

## Bangui electric vehicle policy

Explore key policies and measures for EV deployment. The table highlights current as well as announced key policies and measures that support the deployment of electric vehicles (EVs) and zero-emission vehicles (ZEVs) by region and country.

This provides an overview of electric vehicle (EV) policies in selected Association of Southeast Asian Nations (ASEAN) countries. It investigates the EV policies and targets, the current status of EV introduction, EV reuse plans, and battery reuse policies.

The diffusion of Light Electric Vehicles (LEVs) can significantly reduce urban pollution and contribute to the decarbonisation of the transport sector. While the direct benefits per electrified vehicle may be lower than for cars, an ambitious strategy to electrify light motorised vehicle fleets can deliver higher combined benefits compared to ...

This chapter provides an overview of electric vehicle (EV) policies in the selected ASEAN countries. The chapter investigates the EV policies and targets, the current status of EV introduction, the EV reuse plan, as well as the battery reuse policy. 1. Country Policies.

Electric vehicles have been included in the mitigation action of our country. To meet the emission reduction target under Indonesia's Nationally Determined Contribution (NDC), 2-electric wheelers must reach 1.8 million by 2025 and 13 million by 2030, while 4-electric wheelers must reach 0.4 million by 2025 and 2 million by 2030.

This is an extract from a recent report "Reuse of Electric Vehicle Batteries in ASEAN" prepared by ERIA. This provides an overview of electric vehicle (EV) policies in selected Association of Southeast Asian Nations (ASEAN) countries. It investigates the EV policies and targets, the current status of EV introduction, EV reuse plans, and battery reuse policies.

Variable Renewable Energy (VRE) Introduction Plan: According to the National Climate Change Policy, renewable energy will account for more than 30% of the capacity of power generation facilities by 2035, especially through the expansion of solar power. Currently, 1.2 MW solar power plants are operating in Seria, Belait District domestically, accounting for 0.14% of the country's total power generation.

EV Policy and Target: To reduce the expected potential increase in oil imports and to nurture the domestic automobile manufacturing industry, Indonesia has set a target to abandon sales of internal combustion engine (ICE) vehicles by 2040. Indonesia also intends for alternative vehicles to account for 20% of total vehicle production by 2025.

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Indonesia has formulated Presidential Regulation, No. 55 Year 2019 Regarding Acceleration of Battery-Based Electric Vehicle Program for Road Transportation. Aside from promoting EVs for energy security enhancement and environmental purposes, Indonesia's EV policy is to focus on domestic manufacturing. Taking advantage of the essential metals availability domestically, Indonesia aims to become the hub of EVs manufacturing.

For the purpose of providing incentives to increase the sales of domestically produced battery EVs, Indonesia plans to increase the luxury tax on plug-in hybrid and hybrids respectively to 8% and 10%-14% according to the draft regulation of the Ministry of Finance. Besides, the country has formulated the Ministerial of EMR Regulation No. 13 Year 2020 Regarding Provision of Charging Infrastructure for Battery-based Electric Vehicles. It aims to increase the number of charging stations from 180 in 2020 to 7,146 in 2030.

Current Status of EV Introduction: Indonesia's hybrid electric vehicle/plug-in hybrid electric vehicle HEV/PHEV sales in 2019 was 837, and battery electric vehicles (BEVs) accounted for 20 units in the same year. This represents 0.2% of total sales of vehicles.

-Handling of battery waste is carried out by institutions, the BEV industry, and/or the domestic BEV component industry that has a battery waste management licence from a BEV that owns licences in accordance with regulations in the field of waste management.

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