

FACTSHEET

The Automotive Sector in Indonesia

1. The industry of e-mobility

E-mobility is the key to climate-friendly mobility and innovation worldwide. In Indonesia, the e-mobility industry has seen the introduction of regulations over the past three years aimed at facilitating e-mobility in Indonesia:

Main regulation:

Presidential Regulation (PR) No. 55/2019 on Acceleration of the Battery Electric Vehicle (BEV) Programme for Road Transportation.

Implementing regulations:

Minister of Industry (MoI) Regulation No. 28/2020 on Completely Knocked Down and Incompletely Knocked Down BEV; Minister of Industry Regulation No. 27/2020 on Specification, Roadmap for Development and Calculation of Local Content (Tingkat Komponen Dalam Negeri – TKDN) for BEV.

Regulation for charging stations:

Minister of Energy and Mineral Resources (MoEMR) Regulation No. 13/2020 on the Provision of Electric Charging Station Infrastructure for BEV.

According to PR 55/2019, BEV and the BEV component industrial companies must have industrial business licences and should establish manufacturing or assembly facilities in Indonesia. They should also prioritise the use of domestic components (TKDN). The percentage of domestic components used will be increased periodically as set out below:

For 4-wheel BEV	
Period	% TKDN
2019-2021	35%
2022-2023	40%
2024-2029	60%
2030-onwards	80%

For 2- and 3-wheel BEV	
Period	% TKDN
2019-2023	40%
2024-2025	60%
2026-onwards	80%

Provision for further calculation of the share of domestic components (TKDN) is regulated in MoI Regulation 27/2021, including the calculation procedure.

The government has set a target for the number of public charging stations for electric vehicles (SPKLU) under the National Grand Strategy for Energy (Grand Strategi Energi Nasional – GSEN). The goal is to achieve 6,318 SPKLU units by 2025, rising to 31,859 units by 2030. Based on MoEMR Regulation 13/2020, SPKLU units will feature three types of charging systems and connectors. These are:

- AC (alternating current) charging system, using connector type 2 series (standard: SNI IEC 62196-2-2016 and its amendments)
- DC (direct current) charging system, using connector type configuration AA series (standard: SNI IEC 62196-3-2014 and its amendments)
- combined charging system, using connector type configuration FF series (standard: SNI IEC 62196-3-2014 and its amendments)

The Indonesian national standardisation agency (Badan Standardisasi Nasional – BSN) has issued new SNIs (Indonesian National Standards) for the battery component of BEVs in the past year. Standards recently issued include:

- **SNI IEC 62660-part 1-3** → secondary lithium-ion cells for the propulsion of electric road vehicles
- **SNI 8871:2019** → electric motor vehicles category M and N – rechargeable electrical energy storage system (REESS) – safety requirements
- **SNI 8872:2019** → electric motor vehicles category L – rechargeable electrical energy storage system (REESS) – safety requirements
- **SNI 8927:2020** → battery system for electric vehicle category L – safety requirements for removable and swappable battery system
- **SNI 8928:2020** → battery system for electric vehicle category L – specifications for removable and swappable battery system

2. Requirements for conformity assessment bodies

On 2 February 2021, Government Regulation (GR) No. 28/2021 on Organisation of the Industry Sector entered into force. It stipulates that conformity assessment for SNI, technical specifications, and/or mandatory procedural guidance must only be performed by accredited and designated conformity assessment bodies (CABs). CABs must fulfil several requirements:

- **Product certification bodies (LSPro).** These must have a relevant business licence, have testing laboratories with SNI ISO/IEC 17025 accreditation or an inspection body accredited in accordance with SNI ISO/IEC 17020; they must be accredited by the National Accreditation Committee (KAN) and must be located in Indonesia.

- **Testing laboratories.** These must have a relevant business licence, have SNI ISO/IEC 17025 accreditation, be accredited by the KAN and be located in Indonesia.
- **Inspection bodies.** These must have a relevant business licence, have SNI ISO/IEC 17020 accreditation, be accredited by the KAN and be located in Indonesia.

If there is a mutual recognition agreement in place, the results of LSPro, testing laboratories and/or inspection bodies located outside Indonesia are still recognised. In addition, these CABs must comply with mandatory responsibilities, such as the reporting of assessment results and the conducting of regular surveillance and reporting of surveillance results to the ministry.

3. ASEAN Mutual Recognition Arrangement (MRA) on Type Approval for Automotive Products

On 16 January 2021, the ASEAN (Association of Southeast Asian Nations) member states signed the ASEAN MRA on Type Approval for Automotive Products in Nay Pyi Taw, Myanmar. The agreement will enter into force once all member states have completed their internal ratification process or one year after the signing, whichever is earlier. As per the latest update on the official ASEAN website, the MRA status is shown as ‘in force’ since 15 January 2022. In accordance with the MRA, member states should accept conformity assessment results issued by the listed technical services and fulfil the provisions of this MRA. Furthermore, in line with the requirements of the MRA, no re-testing is required for ASEAN automotive products that are already compliant with UN regulations.

The MRA defines automotive products and their scope. The definition of automotive products covers vehicle components and/or systems. The listed technical services are identified and designated by the designating body/regulatory authority of the member state. They follow the procedures and requirements of the MRA. Furthermore, the following new automotive products are also covered by the MRA (see annex 1).

List of automotive products for M1, N1, and L categories that fall within the scope of the MRA:

Automotive products	UN Regulation
Braking system	R13H
Safety belt anchorage	R14
Safety belt and restraint system	R16
Seats	R17
Head restraints	R25
Audible warning device	R28
Pneumatic tyre	R30
Speedometer	R39
Exhaust emissions	R40
Noise	R41
Safety glazing materials and their installations	R43
Devices for indirect vision	R46
Exhaust emissions	R49
Sound emissions	R51
Pneumatic tyre	R54
Pneumatic tyre	R75
Steering equipment	R79
Exhaust emissions	R83

About GPQI

The information herein is drafted by the Global Project Quality Infrastructure (GPQI) based on publicly available sources.

GPQI is implemented by GIZ (Deutsche Gesellschaft für Internationale Zusammenarbeit GmbH) on behalf of the German Federal Ministry for Economic Affairs and Climate Action (Bundesministerium für Wirtschaft und Klimaschutz – BMWK). The project engages in technical and policy dialogues. It aims to reduce technical barriers to trade and increase product safety and consumer protection.

Contact us to get involved in our German-Indonesian dialogues on quality infrastructure: indonesia@gpqi.org

¹The full text of the MRA is available on the ASEAN website: <http://agreement.asean.org/>