

INDONESIA – CHINA BILATERAL COOPERATIONS: IMPACT OF CSP (COMPREHENSIVE STRATEGIC PARTNERSHIP) TOWARD INFRASTRUCTURE DEVELOPMENT UNDER JOKO WIDODO'S ERA

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Abstrak

Penelitian ini merupakan penelitian untuk menjawab bagaimana kemitraan strategis mempengaruhi pembangunan infrastruktur. Peneliti berfokus pada Kemitraan Strategis yang Komprehensif antara Indonesia-Tiongkok dalam pembangunan infrastruktur di Indonesia di bawah Pemerintahan Joko Widodo. Kemudian, penulis akan menjelaskan manfaat kerja sama untuk China sebagai negara mitra Indonesia. Dalam hal ini, peneliti akan menguraikan hal tersebut dengan menggunakan variabel yang dijabarkan dalam konsep bilateral yang akan menggunakan metode kualitatif, di mana pengumpulan data berasal dari studi literatur - buku, jurnal, dokumen yang diambil dari website dan website tepercaya untuk memperkuat argumen peneliti. Hasil penelitian ini menunjukkan bahwa dampak kemitraan strategis komprehensif pada pembangunan infrastruktur Indonesia adalah Indonesia mampu mewujudkan agenda konektivitas nasional yang tercantum dalam dokumen MP3EI dengan bantuan Tiongkok melalui investasi. selain itu, dengan membantu Indonesia dalam mengembangkan infrastruktur, Cina berhasil mewujudkan dan memperluas agenda jalur sutra abad ke-21.

Keyword : Hubungan Bilateral; Kemitraan Strategis yang Komprehensif; Pembangunan Infrastruktur.

Abstract

This research is the answer to how strategic partnerships affect infrastructure development. The researcher focuses on the comprehensive strategic partnership between Indonesia-China toward Indonesia's infrastructure development under Joko Widodo's era. Furthermore, the author will explain the benefits of the collaboration for China as Indonesia's partner country. In addition, the researcher will elaborate by using variables which are delivered in bilateral concepts, and also will use qualitative methods, in which data collections are from the study of literature - books, journals, documents that are taken from websites and trusted websites to strengthen researcher's argument. The results of this study indicate that the impacts of comprehensive strategic partnership on Indonesia's infrastructure development are realizing Indonesia's national connectivity agenda which was listed

in the MP3EI document with China's helping through investment. In addition, by helping Indonesia in developing infrastructure, China succeeded in realizing and expanding the 21st century silk road agenda.

Keyword : Bilateral Relations; Comprehensive strategic Partnership; Infrastructure development.

Introduction

International Cooperation is an important element in developing a countries' infrastructure, especially for developing countries. By looking at the condition of inadequate infrastructure and expensive development costs, developing countries need cooperation with other countries. However, great infrastructure development requires a long time. As a result, although Indonesia as a developing country which has poured trillions of budgets and cooperates with various parties to this development agenda, it still takes a long time to be enjoyed by all of Indonesian.

In 2013, to realize the country's long-term development vision, Indonesia agreed to enhance bilateral relations with the People's Republic of China to the level of the Comprehensive Strategic Partnership after the Joint Declaration on the Strategic Partnership of the Republic of Indonesia and the People's Republic of China which was signed on April 25th, 2005 and the Plan of Action for the Strategic Partnership Between the Government Republic of Indonesia and the People's Republic of China 2010 – 2015 (Sinaga, 2013). One thing that was agreed was infrastructure development cooperation that will be realized in the cooperates of industrial zones, seaports, and airports (*Joint Statement between the People's Republic of China and the Republic of Indonesia*, 2013).

Responding to the shared commitment, the Chinese President said that China was ready to continue encouraging and supporting the active participation of Chinese companies in Indonesia's infrastructure development, in the projects which were contained in MP3EI 2011-2025 (*Masterplan Percepatan dan Perluasan Pembangunan Ekonomi Indonesia / Master Plan for the Acceleration and Expansion of Indonesian Economic Development*). This is similar to what was expressed by Nugraha (2018) in his research that concluded the commitments which was manifested by the Chinese government are realized in the form of an investment boost from the Chinese government to its companies to invest in Indonesia.

Responding to the China commitment, President Susilo Bambang Yudhoyono welcomed Chinese to invest and contribute to enhancing public infrastructure connectivity in

Indonesia. One of the projects that resulted from the collaboration was the construction of the Jakarta - Bandung fast train. Initially this development project will be carried out in collaboration between Indonesia and Japan, but in the end Indonesia chose China with at least 3 main reasons according to Supriatna (2017), namely: to increase and expand economic cooperation relations, there was a gap between state budget income and infrastructure needs, the last, by collaborating with China, Indonesia will more benefit from this project.

The Winning of Joko Widodo and Jusuf Kalla on Election 2014, bringing a new perspective in Indonesian politics. Because the pair took nine priorities agenda which is called Nawa Cita towards Indonesia's sovereign politically, independent in economics, and personality in culture. To achieve this vision, Jokowi - JK formulated economic development as the main indicator, which focuses on massive infrastructure development (*KSP 2 Tahun Jokowi - JK*, 2017). It was justified by President Joko Widodo in an interview with Berita Satu (2018) when he visited an Islamic boarding school in Central of Java, He said;

“Memang dalam 4-5 tahun ini kita akan tetap fokus dan konsentrasi pada pembangunan infrastruktur. Baru pada tahapan berikutnya nanti, kita akan fokus dan konsentrasi pada pembangunan sumber daya manusia....”

“Indeed, in the last 4-5 years, we will remain focused and concentrated on infrastructure development. Then in a later stage, we will focus and concentrate on human resource development....”

The infrastructure development is intended to strengthen national connectivity, in order to achieve a balance of development and improve Indonesia's competitiveness in the weak and lagging economy compared to other countries. One of the weakness causes is the quality of Indonesia's infrastructure that still very inadequate, causing high logistical costs and uncompetitive. The data from Indonesia's logistics performance index shown that in 2014 it was only around 3.08 ((LM-FEB-UI), 2015). Right now, after increasing infrastructure development, Indonesia's economic competitiveness rankings are on 36th and it is considered a country capable of competing in the global economy (Schwab and World Economic Forum, 2019).

Nevertheless, it should be noted that the success achieved by the Joko Widodo's government was inseparable from the efforts which were made by the previous president. Even so, Jokowi's government has its own strategy in making it happen. Where according to Salim and Negara (2018), the steps taken by the current government are more pragmatic which makes the government able to develop a better effort to achieve this ambition, while

the Susilo Bambang Yudhoyono government has taken a more cautious stance and had resulted in the stalling of several infrastructure development projects.

Departing from intertwining the comprehensive strategic partnership between Indonesia and China in 2013, which one of the points talking about China's commitment to contribute to Indonesia infrastructure development. Then it is also supported by the success of President Jokowi's Government in infrastructure development as the main core of the vision proclaimed. This study aimed to explore the impact of a comprehensive strategic partnership between Indonesia and China in the past has been able to support the success of Indonesia's infrastructure development under Joko Widodo's government, with problem formulation "How is the impact of CSP (Comprehensive Strategic Partnership) of the Republic of Indonesia - the People's Republic of China toward Infrastructure Development under Joko Widodo's Era?"

Theoretical Framework

Bilateral Relations

Bilateral relations is the concept from the international cooperation theory which is used to describe the reciprocal relations between two countries, including economics, diplomacy, and defense. This is similar to what was conveyed by Krisna (1993) in his book, he revealed that bilateral relations can be interpreted as a situation that describes the existence of interrelated relations or reciprocal relations between two parties or two countries. Those Meanings show the reader that this concept is not only makes the government as the sole actor in cooperation but also makes the institution or private parties under the auspices of a state as an actor who can carry out cooperation with other parties.

Rudy (2002) also gives a description of the purpose of a country willing to strengthen relations with other countries. He says that bilateral cooperation is a partnership that was formed from various individual commitments to achieve collective prosperity that is the result of their common interests. This description shows that a country's cooperation with other countries as a result of non-fulfillment of some aspects of the state as a whole, so that to meet the needs of this cooperation is raised in order to realize the common interests between the two sides.

Spiegel states that can be found three motives why a country carries out cooperation with other countries, namely for; maintaining national interests, maintain peace and enhance the economic well-being (Holsti, 1987). The three motives are general variables of the theory of international cooperation which bilateral relations are one of the concepts of the theory.

This study explains the impact of cooperation between the Republic of Indonesia and the People's Republic of China after the signing of the Comprehensive Strategic Partnership in 2013. For such research aim and by using variables presented by Speigel, this study will use two motives for why the two countries were increasing cooperation becomes a comprehensive strategic partnership, namely to maintain national interests and improve economic well-being.

The researcher uses this concept because the interests of Indonesia and China in increasing bilateral cooperation into comprehensive strategic partnerships can meet the intersection. This theory will be used to describe the interests of each country in various sectors as stated in the document of comprehensive strategic partnership in 2013.

Research Methodology

The Research titled “Indonesia – China Bilateral Cooperations: Impact of CSP (Comprehensive Strategic Partnership) toward Infrastructure Development under Joko Widodo's Era” is research that uses the qualitative method. Data collection techniques in this study will use the documentation method. Documentation method is an activity of identifying reading material on a particular topic being studied from books, articles, magazines, journals, newspapers, web (internet) or other information related to the title for seeking variable in the form of notes, transcripts, books, etc (Surachman, 1990). It also will use descriptive analysis approach to analyze data. According to Sugiono, this methodology is an approach that functions to describe the object of studying through data or samples that have been collected without analyzing and making conclusions that apply to the public (Sugiyono, 2009).

Indonesia's Infrastructure Development under Joko Widodo's Era

The winning of Joko Widodo and Jusuf Kalla on 2014 Election, bringing a new perspective in domestic politics of Indonesia. Because the couple took nine priorities agenda which is called Nawa Cita towards Indonesia's sovereign politically, independent in economics, and personality in culture (*Laporan Capaian Nawacita Kementerian Keuangan 2016*, no date). Quoting from KSP 2 Tahun Jokowi - JK (2017), Nawa Cita is a great concept to increase Indonesian sovereignty, independence, and personality. To make it happen, it takes real work step by step, starting with the construction of the foundation and continuing with efforts to accelerate in various fields.

To achieve this vision, Jokowi - JK formulated economic development as the main indicator, with five achievement indicators, namely; reduce poverty, reduce inequality, strengthen economic growth, reduce inflation, and reduce unemployment. Then pushed back into three main focus areas Jokowi-JK government. *First*, infrastructure as the main lever of national productivity and competitiveness. *Second*, the human being as the subject of development. And *third*, economic deregulation policy to encourage quality economic growth amid the global economic downturn (*KSP 2 Tahun Jokowi - JK*, 2017).

From three main focuses above, Jokowi-JK focus on massive infrastructure development. It was justified by President Joko Widodo in an interview with Berita Satu (2018) when he visited an Islamic boarding school in Central of Java, He said;

“Memang dalam 4-5 tahun ini kita akan tetap fokus dan konsentrasi pada pembangunan infrastruktur. Baru pada tahapan berikutnya nanti, kita akan fokus dan konsentrasi pada pembangunan sumber daya manusia...”

“Indeed, in the last 4-5 years, we will remain focused and concentrated on infrastructure development. Then in a later stage, we will focus and concentrate on human resource development...”

The infrastructure development is intended to strengthen national connectivity, in order to achieve a balance of development and improve Indonesia's competitiveness in the weak and lagging economy compared to other countries. One of the weakness causes is the quality of Indonesia's infrastructure that still very inadequate, causing high logistical costs and uncompetitive. The data from Indonesia's logistics performance index shown that in 2014 it was only around 3.08 ((LM-FEB-UI), 2015). Right now, after increasing infrastructure development, Indonesia's economic competitiveness rankings are on 36th and it is considered a country capable of competing in the global economy (Schwab and World Economic Forum, 2019).

The following are some of the successful infrastructure built under Joko Widodo's era in the past 4 years based on Sekretariat Kabinet RI (2018), in the term of road and bridge construction, 3,432 KM of roads, 947 KM of toll roads, 39.8 KM of bridges and 134 suspension bridges have been built. Then in the railway sector, railway lines have been built (including dual lanes and reactivation) 754.59 KM'sp, 413.6 KM'sp railroad upgrades and rehabilitation, and LRT (Light Rail Transit) has been built in South Sumatra, Jakarta, and

Jabodetabek (still under construction and is expected to be completed in 2019), and the last is still being built MRT (Mass Rapid Transit) which will be completed in 2019.

Then in the term of air transportation, Joko Widodo's government has built 10 new airports and revitalized 408 airports in disaster-prone, isolated, and border areas. In the port sector, 19 ports has built and 9 ports are under construction, planned for 2019. Finally, the government has also built 17 units of dams which have provided 160,000 ha of reservoir irrigation services, 3,02 m³ / second of raw water.

Tabel. 3.4 Infrastructure Development under Joko Widodo's Era

No	Term	Total	Unit
1	Roads	3,432	km ²
	Toll roads	947	km ²
	Suspension Bridges	134	unit
2	Constructing of the Railway Lines	754.59	KM'sp
	Railroad Upgrades and Rehabilitation	413.6	KM'sp
	Constructing LRT Jakarta and Palembang		
	Constructing MRT Jakarta		
3	Water Transportation	19	Ports
4	Building new Airports	10	Airports
	Revitalizing Airports in Disaster-Prone isolated, and border areas	408	Airports

Source: Laporan 4 Tahun Pemerintahan Joko Widodo – Jusuf Kalla.

Comprehensive Strategic Partnership Indonesia - China

Strategic partnership or comprehensive partnership is a collaboration that emphasizes the cooperation of various aspects with the equal position of the two countries. This is intended to provide benefits to both countries. Since 2003 to 2015, Indonesia had been having a strategic/comprehensive partnership with 14 countries in the world. They are South Africa, the United States, Australia, the Netherlands, Brazil, India, Germany, Japan, South Korea, Francis, Russia, China. Turkey and Vietnam (Badan Perencanaan Pembangunan Nasional, 2015)

In theory, strategic/comprehensive partnerships are expected to provide at least three benefits for Indonesia:

1. Indonesia's main trade and economic partners and sources of foreign capital;
2. Sources to improve Indonesia's capacity in various fields, including the fields of defense, security, governance, institutions, economics, education, science and technology, and others;
3. Cooperation partners in handling global issues.

Comprehensive Strategic Partnership between Indonesia and China was starting with the signing of the Joint Declaration of the Strategic Partnership Republic of Indonesia - the

People's Republic of China on April 25, 2005. Such cooperation includes political and security cooperation, economic cooperation and development, and social-cultural cooperation and others (Badan Perencanaan Pembangunan Nasional, 2015). Then in 2013, Indonesia and China agreed to enhance strategic partnerships to the level of Comprehensive Strategic Partnership to stimulate bilateral relations between the two countries. The meeting agreed to improve the various collaborations that had been carried out in 2005 (Republik Indonesia, 2013).

The enhancement of bilateral relations between Indonesia-China into the Comprehensive Strategic Partnership in 2013 is an effort to stimulate bilateral relations between the two countries. This enhancement was starting with the signing of the Joint Declaration of the Strategic Partnership Republic of Indonesia - the People's Republic of China on April 25, 2005. Such cooperation includes political and security cooperation, economic cooperation and development, and social-cultural cooperation and others (Direktorat Pendanaan Luar Negeri Bilateral Negeri, 2015).

In the fields of maritime, aerospace, science and technology, the two countries agreed on 4 points of cooperation. Among those were pushing forward the implementation of the mutually agreed joint projects financed by the China-Indonesia Maritime Cooperation Fund, establishing a joint laboratory, and agreeing to actively support the development of a joint biotechnology laboratory. Then, Indonesia and China also increasing the cooperation in the field of social and cultural. Where was there were 6 points improved, among those were encouraging the expansion of exchanges and cooperation between think tanks, universities, research institutions and other academic organizations. And also the president agreed to push forward wildlife conservation projects, namely the collaborative research of giant panda in Indonesia and Komodo dragon in China (Republik Indonesia, 2013).

In the political, defense and security sectors, there were 4 points talked and agreed by Xi Jinping and Susilo Bambang Yudhoyono. Among those are enhancing mutual support on issues involving the two countries' core interests and major concerns, encourage cooperation in joint military training, and intensifying bilateral anti-terrorism consultation mechanisms. Then Indonesia and China also increasing 12 points of cooperations in the field of international dan regional. Among those were strengthening the central role of the United Nations in promoting international peace, security, and development, then agreeing that ASEAN and China must work together to promote regional cooperation.

In the field of economic and development cooperation, China and Indonesia agreed on 9 points to be increased. Among those were improving connectivity between the two

countries through the development of direct relationships through the sea, air, and digital communications. In another side, China committed to helping Indonesia in realizing the national connectivity agenda through investments from multinational companies. Especially the corridors that was covered by the MP3EI 2011-2025 document, namely; Sumatera Corridor (natural resources and energy); Java Corridor (services and industry); Kalimantan Corridor (mining and energy); Bali – Nusa Tenggara Corridor (tourism, food, and agriculture); Sulawesi Corridor (agriculture, plantation, fishery, and mining); and, Papua – Maluku Corridor (food, energy, and mining) (Republik Indonesia, 2013).

Indonesia - China cooperation in the field of infrastructure development had been started before signing the Strategic partnership, precisely in 2002. At that time the governments of the two countries agreed on economic and technical cooperation in bridge, highway and other infrastructure projects. Then continued becoming 6 cooperation agreements right now (Kementerian Luar Negeri Indonesia, 2019).

Through China's commitment to helping Indonesia in developing infrastructure through investment, at least the investment has been channeled to 664 projects throughout 2018. Whereas in 2016 there were only around 520 projects and in 2017 there were 823 projects. Through this commitment, Indonesia is able to build and increase infrastructure to the 52nd with a score of 4.5 on a scale of 7 (Schwab and World Economic Forum, 2019).

The Impact of Comprehensive Strategic Partnership Indonesia - China Toward Infrastructure Development under Joko Widodo's Era

A. The Impact of Comprehensive Strategic Partnership Toward Infrastructure Development For Indonesia

The vastness of Indonesia's territory and the uneven population distribution make the country desperately needs massive, planned and sustainable infrastructure development. It is intended to reduce development inequality between regions and accelerate the national connectivity agenda. In the publication of ADB (2015), it was stated that Indonesia's infrastructure development had been stagnated since 1990 to 2013 so that the effects of such stagnation were poverty and inequality in Indonesia.

From the government of a president to the next president, resolving infrastructure problems is always looked for completion. But the attention of the post-reform government is still struggling by restoring the national economy and

international trust after the monetary crisis in 1998 that hit Indonesia and the Asian Continent countries. On the other hand, the lack of national financial income makes this agenda cannot be done massively.

Under President Susilo Bambang Yudhoyono's era, the ambition of infrastructure building had been discussed again. Some discourse efforts to develop infrastructure were seeking funding from various parties. One of the government's effort was becoming the host of several infrastructure summits to attract local and international investors in January 2005 and December 2006. However, the results obtained were not as expected of the organizers. Because investors considered lack of project preparation and documentation to be examined by investors, the lack of clear regulations that establish guidelines for the infrastructure sector, and economic nationalism also inhibited market access to this sector (McCawley, 2015).

Departing from those failures, the Government made concrete breakthroughs to attract investors. In the institutional sector, the government established new institutions to support project preparation. One of those is PT SMI (Sarana Multi Infrastruktur), it was established in early 2009 with 100% owned shares by the government. Then in the field of the regulation, Susilo Bambang Yudhoyono,s government issued Presidential Regulation No. 13 of 2010 (changed to Presidential Regulation No. 56 of 2011) concerning PPP (Public-Private Partnerships). Then, in 2011, Susilo Bambang Yudhoyono's era launched the MP3EI (Masterplan Percepatan dan Perluasan Pembangunan Ekonomi Indonesia / Master Plan for the Acceleration and Expansion of the Indonesian Economic Development Plan). After matters related to the investor doubts could be resolved by the government, investment flows in the infrastructure sector began (Salim and Negara, 2018).

Although various strategies in obtaining funding have been implemented, it is appropriate for the government to allocate a larger budget than before. Recorded allocation of the state budget for infrastructure in 2013 was only ranged 2.3% of GDP (Gross Domestic Product) or as much as Rp 203 trillion. When combined with other sources (APBD, BUMN, and private sector) the total expenditure for infrastructure was only Rp 438 trillion or 4.72% of GDP ((LM-FEB-UI), 2015). Such funds were still very little for Indonesia connecting agenda from Sabang to Merauke.

Joko Widodo's pair in the general election in 2014, pay more attention to the domestic infrastructure development. In the funding sector, the government increased the national budget into Rp 2,215 trillion. Even so, RPJMN 2015-2019 (Rencana

Pembangunan Jangka Menengah Nasional / National Medium Term Development Plan) set the budget on Rp. 5,452 trillion to the development agenda for the next five years. Meanwhile, Bappenas (Badan Perencanaan Nasional / National Development Planning Agency) estimated that the National Budget could fund of Rp 2,215 trillion (40.14%), the Regional Budget was Rp 543 trillion (9.88%) of the total budget (Kementerian Perencanaan Pembangunan Nasional, 2015). This meant, there was a financing gap of Rp 2,694 Trillion which the government must obtain from various sources.

Recalling in 2013, China committed to encouraging its private companies to invest in Indonesia's infrastructure development. In this term, Joko Widodo's government maximized the collaboration to cover the financing gap. As a result, improvements and development of domestic infrastructure can be implemented well.

According to Gong Bencai, Chair of CCCI (China Chamber of Commerce in Indonesia), there are 1.000 Chinese companies operating in Indonesia. Till now, those companies are engaged in logistics infrastructure, power plants, and aspects such as water and food. There about 17% of these companies are engaged in construction, 15% in the mining sector, and 13% in the electricity sector (CNN Indonesia, 2018). Some of these companies are CNOOC, Petro China, Shanghai Alcatel, CITIC, Haier, KONKA, Huawei Technology, ZTE Corporation, China Railways Engineering Corporation and many more (Sinaga, 2013).

The investment of Chinese companies that have been poured and realized as reports from BKPM (Badan Koordinasi Penanaman Modal / Investment Coordinating Board) are as follows:

Table 4.1 Chinese Investment in Indonesia Since 2015 - 2018

NO	Type	Year			
		2015	2016	2017	2018
1	Ranking	5	2	5	4
2	Total Investment (Million USD)	222,31	1.075,5	623,8	548,9
3	Realisasi Proyek	366	520	823	664

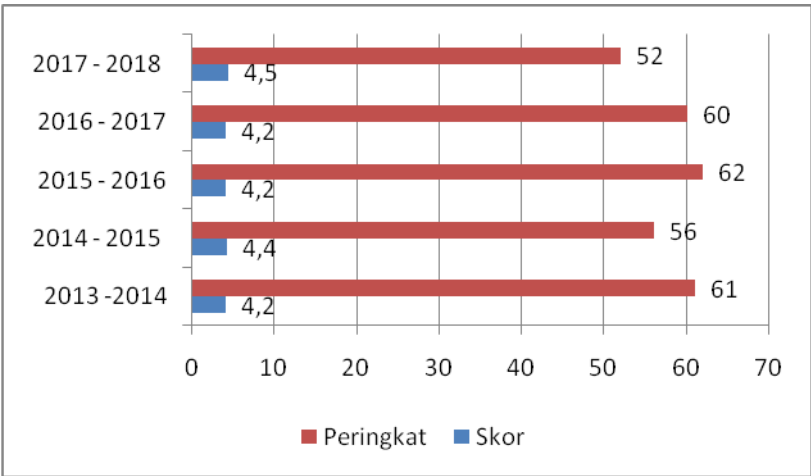
Source; BKPM (Badan Koordinasi Penanaman Modal)

Through China's commitment to participate in building domestic infrastructure, the difficult and complicated national development ambitions can be realized massively, planned and sustainably. Because of the condition of financial deficits and increasing

infrastructure needs, China is pouring investment to help Indonesia in building infrastructure.

As a result of national infrastructure development, Indonesia has been able to improve the quality of domestic infrastructure to a fantastic number. Based on the report of The Global Competitiveness Index, Indonesia's infrastructure in 2017-2018 is in 52nd position. It was a little different over the previous 2 years, wherein 2015-2016 the quality of domestic infrastructure at the 60th and 2016 - 2017 positions at the 60th. As illustrated below;

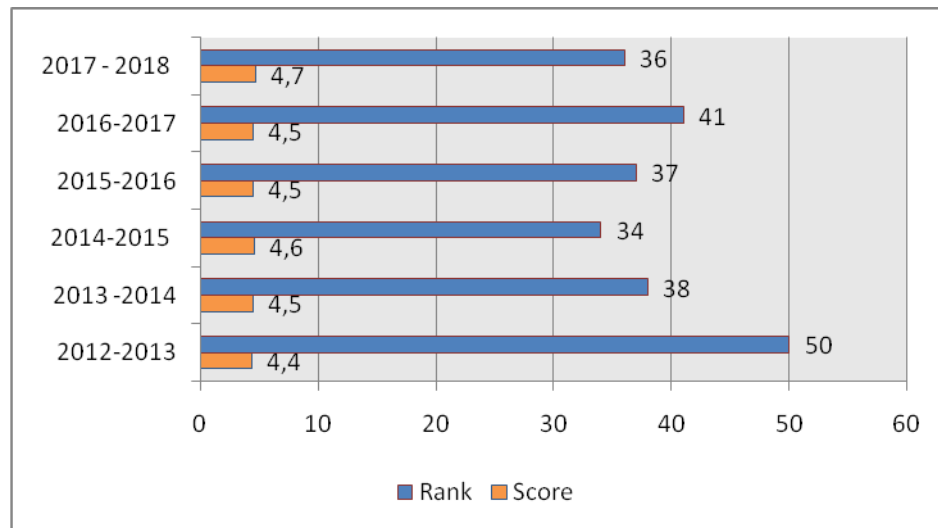
Diagram 4.1 Indonesian Infrastructure Ranking and Scores from 2013 - 2018



Source: Global Competitiveness Index

therefore, through infrastructure development that has been implemented, it has been able to erode the domestic economic development gap and increasing international trust to invest in Indonesia. Even in 2017-2018, Indonesia is included in the tightening countries that are worthy of global investment, with economic competency ranking 38th from 137 countries. This is different from the previous five years, where Indonesia was only able to occupy the 50th position from 144 countries. This is because Indonesia has not built its infrastructure massively. Regarding this, infrastructure is not the only indicator to claim that Indonesia is a country worthy of investment, but indicators in this field affect investors' trust in investing in the country (Indonesia-Investment, 2017).

Diagram 4.2 Ranking of Indonesian Economic Competencies from 2013 - 2017



Source: Global Competitiveness Index

From the diagram above, it appears that the ratings which in achieved by Indonesia are fluctuating. However, if we pay close attention, Indonesia's score has increased, even though in 2016 and 2017 is lower than in 2015. The highest points are in 2018 with score of 4.7 and ranked 36th. While the lowest points are in 2013 with a score of 4.4 and ranked 50th.

B. The Impact of Comprehensive Strategic Partnership Toward Infrastructure Development For Indonesia

The Chinese interest in participating in Indonesia infrastructure development is to realize and expand the ambitions of the 21st-century silk road agenda which hold the Chinese vision of globalization. The agenda is called OBOR (One Belt, One Road) or currently called BRI (Belt Road Initiative).

BRI is a discourse to strengthen financial cooperation, road connections, and infrastructure in various countries, including Indonesia. This agenda was initiated by Xi Jinping in 2013, where it consisted of land-based silk lines called SREB (Silk Road Economic Belt) and MSR (Maritime Silk Road). In this case, Indonesia is included in the MSR initiative along with several other ASEAN countries (Indonesia-Investment, 2017).



Source: <https://www.worldbank.org>

China's assistance in developing domestic infrastructure is an attempt to attract Indonesian sympathy to take part in realizing the agenda of the 21st century Silk Road. Because in this case, Indonesia under President Joko Widodo's era wants to be PMD country (Poros Maritim Dunia / Global Maritime Fulcrum). The two agendas initiated by the two countries are similar agendas. When China helps Indonesia in realizing GMF agenda, China has embodied one of the MSR agendas in another country (Samti Wira Wibawati, Marina Ika Sari, 2018).

According to Deobora (2017), she stated that the final goal of the 21st-century maritime silk road agenda is to strengthen trade facilities, with a focus on eliminating trade barriers and creating policies to reduce trade and investment costs. Furthermore, Copper (2016) in his book revealed that behind of China's support for developing countries, China hopes to obtain natural resources for the sustainability of its domestic economy and also tries to expand the market of their products. By expanding the market, it will increase product sales itself.

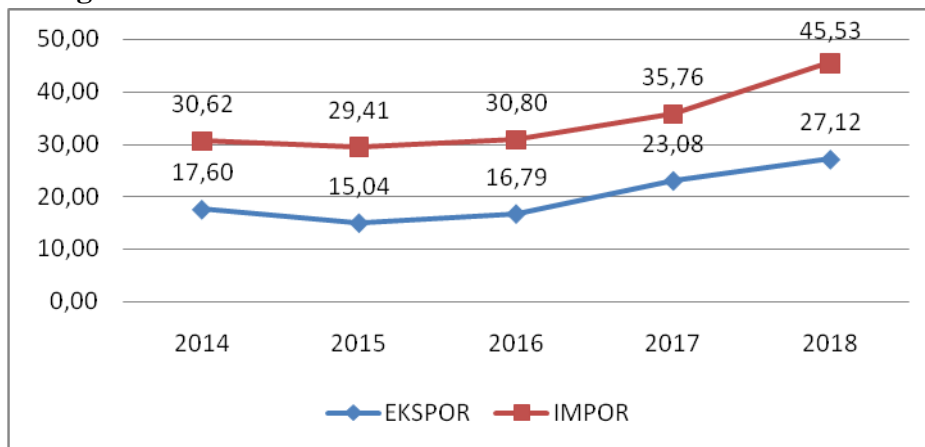
Indonesia as a rich country with abundant natural resources makes Indonesia a sexy country in the world. Thus many countries are approaching Indonesia to work together to gain profits, including China. China approaches Indonesia by utilizing ambitious similarities to participate in building Indonesia's infrastructure with the aim of gaining Indonesia natural resources and expanding market of their products.

Those can be seen from the trade balance between Indonesia and China. China's needs for raw materials from Indonesia are increasing year by year. The peak is in 2018 with a value of USD 27.12 billion. While the lowest value is in 2015 with a value that is around USD 15.04 billion. Even so, the Chinese need for Indonesian

export products has been increasing. The majority of export commodities to the Chinese are vegetable fat with 36% of the total exports (Hendra Kusuma, 2018).

While Chinese products which are entering Indonesia also increased sharply. The peak occurred in 2018 worth USD 45.53 billion. While the lowest value is only at USD 29.41 billion in 2015. The commodities purchased by Indonesia from China are non-oil and gas goods (Simorangkir, 2019).

Diagram 4.3 Trade Balance of Indonesia – China from 2014 - 2018



Source: Kementerian Perdagangan Indonesia

Conclusion

Based on the research under the problem formulations "How is the impact of comprehensive strategic partnership Indonesia-China toward infrastructure development under Joko Widodo's era?" Which is explained by bilateral concept, the researcher concluded that;

1. The impact of the comprehensive strategic partnership which was signed by the Indonesian-Chinese government in 2013 toward infrastructure development is a success to realize the national interests of each country.
2. Indonesia's interest in the framework of such cooperation is to get investment from China to realize the national development agenda which was listed in the MP3EI document. By the investment, it can increase the national budget in realizing Indonesia's infrastructure development.
3. China's interest in helping Indonesia to get the national development agenda is to realize and expand the agenda of the 21st-century silk road. By doing this strategy, China able to obtain Indonesian natural resources and externalize its market jurisdiction.

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