



THE INTERNATIONAL COUNCIL ON CLEAN TRANSPORTATION

San Francisco, September 22, 2026

Attention to.

Drs. Gemilang Tarigan, MBA

Chairman of the Board

Indonesian Trucking Association (ITA)

Subject: Invitation to the Indonesia International Sustainability Forum 2026 High Level Dialogue on Co-Planning the Grid and Charging Infrastructure for Heavy-Duty Electrification

Dear Bapak Gemilang Tarigan,

On behalf of the International Council on Clean Transportation (ICCT), I am pleased to invite you to speak at a closed-door roundtable at the Indonesia International Sustainability Forum (IISF) 2026, convened by ICCT together with EV100 (Climate Group). The distinguished event is scheduled to take place on October 6th–7th, 2026, in Jakarta, Indonesia.

The dialogue starts from a single premise: vehicles, charging infrastructure and the distribution grid form one system and should be planned as one. It brings PLN, government, charging providers, fleet operators and financing institutions into one room to begin building a shared view of trucking industry. As Chairman of ITA, your perspective on energy planning is central to that discussion, and we would be honoured to have you represent ITA at the table.

The roundtable details will be as follows:

Date : October 7th, 2026 (Day 2)

Time : 11:00–12:30 (GMT+7)

Format : Closed-door roundtable conducted under Chatham House Rule

Location : Grand Ballroom Kempinski Jakarta

We are pleased to welcome you and, upon your confirmation, one additional guest to join us for this event. Please find enclosed additional details about the session. For any inquiries or clarifications, please do not hesitate to contact our team representative, Jeanly Syahputri, at j.syahputri@theicct.org or +62-818-0740-8933.

Your confirmation at your earliest convenience would be highly appreciated. We are genuinely grateful for your consideration and look forward to the privilege of your participation at the Indonesia Sustainability Forum 2026.

Best regards,

A handwritten signature in black ink, appearing to read 'R. Minjares', is written over a light blue horizontal line.

Ray Minjares

Heavy-Duty Vehicles Program Director

Terms of Reference Co-Planning the Grid and Charging Infrastructure for Heavy-Duty Electrification

Event Overview

- **Indonesia's power plans are growing quickly.** PLN's RUPTL 2025–2034 sets out around 69.5 GW of new capacity with second, bigger ambition of the 100GW solar programme now sits on top of it.
- **Heavy-duty charging is a large load.** A depot and public charger serving heavy trucks needs a connection of at least a small industrial customer. Off-road operations, which are not integrated in Ministry of Transport data, such as mining haulage, port handling, construction and agricultural equipment concentrate even more power in a single site, often where the network is weakest. There is no national picture of how many there are or where they operate. Today each connection request reaches PLN on its own, with no forecast behind it.
- **This session starts from the first Potsdam Principle: vehicles, charging infrastructure and the distribution grid are one system, and should be treated as one.** The aim is to get the people who decide each part of that system including PLN, government, charging and equipment providers, and the companies whose vehicles create the load into one room to plan it together.

Objectives

The session will:

- Bring PLN, government, charging providers and vehicle operators together around the principle that vehicles, charging and the distribution grid form one system.
- Begin building a shared view of where heavy-duty charging load is likely to appear, on-road and off-road, in a form PLN can start to use as a planning input.
- Surface honestly what grid and charging barriers are holding back the companies that have looked at electrification and decided not yet.
- Find out what would make depot and corridor charging attractive on both sides — what charging providers and PLN need to build and connect it at a workable cost, and what operators need in order to commit to it.
- Introduce ICCT's Potsdam Principles as an international reference point for grid and charging co-planning.
- Establish a lasting way of working between PLN, government and industry rather than a one-off exchange.

Session Themes

Each theme takes one of ICCT's Potsdam Principles on heavy-duty vehicles and the distribution grid and asks the strategic question it raises for Indonesia with a question to each side of the table.

1. Which side commits first?

The first principle holds that vehicles, charging infrastructure and the distribution grid constitute a single system. In Indonesia, each is planned by a different institution. The government's plans have not clearly accounted for demand from HDV electrification. Companies invest where capacity already exists. Both positions are reasonable, and the result is a stalemate. Breaking it requires each side to state what it would accept as a commitment: what industry is prepared to put in writing, and whether that is firm enough for PLN to build against.

2. How should the risk be shared?

The second principle calls for flexibility from both sides. Charging load is not fixed: it changes with where vehicles operate and when they are parked. Distribution networks, by contrast, are planned around customers whose demand is steady and whose location is known. That mismatch creates risk at both ends. If PLN reinforces a network and the vehicles do not arrive, the investment is not recovered. If a company buys the vehicles and the connection is not ready, the fleet cannot run.

3. Where does freight sit in the connection queue?

The third principle places two obligations on a utility: to connect charging that existing capacity can already serve, and to plan the reinforcements that future demand will require. The first is largely procedural. The second requires investment, and investment requires a demand forecast that is not yet available. Capacity is also in demand elsewhere. Data centres, smelters and industrial estates are applying for the same connections, and their load is easier to forecast than a fleet that has not yet been ordered.

4. Where should responsibility sit?

The three principles describe how the system should function. None can be sustained without an institution mandated to coordinate across it. Transport and power are planned by separate bodies on separate cycles. Heavy-duty load is consequently absent from national energy-related plan.

Indicative Agenda

Please note that the enclosed agenda and guiding questions are indicative at this stage. We would very much welcome your feedback on and we would be glad to adjust them to reflect your input ahead of the forum.

Time	Session	Key Contributors
11:00 –11:15	Welcome & Strategic Framing Introduction to the Potsdam Principles and the need to co-plan vehicles, charging infrastructure and the distribution grid as one system. Corporate Perspective: From Ambition to Implementation <i>Why fleet electrification requires greater coordination between industry, charging providers, utilities and government, and what companies need to invest at scale.</i>	Ray Minjares, HDV Program Director, ICCT Dominic Phinn, Head of Transport, Climate Group (EV100)
11:15–11:30	Theme 1: Which Side Commits First? Exploring the commitments needed from utilities, charging providers and fleet operators to unlock investment in heavy-duty electrification. • <i>What evidence of future demand would justify building ahead of confirmed load?</i> • <i>What certainty is required before committing to fleet electrification?</i> • <i>What conditions are needed before investing in depot and corridor charging?</i>	PLN MEMR DEN EV100 Member Industry
11:30–11:45	Theme 2: How Should Risk Be Shared? Examining how risk can be allocated across government, utilities,	Finance Institution

Time	Session	Key Contributors
	charging providers, financiers and industry, and identifying mechanisms to unlock investment. <i>What financial instruments and policy mechanisms can help bridge the uncertainty between vehicle deployment, charging infrastructure investment and grid upgrades?</i> <i>What risks are freight operators and cargo owners encountering in the transition to zero-emission freight, and what examples of successful risk-sharing models are emerging globally?</i>	Smart Freight Centre, ViriyaENB
11:45–12:00	Theme 3: Where Does Freight Sit in the Connection Queue? Considering how heavy-duty charging demand should be prioritised alongside competing demands for grid capacity and what demand signals are required for planning. <i>As demand grows from industry, data centres and other major loads, how should heavy-duty freight electrification be considered in network planning priorities?</i> <i>What is the operational and commercial cost of delayed access to charging infrastructure and grid capacity?</i>	PLN and Danantara EV100 Member / Industry
12:00–12:15	Theme 4: Where Should Responsibility Sit? Identifying the institutional arrangements needed to support ongoing co-planning between transport, energy and industry stakeholders. <i>How can transport and energy planning be better aligned to support heavy-duty vehicle electrification?</i> <i>What role can provinces play in translating national ambitions into investable freight electrification opportunities?</i>	PLN, Ministries and Provincial Government
12:15–12:25	From Dialogue to Action: Open Discussion & Audience Q&A Audience discussion focused on practical actions, information-sharing needs and opportunities for continued collaboration between government, PLN, industry and infrastructure providers. Facilitated Reflections Participants are invited to consider: <i>What information needs to be shared between industry, PLN and government to enable more effective planning and investment decisions?</i> <i>What actions are needed to provide greater certainty and reduce risk for fleet operators, charging providers and utilities?</i> <i>What mechanisms are needed to support ongoing collaboration and co-planning beyond the forum?</i> Audience Q/A	All Participants Facilitated by ICCT & EV100
12:25–12:30	Closing Reflections and Next Steps	EV100/ICCT