

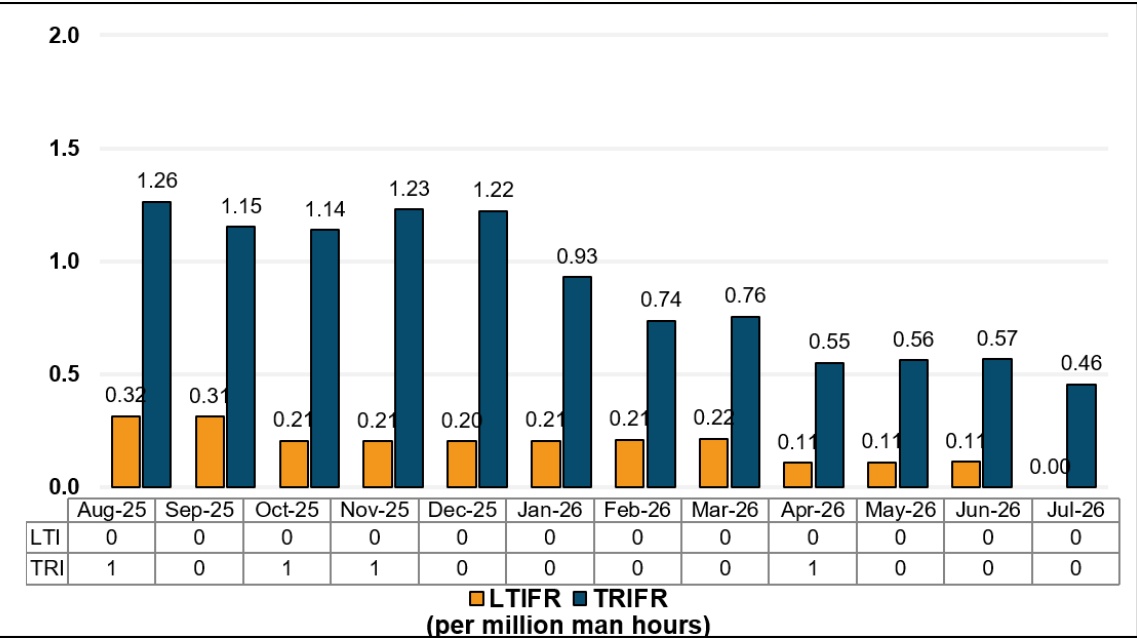
INCIDENT SUMMARY

July 2026

- INCIDENT STATISTICS
- LTI
- MTI & FAI
- PD & NM
- NWR
- HNC

Incident Statistics

Safety Performance in July 2026



Safety Incident Summary		LTI	MTI	FAI	NM
July 2026	PT Agincourt Resources	0	0	0	0
	Contractor	0	0	0	1
	Martabe Site	0	0	0	1
YTD	PT Agincourt Resources	0	0	6	5
	Contractor	0	1	7	17
	Martabe Site	0	1	13	22

Total Man-Hours LTI-Free July 2026	
PTAR	27.103.748
Contractor	5.986.827
Martabe Site	9.083.208

- LTI:** Lost Time Injury is an occupational injury causing employees to miss the next regular scheduled.
- MTI:** Medical Treatment Injury is a work-related injury that requires medical treatment.
- FAI:** First Aid Injury is a minor injury that does not require medical treatment.
- NM:** Near Miss is an unexpected event that does not result in damage or injury but has such potential.
- TRI:** Total Recordable Injury is the sum of LTI, MTI & Fatality cases.
- LTIFR:** Lost Time Injury Frequency Rate is the rate of work-related incidents causing LTI & Fatality, occurring per 1 million work hours.
- TRIFR:** Total Recordable Injury Frequency Rate is the rate of work-related incidents causing TRI, occurring per 1 million work hours.

Definition

- LTI: Lost Time Injury is an occupational injury causing employees to miss the next regular scheduled shift.
- MTI: Medical Treatment Injury is a work-related injury that requires medical treatment
- FAI: First Aid Injury is a minor injury that does not require medical treatment.
- NM: Near Miss is an unexpected event that does not result in damage or injury but has such potential.
- TRI: Total Recordable Injury is the sum of LTI, MTI & Fatality cases.
- LTIFR: Lost Time Injury Frequency Rate is the rate of work-related incidents causing LTI & Fatality, occurring per 1 million work hours.
- TRIFR: Total Recordable Injury Frequency Rate is the rate of work-related incidents causing TRI, occurring per 1 million work hours.

Nearmiss

Location: ATF-01

Date: 30 July 2026

Time: 05:30 AM

Company/Department: PT MMS/TSF

Incident Description:

The Long Arm Excavator Unit 9227 was traveling from Block 3 to the parking area. However, the access route was not passable, and the operator decided to use an alternative route through Block 2 and Block 1. While traveling along the alternative route, the unit became bogged down. Subsequently, the Supervisor instructed Excavator Unit 9197 to perform cleaning activities on the right side of Unit 9227. However, EX 9197 also became bogged down in the same area.

Key Learning:

- Comply with all applicable work procedures/SOPs and avoid taking shortcuts or deviating from established procedures under any circumstances.
- Conduct a risk assessment before and during travelling activities, and avoid making immediate decisions without proper risk evaluation.
- Ensure effective communication between operators and supervisors, and do not deploy other equipment into areas that have not been confirmed as safe.
- Enhance geotechnical inspections in work areas with potential soft ground conditions and apply the **“Stop Work Authority”** principle.



Property Damage

Location: Pit Barani 290 RL

Date: 19 July 2026

Time: 11:30 PM

Company/Department: PT AR / Mining

Incident Description:

On 19 July 2026 at approximately 23:30 WIB, a contact incident occurred between LV MMS 059 and Manhaul TR9017 at Pit Barani. The incident occurred when the LV driver was reversing the vehicle after dropping off an operator at the manhaul for hot seat preparation. The right rear bumper of LV MMS 059 made contact with the left front bumper of Manhaul TR9017, which was parked with the engine switched off. At the time of the incident, the weather conditions were foggy and rainy, resulting in limited visibility. The incident resulted in damage to the right rear bumper of LV MMS 059, which was dented, and the right rear lamp glass was broken.

Key Learning:

- Ensure the area is safe before performing any maneuver, particularly when reversing in areas with limited maneuvering space.
- Do not perform maneuvers when visibility is limited due to fog, rain, poor lighting, or other environmental conditions.
- Stop or postpone the maneuver until conditions are safe and suitable.
- Use a spotter/guide when the driver's visibility is limited or when there is a potential risk of contact with other equipment or vehicles..



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NWR (Nearmiss)

Location: Sibabangun Highway

Date: 4 July 2026

Time: 12:20 PM

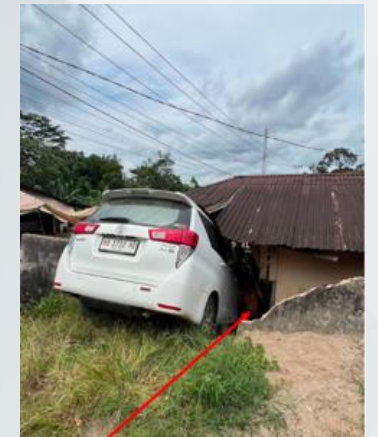
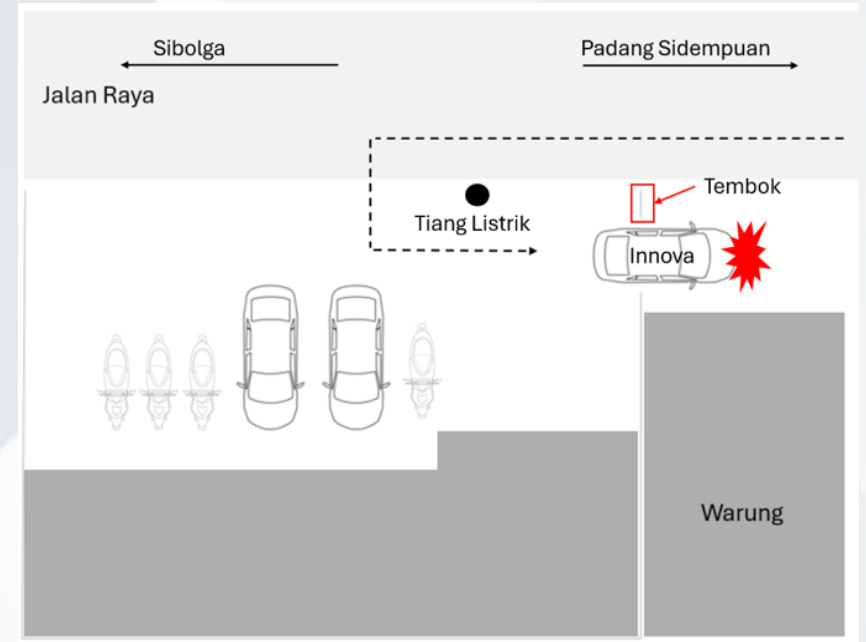
Company/Department: PT AR/Human Resources

Incident Description:

While attempting to park an Innova vehicle at a restaurant, the designated parking area was already occupied by other vehicles and motorcycles. The driver then steered the vehicle to the left toward an available parking area. The driver pressed the clutch pedal and assumed that the brake pedal had also been pressed. The driver then released their foot from both the clutch and brake pedals, causing the vehicle to continue moving. The vehicle subsequently struck a wall and then fell into a food stall area located at a lower elevation than the parking area.

Key Learning:

- Comply with GOLDEN RULES No. 2: Do not operate vehicles or heavy equipment without having an appropriate and valid SIMPER (Site Driving Permit).
- Ensure that only drivers with a valid SIMPER, appropriate for the type of vehicle and their authorized competency, are permitted to operate company vehicles, both inside and outside the site.
- Ensure that every vehicle leaving the site has a valid Exit Permit that has been approved by the General Manager Operation or authorized personnel, or the relevant Department Manager or authorized personnel, in accordance with applicable requirements.
- Conduct SIMPER and Exit Permit verification before any vehicle is operated or leaves the site to ensure that all requirements and authorizations have been fulfilled.



NWR (Property Damaged)

Location: Pinangsori – Site Highway

Date: 22 July 2026

Time: 01:30 PM

Company/Department: PT AR/F&S

Description:

While transporting employees from Martabe Site to Pinangsori Airport, SB15 made contact with a motorized pedicap (*becak*) at Sibabangun Traditional Market. On the return trip from Pinangsori Airport, SB15 made contact again with another motorized *becak* for the second time in front of Indomaret Pinangsori. Approximately 500 meters further along the route, SB15 made contact with a motorized pedicab for the third time.

Key Learning:

- Immediately report any incident to the supervisor and evaluate the vehicle condition before continuing the trip.
- Ensure the driver's readiness to continue the trip and immediately report to the supervisor if the driver feels unfit or unable to operate the vehicle safely.
- Stop the trip if the vehicle condition or driver condition is unsafe, and continue only with a replacement vehicle or driver.



NWR (Property Damage)

Location: Tarutung Highway

Date: 31 July 2026

Time: 07:30 AM

Company/Department: PT AR/F&S

Incident Description:

While travelling to Silangit Airport, SB14 was passing near Sipoholon Fuel Station (SPBU) where traffic conditions were relatively congested. The driver attempted to overtake a vehicle ahead. During the overtaking process, the public transportation vehicle in front suddenly stopped without providing any stop signal, and its brake lights were not functioning. The SB14 driver was unable to avoid the vehicle, causing the right front lamp of SB14 to make contact with the right side of the public transportation vehicle. As a result of the incident, the right front lamp cover of SB14 was damaged and broken.

Key Learning:

- Maintain a safe following distance and anticipate the movements of vehicles ahead, especially in congested traffic conditions and when performing overtaking maneuvers.
- Ensure traffic conditions are safe before overtaking and do not rely solely on an apparent opportunity to pass.
- Increase awareness of vehicles that may stop or maneuver suddenly, including vehicles that do not provide proper signals.



Environment

Location: Decant Spillway SP-09

Date: 3 July 2026

Time: 04:00 PM

Company/Department: PT AR/Production

Incident Description:

The Day Crew Supervisor, while passing over the floating bridge of the decant pump after completing the silt curtain installation work, observed a thin layer of hydrocarbon floating on the surface of the decant water.



Key Learning:

- Identify and control all potential sources of hydrocarbon spills in the work area, such as fuel, oil, grease, hydraulic oil, as well as connections/hoses that may be prone to leakage.
- Conduct thorough inspections of all areas under supervision and of any units/equipment before, during, and after operation, ensuring there are no leaks, hydrocarbon spills, or other conditions that may potentially cause pollution.
- Provide, place, and ensure the readiness of spill response equipment (spill kits/oil booms) in areas with potential spill or contamination risks. Ensure the equipment is easily accessible, in ready-to-use condition, and that personnel understand the proper procedures for its use.

Environment

Location: Sediment Dam 1

Date: 6 July 2026

Time: 05:13 PM

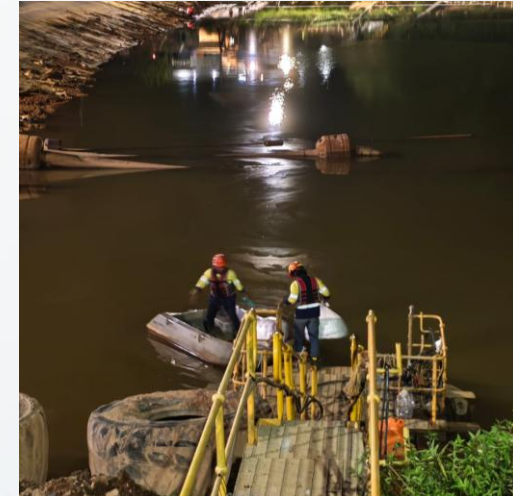
Company/Department: PT AR / Production

Incident Description:

While Excavator EX9106 was performing mud material transfer activities, the Supervisor instructed the operator to land the amphibious unit due to a scheduled service activity. During the travel process toward the landing area, the operator reported an oil leak. An inspection found that two travel motor mounting bolts on EX9106 had become detached, resulting in an oil leak with an estimated spill volume of approximately ± 10 liters into the SD1 pond.

Key Learning:

- Conduct thorough inspections of all areas under supervision and of units/equipment before, during, and after operation.
- Any indication of oil leakage must be immediately followed up and properly addressed.
- Provide and ensure the readiness of spill response equipment (spill kits/oil booms) in work areas with potential pollution risks.



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