

ABSTRAK

Penelitian ini mengkaji kebijakan industri baterai dan kendaraan listrik Uni Eropa sebagai bentuk proteksionisme strategis, sebagai Automotive Cells Company (ACC) sebagai studi kasus perusahaan yang menerima bantuan tersebut. Uni Eropa menghadapi paradoks struktural yang membatasi ambisinya dalam proses elektrifikasi, ambisi tersebut disebutkan dalam Regulation (EU) 2019/631 of the European Parliament and of the Council yang menetapkan standar emisi CO₂ dan mendorong adanya proses transisi pada kendaraan listrik. Namun, target tersebut dihambat oleh ketergantungan kritis yang dialami oleh Uni Eropa pada kapabilitas manufaktur baterai yang didominasi oleh China. Sebagai respon, Uni Eropa membangun ekosistem industri baterai domestik melalui European Battery Alliance dan Important Projects of Common European Interest (IPCEI) on Batteries. Penelitian ini menggunakan pendekatan kualitatif dengan dua kerangka teoritis, yakni konsep strategic autonomy serta konsep proteksionisme. Hasil penelitian ini menunjukkan bahwa ACC, perusahaan joint venture yang melibatkan Stellantis, Mercedes - Benz dan TotalEnergies/Saft, menerima dukungan berlapis berupa state aid senilai 1,3 miliar euro, jaminan kredit ekspor dari tiga pemerintah nasional sekaligus untuk pembiayaan 4,4 miliar euro serta akses jejaring pada platform EBA 250. Meskipun dibingkai dalam narasi strategic autonomy, dukungan tersebut secara substantif menghasilkan efek proteksionis yang menguntungkan produsen domestik secara tidak proporsional, menjadikan kasus ini contoh pengaplikasian strategic protectionism yang dilakukan pada industrialized economy

Kata Kunci: *Strategic Protectionism, Strategic Autonomy, Industrial Policy, European Battery Alliance, IPCEI*

ABSTRACT

This study examines the European Union's industrial policies in the battery and electric vehicle (EV) sectors as a form of strategic protectionism, using Automotive Cells Company (ACC) as a case study. The European Union faces a structural paradox in pursuing its electrification agenda. Although Regulation (EU) 2019/631 establishes CO₂ emission standards and promotes the transition to electric vehicles, its implementation has been constrained by the European Union's dependence on battery manufacturing capabilities, which are largely dominated by China. To address this challenge, the European Union has strengthened its domestic battery ecosystem through the European Battery Alliance (EBA) and the Important Projects of Common European Interest (IPCEI) on Batteries. This research employs a qualitative approach and adopts the concepts of Strategic Autonomy and Protectionism as its analytical framework. The findings indicate that ACC, a joint venture involving Stellantis, Mercedes-Benz, and TotalEnergies/Saft, has received multilayered support, including €1.3 billion in state aid, export credit guarantees from three national governments, €4.4 billion in financing, and access to industrial networks through the EBA250 platform. Although these measures are framed within the Strategic Autonomy agenda, they have substantively generated protectionist effects by disproportionately benefiting domestic producers. The ACC case therefore demonstrates the implementation of strategic protectionism within an industrialized economy.

Keyword: *Strategic Protectionism, Strategic Autonomy, Industrial Policy, European Battery Alliance, IPCEI*