



THE ASSOCIATION OF INDONESIA AUTOMOTIVE INDUSTRY

GAIKINDO NEWS

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Welcome aboard GAIKINDO 2016-2019

GIAS 2016 Designated to Generate Car Market
TC-1 & General Membership & Council Meeting Kuta, Bali Indonesia



DEAR READERS



Mr. Yohannes Nangoi

Dear Readers,

An important moment, GAIKINDO members' General meeting, took place on 23 February 2016. This is a routine meeting, taking place once in three years and aiming to agree on new organisational board of GAIKINDO, this time for the 2016-2019 period.

Despite the new organisational board, GAIKINDO still carries out the same vision and mission. GAIKINDO is determined to play its part as a partner of the Indonesian Government— in particular the ministry of industry— to promote the automotive industry in Indonesia. With the new organizational board will even provide a new drive for GAIKINDO to immediately carry out obligations to deal with the upcoming challenges ahead.

At that point, it is important for us to cite minister of industry Mr Saleh Husin's address during the meeting, that GAIKINDO is required cope with some hard works in the near future in partnering with government to develop Indonesia automotive industry. Some of the major issues come from the global competition that requires more efforts to win. Another challenge comes from the increased demands of competitiveness through which Indonesian automotive industry must strengthen its component industry and supporting industry, mastery of technology, and human resources' capacity.

Indonesia also needs to further encourage exports of cars to strengthen its position as one of the world's automotive production base. It should be kept in mind that some importing countries of cars from Indonesia have implemented higher standards of fuel emission and higher standards of product quality and safety than that Indonesia applies.

To improve exports, Indonesia should manufacture global cars— energy efficient and environmentally friendly vehicles— that meet high standards of quality, safety and high security in accordance with market requirements. This means, there must be efforts by the government to launch regulations that encourage the implementation of higher standards of emission to comply with international regulation, as this will help industry to operate in efficient and competitive manners.

Another challenge is coming from of an era when ASEAN countries enter a new phase of trade free— ASEAN economic Community (AEC). There, the movement of goods, services, and labour take place more freely, which will have an impact on increasing competition among the countries. Industry and the government must anticipate such situation in order that the domestic industry will not be eroded by the free inflow of products from other countries. Along with the government, GAIKINDO should strengthen the capability of the domestic industry. Both parties need to promote the use and empowerment of domestic component industry, improvement of human resources, as well as conduct research and development.

It is undeniably important for GAIKINDO to actively take part in OICA's agenda with regards to OICA's enormous support to the GAIKINDO Indonesia international Auto Show (GIAS).

GAIKINDO feels obliged to appreciate the government for its promise to maintain a better business climate and continue to give support to industry. Without the government's supports, industry would hardly find proper path to improve.

I would like to emphasise that GAIKINDO's role in engaging with regional and global partners will also continue. GAIKINDO has just played an important role in the implementation of the ASEAN Automotive Federation (AAF) TC -1 & General Membership & Council meeting in Bali on February 26, 2016. GAIKINDO will also present at the invitation of OICA's General Assembly in Moscow in October 2016.

GAIKINDO's involvement in OICA's agenda is very important, considering OICA's support for GAIKINDO Indonesia international Auto Show (GIAS). With the endorsement and support of OICA, GIAS has entered into one agenda in the calendar of world caliber auto show. This includes GIAS 2016 that will take place on 11 to 21 August 2016. ■

Best regards,
Yohannes Nangoi

GAIKINDO

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Mr Yohannes Nangoi Elected New GAIKINDO Chairman, Succeeding Mr Sudirman MR

Mr Yohannes Nangoi was elected a new chairman of the Association of Indonesia Automotive industry (GAIKINDO). He succeeded the previous chairman Mr Sudirman Maman Rusdi. Mr Nangoi was elected in the 18th GAIKINDO Members' General Meeting in Jakarta, Tuesday, 23 February 2016.

In his immediate address after the election, Mr Nangoi vowed that he will continue to improve automobile industry in Indonesia. "GAIKINDO is a huge organisation that plays an important role in Indonesian industry. GAIKINDO aims to strengthen Indonesian automobile industry of any brand and what country the principals come from," said Mr Nangoi.

He emphasises GAIKINDO will also continue to strengthen its mutual partnership with the Government, particularly the ministry of industry. "We have made good cooperation and collaboration in our course to promote Indonesian automobile industry," Mr Nangoi added.

Meanwhile, minister of industry Mr Saleh Husin who was invited as government's representative said that GAIKINDO has long been providing constructive inputs that government needs in formulating regulations and programmes of automobile industry development in

Indonesia.

On the other hand, the government always encourages promotion of Indonesia in becoming an export-oriented automobile production base, while it is inarguably that Indonesia has become one of attractively-growing automobile markets in the world. Underlining his address, the minister indicated challenges that GAIKINDO should take on in the near future.

They include the stiffer global competition, the necessity to improve technology to develop car component industry and other supporting industries, car export from Indonesia that should be increased through production of global vehicle that complies with energy saving and environmentally friendly standards, and improvement of human resource quality in facing the ASEAN Economic Community. ■

GAIKINDO Board of Organisation 2016-2019

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Commissioner 2



Mr Prijono Sugiarto

Commissioner 3



Mr Sudirman M Rusdi

Supervisor



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GIIAS 2016 Designated to Generate Car Market

The Association of Indonesia Automotive Industry (GAIKINDO) is determined to hold car exhibition—the GAIKINDO Indonesia International Auto Show (GIIAS) 2016—in such a way it will generate car market. The international scale auto show will take place at Indonesia Convention and Exhibition Building, BSD City, from 11 through 21 August 2016.

GIIAS 2016 will showcase newest models produced by some 34 brand holder agents (APM). Former GAIKINDO Chairman Mr Sudirman MR in early February 2016 revealed the auto show is going to be the most important event as it is officially endorsed and listed by the Association of International Automobile Industry (*Organisation Internationale des Constructeurs d'Automobiles*, OICA).

"GIIAS 2016 is important since it has become an official event within OICA's biennale calendar. With our confidence we continuously improve the GIIAS to become one of the best auto shows of OICA calendar in the world in five years to come," Mr Sudirman MR

said in a press conference in Jakarta.

By receiving OICA's endorsement and accreditation, the GIIAS 2016 has enormous opportunity to attract the world's attention, which in turn opens further chances for Indonesian automobile industry to grow in line with global trends.

Head of GIIAS 2016 organising committee Mr Johnny Darmawan said that the auto show is targeted to seal transactions worth some IDR 5.7 trillion, increasing slightly from last year's IDR 5.4 trillion. The increase is expected to come from sales of new models with new technology that attracts the consumers.

To stage the GIIAS 2016, GAIKINDO is collaborating with an event organiser partner, Seven Events. The organiser ensures that the auto show will still provide comfort and easy access to visitors. It will also hold the 11th Indonesia International Automotive Conference (IIAC) that traditionally takes place alongside with the GIIAS. "Fun, games, and leisure are on course for

visitors to enjoy during the exhibition," said Mr Andy Wismarsyah, the director of Seven Events.

Director General of Metal, Transportation Machine and Electronics of the Ministry of Industry Mr I Gusti Putu Suryawirawan who also attended the press conference expressed his relief, saying that he is happy with the GIIAS. The auto show is one of indicators for automobile industry's achievements. The more advanced an auto show, the more progress the industry has achieved. He added that the Indonesian automobile industry has made huge contribution to the creation of employment. And it still continues to expand in the coming years.

"Automobile industry has so far been focused in Java, while Indonesia still has vast areas to explore. We have Sumatra, Kalimantan, Sulawesi, Moluccas, and Papua, all of which need automobile products to build the territories. In short, automobile industry in Indonesia will certainly grow and expand further," he said. ■

34 Car Brands of Participants in the GIIAS 2016



OICA's Support



The GIIAS 2016 is officially enlisted within OICA's biennale calendar. The GIIAS 2016 is 24th exhibition that GAIKINDO has ever held since 1986, and the 6th under OICA's official accreditation since 2006. And now GIIAS is the only legitimate auto show that OICA recognises and endorses in Indonesia.

Enlisted within OICA's biennale calendar means that GIIAS stays among other major world's auto shows— namely Geneva (Swiss), Los Angeles (USA), Detroit (USA), Frankfurt (Germany), Tokyo (Japan), Paris (France), Beijing (China).

With its continuous commitment and consistent implementation under OICA's accreditation, GIIAS is expected to become one of the world's best auto shows within OICA's calendar. There are advantages behind OICA's accreditation for GIIAS. This, among others, is the world's attention will turn to GIIAS, which in turn helps Indonesian automobile industry to find a way to show its achievements and its enormous potential to the world. And in the end, this will give powerful drive to the development of Indonesian automobile industry. ■

Celebrating the Indonesia's 71st Independence Day during GIIAS 2016

The GIIAS 2016 will be launched during 11 through 21 August this year. This is for the first time that the auto show will coincide with Indonesia's Independence Day on 17 August. The organiser said that it has prepared to make a special moment during the event. This includes several programmes for visitors, such as cultural parades, competitions among exhibitors, sales promotion girl contest, and other attractive programmes. ■

GIIAS More Spacious in 2016



In 2015 GIIAS occupied 91,577 square. This year the auto exhibition occupies more spacious area of 96,577 square meters. ■

Gallery of GAIKINDO Members' General Meeting 2016







Export Requires Better Infrastructures

Car export from Indonesia has been giving enormous contribution to Indonesia's automobile industry. Despite the fact that domestic market dominates, export is steadily growing from time to time.

Car export from Indonesia is made by some carmakers that have been developing production base in Indonesia with considerably complete manufacturing facilities. Carmakers with long-term business investments in Indonesia manage to produce vehicles mostly for domestic market, and some other portion for export. They export vehicles in completely-built up (CBU), completely-knocked down (CKD), and components.

Indonesia's car export and domestic market still has enormous potentials

to expand. Car export from Indonesia reaches some 200,000 units per year, while domestic market also grows to reach approximately over 1,000,000 units per year. When export and domestic market combined, the annual market volume roughly reaches over 1,300,000 units of vehicles, most of which are manufactured in Indonesia.

Meanwhile, Indonesia's automobile industry has production capacity about 2,000,000 units per year, contributed by several carmakers with long-term business investments, such as Mitsubishi FUSO (Japan), Toyota/Daihatsu (Japan), Suzuki (Japan), Hino (Japan), and Hyundai (Korea). Two new comers— Datsun (Japan) and Wuling (China)— have also started to set up long-term business investment, and export-oriented products, as well.

Some models of Toyota products for export from Indonesia are manufactured in Daihatsu's manufacturing facilities, due to Toyota's move to acquire Daihatsu's in the previous years.

However, carmakers in Indonesia still face infrastructure-related challenges, particularly fuels' quality and traffic condition from plants to export harbour. Indonesia still uses fuels with quality under Euro 2 Standard, and has hardly conformed higher emission standards, Euro 4 or even Euro 5 Standards, that some importing countries have applied. This gap inevitably causes cost inefficiencies to car-manufacturers in Indonesia as they are forcibly supposed to set up excessive manufacturing facilities to produce vehicles with redundant standards of emission system. ■

Some Vehicle Brands for Export from Indonesia:



Truck components



Truck components



Truck components.

MARKET

Import of Used Trucks Harms Domestic Industry

Ministry of Industry of Indonesia pledges that it will not prioritise import of used trucks. Government's stance to tighten import of used trucks particularly applies to used trucks that some truck manufactures in Indonesia has been able to produce by themselves. There are some brands of truck manufacturers that have developed production base in Indonesia and truck distributors (APM), namely Mitsubishi FUSO, Isuzu, Toyota Dyna, Hino, UD Nissan Diesel, TATA Motors, FAW, Mercedes-Benz, MAN, and IVECO.

"To let in import of used trucks carelessly will harm Indonesia's automobile industry.

Ministry of Industry.

Ministry of Industry with its regulations plays a role as a barrier to decide whether or not trucks with certain conditions from other countries are allowed to enter Indonesia. The Ministry has a say controlling the end users of imported used trucks. It applies two approaches— usage and type— of imported used vehicles before producing recommendations to end-users. This especially applies to used trucks that must comply with either one of three existing Harmonised System (HS) Codes: 8704, 8705, and 8716.

and need spareparts, are beyond the responsibility of truck distributors and manufacturers of GAIKINDO (the Association of Indonesia Automotive Industries) members, the APMs. The used trucks are imported by traders (importers) instead of the AMPs, that's why. "Importation of the used trucks alone does not involve APMs. It makes sense that APMs are not subject to being responsible to provide mechanical services and spare parts for those imported used trucks," said Mr Jongkie D Sugiarto (1st Chairman of GAIKINDO) in Jakarta on Tuesday 2 February 2016.

Truck Manufacturers and Distributors in Indonesia



FAW

ISUZU
TRUCKS

ISUZU

IVECO

IVECO



MAN



Mercedes-Benz

MERCEDES-BENZ



MITSUBISHI FUSO



TATA MOTORS



UD TRUCKS

UD TRUCKS

We should apply tight control to make sure that the import of used trucks will not affect truck sales in domestic market," said Mr I Gusti Putu Suryawirawan, Director General of Metal, Machinery, Transportation equipment and Electronics of Ministry of Industry.

Barrier

Import of used trucks is reopened, following Ministry of Trade's regulation. The ministry launched a Minister of Trade's Law Number 127 in 2015 on Regulations of Used Commodities. The regulation began in effect in January 2016, allowing importation of several types of heavy trucks— trailer, tractor head, crane, and dumper. But in practice, end users of such heavy motor equipment should first consult with and obtain approval from

"We have a technical direction to where we clearly refer when producing import recommendation. In that case, we only produce such recommendation to strict importation of trucks with gross weight over 24 tonnes, a type of heavy trucks that truck makers and truck distributors in Indonesia produce," said Mr I Gusti Putu Suryawirawan in January 2016.

He implied, that the ministry has been applying harsh measures on import of used trucks. For instance, the ministry will not allow more than five proposals of import of used trucks each month, and not every proposal is approved.

Beyond GAIKINDO's responsibility

Imported used trucks to Indonesia, when later experience mechanical troubles

The existing APMs in Indonesia can only be hold responsible for trucks that each of them produce and sell. The APMs' responsibility over their products is a part of manifestation to fulfill and to protect customers' rights. "Consumers of the imported used trucks are eligible to claim such rights when their trucks experience troubles," said Mr Jongkie.

Some imported trucks are the same brands as that sold in Indonesia market by the APMs. But they are imported through general trading, services and spare parts of the imported trucks are not eligible for APMs' services. "The APMs might have been held responsible if the importation was conducted by the APMs. But it isn't clear whether there is any ATM willing to import used trucks," said Mr Jongkie. ■



ASEAN Automotive Federation TC-1 & General Membership & Council Meeting Kuta, Bali-Indonesia, 26th February 2016



Indonesian Automotive Federation (IAF/FOI) hosted a periodical meeting of ASEAN Automotive Federation (AAF). The meeting took place on 26 February 2016 in Kuta, Denpasar (Bali). The meeting was attended by AAF members— Indonesia, (host), Singapore, Malaysia, Brunei, The Philippines, Thailand, Myanmar, Vietnam, Cambodia, and Laos.

The AAF meeting in Bali is a coordination meeting held every two years. The meeting mostly needs to update activity reports from each member and from AAF's five technical councils (TC). The forum requires the TCs to explain the activities they have conducted. On the other hand, the TCs also require suggestion to which their activities are supposed to be directed.

Another specific area that the meeting addresses is discussion on reports concerning government policies of each member countries. Among others, they normally would talk on review of market volume (when the meeting is held by the end of that year), and on market projection (when the meeting takes place earlier that year.) There are times when the meeting also focuses

on certain prioritised issue, taking into account of specific case— such as bio-diesel fuel, for instance.

From Indonesia, the IAF came up as the host of the meeting. Established in 10 September 1974, IAF is non-governmental organisation comprising several automotive-related association. They are the Association of Indonesia Automotive Industry (GAIKINDO), Indonesian Automotive Part and Components Industries Association (GIAMM), Indonesian Motorcycle Industry Association (AIS), and Indonesian Automotive Engineers Association (IATO).

AAF Mission

"ASEAN with a strong and integrated vehicle and parts & components market supported by globally competitive automotive manufacturing industry". ■

AAF Vision

"To promote automotive market integration and growth, cooperation and investments in the ASEAN region". ■

AAF Goal

"To increase ASEAN market share and industry capability in the global automotive business". ■

Historically speaking, there was one leading figure of GAIKINDO— Mr Herman Latif— that earlier initiated the establishment of IAF. From a nationwide organisation, IAF urged ASEAN memberships needed to also have such association. The AAF was first established in 1976, but activities ceased in 1983 as the national automotive associations in each ASEAN country focused their efforts to develop their respective national automotive industry. In 19 April 1996 with the implementation of AFTA and its schemes, the ASEAN Automotive Federation was revived as a common platform to work with ASEAN Governments and ASEAN Secretariat towards achieving AFTA.

AAF not only addresses and discusses non-governmental areas. AAF has two channels through which private sector and government can meet. In ASEAN scope, AAF facilitates meetings between private sectors of automotive industry and their governmental counterpart from respective countries in a forum called the ASEAN Consultative Committee for Standards and Quality (ACCSQ) of Automotive Product Working Group (ACSQ-APWG). In a wider and more strategic scope, AAF also actively plays important role in a forum that accommodates meeting between private sector of automotive industry, ASEAN governments, and Japan's Ministry of Economy, Trade and Industry. The forum is called ASEAN Economic Ministry-METI and Industrial Cooperation Committee (AMEICC). ■

AF Members 2016:

1. Persatuan Peniaga Automobil Brunei (PPAB)
2. Federasi Otomotif Indonesia (FOI)
3. Lao Automotive Industry Association
4. Automotive Federation Malaysia
5. Federation of Automotive Industries of The Philippines
6. Motor Traders Association of Singapore (MTA)
7. Thai Automotive Industry Association (TAIA)
8. The Vietnam Automobile Manufacturers' Association (VAMA). ■

DOMESTIC INDUSTRY O BRIEF

Better Growth of Indonesia's Automotive Industry

Indonesia's automotive industry has been experiencing better growth where investment from automobile producers increases. Toyota made IDR 20 trillion fresh investment for 2015 through 2019 projects to build new manufacturing infrastructures in Karawang. Toyota began in 2015 with IDR 5 trillion initial investment, and this will continue with IDR 5.4 trillion investment in 2016. Earlier up to 2014 Toyota invested IDR 40 trillion. Toyota dominates Indonesian car market, seizing some 32 percent of the whole portion.

Other vehicle manufacturers are also in position to make continuous and long-term investments in Indonesia. Mitsubishi, for example, is about to build new plant facilities with IDR 6 trillion. Isuzu follows suit with IDR 3.5 trillion, and Wuling IDR 11 trillion. ■

Indonesian Government Encouraging Electric Vehicle

Indonesia's Ministry of Industry says that it encourages the national automobile industry to develop electric vehicles. According to the Ministry, the future trend requires vehicles with energy-saving and environmentally friendly concept. The development of electric vehicle is one of the Indonesian Government's commitments in its efforts to reduce emissions by 29 percent in 2030.

The world's population of electric vehicles reaches some 4 million units in 2020, and is expected to reach 10 million units in 2030. Electric vehicle has becomes target market for the development automotive industry in the near future. Energy efficient vehicles and environmentally friendly vehicle is becoming the leading options of other technologies, such as advanced diesel / petrol engines, alternative fuels (bio-fuels), fuel gas (CNG or LGV), electric vehicles, hybrid, dual fuel (gasoline-gas), and Fuel Cell (hydrogen). For comparison, the electric car spends operational costs USD 5,200, USD 9,000 hybrid, and conventional USD 9,000. ■

Japan Industry Attracted in Investing in Indonesia

Government of RI has just revealed about the arrival of manufacturing industry from Nagoya (Japan) to Indonesia for a talk on the possibility to increase investment in Indonesia. Capital investment is expected to reach the Government's target in the industrial sector and to add values such as automotive components and industrial intermediates, downstream industries.

The Indonesian government launched a package of policies to facilitate investment and industrial activity. Nagoya (Aichi) is the home factory for world's giant carmakers Toyota, Mitsubishi, and also high-tech industries that are developing robots as well as superfast trains. There are 217 companies from Aichi that have started investments in Indonesia. There is also Sango, automotive exhaust system manufacturer, besides producing car body parts and products of high-precision steel. In Indonesia, the company establishes a subsidiary, PT Sango Indonesia. ■

Hi-Tech Lubricants to Increase Energy Efficiency

Industry of lubricants are urged to optimise the utilisation of the latest technology in the production process. Lubricant products play an important role in improving motor vehicles' energy ef-

iciency while extending engine's life, said Minister of Industry Saleh Husin in a clear message during Shell Technology Conference 2016 with theme "Performing in a Challenging Economy through Technology Leadership" in Jakarta, Wednesday, 17 February 2016.

Industry of lubricants continues to show significant performance, along with the growth in the automotive sector, machinery, infrastructure, and maritime industries. In 2014, export value of lubricants reached USD 86.56 million, increasing by two-fold compared to exports in 2013 amounted to USD 41.82 million. ■

Industry Pushing the Economic Growth in Indonesia

Industry sector plays significant role in pushing the economic growth in Indonesia. This sector is even considered becoming a motor and a pillar of economic growth of the country. Coordinating Minister of Economics of Indonesia Mr Darmin Nasution confirmed that while opening the meeting of Ministry of Industry entitled "Downstream Industry Development Based on Natural Resources" in Jakarta, Tuesday, 16 February 2016.

The industry sector creates margins out of export activities and is able to absorb labour forces. Industrial development sets up several targets, including an increasing growth of non-oil and gas processing industry by 8.4 percent in 2019; increasing the contribution of non-oil processing industry to GDP of 19.4 percent in 2019; and promote employment in industrial sector amounted to 17.8 million people in 2019.

Government also encourages natural-resource based industries in order to accommodate some 600,000 labours in industrial sector, 20,000 new entrepreneurial growth of small industries, and 4,500 new businesses and medium scale industries. Ministry of Industry establishes 10 prioritised industries that include food; pharmaceuticals, cosmetics, medical devices; textiles, leather, footwear and miscellaneous; transportation devices; electronics and telecommunications; energy generation; capital commodities, components, auxiliary materials and service industry; upstream agro-industry, metal and non-metal, minerals; as well as basic chemistry-based oil and gas and coal. ■

Japan to Increase Cooperation in the SME Component

Japan seeks to increase cooperation in small and medium industries (SME), which produces automotive components in Japan and Indonesia. The Indonesian market is growing rapidly and becomes the biggest market in ASEAN. In Indonesia, industry has also become the leading production base. Since 2012 there have been initiatives to develop industrial components. And in 2014, the Japanese increasingly focuses on production through a partnership—including investment talks—with the Indonesian component companies.

The production capacity of the Japanese automakers located in Indonesia reaches 2,000,000 units per year. Of the total capacities, the manufacturing facility produces over 1,000,000 units of vehicles per year. ■



GAIKINDO Members' Activities

Daihatsu Launches Japanese Language Tutoring for Community



DAIHATSU

PT Astra Daihatsu Motor (ADM) has launched a programme dubbed Japanese Tutorial for students of Elementary School in for a community of Daihatsu's plant surroundings in Jakarta in January 2016. The programme aims to increase the ability of participants in foreign languages, especially Japanese, as a preparation for the participants to enter ASEAN Economic Community (AEC) which begins in effect in 2016 in all member countries of ASEAN. The launch of the programme was attended by the Director of ADM Mr Osamu Naruse, Head of Assembly Plant of Sunter Division Mr Dicky Burhan, and the Executive Coordinator General Affairs Division Mr Hiroaki Sato. The Japanese teaching programme by Daihatsu is taught by employees of ADM from Japan. Daihatsu has started to launch tutorial programme since 2013, with the main subjects such as Math, Science, Social Studies, Bahasa Indonesia, and English. ■

"Datsun Risers Expedition" for Schools' Good



Datsun Indonesia delivered books, pens, pencils, and cash to several schools in a rural area of Kutai Timur (East Kalimantan) during "Datsun Risers Expedition" (DRE) early 2016. According to Head of Datsun Indonesia Ms Indriani Hadiwidjaja, the carmaker has reached 10 primary schools, and there are 10 other schools to reach. Covering some areas of Indonesia outside Java, DRE gives its participants to explore Nature's beauties all along the way. But what they eventually find is not only the Nature's charms but also depiction of social condition where there is a widening gap between areas in Java and that in other parts of Indonesia. This urges them to make a difference by donating such school stuff. ■

Hino Donates Bus for Facility Study



PT Hino Motors Sales Indonesia (HMSI) donated four buses to the Human Resources Development

Agency of Transportation (BPSDM) Ministry of Transportation. The bus handover took place in Education Center and the Land Transport (BPPTD) Bali, and attended by Mr Hiroo Kayanoki (President of HMSI), Mr Santiko Ward (Director of Sales and Promotions of HMSI), Mr Hotma P Simanjuntak (Head of Human Resources Development of Land Transportation), Mr Subroto (Head of BPPTD Bali), and its board. BPSDM is the body in charge of human resources development in the fields of transportation with the purpose carry out reliable transportation and oriented to zero accidents. ■

One Car One Tree, Toyota Environmental Care



TOYOTA

The "one car one tree" is Toyota's concern with the environment by planting mangroves based on the number of cars it has produced. "What we produced in 2015, we plant in 2016," said Director of Corporate and External Relations of PT Toyota Motor Manufacturing Indonesia (TMMIN) Mr I Made Dana Tangkas. TMMIN produced around 209,000 units of Toyota in 2015. Thus, Toyota is about to plant approximately 300,000 mangrove trees along coastline of Semarang, Kendal, Demak, Karawang, Banyuwangi, and Surabaya. They are targeting to plant 1,000,000 mangroves by the end of 2016 along the north Java coastline. To support the programme, Toyota Indonesia is preparing some IDR 1.2 billion in 2016. Toyota Group has initiated the mangrove replanting activity since 2012 in Kepulauan Seribu, Bekasi, Karawang, and Cikampek. ■

Isuzu Reaching Students of Vocational School



PT Isuzu Astra Motor Indonesia (IAM) in cooperation with vocational Mandiri Medan (North Sumatra) at the end of 2015 inaugurated a cooperation programme named 'Isuzu Education Programme'. Education about diesel engine technology is still lacking, particularly in vocational schools.

Vocational school graduates are generally less familiar with diesel engines. The "Isuzu Education Programme" aims to strengthen the relationship between Isuzu with the education sector, and to increase students' and teachers' knowledge on the development of diesel engine technology. The "Isuzu Education Programme" the Mandiri Vocational School is a second joint activity between Isuzu with education, after the "N 2" in Klaten (Central Java) in 2014. The teachers who will run the programme also received training in advanced diesel engines and common rail diesel technology by Isuzu Indonesia. Students can carry out work practices at Isuzu dealership. Isuzu also provides 4JB1 TC type of Isuzu Engine, transmission type MYT5T, and special tools package for Isuzu Elf. President of IAM Mr Johannes Ngangoi said, Isuzu Indonesia is committed to developing the quantity and quality of after-sales service for customers' satisfaction. ■

Mitsubishi Supports Mt Sinabung Evacuees



Krama Yudha Mitsubishi Group, a group of companies authorised distributors and manufacturing of Mitsubishi vehicles in Indonesia of Mitsubishi Motors Corporation (MMC) and Mitsubishi Fuso Truck & Bus Corporation (MFTBC), together with the Indonesian Red Cross (PMI) officiated a Post Disaster Emergency Response amidst the eruption of Mount Sinabung in the City Kabanjahe, Karo District (North Sumatra). The Disaster Emergency Response Command Post was established in early 2016. Mitsubishi Krama Yudha Group realises itself to belong to Indonesian society that needs to care for the disaster in Karo. The post manages to accommodate about 2,000 evacuees in nine camp points. Humanitarian aid as much as IDR 2.5 billion is delivered by Mitsubishi Krama Yudha Group, represented by Mr Robert E Wanee and Mr Rizwan Alam to the victims of the eruption of Mount Sinabung through PMI on July last year. This humanitarian aid is a manifestation of social responsibility by Mitsubishi Krama Yudha Group, namely PT Krama Yudha, PT Krama Yudha Tiga Berlian Motors, PT Mitsubishi Krama Yudha Motors and Manufacturing, and PT Krama Yudha Ratu Motor to the victims of the eruption of Mount Sinabung. ■