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Leveraging the IA-CEPA Framework: Achieving Australia and Indonesia's Interests in the Electric Vehicle Sector through Fundings and Educational Platform

Research Article

Leveraging the IA-CEPA Framework: Achieving Australia and Indonesia's Interests in the Electric Vehicle Sector Through Fundings and Educational Platform

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Abstract

This research examines how Indonesia and Australia address their respective interests in the electric vehicle (EV) sector through the Indonesia-Australia Comprehensive Economic Partnership Agreement (IA-CEPA), conceptualized as an international regime. By applying Krasner's framework of principles, norms, rules, and decision-making processes, this study assesses the effectiveness of IA-CEPA in facilitating economic cooperation and mutual benefits. The research first provides an overview of IA-CEPA's structure and its classification as an international regime. It then explores two key case studies: the IA-CEPA Economic Cooperation Program (ECP) Katalis and the Indonesia-Australia Skills Exchange (IASE). The Katalis program has played a crucial role in funding initiatives that promote investment and collaboration in the EV industry, while IASE serves as a platform for upskilling Indonesian workers in sectors relevant to electric mobility. These cases illustrate how IA-CEPA functions as a mechanism to align bilateral interests, not only in the EV sector but also in areas such as trade, e-commerce, skills development, and investment. Furthermore, the study highlights the potential for Indonesia and Australia to expand their cooperation under IA-CEPA by conducting market research on green hydrogen, a key component of future sustainable transportation. Through qualitative analysis and secondary data sources, this research argues that IA-CEPA exemplifies a successful international regime, fostering economic integration and sustainable industrial transformation. The findings contribute to discussions on economic diplomacy, international cooperation, and the role of bilateral agreements in addressing global sustainability challenges.

Keywords: Australia; Electric Vehicle; IA-CEPA; Indonesia; Katalis

Introduction

First and foremost, Indonesia and Australia have recognized their shared interest in the EV industry through a joint statement on green economy cooperation and energy transition. This statement underscores their commitment to advancing EV business partnerships via the IA-CEPA ECP Katalis program, which also supports the development of the mineral manufacturing sector. Additionally, both countries have agreed to facilitate

private sector initiatives, including renewable electricity generation, transmission, production, and cross-border trade. These efforts aim to lower emissions and align with their energy transition goals, particularly in the EV sector (Indonesia Water Portal, 2021).

In Indonesia, the rise of electric vehicles (EVs) has significantly reshaped the automotive market, accelerating the transition from internal combustion engine (ICE) vehicles. This shift is largely driven by rapid EV infrastructure development and government policies, such as a 10% Value Added Tax (VAT) incentive (PPN DTP) covered by the Indonesian government for each EV purchase. These measures aim to accelerate the adoption of EVs and support the transition towards a more sustainable automotive industry (Kompas Cyber Media, 2024). Furthermore, Indonesia has set an ambitious goal to enhance local EV production, aiming to have a total of 15 million electric vehicles on the road by 2030. This target includes 13 million two-wheeled (2W) and 2 million four-wheeled (4W) electric vehicles, reflecting the country's commitment to advancing sustainable transportation and reducing carbon emissions (Tasmaya, 2024). Although Indonesia is still in the early stages of EV adoption and development, the four-wheeled (4W) electric vehicle market has demonstrated promising growth. The adoption rate has increased significantly, driven by heightened consumer awareness of the long-term benefits of owning an electric vehicle compared to conventional vehicles. In 2023, data revealed a notable rise in the adoption of EVs and Hybrid Electric Vehicles (HEVs), with 42,528 consumers accounting for the total 1,005,802 4W vehicles sold, compared to just 1,500 consumers out of a total production of 1,470,146 4W vehicles in 2022. Similarly, the two-wheeled (2W) electric vehicle market in Indonesia has shown a substantial upward trend in sales from 2022 to 2023. In 2022, only 17,198 electric vehicles (EVs) were sold out of a total of 5,221,470 2W units. By 2023, this figure had risen to 62,409 EVs sold out of a total production of 6,236,992 units, representing a remarkable 262.4% increase in consumer adoption within the 2W EV market in Indonesia (Humammy, 2024).

More than that, the growth of the EV industry in Indonesia has been further accelerated by substantial foreign investments from various EV companies. One of the major players in the local market, Build Your Dream (BYD), has invested $1.3 billion to establish an electric vehicle manufacturing plant in Indonesia. This facility is projected to produce approximately 150,000 units annually, contributing significantly to the expansion of the country's EV production capacity (Sutrisno, 2024). In addition, the investment outlook for Indonesia remains highly promising, as companies such as Volkswagen and British EVision have expressed plans to invest in the country, particularly in the development of EV battery production facilities (US-ASEAN Business Council, 2023).

In regard to Australia, several government initiatives have been implemented to support the National Net Zero Plan and achieve decarbonization targets. The electric vehicle (EV) sector has emerged as a key priority for the Australian government. One notable effort is the introduction of the National Electric Vehicle Strategy (NEVS), developed by the Department of Climate Change, Energy, the Environment, and Water. This strategy outlines three primary objectives: to increase the supply of affordable and accessible EVs, to advance the development of the EV industry by focusing on systems, infrastructure, and resources, and to stimulate market demand for EV adoption (Australian Government, 2023). In addition to strategies and initiatives, the Australian government has launched various campaigns, such as the 'Modern, Cheaper-to-Run Cars Awareness Campaign,' to highlight the benefits of electric vehicles (EVs) and their positive impact on consumers (Australian Government, 2024). Regarding the current state of Australia's EV market, the recent Annual State of EVs Report indicates a 150% increase in electric vehicle sales compared to 2022. In 2024 alone, approximately 110,000 EVs were sold, reflecting substantial growth in the market (Visontay, 2024). Similar to Indonesia, BYD, particularly the BYD Atto 3, has emerged as one of the best-selling electric vehicles in Australia. However, Tesla continues to dominate the Australian market with its flagship models, the Tesla Model Y and Model 3 (Law, 2024). Beyond vehicle sales, the market for local electric vehicle chargers was valued at USD 97.18 million in 2022 and is projected to reach USD 813.66 million by 2030. To support this growth, the Australian government has allocated approximately USD 132 million to accelerate the

development of charging stations and hydrogen refueling infrastructure (Next Move Strategy Consulting, 2024).

Therefore, in aligning both countries' interests in the electric vehicle industry, there are many prominent actions that were undertaken, namely the signatory of Indonesia-Australia Comprehensive Economic Partnership Agreement (IA-CEPA). Therefore, this research will give a comprehensive explanation by utilizing the International Regime Theory, specifically through the liberal institutionalist perspectives as the backbone of the analysis to explain how the principles of IA-CEPA are being used by Australia and Indonesia as an international regime to pursue their interest in the EV sector and also how IA-CEPA as international regime addressed the common goods of both countries.

Literature Review

International Regime Theory

The concept of international regimes within the field of International Relations has garnered significant attention since the 1970s. There are fundamentally three predominant approaches to understanding international regimes: the realist, liberal institutionalist, and constructivist approaches. Each of these perspectives is grounded in distinct core principles and theoretical frameworks, which consequently lead to differing interpretations and definitions of what constitutes an international regime.

In accordance with Krasner (1983), regime theory is essentially a theory that explains the context of international cooperation, as well as how the involved actors aligned each of their own interests. This theory also explains the possibility of how actors or sovereign states could pursue international corporations within the anarchic environment with various power dynamics and interests (Hurrell, 1993). The concept of an international regime is interpreted in a broadly similar manner by realism, liberal institutionalism, and constructivism despite the theoretical distinctions between the two paradigms. According to Stephen Krasner (1982), a prominent realist scholar, an international regime is defined as a "set of implicit or explicit principles, norms, rules, and decision-making procedures around which actor expectations converge." Additionally, this definition emphasizes the role of regimes as frameworks that facilitate state interactions and the pursuit of mutual agreements or shared interests.

Furthermore, Robert Keohane, a prominent scholar in liberal institutionalism, offers a definition of regimes that closely aligns with Krasner's characterization. Building upon the foundational elements outlined by Krasner, Keohane refines the concept and proposes a revised definition. According to Keohane, a regime can be understood as an institution characterized by explicit rules that are mutually agreed upon by governments, pertaining to a specific set of issues within international relations (Tarzi, 2003). Building on Keohane's explanation, many scholars within the liberal institutionalist framework further define an international regime as a social institution comprising agreed-upon principles, norms, rules, procedures, and programs. These elements collectively regulate the interactions of actors within a specific issue area in international relations (Levy et al., 1996). While realists see the international regime as a tool for states to maintain its power, what distinguishes both perspectives is on how liberal institutionalism perceived the international regime as a framework to align their mutual interests and also as a facilitator for each state to pursue beneficial cooperation (Keohane, 1984). In addition, there are other primary theoretical approaches to conceptualize the definition of a regime, namely through the constructivist perspective. Based on the perspectives of Alexander Wendt and Arthur Stein, a regime can be conceptualized as the embodiment of shared ideas and patterns of interaction among multiple states, which collectively influence the behavior and decision-making processes of other states operating within the regime's framework (Grainca, 2008).

Another fundamental distinction among the three perspectives lies in their respective assumptions regarding international regimes. As noted by Richard Little (2014), several key assumptions underpin the concept of international regimes. First, the formation of a regime is inherently based on cooperation within an anarchic international system. More than that, states are conceptualized as rational, unitary actors, whose collective actions and strategic decision-making are pivotal in the creation and establishment of such regimes. From the realist perspective, international regimes are understood through a distinct lens. Realists argue that regimes serve as mechanisms through which states can coordinate their actions, particularly in generating differential benefits for each state involved. For realists, the international system's structure is fundamentally shaped by the principles and norms inherent within these regimes, which in turn influence the interactions and power dynamics between states. In this view, the functioning of regimes is closely tied to the pursuit of state interests, with regimes acting as tools to maximize state benefits within the context of an anarchic global system. Liberal institutionalists, in contrast to realists, offer a distinct perspective on international regimes. From the liberal institutionalist viewpoint, regimes are seen as mechanisms that facilitate cooperation among states, enabling them to pursue mutually beneficial collaborations, particularly in the promotion of collective goods. This is achieved through the application of principles, norms, rules, and decision-making processes that structure state interactions. Furthermore, liberal institutionalists view regimes as essential tools for advancing a liberal world order and fostering globalization. However, they argue that the effectiveness of these regimes is contingent upon the existence of a benign hegemon, which is an actor that maintains the stability and credibility of the international system, thereby ensuring that the regimes can function effectively and support cooperation among states. Additionally, from a constructivist perspective, Alexander Wendt emphasizes the crucial role of norms, identity, and the internalization of these norms in shaping state behavior within international regimes. In contrast to realists and liberal institutionalists, who view regimes as mechanisms for constraining state behavior, constructivists regard regimes as representations of shared ideas, identities, and values that are socially constructed through the interactions of state. Ultimately, the conceptual framework employed in this research will primarily draw on Krasner's classification of international regimes, which will be used to analyze IA-CEPA as an international regime based on its norms, principles, rules, and decision-making processes. Additionally, the liberal institutionalist perspective on international regimes will be applied, particularly to assess the role of IA-CEPA and its principles in facilitating cooperation between Indonesia and Australia. This framework will also be instrumental in evaluating how the regime supports both countries' interests in the sector of electric vehicles and the promotion of their shared common goods (Grainica, 2008).

IA-CEPA: Principles, Norms, and Rules

This part of the research will further explain what IA-CEPA is and also the principles, rules, and norms that it possessed. IA-CEPA is a comprehensive economic partnership between Indonesia and Australia, with the basic principle of a balanced, mutually beneficial partnership. This partnership will strengthen economic relations between Indonesia and Australia in the long term, which is mainly aimed at forming an "Economic Powerhouse" in the region, by combining the strengths within the two countries (Free Trade Agreement Center, 2020). IA-CEPA itself constructs a comprehensive framework for Indonesia and Australia to open the untapped potential of the bilateral economic relationship between both countries. Economic collaboration could be enhanced by promoting engagement between businesses, individuals, and also the communities across both nations (DFAT, 2021a). The IA-CEPA was initially constructed through commitments on trade liberalization which were implemented through the ASEAN-Australia-New Zealand Free Trade Area (AANZFTA). Under this framework, Indonesia had previously granted Australia certain trade concessions that surpassed the minimum requirement set by the World Trade Organization (WTO), commonly referred to as "WTO plus" provisions (Taylor, 2018).

IA-CEPA, as a framework, was mainly rooted in opportunity creation which could assist the development of

many businesses in multiple sectors. In accordance with the feasibility study in 2008, IA-CEPA was projected to increase the GDP of Indonesia by 0.23%, increase the Australian investment to Indonesia, and also to develop both countries through various programs such as skills training and also technological transfer (Free Trade Agreement Center, 2021). IA-CEPA aims to boost various prominent sector services in Indonesia including tourism, financial, mining, insurance and this research will have an emphasis on the education and energy sector. In addition, IA-CEPA has several main objectives, encompassing the expansion of market access on various markets including agricultural, fisheries, and forestry products; the expansion of market access towards the Indonesian workers; to facilitate Indonesia improve the standardization of local workers to reach international levels; increase the two-way investment between Indonesia and Australia, etc. (Free Trade Agreement Center, 2020).

Furthermore, to ensure the comprehensiveness of this research, it is important to address the principles that IA-CEPA holds (DFAT, 2021b). The general principles of IA-CEPA, which consist of 20 main chapters, 3 Memorandum of Understandings (MoU) and one private note are as follows:

1. Chapter 1: Initial Provisions and General Definitions
2. Chapter 2: Trade in Goods
3. Chapter 3: Non-Tariff Measures
4. Chapter 4: Rules of Origin
5. Chapter 5: Customs Procedures
6. Chapter 6: Trade Facilitation
7. Chapter 7: Sanitary and Phytosanitary Measures
8. Chapter 8: Technical Barriers to Trade
9. Chapter 9: Trade in Services
10. Chapter 10: Financial Services
11. Chapter 11: Telecommunications
12. Chapter 12: Movement of Natural Persons
13. Chapter 13: Electronic Commerce
14. Chapter 14: Investment
15. Chapter 15: Economic Cooperation
16. Chapter 16: Competition
17. Chapter 17: General Provisions and Exceptions
18. Chapter 18: Institutional Provisions
19. Chapter 19: Transparency
20. Chapter 20: Consultation and Dispute Settlement
21. Memorandum of Understanding on the Indonesia-Australia Skills Development Exchange Pilot
22. Memorandum of Understanding on the Indonesia-Australia Skills Development Exchange Pilot Projects
23. Memorandum of Understanding on a Pilot Workplace-Based Training Visa Arrangement
24. Indonesia-Australia Comprehensive Economic Partnership (IA-CEPA) Skills Development Exchange Pilot - Privacy Note

In addition, Indonesia and Australia have launched several significant programs under the IA-CEPA, such as the IA-CEPA ECP Katalis Program, a five-year initiative designed to open up new economic opportunities through trade and investment. Katalis itself focuses on three primary objectives: expanding market access, improving market integration, and supporting the recovery from the impacts of the COVID-19 pandemic (Katalis, 2020). The utilization of this program will be further analyzed and explained in Chapter Three, which will explore its contemporary impact, particularly in the EV sector.

Methods

To address the central argument of this research, the qualitative data analysis and desk research are employed for further elaboration. Qualitative data analysis involves presenting phenomena by categorization, recognizing correlations, and describing events based on the researcher's concepts and analysis. Typically, this type of data analysis aims to highlight a phenomenon by comparing multiple cases and discerning connections and variations among them (Vignali and Hallier, 2015).

Moreover, this research will incorporate theory-testing to establish connections between particular causes and the observed outcomes, drawing on established theories and empirical insights related to the case (Lamont, 2015). This methodological approach underscores this research purpose, which is to explore the utilization of the IA-CEPA principles that influences Indonesia and Australia's action in conducting cooperation to pursue both of the countries interests in the sector of electric vehicles.

Addressing the data collection methodology, desk research is essentially a research methodology that relies on secondary data or existing documents from previous studies to gather specific information. The steps involved in desk research include defining a clear research topic, selectively choosing relevant resources, collecting pertinent and related data from these resources, assembling and organizing the collected data, and ensuring that the analyzed and collected data adequately address the research question (March, 2022). Considering the research methods, the data that were going to be mainly utilized in this research will revolve secondary resources. The data will be collected through academic journals, books, news articles and reports, government official statements, etc.

Result and Analysis

IA-CEPA as an International Regime

This part will set out an explanation, based on the definition of what an international regime is according to Krasner's definition and how IA-CEPA could be classified as an International Regime. According to Krasner (1993), an international regime could be defined as "international regime" due to its core foundation, namely principles, norms, rules and decision-making process and IA-CEPA essentially encompasses all of the primary foundation. Moreover, Krasner (1982) has already addressed the definitions of each core foundation in one of his writings. Principles were defined as "beliefs of fact, causation, and rectitude". Norms are "standards of behavior defined in terms of rights and obligations". Rules are "specific prescriptions or proscriptions for action" and lastly, decision-making procedures are defined as "prevailing practices for making and implementing collective choice" (Krasner, 1982).

First and foremost, regarding principles, as previously mentioned in the explanations of IA-CEPA, it essentially comprises 20 main chapters, 3 Memorandum of Understandings (MoU) and one private note. The 20 chapter itself addresses beneficial development in multiple sectors including trade in goods, trade in services, telecommunications, etc. In addition, the MoU and the private notes were mainly addressing skills exchange, skills development and also visa agreements that will ease Australia to facilitate Indonesian citizens to conduct labor exchange to Australia (DFAT, 2021b).

Secondly, addressing norms, one of the standard behaviors that both Indonesia and Australia must follow is the reduction of trade barriers, specifically on tariffs. The tariffs reduction in general provides 2,5% - 5% cuts and after five years some products such as frozen beef and sheep meat will have a complete removal on the tariffs which then would be beneficial for both countries to create a larger market access in goods (DFAT, 2021c). Another standard behavior example could be seen that under the IA-CEPA, both Indonesia and Australia have agreed to cooperate on assisting small and medium-sized enterprises (SMEs) to provide a

useful guide for e-commerce utilization, supporting the protection within the consumer and its privacy, and also a strong agreement in promoting a free flow of information and data across borders that are in line with the e-commerce suppliers and also investors (DFAT, 2021d) . Additionally, it also could be seen on how Indonesia and Australia should ensure the economic growth of both countries under the IA-CEPA through its investment key outcome. On one hand, Australia should provide Indonesia with the investment in the energy and infrastructure sector while on the other hand, Indonesia should be fully committed to IA-CEPA and also provide Australia with a greater outcome through these investments to ensure the good treatment for Australian investors (DFAT, 2021e).

Thirdly, emphasizing the rules that IA-CEPA provides, it could mainly be seen in the Key Outcomes of IA-CEPA that consist of goods, electronic commerce, skills development and also services. In one of the key outcomes, specifically on investments, several rules were formed under the IA-CEPA, including the IA-CEPA should protect investors from unequal treatment, IA-CEPA must ensure the seamless flow of capitals that are related with the regarding investments, and IA-CEPA have to guarantee that investors and the related investment are regulated and treated in accordance with the standard of international law (DFAT, 2021e).

Lastly, in regard to the signing of IA-CEPA, there were several negotiations that were involved which then are essential to the decision-making process, especially on what should be pursued through IA-CEPA, what should be the general principles, etc. As also mentioned, by Robert Keohane, what distinguishes an international regime from international organizations and international agreement is its ability in providing the involved actors to conduct negotiations to comply with the international regime itself (Bradford, 2007). One significant example could be seen in the involvement of Indonesia-Australia Business Partnership Group (IA-BPG) before the making of IA-CEPA. The IA-BPG itself consisted of several members including the Indonesian Chamber of Commerce and Industry (KADIN Indonesia), the Indonesia Australia Business Council (IABC), The Australian Chamber of Commerce and Industry (ACCI), and the Australia Indonesia Business Council (AIBC). In 2012, IA-BPG released their position paper, addressing their expectations, partnership models and recommendations towards IA-CEPA. Furthermore, there are several recommendations that were then implemented in the final main principle of IA-CEPA, namely the elimination and reduction of tariffs to promote a wide variety of products and improve customer options, promote Indonesia's skills training Agenda, promote significant cooperation within the education sector, etc. In its position paper, IA-BPG has emphasized the critical issues that IA-CEPA should address, including trade, investment, and economic cooperation. Following numerous meetings and negotiations, it is evident that these priorities have been incorporated into the final IA-CEPA agreement (Bradford, 2007).

Here is a table to simplify the explanation on how IA-CEPA could be considered as an international regime in accordance with Krasner's explanation.

Table 1. Krasner's Classification of an International Regime

Key Component	Krasner's Criteria/Classification
Principles	- IA-CEPA encompasses 20 main chapters, 3 Memorandum of Understanding (MoUs), and one private note - These chapters address development in various sectors, including trade in goods, services, and telecommunications - MoUs focus on skills exchange, skills development, and visa agreements to facilitate labor exchange.

Norms	- Reduction of trade barriers and tariffs (e.g., 2.5%-5% tariff cuts and eventual removal for products like frozen beef and sheep meat) - Cooperation on assisting SMEs, promoting e-commerce utilization, and protecting consumer privacy - Agreement on free flow of information and data across borders
Rules	- Key outcomes define specific actions, such as protecting investors from unequal treatment and ensuring investments adhere to international law - Guarantees seamless capital flow related to investments - Rules enforce fair treatment of goods, services, and electronic commerce under international standards
Decision-Making Process	- IA-CEPA was developed through multiple negotiations involving key stakeholders like the Indonesia-Australia Business Partnership Group (IA-BPG), which included KADIN Indonesia, IABC, ACCI, and AIBC - IA-BPG provided recommendations through position papers, influencing principles like tariff reduction and skills training

Source: DFAT, 2021

Key Outcomes of IA-CEPA in Presenting the Common Goods of Both Indonesia and Australia

The case of IA-CEPA can be analyzed through various theoretical lenses within international regime theory. However, this research will specifically adopt the perspective of liberal institutionalism towards the international regime to provide a more focused and nuanced analysis. The liberal institutionalist perspective encompasses several key approaches to understanding regimes, which this research will specifically focus on. These include the conceptualization of regimes as facilitators for state coordination in pursuing beneficial cooperation, the concept of an international regime as a tool for promoting the common good, its efficacy in being effective under the leadership of a benign hegemon, and its role in advancing liberal world orders and globalization (Little, 2015). This research will specifically focus on the first two aspects: first, the regime's function as a facilitator for fostering cooperation among states, exemplified by IA-CEPA and its foundational principles; and second, how IA-CEPA serves to promote the shared interests of Indonesia and Australia across various sectors, with particular emphasis on the critical area of energy transition.

Firstly, IA-CEPA should emphasize the common goods between Indonesia and Australia to be considered as an international regime. In the process of aligning both countries' common interests, IA-CEPA itself has been going through 12 rounds of negotiations and one of them could be seen on the involvement of IA-BPG in the negotiation process prior to the finalization of the agreement's signatory stage (Anon, 2019). Over the years, IA-BPG itself has contributed in developing new initiatives towards various sectors including Indonesia's meat and livestock sector, financial services cooperation, and creative industries such as jewelries and fashion (Ciobo, 2016). Eventually, in addressing shared interests and common goods, the final outcomes of the IA-CEPA resulted in several key outcomes, including advancements in goods, electronic commerce, skills development, investment, and services, however this research would like to be more specific on the key outcomes that are related with the EV sector which is goods and also investment.

The first key outcome addressing the shared interests of both countries in the EV sector is the Goods outcome. Under this provision, Indonesia will eliminate tariffs on 6.2% of tariff lines for manufactured goods, in addition to the 92% already removed under the ASEAN-Australia-New Zealand Free Trade Agreement (AANZFTA). By

2025, 99.8% of imports of manufactured goods from Australia will be duty-free, benefiting EV-related components such as batteries, automotive parts, and raw materials. Another significant advantage is the tariff elimination of the 124 steel tariff lines, along with additional reductions on specific hot- and cold-rolled steel products, which are essential for producing EV frames, battery casings, and charging infrastructure. Additionally, tariffs on 83 machinery and electronic components have been removed, supporting the development of EV control systems, charging stations, and battery management technologies. Furthermore, this outcome facilitates tariff eliminations on key resource exports from Australia to Indonesia, such as aluminum oxide and ferrous scrap, which are critical for Indonesia's local EV battery supply chain (DFAT, 2019).

Secondly, IA-CEPA enhances mutual economic benefits through the Investment outcome. Indonesia aims to increase foreign direct investment (FDI), particularly in energy and infrastructure, sectors where Australia possesses significant expertise. To support this, IA-CEPA provides investment security for Australian investors, particularly in renewable energy and EV-related infrastructure. Several regulatory safeguards have been established, including protection against discriminatory treatment, ensuring unrestricted investment-related capital transfers, and guaranteeing a minimum standard of treatment for investors and their investments, in accordance with international legal standards (DFAT, 2021e). Here is a table presenting the general key outcomes on the sector of goods and investment to show how IA-CEPA as an international regime has addressed the common goods of Indonesia and also Australia in the sectors that are related to the EV industry.

Table 2. Common Goods Addressed by IA-CEPA

Key Outcomes	Details	Common Goods Addressed
Goods	- Indonesia will eliminate tariffs on 6.2% of tariff lines for manufactured goods, in addition to the 92% already eliminated under AANZFTA - By 2025, 99.8% of imports of manufactured goods from Australia will be duty-free, which benefits EV-related components such as batteries, automotive parts, and raw materials - Immediate elimination of tariffs on 124 steel tariff lines, with additional tariff cuts for specific hot and cold-rolled steel products - Immediate elimination of tariffs on 83 machinery tariff lines and all electronics, which are crucial for EV manufacturing - Tariff eliminations on key resource exports from Australia to Indonesia, such as aluminum oxide and ferrous scrap, which are used in EV production.	- Elimination of Tariffs on Manufactured Goods - Steel Industry Support - Elimination of Tariffs on Machinery and Electronics - Resources and Energy Sector Support
Investment	- Protection against discriminatory treatment - Ensuring investment-related capital transfers can occur freely and without delay	Protection towards investors and their investments in the sector of energy and infrastructure

Source: DFAT, 2021

The Case of IA-CEPA ECP Katalis Program

Consistent with the principles of the liberal institutionalist approach, IA-CEPA has demonstrated its effectiveness as an international regime by facilitating mutually beneficial cooperation between Australia and Indonesia through the application of its principles across various sectors, with particular emphasis on the energy transition sector. First and foremost is the utilization of IA-CEPA principles chapter 14 and chapter 15, which is the investment and economic cooperation by creating the IA-CEPA ECP Katalis program (Katalis). In general terms, the IA-CEPA Katalis Program is a bilateral, government-supported initiative designed to promote and strengthen trade, investment, and broader cooperations between Indonesia and Australia, with an emphasis on promoting sustainable and inclusive growth (Katalis, 2020). The way this program operates is essentially by acting as an intermediary and partner for many businesses in Indonesia and Australia throughout the commercial value chain, assisting them in identifying and developing new opportunities for collaboration and growth. Not only that, through its collaboration with the government, Katalis is able to assist these businesses in advancing commercial agreements while also evaluating the feasibility and potential profitability of new investment opportunities (Katalis, n.d.). Additionally, Katalis supports a wide range of sectors in both countries, including agrifood, advanced manufacturing, and services, as well as key industries such as finance, health, education, energy, communications, infrastructure, and education and this research will be much focusing on the energy sector (ASEAN Briefing, 2020).

There are three prominent completed activities under the IA-CEPA ECP Katalis program that address the sector of energy transition: funding the establishment of market entry strategy for grid-scale batteries manufacturing, funding an activity to explore the opportunity for Indonesia and Australia fintech's on the two-wheel EV market and also funding a feasibility study regarding green steel opportunities for both countries. The first case study illustrating how IA-CEPA, as an international regime, facilitates state collaboration in advancing mutual interests within the energy transition sector is evidenced by Katalis' involvement in funding a market entry study in May 2022. This study has a focused topic specifically on accelerating the manufacturing and integration of grid-scale batteries in Indonesia. Through this activity, Katalis has supported Energy Storage Industries Asia Pacific (ESI), which is a Brisbane-based company, to develop a market entry strategy for grid-scale battery production in Indonesia. Katalis has also assisted ESI in identifying optimal locations for manufacturing facilities, distribution operations, and supply chain management across regions in Indonesia. The strategy not only aids ESIAP in acquiring valuable local insights but also positions them for the successful future deployment of a more sustainable grid-scale battery solution by 2024, with plans for establishing the manufacturing facility by 2026. ESI has already conducted a modeling in Queensland, Australia, to evaluate the manufacturing capacity and battery output, which demonstrated a significant economic impact, estimated at 450 MW annually or AUD $4.5 billion in Net Present Value (NPV). Recognizing these substantial benefits, through the findings of this study, it could assist Indonesia's national and regional governments to be better prepared in enhancing their grid stability and dependability. Beyond economic benefits, successful implementation of this strategy could position Indonesia as a key manufacturing hub, generating opportunities for micro, small, and medium enterprises (MSME) within the supply chain and contributing to the country's post-COVID-19 economic recovery (Prospera, 2022).

The second activity completed under IA-CEPA Katalis involved the provision of AUD 300,000 in funding to Sky Credit Pty Ltd (Sky Credit) to support a staged analysis and assessment of the contemporary electric mobility market in Indonesia. This initiative aimed to identify opportunities and strategies for Sky Credit to successfully enter the Indonesian market. Sky Credit is a digital financial services provider specializing in credit solutions tailored to its online consumer base, with a primary focus on the Australian market. Additionally, the company offers a range of financial solutions, particularly in technology and risk management services. The staged analysis comprises three primary phases: the first phase focuses on market definition, the second on detailed market analysis, and the third on an in-depth opportunity analysis. Designed by Katalis, this initiative seeks

to develop a comprehensive market entry strategy for Sky Credit while mitigating potential risks associated with doing business in Indonesia. Furthermore, the activity includes a study on risk mitigation, market exploration, and structured engagement with the rapidly evolving electric motorcycle ecosystem in Indonesia. Additionally, if Sky Credit's market strategy is successfully implemented, Indonesia stands to benefit significantly. The strategy could help reduce government expenditures on electric vehicle (EV) policies while also providing significant opportunities for local EV manufacturers, consumers, and MSME suppliers (Prospera, 2023a).

Lastly, the third activity that was conducted by the IA-CEPA ECP Katalis was the funding of the technical feasibility studies towards green steel power house opportunities for Indonesia and Australia. Katalis has contributed $754,000 to conduct the feasibility studies and there are two companies that were involved in this activity, which was PT. Gunung Raja Paksi Tbk (GRP) from Indonesia and Fortescue from Australia (Prospera, 2023b). To be more specific, this technical feasibility study was formalized under a Memorandum of Understanding (MoU) signed at the B20 Summit in November 2022. Both parties agreed to explore the potential of green ammonia and green hydrogen supplied by Fortescue to assist GRP steel making factories in reducing their operational carbon emissions (Katalis, 2023). Through this initiative, Australia could gain valuable insights into the market potential for extending its electrolyzer technology to Indonesia, with the prospect of a long-term investment by GRP and Fortescue to establish an electrolyzer plant in Indonesia. This would enable Australia to supply green hydrogen and green ammonia to the region. Additionally, for Indonesia, the initiative essentially provides a market overview, particularly for GRP, to export low-emission steel products not only to Australia but also to other Southeast Asian countries (Prospera, 2023b).

All things considered, the three funding initiatives under the IA-CEPA ECP Katalis program were beneficial for both Australia and Indonesia. These initiatives provided both countries with valuable insights, new market strategies, and potential opportunities for developing more advanced electric vehicle (EV) industries. The table below presents a simplified summary of the beneficial outcomes resulting from the funding provided by the IA-CEPA Katalis program for both Indonesia and Australia.

Table 3. Beneficial Outcome for Indonesia and Australia from Katalis Funding

Funding Initiatives	**Companies Involved**	**Benefits for Indonesia**	**Benefits for Australia**
Market Entry Strategy for Grid-Scale Battery Manufacturing	Energy Storage Industries Asia Pacific (ESI) (Australia)	- Improved grid stability and battery production capabilities - Strengthened local supply chains and MSMEs - Positioned Indonesia as a manufacturing hub for sustainable battery solutions	- Market entry support and strategic location insights for ESI - Expansion of battery manufacturing capabilities into Indonesia - Economic benefits estimated at AUD 4.5 billion in Net Present Value (NPV)

Fintech Market Exploration for Two-Wheeled EVs	Sky Credit Pty Ltd (Australia)	- Potential reduction in government spending on EV policies - Growth opportunities for local EV manufacturers, MSMEs, and consumers - Increased financial accessibility for electric mobility adoption	- Market entry strategy and risk mitigation for Sky Credit - Expansion into Indonesia's rapidly growing two-wheeled EV sector - Strengthened engagement with Indonesia's digital financial services ecosystem
Feasibility Study for Green Steel Development	PT Gunung Raja Paksi Tbk (GRP) (Indonesia) and Fortescue (Australia)	- Market insights for exporting low-emission steel products - Potential collaboration in green hydrogen and ammonia supply - Acceleration of Indonesia's green industrial	- Opportunity for Fortescue to establish an electrolyzer plant in Indonesia - Expanded market for Australia's green hydrogen and ammonia technology - Strengthened industrial

Source: Katalis, 2023

The Case of Skills Development Exchange Pilot Under the IA-CEPA

Under the IA-CEPA, there are other significant principal utilizations that are essentially beneficial for both Indonesia and Australia to advance their EV industry growth which is through the signing of the Memorandum of Understandings on Skills Development Exchange. This Memorandum of Understanding (MoU) provides significant opportunities for over 1,400 eligible Indonesian workers to visit Australia for skills exchange and development. Simultaneously, it will also support 1,500 Australian professionals and educators in showcasing their expertise and gaining valuable learning experiences in Indonesia. For Indonesian workers to access the special visa for this exchange program, they must meet several eligibility criteria. These include being a permanent employee of an Indonesian company or organization with established ties to counterparts in Australia, such as membership in the Indonesian Chamber of Commerce or the Indonesia-Australia Business Council. Similarly, Australian professionals must be employed in one of the seven priority sectors and possess the requisite skills that align with Australian professional standards (APINDO, 2024).

Furthermore, under this MoU, it eventually sparked the development of an online platform named Indonesia-Australia Skills Exchange (IASE) under the IA-CEPA ECP Katalis Program which will be specifically discussed in this research (Kenzu, 2023). This online platform essentially aimed at developing skills development in Indonesia by connecting Australian educators with Indonesian industry. Furthermore, IASE offers both accredited and non-accredited courses, encompassing multiple sectors and industries such as engineering, manufacturing, horticulture and environment, creative economy, tourism, etc. Additionally, Katalis sees a problem where although Indonesia and Australia have partnered in the education sector, the interactions between the educators and stakeholders tended to be unsustainable and considerably conducted as a small scale. Through the provision of IASE by Katalis, it essentially reduces research cost and paves a way for potential commercial outcomes for both Indonesia and also Australia (Indonesia Australia Skills Exchange, 2025).

As previously mentioned, the IASE offers numerous courses that can benefit Indonesian businesses, particularly in the engineering sector, and contribute to the development of the electric vehicle (EV) industry. Relevant courses include the Professional Certificate of Competency in Smart Grids and the Professional Certificate of Competency in Battery Energy Storage and Applications (Indonesia Australia Skills Exchange, 2025). These collaborative training programs have the potential to upskill Indonesian workers, particularly in the EV sector. However, the writer observed that there are currently no participants enrolled in either of these courses, proven by the absence of reviews in the course section on the IASE website, indicating an underutilization of these skill exchange opportunities by Indonesian businesses. These facilities have already been made available by Katalis under the IA-CEPA framework, and the writer would argue that it is the responsibility of the Indonesian government to actively promote such programs to foster development across various sectors, particularly in the EV industry.

For Indonesia, these programs could not only enhance human capital development but also contribute to the country's economic recovery, which has been adversely affected by the COVID-19 pandemic. Simultaneously, for Australia, this initiative could bolster international engagement in the Australian education sector, serve as a tool for Australian educators to share and showcase their capabilities and also strengthen the bilateral partnership between Indonesia and Australia (Indonesia Australia Skills Exchange, 2025).

Conclusion

By using International Regime Theory—especially liberal institutionalism—this study concludes that IA-CEPA has effectively functioned as an international regime that helps Indonesia and Australia pursue shared interests in the electric vehicle (EV) sector. Through programs like the IA-CEPA ECP Katalis, both countries receive funding for initiatives such as green steel research and two-wheeled EV market studies. Additionally, the Indonesia-Australia Skills Exchange (IASE) platform supports Indonesian workers by providing online education on topics like Smart Grids and Battery Energy Storage, helping build local capacity for EV development.

Beyond the EV sector, IA-CEPA also supports broader cooperation in trade, investment, and services, aligning with both countries' goals to deepen bilateral ties. This reflects IA-CEPA's adaptive nature—it is not a static agreement, but a flexible regime that evolves with changing mutual interests and global challenges.

From an international relations perspective, IA-CEPA showcases how bilateral agreements can respond to global issues like the energy transition, especially when multilateral solutions are difficult. Programs like Katalis and IASE demonstrate how bilateral regimes can be powerful tools for climate action, sustainable development, and environmental diplomacy. Other than that, from a political economy viewpoint, IA-CEPA also promotes foreign direct investment (FDI), especially into Indonesia, by encouraging cross-border

investment, industrial cooperation, and knowledge exchange. The Katalis program's focus on green hydrogen further highlights its potential to drive green industrial transformation in the Indonesia–Australia partnership.

Finally, this research provides a foundation for further studies on IA-CEPA's long-term impact. While this study focused on its structure and current programs, future research is needed to evaluate whether IA-CEPA will fully meet its objectives and expand into new areas like green hydrogen energy beyond Katalis and IASE. However, a key limitation in this research was limited data access on Indonesian participation in IASE, which led to reliance on publicly available platform statistics.

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