration Bond Year 2016	idAA-	Stable
32	Bank Kesejahteraan Ekonomi	idBBB	Stable
33	Bank Lampung Bond Year 2017	idA-	Stable
34	Bank Mandiri (Persero) Tbk. Shelf Registration Bond Year 2016, 2017, 2018, and 2020 Subordinated MTN Year 2018	idAAA idAAA	Stable
35	Bank Mandiri Taspen	idAA	Stable
36	Bank Mayapada Internasional Tbk. Subordinated Bond Year 2013 Subordinated Bond Year 2014 and 2018 Shelf Registration Subordinated Bond Year 2017	idBBB+ idBBB idBBB- idBBB-	Negative
37	Bank Maybank Indonesia Tbk. Shelf Registration Bond Year 2017, 2018, and 2019 Shelf Registration Subordinated Bond Year 2014 and 2016 Shelf Registration Sukuk Mudharabah Year 2017	idAAA idAAA idAA idAAA(sy)	Stable
38	Bank Mega Tbk.	idA+	Stable
39	Bank Mestika Dharma Tbk.	idBBB+	Stable
40	Bank Negara Indonesia (Persero) Tbk. Shelf Registration Bond Year 2017 Subordinated MTN Year 2018	idAAA idAAA	Stable
41	Bank OCBC NISP Tbk. Shelf Registration Bond Year 2017 and 2018	idAAA idAAA	Stable
42	Bank Pan Indonesia Tbk. Shelf Registration Bond Year 2016 and 2018 Shelf Registration Subordinated Bond Year 2016, 2017, and 2018	idAA idAA idA+	Stable
43	Bank Panin Dubai Syariah Tbk.	idA+	Stable
44	Bank Pembangunan Daerah Bengkulu	idBBB+	Stable
45	Bank Pembangunan Daerah Daerah Istimewa Yogyakarta	idA	Stable
46	Bank Pembangunan Daerah Jawa Barat dan Banten Tbk. Shelf Registration Bond Year 2017, 2018, and 2019 Shelf Registration Subordinated Bond Year 2017 and 2020	idAA- idA	Stable
47	Bank Pembangunan Daerah Jawa Tengah Subordinated Bond Year 2015 MTN Syariah Mudharabah Year 2017	idAA- idA idAA-(sy)	Negative
48	Bank Pembangunan Daerah Kalimantan Selatan	idA-	Stable
49	Bank Pembangunan Daerah Nusa Tenggara Timur Shelf Registration Bond Year 2018	idA-	Stable
50	Bank Pembangunan Daerah Sulawesi Selatan dan Sulawesi Barat Shelf Registration Bond Year 2016 and 2018 Sukuk Mudharabah Year 2016	idA+ idA+(sy)	Stable

No	Company	Rating	Outlook
51	Bank Pembangunan Daerah Sumatera Barat (Bank Nagari) Bond Year 2015 Sukuk Mudharabah Year 2015	idA idA(sy)	Stable
52	Bank Pembangunan Daerah Sumatera Selatan dan Bangka Belitung	idA	Stable
53	Bank Permata Tbk. Shelf Registration Subordinated Bond Year 2013 Shelf Registration Subordinated Bond Year 2014	idAAA idAA+	Stable
54	Bank Rakyat Indonesia (Persero) Tbk. Shelf Registration Bond Year 2015, 2016, 2017, 2018, and 2019 Subordinated Bond Year 2018	idAAA idAAA	Stable
55	Bank Rakyat Indonesia Agroniaga Tbk. Bond Year 2017	idAA	Stable
56	Bank Sumut Shelf Registration Subordinated Bond Year 2018	idAA	Stable
57	Bank Syariah Mandiri Sukuk Mudharabah Subordinated Bond Year 2016	idBBB+ idAA-(sy)	Stable
58	Bank Tabungan Negara (Persero) Tbk. Bond Year 2011 Shelf Registration Bond Year 2012, 2013, 2015, 2016, 2017, and 2019	idAA+ idAA+	Stable
59	Bank Victoria International Tbk. Shelf Registration Bond Year 2017, 2018, and 2019 Shelf Registration Subordinated Bond Year 2017, 2018, 2019, and 2020	idA- idA idBBB	Negative
60	Barata Indonesia (Persero) MTN Year 2017 and 2019	idBBB idBBB	Negative
61	Barito Pacific Tbk. Shelf Registration Bond Year 2019 and 2020	idA	Stable
62	Batavia Prosperindo Finance Tbk. Shelf Registration Bond Year 2018 and 2020	idBBB idBBB	Stable
63	BCA Finance Shelf Registration Bond Year 2019	idAAA idAAA	Stable
64	Bio Farma (Persero) MTN Year 2018 MTN Syariah Mudharabah Year 2018	idAAA idAAA(sy)	Stable
65	BRI Asuransi Indonesia	idAA-	Stable
66	BRI Multifinance Indonesia MTN Year 2019	idAA-	Stable
67	Bumi Serpong Damai Tbk. Shelf Registration Bond Year 2016	idAA-	Stable
68	Bussan Auto Finance Bond Year 2017, 2018, and 2019	idAA	Stable
69	Century Tokyo Leasing Indonesia	idAA	Stable
70	Chandra Asri Petrochemical Tbk. Bond Year 2016 Shelf Registration Bond Year 2017, 2018, 2019, and 2020	idAA- idAA-	Negative
71	Chandra Sakti Utama Leasing Bond Year 2017	idA	Stable
72	Clipan Finance Indonesia Tbk. MTN Year 2018	idAA-	Stable
73	Credit Guarantee and Investment Facility	idAAA	Stable
74	CSM Corporatama	idBBB+	Stable
75	Danareksa (Persero) MTN Year 2019	idA	Stable
76	Elnusa Tbk.	idAA-	Stable
77	Fast Food Indonesia Tbk. Bond Year 2016	idAA	Stable
78	Federal International Finance Shelf Registration Bond Year 2017, 2018, and 2019	idAAA idAAA	Stable
79	Finansia Multi Finance MTN Year 2017 and 2018	idBBB+ idBBB+	Positive
80	Global Mediacom Tbk. Shelf Registration Bond Year 2017 Shelf Registration Sukuk Ijarah Year 2017	idA idA(sy)	CreditWatch with Negative Implication
81	Hakaastori MTN Year 2018	idBBB+ idBBB+	Negative
82	Hartadinata Abadi Tbk. MTN Syariah Mudharabah Year 2019 Shelf Registration Bond Year 2019 and 2020	idA- idA-(sy)	Stable
83	Hutama Karya (Persero) Shelf Registration Bond Year 2016 and 2017	idA	Negative
84	Impact Pratama Industri Tbk. Bond Year 2016	idAAA(gg) idA-	Stable
85	Indah Kiat Pulp and Paper Tbk. Shelf Registration Bond Year 2020	idA+	Stable
86	Indofood Sukses Makmur Tbk. Bond Year 2017	idAA+	Stable
87	Indomobil Finance Indonesia Shelf Registration Bond Year 2017 and 2018	idAA+	Stable
88	Indonesia Infrastructure Finance Bond Year 2016 Shelf Registration Bond Year 2019	idAAA idAAA	Stable
89	Indonesia Power	idAAA	Stable
90	Indosat Tbk. Bond Year 2012 Shelf Registration Bond Year 2014, 2015, 2016, 2017, 2018, and 2019 Shelf Registration Sukuk Ijarah Year 2014, 2015, 2016, 2017, and 2019	idAAA idAAA idAAA(sy)	Stable
91	Industri Kereta Api (Persero) Sukuk Mudharabah Year 2020	idA- idA-(sy)	Stable
92	Infrastruktur Bisnis Sejahtera	idBBB+	Stable
93	INKA Multi Solusi MTN Syariah Mudharabah Year 2017	idBBB idBBB(sy)	Stable
94	Intiland Development Tbk. Bond Year 2016	idBBB	Stable

No	Company	Rating	Outlook
95	J Resources Asia Pasifik Tbk. Shelf Registration Bond Year 2019 and 2020	idA	Stable
96	J Resources Nusantara MTN Year 2017 and 2018	idA	Stable
97	Jakarta Lingkar Baratsatu Bond Year 2018	idA+	Stable
98	Jaminan Kredit Indonesia (Jamkrindo)	idAA+	Stable
99	Jaminan Pembiayaan Askrindo Syariah	idA+	Stable
100	Jamkrinda Jabar	idBBB	Stable
101	Jamkrinda Jakarta	idBBB+	Stable
102	Jasa Marga (Persero) Tbk. Bond Year 2010	idAA-	Stable
103	Jasa Raharia	idAAA	Stable
104	Jasamarga Pandaan Tol Sukuk Ijarah Year 2019	idA+	Stable
105	Jaya Bersama Indo Tbk.	idA-	Negative
106	Kapuas Prima Coal Tbk. Bond Year 2018	idBBB	Stable
107	Kereta Api Indonesia (Persero) Bond Year 2017 and 2019	idAAA	Negative
108	KIK DINFRA Toll Road Mandiri-001	idAAA	Stable
109	KIK EBA (Asset Backed Securities) KIK EBA Bahana Bukopin KIK EBA BNI-AM Bank Mandiri 01-Corporate Loan Class A KIK EBA Danareksa BTN-KPR BTN Class A KIK EBA Danareksa Indonesia Power PLN 1-Class A EBA KIK EBA Mandiri JSMR01 Class A KIK EBA Mandiri GLAA01 Class A EBA EBA-SP SMF-BTNO2 Class A EBA-SP SMF-BTNO3 Class A EBA-SP SMF-BTNO4 Class A EBA-SP SMF-BTNO5 Class A EBA-SP SMF-BMRI01 Class A	idAAA(sf) idAAA(sf) idAAA(sf) idAAA(sf) idAAA(sf) idA-(sf)(cg) idAAA(sf) idAAA(sf) idAAA(sf) idAAA(sf) idAAA(sf)	- - - - - - - - - - -
110	Kimia Farma Tbk. MTN Year 2017, 2018, and 2019 MTN Syariah Mudharabah Year 2019	idAA- idAA- idAA-(sy)	Negative - -
111	Komatsu Astra Finance	idAA+	Stable
112	Lautan Luas Tbk. Shelf Registration Bond Year 2017	idA-	Stable
113	Lembaga Pembiayaan Ekspor Indonesia Shelf Registration Bond Year 2015, 2016, 2017, 2018, and 2019 MTN Year 2016 Shelf Registration Sukuk Mudharabah Year 2018 and 2019	idAAA idAAA idAAA idAAA(sy)	Stable - - Stable
114	Lembaga Penjamin Simpanan	idAAA	Stable
115	Lontar Papyrus Pulp and Paper Industry MTN Year 2017 Sukuk Mudharabah Year 2018	idA+	Negative
116	Mandala Multifinance Tbk. Shelf Registration Bond Year 2018, 2019, and 2020	idA	Negative
117	Mandiri Tunas Finance Shelf Registration Bond Year 2015, 2016, 2017, and 2019	idAA+ idAA+	Stable
118	Marga Lingkar Jakarta Bond Year 2017	idAAA(sf)	-
119	Mayora Indah Tbk. Shelf Registration Bond Year 2017 and 2018	idAA	Stable
120	Medco Energi Internasional Tbk. Shelf Registration Bond Year 2016, 2017, 2018, and 2020	idA+	Negative
121	Medco Power Indonesia Bond Year 2018 Sukuk Wakalah Year 2018 and 2019	idA idA idA(sy)	Stable - -
122	Mega Auto Finance	idA-	Stable
123	Mega Central Finance	idA-	Stable
124	Mirae Asset Sekuritas Indonesia	idAA	Stable
125	Mitra Adiperkasa Tbk.	idAA	Negative
126	Mitra Bishis Keluarga Ventura	idBBB	Negative
127	MNC Kapital Indonesia Tbk. Shelf Registration Bond Year 2018	idBBB	Stable
128	Moderland Realty Tbk. Shelf Registration Bond Year 2015	idCCC idA idA	CreditWatch with Negative Implication Stable -
129	Mora Telematika Indonesia Bond Year 2017 Shelf Registration Sukuk Ijarah Year 2019	idA idA idA(sy)	Stable - -
130	Nindya Karya (Persero) MTN Year 2017	idBBB+ idBBB+	Stable
131	Nippon Indosari Corpindo Tbk.	idAA-	Stable
132	Nusa Surya Ciptadana	idA-	Stable
133	Oto Multiartha Bond Year 2017, 2018, and 2019	idAA+ idAA+	Stable
134	Pabrik Gula Rajawali I MTN Year 2018	idA-	Stable
135	Panorama Sentrawisata Tbk. MTN Year 2018	idBBB- idBBB-	Negative
136	Pegadaian (Persero) Shelf Registration Bond Year 2011, 2013, 2017, 2018, and 2020 MTN Syariah Mudharabah Year 2018 Shelf Registration Sukuk Mudharabah Year 2020	idAAA idAAA idAAA(sy) idAAA(sy)	Stable - - -
137	Pelabuhan Indonesia I (Persero) Bond Year 2016	idAA-	Stable
138	Pelabuhan Indonesia IV (Persero) Bond Year 2018	idAA	Stable
139	Pelindo Marine Service	idA-	Stable
140	Pembangunan Jaya Ancol Tbk. Shelf Registration Bond Year 2016, 2018, and 2019	idA	Negative
141	Pembangunan Perumahan (Persero) Tbk. Shelf Registration Bond Year 2018 and 2019 Perpetual Bond	idA+ idA+ idA-	Negative - -

No	Company	Rating	Outlook
142	Perikanan Nusantara (Persero) MTN Year 2017	idBB- idBB- idBBB	CreditWatch with Negative Implication -
143	Perkebunan Nusantara III (Persero) MTN Year 2018 and 2019 MTN Syariah Ijarah Year 2018 Sukuk Ijarah Year 2019	idBBB idBBB(sy) idA(sy) idBBB+	CreditWatch with Negative Implication - - -
144	Perkebunan Nusantara X MTN Year 2018	idBBB+ idBBB+	Stable
145	Permodalan Nasional Madani (Persero) Shelf Registration Bond Year 2016, 2017, 2018, 2019, and 2020 Sukuk Mudharabah Year 2017, 2018, and 2019 MTN Year 2018	idA+ idA+ idA+(sy) idA+	Negative - - -
146	Perum Perikanan Indonesia MTN Year 2017	idBB+ idBB+	Stable
147	Perum Perumnas MTN Year 2016, 2017, 2018, and 2019	idBBB- idBBB-	Negative
148	Perusahaan Listrik Negara (Persero) Bond Year 2006, 2007, and 2010 Shelf Registration Bond Year 2013, 2017, 2018, 2019, and 2020 Shelf Registration Sukuk Ijarah Year 2013, 2017, 2018, 2019, and 2020	idAAA idAAA idAAA idAAA(sy)	Stable - - -
149	Perusahaan Pengelola Aset (Persero) MTN Year 2019 Commercial Paper Year 2019	idA idA idA1	Stable - -
150	Perusahaan Perseroan (Persero) Telekomunikasi Indonesia Tbk. Bond Year 2010 Shelf Registration Bond Year 2015 MTN Year 2018 MTN Syariah Ijarah Year 2018	idAAA idAAA idAAA idAAA(sy)	Stable - - -
151	Pindad (Persero) MTN Year 2017	idA- idA-	Negative
152	Pos Indonesia (Persero) MTN Syariah Ijarah Year 2018 MTN Year 2019	idBBB+ idBBB+(sy) idBBB+	Negative - -
153	PP Properti Tbk. Bond Year 2016	idBBB- idBBB-	Negative
154	Pupuk Indonesia (Persero)	idAAA	Stable
155	Rajawali Nusantara Indonesia (Persero) Sukuk Ijarah Year 2017	idBBB idBBB(sy)	Stable -
156	Reasuransi Indonesia Utama (Persero) Mandatory Convertible Bond I Year 2014	idAA idAA-	Stable
157	Reasuransi Syariah Indonesia	idA+	Stable
158	Ricobana Abadi MTN Year 2017	idBBB- idBBB-	Stable
159	Sampoerna Agro Tbk. Shelf Registration Bond Year 2020 Shelf Registration Sukuk Ijarah Year 2020	idA- idA- idA-(sy)	Stable
160	Sarana Multi Infrastruktur (Persero) Shelf Registration Bond Year 2016, 2017, 2018, and 2019 Shelf Registration Green Bond Year 2018 Shelf Registration Sukuk Mudharabah Year 2018 and 2019	idAAA idAAA idAAA idAAA(sy)	Stable - - -
161	Sarana Multigriya Finansial (Persero) Shelf Registration Bond Year 2016, 2017, 2018, 2019, and 2020 Shelf Registration Sukuk Mudharabah Year 2019 Commercial Paper Year 2019	idAAA idAAA idAAA(sy) idA1+	Stable - - -
162	Semen Baturaja (Persero) Tbk. MTN Year 2018	idA idA	Stable
163	Semen Indonesia (Persero) Tbk. Shelf Registration Bond Year 2017 and 2019	idAA idAA	Stable
164	Shinhan Indo Finance	idA-	Stable
165	Siantar Top Tbk. Shelf Registration Bond Year 2016	idA+ idA+	Stable
166	Sinar Mas Agro Resources and Technology Tbk. Shelf Registration Bond Year 2020	idA+ idA+	Stable
167	Sumberdaya Sewatama Bond Year 2012 Sukuk Ijarah Year 2012	idCCC idCCC idCCC(sy)	Negative - -
168	Summarecon Agung Tbk. Shelf Registration Bond Year 2015, 2017, 2018, and 2019	idA idA	Stable
169	Surya Artha Nusantara Finance Shelf Registration Bond Year 2017	idAA- idAA-	Stable
170	Surya Semesta Internusa Tbk. Shelf Registration Bond Year 2016	idA- idA-	Negative
171	Suzuki Finance Indonesia	idA-	Stable
172	Timah Tbk. Shelf Registration Bond Year 2017 and 2019 Shelf Registration Sukuk Ijarah Year 2017 and 2019	idA idA idA(sy)	Negative - -
173	Tiphone Mobile Indonesia Tbk. Shelf Registration Bond Year 2016 Shelf Registration Bond Year 2017 and 2019	idSD idCCC idD	- - -
174	Tridomain Performance Materials Tbk. MTN Year 2017 and 2018 Bond Year 2018 and 2019	idA- idA- idA-	Stable - -
175	Trimegah Sekuritas Indonesia Tbk. MTN Year 2018	idA	Negative
176	Usaha Pembiayaan Reliance Indonesia	idBBB-	Negative
177	Voksel Electric Tbk. Bond Year 2019	idA- idA-	Negative
178	Waskita Karya (Persero) Tbk. Shelf Registration Bond Year 2015, 2016, and 2017	idA- idA-	Negative
179	Waskita Toll Road MTN Year 2019	idBBB+ idBBB+	Negative
180	Wijaya Karya Beton Tbk.	idA+ idBBB+	Stable
181	Wika Realty MTN Year 2017	idBBB- idBBB-	Negative