Disclaimer: *In view of the European Commission's transparency policy, the Commission is publishing the texts of its Comprehensive Economic Partnership Agreement with Indonesia following the Ministerial announcement on 23 September 2025. These texts are published for information purposes only and may undergo further modifications including as a result of the process of legal revision. These texts are without prejudice to the outcome of the Agreement between the EU and Indonesia. The texts will be final upon signature. The Agreement will become binding on the Parties under international law only after completion by each Party of its internal legal procedures necessary for the entry into force of the Agreement.*

ANNEX 7-C

MOTOR VEHICLES AND EQUIPMENT AND PARTS THEREOF

Article 1

Definitions

1. For the purposes of this Annex, the following definitions apply:

(a) "WP.29" means the World Forum for Harmonisation of Vehicle Regulations within the framework of the United Nations Economic Commission for Europe (hereinafter referred to as "UN ECE");

(b) "1958 Agreement" means *the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions* done at Geneva, on 20 March 1958, and administered by the WP.29, and all subsequent amendments and revisions thereof;

(c) "UN Regulations" means *Technical Regulations* adopted in accordance with the 1958 Agreement; and

(d) "HS 2022" means the 2022 edition of Harmonised System Nomenclature issued by the World Custom Organisation.

2. Terms used in this Annex shall have the same meaning as defined in the 1958 Agreement, or in the TBT Agreement.

Article 2

Product Scope

This Annex shall apply to trade between the Parties of all categories of motor vehicles, equipment and parts thereof as defined in Appendix X.1, falling inter alia under Chapters 40, 84, 85, 87 and 94 of the HS 2022 (hereinafter referred to as "products covered").

Article 3

Objectives

In view of promoting the competitiveness of the economies of the Parties, including micro, small and medium-sized enterprises, in particular by creating enabling conditions for robust investment in the automotive sector, with respect to products covered, the objectives of this Annex are to:

(a) identify and address non-tariff barriers to bilateral trade with the aim of eliminating or reducing them ;

(b) cooperate to achieve compatibility and convergence of regulations based on relevant international standards;

(c) promote the recognition of approvals based in particular on approval schemes applied under the 1958 agreement administered by WP.29 and those based on UN type approvals;

(d) establish competitive market conditions based on principles of openness, non-discrimination and transparency;

(e) secure the protection of human health, safety and the environment;

(f) increase the presence of UN designated type approval services in Indonesia with a view to strengthen the export potential of the Parties;

(g) strengthen the capacity of Indonesian technical services related to vehicle certification; and

(h) enhance cooperation to foster continued mutually beneficial development in trade.

Article 4

International Standards

The Parties recognise that WP.29 is the relevant international standardising body and that UN Regulations under 1958 Agreement are considered as the relevant international standards for the products covered by this Annex.

Article 5

Regulatory Convergence

1. (a) The Parties shall refrain from introducing or maintaining a domestic technical regulation, marking, or conformity assessment procedure diverging from UN Regulations in areas covered by such Regulations, unless there are substantiated reasons why a specific UN Regulation is ineffective or inappropriate for ensuring road safety or the protection of the environment or public health. In this respect Parties may also consider those UN Regulations which have not been adopted but their adoption is imminent.

(b) A Party which introduces a divergent domestic technical regulation, marking, or conformity assessment procedure as referred to in point (a) shall, upon request from the other Party, identify the parts of the domestic technical regulation, marking, or conformity assessment procedure which substantially deviate from the relevant UN Regulations and provide a justification for the deviation.

2. Insofar as a Party has introduced or maintains, domestic technical regulations, markings and conformity assessment procedures that diverge from UN Regulations, as permitted by paragraph 1, that Party shall review those technical regulations, markings or conformity assessment procedures at regular and reasonable intervals, with a view to increasing their convergence to the relevant UN Regulations. When reviewing their domestic technical regulations, markings and conformity assessment procedures, the Parties shall consider whether the reasons that justified the divergence still exist. The outcome of these reviews, including on the justification shall be notified to the other Party upon request.

3. Each Party shall refrain from introducing or maintaining domestic technical regulations, markings, or conformity assessment procedures which have the effect of prohibiting, restricting or increasing the burden for the importation and the putting into service on its market of products type-approved under UN Regulations that it applies in accordance with the 1958 Agreement for the areas covered by those UN Regulations, unless such domestic technical regulations, markings or conformity assessment procedures are explicitly foreseen by those UN Regulations, or are necessary to fulfil legitimate objectives of Article 2.2 of the TBT Agreement or the 1958 Agreement.

Article 6

Market Access

1. (a) The Parties shall accept on their markets products which are covered by a valid UN type-approval certificate accompanied by a summary test report as compliant with their domestic technical regulations, markings and conformity assessment procedures, without further testing or marking requirements to verify or attest compliance with any requirement covered by such UN type-approval, for components, technical units or systems incorporated in wholly-built vehicles. In substantiated cases, a Party may be require a full test report. Only those UN type approval certificates issued by a Party that has acceded to the relevant UN Regulations can be considered valid. As regards acceptance on the market of parts, components and systems not incorporated in vehicles, the Parties will conduct a review as referred to in Article 10 (Entry into force).

(b) Each Party shall only be required to accept valid UN type-approval certificates accompanied with summary test report issued pursuant to the latest version of the UN regulations, and all subsequent versions that the importing Party is applying. In substantiated cases, a Party may require a full test report.

(c) By way of derogation from the point (b), the Parties shall grant market access without further testing or marking requirement, in accordance with point (a) of Article 11.1 (Temporary Provisions).

2. For the purposes of paragraph 1, for any product covered by the Appendix X.2, a relevant valid UN type approval certificate accompanied by UN type-approval mark shall be considered sufficient proof of the existence of a valid UN type-approval.

3. The competent authorities of each Party may verify that the products covered comply, as appropriate, with the domestic technical regulations of the Party. Such verification may only be carried out by random sampling in accordance with such technical regulations.

4. Each Party may require the supplier to withdraw a product from its market in case the product concerned does not comply with the technical regulations referred to in paragraph 3.

5. Notwithstanding point (c) of paragraph 1, this Annex shall not be construed as requiring a Party to extend the application of t Appendix X.2? to any other member of UN 1958 Agreement.

Article 7

Products with New Technologies or New Features

1. Neither Party shall prevent or restrict the access to its market of a product covered by this Annex and approved by the exporting Party on the ground that the product incorporates a new technology or a new feature that the importing Party has not yet regulated, unless it can demonstrate that this new technology or new feature creates a risk for human health, safety or the environment.

2. When a Party decides to refuse access to its market or requires the withdrawal from its market of a product of the other Party covered by this Annex on the ground that it incorporates a new technology or a new feature creating a risk for human health, safety or the environment, it shall immediately notify this decision to the other Party and to the economic operators concerned. The notification shall include the justification considered in the Party's decision.

Article 8

Other Measures Restricting Trade

1. Each Party shall refrain from nullifying or impairing the benefits accruing to the other Party under this Annex through regulatory measures specific to the products covered.
2. Paragraph 1 shall be, without prejudice to the Parties' right to adopt measures necessary for road safety including relevant transport infrastructure, the protection of the environment, public health, the prevention of deceptive practices and consumer protections.

Article 9

Joint Cooperation and its Mechanism

1. The Parties shall cooperate and exchange information on any issues relevant for the implementation of this Annex in the Committee on Trade in Goods, on Customs matters, and on Sanitary and Phytosanitary matters, in its national treatment and market access for trade in goods, trade remedies and technical barriers to trade configuration.

2. Indonesia shall endeavour to become a contracting party to the 1958 Agreement. In the spirit of cooperation, the EU shall, upon request from Indonesia, assist the initiatives by Indonesia to become a contracting party to the 1958 Agreement and to apply UN Regulations.

3. The assistance referred in paragraph 2, should aim, but not be limited, to:
   a. strengthening the capacity of Indonesian authorities including through technical assistance to improve its system and develop infrastructure domestically to comply with UN-ECE under WP.29 or 1958 Agreement ; and
   b. encouraging research, including exchange of experts and information to support convergence of Indonesia towards UNECE standards.

4. The Working Group on [Motor Vehicles and Equipment and Parts thereof], shall assist the Committee on Trade in Goods, on Customs matters, and on Sanitary and Phytosanitary in its specific configuration with regard to Chapters 2 (Trade in Goods), 5 (Trade remedies), and 7 (Technical Barriers to Trade) in monitoring and reviewing? the implementation of this Annex. The function of this Working Group include:
   (a) facilitating any technical discussions and exchange of information including on matters that arise from the implementation of this Annex, and acting as a forum to develop guidance, that may be required for Indonesia to become party to 1958 Agreement, and to accept UN Regulations;
   (b) continuing technical discussions to establish a guideline document which both Parties have developed prior to the entry into force of the CEPA;
   (c) reviewing and identifying any potential amendments of this Annex, and submit proposals thereon to the Trade Committee;
   (d) deciding on areas of mutual interest for future work or cooperation under this Annex; and
   (e) carrying out any other functions as may be assigned by the Trade Committee.

Article 10

Entry into force

1. Articles 5, 6 and 7 of the Annex shall enter into force when Indonesia becomes a contracting party to the 1958 Agreement, or no later than 2033.
2. The Parties shall conduct a joint review of the acceptance by the Parties on their market of parts, components and systems not incorporated in vehicles, as referred to in Article 6, at the latest two years from the entry into force of this Agreement. As a result of this review, the Trade Committee may take a decision to amend this Annex pursuant to Article25.1 of Chapter 25 (Final Provisions).

Article 11

Temporary provisions

1. Until the entry into force of Articles 5, 6 and 7 of this Annex, and by way of derogation from Article 2:
   a. each Party shall grant market access for manufactured vehicles imported from the other Party without further ex-ante type-approval testing and without attaching additional marking requirements for the vehicle categories listed in Appendix X.1, provided that components, technical units or systems incorporated in vehicles are accompanied by a valid UN type approval certificate and a? summary test report[1], and are based on the latest version of corresponding UN Regulations as listed in Appendix X.2.
   b. in implementing point (a), the Parties' authorities may perform market surveillance verifications of compliance, in accordance with each Party's laws and regulations, and take appropriate measures in case of non-compliance; and
   c. by way of derogation from point (a), components, technical units or systems incorporated in vehicles and wholly-built vehicles shall comply with the type approval requirements for wholly-built vehicles of the importing Party, provided that the importing Party demonstrates that its regime is more stringent than the UN Regulations. For the purpose of such demonstration, the importing Party shall consult with manufacturers or importers and shall provide a written explanation. The requirement to demonstrate that its regime is more stringent than the UN Regulations does not apply to Parties that are members of the 1958 Agreement.

2. Each Party has the right to review regularly the implementation of the treatment given to the other Party in accordance with paragraph 1.

3. Notwithstanding paragraph 1, the Parties' commitment under point (a) of paragraph 1 shall continue to apply following the entry into force of Articles 5, 6 and 7 of this Annex.

[1] In substantiated cases, Parties are authorised to require a full test report..

Appendix X. 1 – Classification of power-driven vehicles

1. Category L – Motor vehicles with two, three or four wheels

1.1. "Category L1": A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm3 and whatever the means of propulsion a maximum design speed not exceeding 50 km/h. In the case the vehicle is equipped with a "twinned wheels-" configuration, the full vehicle structure or part of the vehicle structure shall tilt when turning.
1.2. "Category L2": A three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm3 and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.
1.3. "Category L3": A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h. In the case the vehicle is equipped with a "twinned wheels-" configuration, the full vehicle structure or part of the vehicle structure shall tilt when turning.
1.4. "Category L4": A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motor cycles with sidecars).
1.5. "Category L5": A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm3 or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

2. Category M - Power-driven vehicles having at least four wheels and used for the carriage of passengers

2.1. "Category M1": Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat.
2.2. "Category M2": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5,000 kg.
2.3. "Category M3": Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5,000 kg.
2.4. Vehicles of categories M2 and M3 belong to:
2.4.1. For vehicles having a capacity exceeding 22 passengers in addition to the driver, there are three classes of vehicles:
2.4.1.1. "Class I": Vehicles constructed with areas for standing passengers, to allow frequent passenger movement. 2.2.4.1.2. "Class II": Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.
2.4.1.3. "Class III": Vehicles constructed exclusively for the carriage of seated passengers. 2.2.4.1.4. A vehicle may be regarded as belonging in more than one class. In such a case it may be approved for each class to which it corresponds.
2.4.2. For vehicles having a capacity not exceeding 22 passengers in addition to the driver, there are two classes of vehicles:
2.4.2.1. "Class A": Vehicles designed to carry standing passengers; a vehicle of this class has seats and shall have provisions for standing passengers. 2.2.4.2.2. "Class B": Vehicles not

designed to carry standing passengers; a vehicle of this class has no provision for standing passengers.
2.5. Remarks
2.5.1. "Articulated bus or coach" is a vehicle which consists of two or more rigid sections which articulate relative to one another; the passengers compartments of each section intercommunicate so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally only found in workshop.
2.5.2. Articulated buses or coaches comprising two or more non-separable but articulated units shall be considered as single vehicles.
2.5.3. In the case of a towing vehicle designed to be coupled to a semi–trailer (tractor for semi–trailer), the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi–trailer and, where applicable, by the maximum mass of the tractor vehicle's own load.
2.5.4. "Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle.

3. Category N - Power-driven vehicles having at least four wheels and used for the carriage of goods

3.1. "Category N1": Vehicles used for the carriage of goods and having a maximum mass not exceeding 3,500 kg.
3.2. "Category N2": Vehicles used for the carriage of goods and having a maximum mass exceeding 3,500 kg but not exceeding 12,000 kg.
3.3. "Category N3": Vehicles used for the carriage of goods and having a maximum mass exceeding 12,000 kg.
3.4. Remarks
3.4.1. In the case of a towing vehicle designed to be coupled to a semi–trailer (tractor for semi–trailer), the mass to be considered for classifying the vehicle is the mass of the tractor vehicle in running trim, increased by the mass corresponding to the maximum static vertical load transferred to the tractor vehicle by the semi–trailer and, where applicable, by the maximum mass of the tractor vehicles own load.
3.4.2. The equipment and installations carried on certain special purpose vehicles (crane vehicles, workshop vehicles, publicity vehicles, etc.) are regarded as being equivalent to goods.

Appendix. X.2 Components, technical units or systems incorporated in vehicles of categories M1, M2, M3, N1, N2, N3, and L.

No.	Components, technical units or systems incorporated in vehicles of categories M1, M2, M3, N1, N2, N3	Type-approval certificates, summary test reports or test reports based on UN Regulations
1.	Interior fittings	UN R21
2.	Seats and head restraints	UN R17

3.	Bus Seats	UN R80
4.	Safety-belt anchorages	UN R14
5.	Safety-belts and restraint systems	UN R16
6.	Safety-belt reminders	UN R16
7.	Partitioning systems	UN R126
8.	Child restraint anchorages	UN R145
9.	Child restraint systems (IF)	UN R44
10.	Enhanced child restraint systems (IF)	UN R129
11.	Frontal underrun protection	UN R93
12.	Rear underrun protection	UN R58
13.	Lateral protection	UN R73
14.	Fuel tank safety (IF)	UN R34
15.	Liquefied petroleum gas safety (IF)	UN R67
16.	Compressed and liquefied natural gas safety (IF)	UN R110
17.	Hydrogen safety (IF)	UN R134
18.	In-use electric safety (IF)	UN R100
19.	Electric Energy consumption & Range test	UN R101
20.	Frontal off-set impact	UN R94
21.	Frontal full-width impact	UN R137
22.	Protective steering	UN R12
23.	Replacement airbag	UN R114
24.	Cab Impact	UN R29
25.	Side impact	UN R95
26.	Pole side impact	UN R135
27.	Rear impact	UN R153
28.	Pedestrian leg and head protection	UN R127
29.	Enlarged head impact zone	UN R127
30.	Reversing detection	UN R158
31.	Forward vision	UN R125
32.	Safety glazing	UN R43
33.	Indirect vision devices	UN R46
34.	Acoustic Vehicle Alerting Systems	UN R138
35.	Steering equipment	UN R79
36.	Lane departure warning system	UN R130
37.	Braking	UN R13, 13-H
38.	Replacement braking parts	UN R90
39.	Brake assist	UN R139
40.	Stability control	UN R13, 140
41.	Tyre safety and environmental performance	UN R30, 54, 117
42.	Spare wheels and run-flat systems (IF)	UN R64
43.	Retreaded tyres	UN R108, 109
44.	Tyre pressure monitoring for light-duty vehicles	UN R141
45.	Tyre pressure monitoring for heavy-duty vehicles	UN R141

46.	Tyre installation	UN R1appenix
47.	Replacement wheels	UN R124
48.	Audible warning	UN R28
49.	Radio interference (electromagnetic compatibility)	UN R10
50.	Protection against unauthorised use, immobiliser and alarm systems	UN R18, 97, 116, 161, 162, 163
51.	Protection of vehicle against cyberattacks	UN R155
52.	Speedometer	UN R39
53.	Odometer	UN R39
54.	Speed limitation devices	UN R89
55.	Identification of controls, tell-tales and indicators	UN R121
56.	Heating systems	UN R122
57.	Light signaling devices	UN R4, 6, 7, 19, 23, 38, 77, 87, 91, 148
58.	Road illumination devices	UN R31, 98, 112, 119, 149
59.	Retro-reflective devices	UN R3, 104, 150
60.	Light sources	UN R37, 99, 128
61.	Installation of lighting and reflective devices	UN R48
62.	Emergency Stop Signal	UN R48
63.	Headlamp cleaner	UN R45
64.	Door latches and hinges	UN R11
65.	External projections	UN R26
66.	External projections of commercial vehicle cabs	UN R61
67.	Mechanical couplings	UN R55, R102
68.	Vehicles intended for the transportation of dangerous goods (IF)	UN R105
69.	General bus construction	UN R107
70.	Bus strength of superstructure	UN R66
71.	Flammability in buses	UN R118
72.	Sound level	UN R51
73.	Tailpipe emissions of vehicle in lab	UN R83
74.	Software update	UN R156
75.	Rollover Test	UN R66
76.	Exhaust emission or heavy-duty vehicle (Diesel Emission)	UN R49
77.	Determination of specific CO2 emissions and fuel consumption of vehicle, Electric Energy consumption & Range test	UN R101
78.	Warning Triangle	UN R27

Item	Components, technical units or systems incorporated in vehicles of category L	Type-approval certificates, summary test reports or test reports based UN Regulations
79.	Electromagnetic Compatibility	UN R10
80.	Audible Warning Device	UN R28

81.	Speedometer	UN R39
82.	Noise Emission	UN R41
83.	Installation of Lighting and Light Devices	UN R53
84.	Drive Operated Control	UN R60
85.	Brake	UN R78
86.	Electric Vehicles of category L	UN R136